



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

Official Minutes

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July 9, 2025

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN COLUMBIA, MISSOURI,
WEDNESDAY, JULY 9, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 9, 2025, at University of Missouri, Memorial Student Union, 518 Hitt Street, Columbia, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, July 9, 2025.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Boatwright, seconded by Commissioner Smith, a quorum of Commission members present approved the minutes of the regular meeting held on June 5, 2025 and the special meeting held June 4, 2025.

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CONSENT AGENDA

Consent Agenda Process

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

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

Consideration of July 9, 2025, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the July 9, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for November 2025.

Legislative Committee – The Missouri General Assembly completed the objectives outlined in the Governor's call for a special session in just nine days this June. During that time, they passed three key bills:

- Senate Bill 1 addressing budget considerations,
- Senate Bill 3 providing tax incentives aimed at retaining Missouri's professional sports teams, and
- Senate Bill 4 offering aid for severe weather recovery.

All three bills passed both chambers and have been signed into law by the Governor.

Looking ahead, there is a possibility of another special session later this year. The General Assembly has expressed interest in addressing what it views as a statewide property tax issue. It remains to be seen whether Governor Kehoe will call a second special session to coincide with the veto session in September. On June 30, the Governor signed the Fiscal Year 2026 state budget, totaling \$50.8 billion.

MoDOT's funding requests were included in the enacted budget; however, the General Assembly approved only approximately seven to nine months' worth of appropriations. As a result, the department will need to request a supplemental appropriation early in the upcoming legislative session. In addition, a number of legislatively designated projects were included in the Fiscal Year 2026 budget, with some carried over from Fiscal Year 2025. The Governor has the authority to issue line-item vetoes and withholdings, doing so in the department's budget on several highway, river-port, and airport projects.

In total, 14 lines in the department's budget were vetoed. The Governor also restricted spending on another 14 budget items. A list of the Governor's line-item vetoes and expenditure restrictions can be found at governor.mo.gov. During the regular legislative session, 49 House and Senate bills were Truly Agreed and Finally Passed during the regular legislative session (excluding budget bills). As of July 1, Governor Kehoe signed 9 of those bills. He has until July 14 to act on all passed legislation. Unless otherwise specified, signed bills will take effect on August 28.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next MTFC meeting will be in October.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman reported the board met on June 20, 2025. Nick Mestres and Kristen Brown from Williams-Keepers were present to remind the committee of the requirements for the audit and when it will take place. The annual audit will begin in July. The Board accepted the budget for Fiscal Year 2026. It was noted during the meeting that renovations of 1913 William Street are modestly higher than expected and staff have been diligent in managing the increases to best serve the system. House Bill 147 was the only pension related bill that was passed during the 2025 legislative session. The next Board meeting is September 18, 2025.

Missouri Coalition for Roadway Safety Executive Committee – The Missouri Coalition for Roadway Safety Executive Committee met on Monday, June 16. In addition to the Commission's Vice Chair, the committee welcomed its newest members, including:

- MoDOT Director, Ed Hassinger;
- Department of Public Safety Director, Mark James;
- Department of Revenue Director, Trish Vincent;
- Department of Commerce and Insurance Director, Angela Nelson; and
- Superintendent of the Missouri State Highway Patrol, Colonel Michael Turner.

During the meeting, the committee discussed the goals and objectives of the Coalition, including public policy priorities, public awareness initiatives, and the importance of local community activities. The committee also discussed the potential of new technologies to help identify, analyze, and address crashes in Missouri. The committee also received a progress report on the Coalition's effort to update the state's strategic highway safety plan, Show-Me Zero. The new plan will be unveiled this September at the Missouri Highway Safety and Traffic Conference and will focus on 5 key areas:

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Safer Response

Finally, the committee will be working to add two new at-large members from the traffic safety community over the next couple of months. As of Tuesday, July 1, there were 415 traffic fatalities in Missouri this year compared to 422 at the same time last year.

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DIRECTOR'S REPORT

During the July 9, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Legislative Visits in DC – Last month Director Hassinger traveled to Washington D.C. and had the opportunity to meet with staff from all 10 members of Missouri's congressional delegation, as well as staff with the Subcommittee on Highways and Transit. He was fortunate to meet directly with Congressmen Bob Onder, Emanuel Cleaver, Sam Graves, and Jason Smith. These discussions were a great opportunity to share the department's priorities for the upcoming surface reauthorization legislation, including increasing formula funds to state Departments of Transportation and right-sizing regulations to promote project delivery. The current authorization expires in September 2026, and the new

reauthorization is currently being crafted and possibly passed before the current one expires. These meetings also allowed for discussion about major projects happening or planned across the state and other transportation-related topics that were important to each of them. Director Hassinger emphasized MoDOT's support as the reauthorization progresses, offering to answer any questions the congressmen or staff might have and to assist in any way possible. He concluded by noting the department's Governmental Relations staff will remain in contact with their offices throughout the process.

Route Y Emergency Bridge – Director Hassinger commended the Southwest District team for some quick action taken in an emergency situation. A storm in early June brought 7 inches of rain in a short time to the Webster County area, resulting in a flash flooding event that critically damaged the Route Y bridge. The MoDOT team worked quickly to close and barricade the bridge, but drivers were moving those barricades to use the bridge anyway. The Southwest District team recognized the immediate concern and moved quickly to get an emergency contract in place to remove the bridge.

Director Hassinger displayed before and after photos of the damage, the initial barricades, and the removal. He noted staff has also worked to get a design contract underway to replace the bridge. This is such a great example of the MoDOT team identifying a problem and moving quickly toward a solution. These types of emergencies happen more often than preferred, but this team is consistently prepared when Mother Nature acts up.

Statewide Transportation Improvement Program (STIP) – Director Hassinger noted the current agenda includes a presentation on the Fiscal Year 2026-2030 Statewide Transportation Improvement Program (STIP). This is another program of truly incredible investments in the state's transportation system, with more than \$13.2 billion worth of revenues available for all modes of transportation in the next five years. MoDOT is delivering on more projects than ever before, and it takes a lot of collaboration and hard work to get us to this point.

Director Hassinger thanked the dedicated team here at MoDOT as well as the various regional planning partners who helped develop this plan. These communities across the state work diligently with the department to get projects identified and prioritized to be ready for the program. Delivering this high of a level of investment in projects is only possible because of the partnership between the MoDOT team and the private sector in design engineering and construction contractors.

Intern Conference – Director Hassinger reported the annual Intern Conference was held in Jefferson City and noted this is their chance to see how all of the pieces of this department work together to bring programmed projects to life. He stated it is a fun way for the interns to network with each other and members of the leadership team at MoDOT. But it is also a really rewarding learning opportunity through a unique, hands-on approach. MoDOT had more than 120 interns participate in this year's conference, representing just about every division and district across this department.

One of the highlights of the conference is an activity to develop a design and construction plan for a fictional interchange. The interns attend breakout sessions and learn from the teams here at MoDOT about the various roles it takes to deliver a project. Then they take all of that knowledge and work in groups to develop their plan for the interchange. They then present that plan in a mock public meeting where MoDOT employees attend their meetings as "customers," and give them a little taste of what it is like to bring an improvement to a community. It is a really immersive way to show the interns how each area of this department plays a crucial role in the project delivery effort.

Director Hassinger concluded by saying this is just one example of how the conference brings interns together to interact and learn from each other. Members of the leadership team share insights with the interns throughout the conference, and the interaction of the leadership team helps them learn from the interns, too. The one-on-one conversations with these students are always enlightening, and hearing their passions and goals gives a lot of confidence in the future of this industry, hopefully right here at MoDOT.

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PUBLIC COMMENTS

SUPPORT OF BIKE AND PEDESTRIAN FACILITIES

Jackson Hotaling, Community Engagement Director at Missourians for Responsible Transportation, stated they are a nonprofit working to build streets, roads and trails that work for all Missourians. They are recognized as vulnerable real user experts in consultation on the Long-Range Transportation Plan and Strategic Highway Safety Plan update processes, and have worked along MoDOT to advocate for legislative goals such as distracted driving legislation. They also have a contract with Missouri Department of Health and Senior Services on numerous efforts, including leading Missouri Complete Streets and Initiative, founded in 2010 that has worked to help numerous communities across the state develop strong draft of transportation policies.

Mr. Hotaling noted the Missourians for Responsible Transportation fully supports the addition of a statewide active transportation plan to Missouri's transportation planning framework. He stated that Missouri has reported its highest ever pedestrian fatality rate in 2024, reflecting an 88 percent increase in bicycle and pedestrian fatalities since 2014. In 2020, for Missouri, ranked second to last in terms of bicycle friendly states and last for safe routes to school, according to several national organizations that analyze all states policies for bicycle pedestrian planning. He said factors related to those issues include distracted driving, larger than average size of vehicles, and rapid roadway and highway expansions across Missouri without accompanying bike, pedestrian, or transit infrastructure, and those are exacerbating the safety challenges.

Mr. Hotaling stated MoDOT is set to update Missouri's long-range transportation planning document, and there may be no better opportunity than now to establish a system for statewide active transportation planning. And because MoDOT recognizes safety issues faced by vulnerable road users, a changing demand for more transportation options, and the quality of life gained by developing active transportation infrastructure, the Missourians for Responsible Transportation requested that MoDOT seek solutions to meet the needs of all Missouri roadway users.

Commissioner Erdman thanked Mr. Hotaling for his comments.

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CONCERNS ABOUT PUBLIC HEARINGS, TRANSPARENCY, AND THE TRANSPORTATION MANAGEMENT CENTER

Arnie Dienoff stated that he is an advocate of official public hearings, and that MoDOT's informal public meetings that rely on people writing comments on paper is not a public hearing. He encouraged the Commission to look into true public hearings. He also verbally submitted a records request for the open meeting material, any votes taken, and the audit committee meeting material. He also noted the need for transparency and that the information should be posted on the website before the meeting. He stated there are secret meetings and that the Commission needs scrutiny and transparency.

Mr. Dienoff commended Eric Kopinski, Improve I-70 Program Director, and the I-70 team for their communication and transparency. He noted concrete is being poured on I-70 and that is a great sign. He reported there are problems with the Transportation Management Center in St. Louis, as he reported concerns and the customer service staff were unprofessional. He concluded by discussing the intersection of Technology Boulevard and Weldon Spring Road, Highway N from Highway K, and the tall grass in those locations.

Commissioner Erdman thanked Mr. Dienoff for his comments.

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PUBLIC PRESENTATIONS

THE CITY OF COLUMBIA

Barbara Buffaloe, Mayor of Columbia, thanked the Commission for being in Columbia and for the strong partnership between the city and MoDOT. The City of Columbia offers small-town friendliness with big city features and a high quality of life for people of all ages and interests. The city's mission is to serve the public equitably through democratic, transparent, and efficient government. Columbia's transportation strategy prioritizes people, not just vehicles. The city supports a safe, inclusive, and future ready infrastructure.

Mayor Buffaloe appreciates the collaboration for the improvements to I-70. She noted this is a major thoroughfare that goes through the heart of the city. The important thing for the city is that it is more than just traffic flow. It is also about moving communities safely from one place to another. Thinking about traffic means also thinking about safety. Columbia strongly supports a Complete Streets program. In the design on that, the city works closely with MoDOT to continue the application during the improvements to I-70. Mayor Buffaloe thanked the Commission and the staff for the inclusion of pedestrian and multimodal improvements on some of the bridges within the city. Residents rely on sidewalks, bike lanes, and transit to move around the city. Anytime there is an opportunity to enhance these crossings, it helps the citizens of the community get around.

Mayor Buffaloe noted that while I-70 is a huge project that deserves a lot of attention, there are other MoDOT maintained roads in the city of Columbia, such as Stadium, Providence, and Route V. The city urges the continued focus on this maintenance to keep those corridors improved for safety and reliability across the whole network to connect people and grow. She also noted that transportation is a catalyst for growth. For example, the city has a lot of new investments in economic development happening near Route B, and the city staff appreciate the responsiveness from MoDOT staff to help figure out how to get commercial vehicles in and out of the new expansion. The quality of infrastructure is

foundational to economic development and something that the city hears often when businesses are growing in Columbia. From talent recruitment to retail access, these improvements support Columbia's vitality, and the community identifies transportation as a priority, and they are grateful for their role in advancing them.

Mayor Buffaloe said the city is eager to continue partnering with MoDOT, not just for the improvements to I-70 and enhancements that will happen there, but also for projects on Safe Streets for All and the Reconnecting Communities grant. All of these opportunities will help deliver safer streets, stronger neighborhoods, and smarter growth. She acknowledged staff work in partnership with the federal rules on a safe system approach, which anticipates human error. It designs roadways to reduce fatal and serious injuries. It is about shared responsibility between engineers, planners, and policymakers. And then the mindset is how to deliver, design, maintain, and advocate for a safer transportation system. The city is currently revising their Complete Streets policy. The goal is to ensure that every transportation investment considers the needs for all of users – pedestrians, cyclists, transit riders, and drivers – at every stage. She noted the city has a cost share with MoDOT, which allowed for enhancements such as additional pedestrian's needs on the bridges crossing over I-70.

Commissioner Erdman thanked the mayor for her presentation and the continued emphases on safety. Commissioner Slay thanked Mayor Buffaloe for her leadership along with her collaboration and cooperation between the city and MoDOT.

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COLUMBIA CHAMBER OF COMMERCE: I-70 ENHANCEMENTS

Matt McCormick, President of the Columbia Chamber of Commerce, thanked the Commission and appreciates the collaboration with the MoDOT team. The mission of the Chamber of Commerce is to lead the community, drive commerce in the region and advance community and regional collaborations, thereby enhancing the quality of where people live, learn, work and play. He noted recent enhancements

have been a collaborative project and process, not just with the chamber, city, county, and the university, but a number of businesses have stepped up to be a part of this project and wanted to be given back to this project because they understand this is a once in a generation project. Everyone wanted to take the time to make sure it is done well and right.

Mr. McCormick provided an overview of where they started, where they are, and where they are going. From the first meeting in 2023, it began with an idea of flyovers at the Interstate 70 and Highway 63 interchange and other possible enhancements or ideas. Conversations were had about how to build on top of the great work MoDOT was doing on current and future projects. Numerous community members, companies, and partners came together as one body to start talking through the process. A consultant was hired to help facilitate that conversation and build that idea. He discussed different enhancements such as different styles of bridges, monuments or end caps on bridges, and additional details like light boxes. These enhancements showcase that a driver is in the city of Columbia, and that they are proud of their community. Local funds were used to move forward with these ideas and enhancements. The community has stepped up, raised funds, and come to the table with ideas. Mr. McCormick concluded noting the collaboration between the community and MoDOT has been fantastic.

Commissioner Hegeman thanked Mr. McCormick for his presentation and appreciated the collaboration on these projects to move forward and enhance the community. He noted his appreciation for the legislators and former legislators that helped make the Improve I-70 project a reality.

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MISSOURI CIVIL AND ENVIRONMENTAL ENGINEERING

Praveen Edara, University of Missouri (MU) Civil and Environmental Engineering Chair, thanked the Commission for all the work in keeping and providing a safe transportation system that is also very efficient. He explained how Mizzou is helping to support the mission of providing a safe and efficient transportation system for all Missourians. He explained Mizzou's history and noted that they were the

first university to offer a civil engineering degree west of the Mississippi River, going back to the middle 1800s. Since then, they have been producing excellent civil engineers that go on to serve the state in public and private sector. Last year, the university began an environmental engineering degree program. There is also a new degree program in construction management, given the demand, not just in the state but nationally in construction disciplines. The university listens to students, what their interests are, and will be offering one in the future. He noted they expect to offer a business in construction management as well.

Dr. Edara said that on any given day, they have over 400 students that grace the hallways and classrooms, eager to learn how to design bridges, how to time traffic signals, how to provide flood mitigation, and control. MU Engineering is very good at placing students in jobs, and civil engineering in particular has been excellent in the last few years. In fact, last year 98.5 percent of our student body has been placed in either a full-time job upon graduation or a master's degree program. This shows just how good the market is and how excellent the students are. He noted that there is a 30 percent increase in fall enrollment of students who are choosing civil or environmental engineering major.

Dr. Edara provided information on the different programs available such as the construction management program, which was designed with the help of contractors and consultants. He noted the continuous innovation in the classroom, such as finding ways to better teach civil engineering concepts and using artificial intelligence (AI) to help the student view the same problem from different angles. The MU Department of Civil and Environmental Engineering department has more than tripled their research expenditures in the past five years. Faculty have served on national committees such as transportation, geotechnical, seismic, and structural analysis committees

Dr. Edara reported that the Missouri Center for Transportation Innovation is a great partnership where all the talents within the state get together to deliver and solve key transportation challenges. He also noted that the last time he presented was one year ago when the Missouri Work Zone Safety Center of Excellence was launched. He also highlighted their partnership with Department of Natural Resources

to address the pressing water needs in the state, flood management, mitigation, and water quality. He concluded by highlighting the research success of faculty and provided examples of their projects.

Commissioner Boatwright thanked Dr. Edara for his presentation and noted it is great to see the universities tapping local resources to drive innovation and use experts to make the system better. He recognized Dr. Edara's leadership has been a large part of that success.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S CENTRAL DISTRICT

On behalf of the Director, Machel Watkins, Central District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Central District. The Central District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, as well as making significant safety and capacity improvements. The Central District's operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, mowing, signing, and striping, in addition to maintaining roads and bridges.

The Central District, which consists of 547 employees, proudly supports the MoDOT values of safety, service, and stability while serving more than 678,659 Missourians in 18 counties in the heart of Missouri. The Central District maintains 11,600 lane miles of interstates and major, minor, and low volume routes. Interstates and major routes in the region include Interstates 70 and 44, and U.S. Routes 63, 54, and 50.

The Central District's major roads are maintained at 92.9 percent good (statewide goal 90 percent); 81.9 percent of its minor roads are in good condition (statewide goal 80 percent) and 87.8 percent of its low volume roads are in good condition (statewide goal 70 percent). The Central District has 1,303 bridges, 88 of which are in poor condition. She noted these conditions have all increased from last year

and are above the statewide goals. This success of the improved low volume roads is due to the Governor's Rural Roads program and the Commission's actions with the asset management deficit program.

Ms. Watkins noted success in the region depends on good partnerships. Central District's Planning Partners include Meramec Regional Planning Commission, Lake of the Ozarks Council of Local Governments, Mid-Mo Regional Planning Commission, Columbia Area Transportation Study Organization, and Capital Area Metropolitan Planning Organization. These five entities do the heavy lift of identifying transportation needs and prioritizing those needs. Collectively, they have worked together to identify the transportation needs for the district.

The results of the planning work have led to many critical high impact projects that are underway in the Central District. The first project of the Improve I-70 Program, from U.S. 63 interchange in Columbia to the U.S. 54 interchange in Kingdom City, is well underway. The Lance Corporal Leon Deraps Interstate 70 Missouri River Bridge project near Rocheport has been completed and will be three lanes when the adjoining sections of I-70 are completed. There is a tremendous amount of work in relation to sidewalk and Americans with Disabilities Act (ADA) improvements, along with 25 communities seeing construction zones this season for resurfacing. There is an intersection improvement project on Route 50 and Route CC at the entrance to State Technical College on Missouri in Linn, which includes additional lanes, signals, sidewalk improvements, and resurfacing. This project will provide better traffic flow and provide for less congestion once it is completed. In Columbia, there are improvements on the eastern side of the interchange of Route 63 and Route AC (Grindstone Parkway), which will greatly reduce congestion that is experienced in morning and evening rush hours.

Additional maintenance of Central District's roadways will take place including 738 miles of roadway resurfacing, totaling \$55.6 million; 328 miles of Governor Rural Roads resurfacing, totaling \$14.3 million; and 182 miles of seal coats, totaling \$5.5 million. There is also scheduled bridge work for the district including 37 bridge rehabilitations and replacements, totaling \$30.4 million.

Ms. Watkins highlighted some of the district's upcoming projects such as a safety project that will eliminate an at grade crossing near Cadet Missouri as it will take Route 47 over the railroad. The project is being funded through a railroad grant with some contributions from Union Pacific. Another project is the expansion of U.S. Route 54 in Camdenton to two lanes each direction, with a center turn lane, from South Business Route 5 to the city limits, which was included in today's bid letting awards, and will reduce congestion and improve safety. Interchange improvements associated with Route W (Airport Road) including modifying the interchange and widening U.S. Route 54 in Callaway County, north of the Missouri River. Corridor improvement on U.S. Route 63 from U.S. Route 50 to County Road 611, south of Westphalia, is planned to be awarded in 2028. Lastly, the Improve I-70 Rocheport to Columbia and Boonville to Rocheport will begin in the next six to seven months.

Central District maintenance forces completed significant work including 122,977 tons of asphalt pavement repair in 2024, and 40,133 tons year to date in 2025; 2,824 ton of pothole patching in 2024, and 1,062 tons year to date in 2025; 13,888 acres of spraying noxious weeds in 2024, and 15,119 acres year to date in 2025; 15,789 square feet of signs installed in 2024, and 6,368 square feet year to date in 2025; 7,535 miles of striping in 2024, and close to 1,000 miles year to date in 2025; 15,959 labor hours of litter pick up in 2024, and 20,595 labor hours year to date in 2025; 27,911 miles of mowing in 2024, and 10,251 miles year to date in 2025; and 525 lane miles of sealing operations in 2024, and 300 lanes miles planned for 2025. Ms. Watkins further noted that Central District staff spent almost 90,000 hours on winter operations, and preparations have begun for the upcoming winter season.

Ms. Watkins stated safety is part of the districts and department's culture, and highlighted a few safety improvements. A traffic garden was held at Belle Elementary School this spring and was done with a grant from the Governor's Highway Association and the National Road Safety Foundation. Staff collaborated with the Coalition for Roadway Safety and painted a traffic system on their playground. The students walked it, learned about the striping and what the signs meant, and were taught bicycle safety. It

led into conversations about driver safety, about always wearing your seatbelt, not driving distracted, and putting phones down while driving. It was an opportunity to build the behavior of the next generation of drivers and doing it in a fun way that really sticks with them.

Ms. Watkins also highlighted innovative thinking and recent winners at the Innovations Showcase. The flush mounted tractor lights submitted by the Rolla employees won the Productivity category. The tack oil sprayer submitted by the Columbia facility won the Tool and Equipment category. The powerline marker submitted by the Jefferson City staff won the Tool and Equipment category. The paver lookout submitted by the St. Robert facility was the overall winner for the Tool and Equipment category. Each of these winners were able to bring back money to their facilities, where they could dedicate it towards the maintenance and operation in their region.

Central District maintains a strong recruitment and outreach program through efforts including internships; community college, trade school, and targeted high school career fair participation; JAG event participation; location-specific hiring events; Bring a Child to Workday; STEM outreach on large projects; and collaboration with the University of Missouri on Capstone Projects each semester. Ms. Watkins highlighted the district's success on recruitment and retention. The Commission's action to implement pay plan efforts really made a noticeable difference in Central District. Last year the district spent efforts recruiting employees, this year the district has been able to maintain staffing at about 98 percent. She noted there had been 63 separations but 74 new hires. There has been a lot of emphasis on retention in the form of good quality candidates that are joining, getting proper training, with a sense of belonging and welcoming for those individuals, making them part of the team early, and having challenging and rewarding work.

Commissioner Erdman thanked Ms. Watkins for her presentation. Commissioner Smith congratulated Ms. Watkins on her success of being 98 percent staffed and retaining employees.

Commissioner Baker commended Ms. Watkin's presentation and her highlights on the I-70 project, maintenance issues, covering 11,000 lane miles, and the windshield issues in the district.

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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 the funding was approved in June 2023 and the first groundbreaking celebration was in Columbia in June 2024. Since then, a lot of work has been accomplished. He noted that keeping focused on staying on time and on budget is paramount to the Improve I-70 project team. Individuals from other Departments of Transportation (DOT) that are leading major projects face this real challenge to stay on time and on budget, and a lot of that is driven by political pressures or pressures from the DOT. The stability MoDOT has from state and local elected officials and the Commission has really allowed the project team to stay on schedule and on budget. If there is no bigger takeaway today, it is that the team is on schedule to deliver this project with this historic funding.

Mr. Kopinski discussed the Infrastructure for Rebuilding America (INFRA) Grant components. In an effort to leverage funding for the Improve I-70 program, MoDOT submitted an aggressive grant application to the U.S. Department of Transportation. This discretionary federal grant program allows transportation owners to compete for federal funding. Historically, less than 10 percent of applicants are successful with a funding award. In 2024, MoDOT received a partial award for Improve I-70 with a discretionary federal grant. A total of \$92 million in federal funds were awarded to MoDOT for the Improve I-70 Program. The INFRA grant funds will be used to make improvements beyond the addition of a third lane on the first three segments of the Improve I-70 Program.

He stated the Columbia to Kingdom City project is underway and over \$100 million of high-quality improvements that have been made in the last year. The project is on time and on schedule, but the team could really use a break from the rain. He noted the paving crews could use dry and warm weather, but they are paving and working on bridges every night. He commended the work of Millstone Weber and Jacobs delivering this project and also commended the City of Columbia and Columbia Chamber of Commerce for coming to the table with their leadership group and decision makers. That ability to move quick is a priority to the Improve I-70 project team and projects, so they appreciate those ongoing partnerships.

In November of last year, the largest single project in MoDOT history was awarded at a little over \$600 million. This project was awarded to Emery Sapp Clarkson with designers HNTB and Bartlett West, and this project is fully underway now. The area is starting to transform, and pavers are fully operational laying down pavement every night. Mr. Kopinski noted that 22 bridges are being replaced or providing substantial improvements, so it is not just pavement. It is interchanges, bridges, and overall safety components improvements outside of adding the third lane and replacing the existing pavement.

In May 2025, the team brought the Blue Springs to Odessa project to the Commission, and it was awarded to Rademacher and Decker team with the design firm Wilson. Public meetings are scheduled for next month where staff will be sharing more information about the project. Construction for this project will start in early September. The turnaround period from award to when a shovel is on the ground to begin substantial bridge work and paving work is four months, which is pretty well unheard of in this process.

Mr. Kopinski highlighted the upcoming projects of the Improve I-70 Program. The team has begun confidential one on one meetings with the three shortlisted teams for the 13 miles of I-70 from Rocheport to Columbia. The tentative project award date is December 2025. This will be the fourth Improve I-70 procurement that will come to the Commission for award. These will be the program's four largest projects, and in the top ten largest projects ever delivered. The 12 miles of I-70 from Boonville to Rocheport will be a traditional design bid build project with a January 2026 bid letting, with a tentative project award date of February 2026.

As with every project MoDOT programs, getting public input is critical to success from the early design stage to the final ribbon cutting. Since August 2023, MoDOT completed 12 statewide public meetings around the state, 8 industry meetings around the state, and over 4,000 individuals have signed up for the Improve I-70 Program emails. The team also continues to reach out to customers that call with recommendations, concerns, and complaints. Currently, there are three upcoming public meetings in

Boonville, Blue Springs, and Odessa. The purpose of these meetings is to inform residents and stakeholders that the project in their area would soon be underway and to highlight the local partnerships and support along with the impact and benefits of these projects. Mr. Kopinski also highlighted a new communications tool led by Lairyn McGregor called I-70 Beyond the Barrels, which highlights workers on the Improve I-70 projects and why the I-70 projects are so important.

Mr. Kopinski concluded with information about the workforce and contractors working on the Improve I-70 projects. Some of these contractors are stuck with a million problems and they find ways to overcome it. Not only does MoDOT have world class companies building these projects, but the key people that they have associated with it are really true leaders and help the driving completion of this being on time and on budget. He also stated that a number one priority is safety of the workers on the roadway. The team continues to work with the Missouri State Highway Patrol (MHSP) to help keep work zones as safe as possible.

Commissioner Smith commended Mr. Kopinski for his leadership on this project, how quickly the projects have moved, and the excitement of bringing the fourth project to the Commission in the near future. Director Hassinger commended the team for setting the bar for a project of this magnitude; Mr. Kopinski and his team have exercised unprecedented leadership, but also the Missouri based contracting community has been exceptional.

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2026-2030 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented the 2026-2030 Statewide Transportation Improvement Program (STIP), which is developed in coordination with the budget and financial forecast. The STIP is a proposed list of transportation projects for the next five years. This document is an essential part of communication with customers sharing how their transportation dollars are being invested and represents MoDOT's commitment to Missourians.

The STIP was developed using a transparent, inclusive, and flexible approach to identifying transportation solutions. The planning framework is an open and engaging public involvement process that is used to develop the STIP. MoDOT district staff work closely with nine metropolitan planning organizations and nineteen regional planning commissions. It is focused on bottom-up decision making and ensures that there is a local voice in the room when decisions are made so the projects selected are impactful to the regions.

Mr. Taylor was pleased to announce that the final STIP for 2026-2030 totals \$13.3 billion including 1,289 STIP projects. The Commission's funding distribution policy provides predictable funding levels to all areas of the state and allows for multi-year planning. For fiscal years 2026-2030, the construction program funds available total \$6.6 billion. The funds are then distributed on objective factors and are distributed to safety \$351 million, asset management \$4.9 billion, and then system improvements \$1.4 billion.

Missouri's transportation system is very large including nearly 34,000 miles and over 10,400 bridges, which takes a combination of highway and bridge construction along with the operations and maintenance plan to take care of the system. Most of the work on 5,560 miles of major highways and roughly 17,900 miles of minor roads are accomplished through the highway and bridge portion of the STIP. There are also about 10,350 miles of low volume minor roads, and most of the work on those roads is accomplished through operations and maintenance work. Asset management is the focus of the 2026-2030 STIP, it is what customers requested and ensures Missouri's roads and bridges are in good condition. He then described how the first three years of this STIP focuses 82 percent of the funding on asset management, 12 percent on capital improvements, and 6 percent on other projects. The first three years of the STIP will improve 12,549 miles of pavement and 1,029 bridges.

Mr. Taylor described some of the key changes for the 2026-2030 STIP. He noted that existing projects increased about \$200 million, approximately 2.2 percent is due to inflation, and 4.78 percent due

to other cost drivers. There was schedule adjustments made to 163 projects to align the program with availability or to accommodate processes. There were 298 projects added, the majority of which are asset management projects. There were 19 projects deleted due to the project being incorporated into other large-scale projects including the Improve I-70 Program projects, work being addressed by MoDOT forces, or work overlapped with other projects. One cost share project was withdrawn by the partnering entity.

This legislative session, the General Assembly designated additional general revenue funding for transportation projects. With the recent legislative session action, the department was able to add 459 lane miles of pavement to the current STIP. It also includes remaining work for I-70 from the 2023 legislative session. From the 2024 legislative session it includes \$579 million for the I-44 corridor. It also includes a list of specific projects across the state on a variety of routes, multimodal projects, and off-system projects and studies, totaling \$90 million. The department is grateful for the additional funding for these transportation projects.

The multimodal portion of the STIP has \$1.1 billion in funding for the 2026-2030 STIP. The multimodal program has grown significantly since 2020. These funds are federal pass-through funds and designated funds for the other modes.

The STIP also includes the maintenance operations plans for the districts. It outlines the anticipated work in each region so the public can know not only the scheduled contract work, but the work that is going to be accomplished by MoDOT's forces as well. This additional information is provided to allow Missourians to more easily see how their transportation funding is invested.

The department held a thirty-day public comment period on the draft STIP. As a result of the public comment period, MoDOT received 73 comments regarding the draft STIP. Forty-one comments requested additional road and bridge improvements. Thirteen comments offered support for projects. Four comments identified locations with poor system conditions. Four comments were regarding multimodal

improvements or plans for transit or rail. The comments expressed concern with how monies are spent. Two comments requested formal support of the Ozark Parkway / Ozark Expressway. One comment thanked the St. Louis District for a balance of work programmed in the district. One comment identified a location of concern that is not on the state system. One comment identified an incorrect reference. One comment did not support the STIP. One comment said the Commission and MoDOT do not keep commitments. Lastly, one comment requested to focus on maintaining the system. Each comment was responded to and shared with the districts and corresponding planning organization.

Mr. Taylor reported there were some project changes made to the STIP between the draft that was presented to the Commission at the May Commission meeting and the final STIP being presented for consideration at this meeting. There were 31 major changes total. Ten changes included General Assembly designated projects that were added to fix low-volume and minor routes. There are seven General Assembly designated projects added for road and bridge projects. There were five General Assembly designated projects added for off the state system project or study. There are eight General Assembly designated projects added for multimodal improvements. There was one project added for emergency bridge replacement due to flooding. There were several minor changes made to clean up language, note project changes, make technical corrections, modify tables, and make wording updates.

Mr. Taylor then recommended the Commission:

- approve the 2026-2030 STIP;
- certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.220;
- delegate to the Deputy Director/Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases, and urgent or emergency projects; and
- delegate to the Deputy Director/Chief Engineer authority to approve fiscally constrained revisions to projects.

Commissioner Boatwright thanked Mr. Taylor for the presentation and commended him on this large STIP, the entire planning process, and his leadership. The Commission appreciates the hard work of

the staff in Central Office and all the Districts who worked with local planning partners to develop this plan. After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Slay, the Commission unanimously approved the recommendations as outlined above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Bidding and Contract Services Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call C09 has local funding as noted in the tables below, and the department received the necessary concurrence.

Ms. Stovall-Taylor recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the June 20, 2025, letting, as recommended, and noted in Table I below; (2) Award of contract to the lowest responsive bidders for Call C09, contingent upon receiving additional funding from the local entity; and (3) Ratification of the award of Job Number JSRM0108 that was awarded by Southwest District Engineer on June 13, 2025 for the urgent removal of a culvert damaged by flooding noted in Table II below.

**Table I
Award of Contracts
June 20, 2025, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	36	Caldwell, DeKalb	JNW0003	\$909,306.35	\$0.00	Vance Brothers, LLC	Scrub Seal
A02	CC, H, J, O	Buchanan, Clay, Clinton	JNW0029	\$2,789,405.98	\$0.00	Emery Sapp & Sons, Inc.	Resurfacing
A03	24, 11	Carroll, Chariton, Linn	JNW0084	\$2,348,592.14	\$0.00	Vance Brothers, LLC	Scrub Seal
A04	Various	Various	JNWM0090	\$4,140,235.97	\$0.00	Vance Brothers, LLC	Scrub Seal
A05	Various	Various	JNWM0091	\$3,790,573.48	\$0.00	Vance Brothers, LLC	Scrub Seal

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B01	C, J, 149, 156	Macon	JNE0147	\$982,521.30	\$0.00	Stanton Contracting, L.L.C.	ADA Improvements
B02	149	Adair, Macon, Putnam, Randolph	JNEM0096	\$652,789.11	\$0.00	W. L. Miller Company	Seal Coat
	Y		JNEM0099				
B03	B	Clark, Lewis, Scotland	JNEM0098	\$1,584,272.92	\$0.00	W. L. Miller Company	Seal Coat
	A		JNEM0097				
	H		JNEM0100				
C01	50	Johnson	JKR0102	\$1,235,354.70	\$0.00	Louis-Company, LLC	Bridge Redeck
C03	I-29	Clay, Platte	JKU0017	\$14,141,226.50	\$0.00	Superior Bowen Asphalt Company, LLC	Coldmill and Resurface
C04	Holmes Street	Jackson	JKU0024	\$6,746,301.37	\$0.00	Clarkson Construction Company	Bridge Replacement
C05	Various	Clay, Platte	JKU0108	\$759,043.71	\$0.00	Custom Lighting Services, LLC dba Black & McDonald	ITS Improvement
C06	Various	Various	JKU0390	\$1,980,899.78	\$0.00	Vance Brothers, LLC	Seal Coat
C07	Various	Various	JKU0422	\$1,095,900.00	\$0.00	Mar-Jim Contracting, LLC	Job Order Contract for Sign Replacement
C09*+	350	Jackson	JKU0404	\$4,975,166.19	\$0.00	Pyramid Contractors, Inc.	Bridge Replacement
D01	54	Camden	J5P3573	\$6,858,291.67	\$628.00	Capital Paving & Construction, LLC	Add Lanes, Drainage and ADA Improvements
F02	94	St Charles	JSL0222B	\$172,817.06	\$16,000.00	CSD Environmental Services, Inc.	Pedestrian Signals
F03	30	Franklin, Jefferson	J6S3435	\$13,898,000.00	\$0.00	N.B. West Contracting Company	Coldmill, Resurface and Crack Fill Bridges
H01	17	Howell	J9S3692	\$3,180,000.00	\$0.00	Pace Construction Company, LLC	Resurface
			TOTAL:	\$72,240,698.23	\$16,628.00		

* Call C09 – Funding by City of Kansas City – \$103,564.82

+ Award contingent upon receipt of additional funding from local entity

Table II
Award of Emergency Project
June 13, 2025, Bid Opening

Route	County	Job No.	Bid Amount	Contractor	Description
Y	Webster	JSRM0108	\$99,300.00	Hartman and Company, Inc.	Urgent Culvert Removal
		TOTAL	\$99,300.00		

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the June 20, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Ratified the award of Job Number JSRM0108 that was awarded by the Southwest District Engineer on June 13, 2025, for an emergency project as noted in Table II above.
3. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls C04 and C06. Commissioner Smith abstained from voting on Call D01. Commissioner Hegeman abstained from voting on Calls A01, A03, C04, and C03.

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ADMINISTRATIVE RULES/POLICIES

COMMISSION POLICY REVISION – COMMISSION–MEMBERS–SOCIAL EVENTS POLICY REVISIONS

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission’s periodic review, there are occasions where a policy

may need to be updated. The department is revising this policy to better align with department and community/partner goals to enrich relationships.

On behalf of the Director, Jennifer Jorgensen, Secretary to the Commission, recommended the COMMISSION-Members-Social Events policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category: COMMISSION
Sub-Category: Members
Sub-Sub-Category: Social Events

RECEPTIONS

Stakeholders, Community Organizations, Chambers of Commerce and other interested parties may host a reception or event for the members of the Missouri Highways and Transportation Commission to provide opportunities for the Commissioners to learn more about the wants and needs of local communities, stakeholders and members of the public.

Those wishing to host a reception must make arrangements with the Secretary to the Commission, who will coordinate the scheduling of the event in alignment with the Commission meeting schedule.

The following requirements must be met for each event:

- A request must be submitted to the Secretary to the Commission.
- ~~The event must be open to members of the public.~~ The event should be a widely attended community-based event that is a benefit to the department and not exceed \$35 per person.
- ~~Commissioners must pay for the expenses associated with their participation in the event. Expenses include event space, food, beverages, and the like.~~
- ~~If alcohol is served all attendees must pay for their own drinks.~~
- MoDOT staff **will not** be required to attend the event, but they are welcome to attend a widely attended community-based event that is a benefit to the department and not exceed \$35 per person.
 - ~~MoDOT Staff that are invited will notify the Secretary to the Commission of the invitation, where upon they may request from the Secretary to the Commission the expense for attending the event, and inform the Secretary to the Commission whether or not they will attend.~~
 - ~~MoDOT Staff attending must pay the expenses associated with their participation in the event. Expenses include event space, food, beverages, and the like.~~
- The event host will coordinate with the Secretary to the Commission ~~on Commission member payment for expenses.~~ The Secretary to the Commission will confirm with each Commission member ~~the expense for and~~ their attendance at the event prior to finalizing any plans with the host.

Effective Date: ~~July 11, 2018~~ July 9, 2025

Supersedes Policy Dated:

Last Reaffirmed: October 3, 2018

Date of Origin: July 11, 2018

Related Commission Actions: July 11, 2018 new policy adopted. October 3, 2018 – reaffirmed. July 9, 2025, updated policy adopted.

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

DEBT MANAGEMENT REPORT

Todd Grosvenor, Financial Services Director, provided an update on Missouri Highways and Transportation Commission outstanding debt. The Commission's Debt Management Policy ensures each long-term financing is completed in compliance with laws and industry standards and in an efficient manner. The policy helps to attain the goal of maintaining optimum credit ratings and minimizing borrowing costs. The Debt Management Policy limits the amount of debt the MHTC can issue by capping annual debt service to no more than five percent of annual total road and bridge revenue. New or additional funding sources, such as Amendment 3, may be designated for the exclusive purpose of covering debt service to advance construction projects and these may be considered beyond and apart from the five percent limit in the policy. MHTC's estimated debt obligations are projected to be below the five percent limitation and the MHTC is in compliance with the policy.

Between December 2000 and December 2022, the MHTC issued \$4,532,525,000 in new money bonds and \$1,631,660,000 in refunding bonds. As of June 30, 2025, the amount of outstanding bonds is \$1,127,955,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety, and addressing congestion. MoDOT staff will continue to work with the Bond Trustee

to ensure: (1) bondholders are paid on time; (2) certain financial and operational information is disclosed on an ongoing basis as required; and (3) the MHTC stays in compliance with its Master Bond Indentures.

MODOT BRIEFING REPORT

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

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date May 31, 2025, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of May 2025, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 638 active contracts held by individual engineering consultant firms prior to June 1, 2025. Thirteen engineering consultant services contracts were executed in May 2025, for a total of \$9,944,678. There were zero non-engineering consultant contracts executed in May 2025.

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

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

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

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