



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN KANSAS CITY, MISSOURI,
THURSDAY, NOVEMBER 6, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, November 6, 2025, at Kauffman Foundation Conference Center, Towne Square Meeting Room, 4801 Rockhill Road, Kansas City, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:15 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Thursday, November 6, 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 October 1, 2025, and the special meeting held September 30, 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 November 6, 2025, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the November 6, 2025, meeting.

Audit Committee – Commissioner Slay stated the audit committee met on November 5, 2025. The committee met with Ted Williamson, the external auditor from RubinBrown, LLP. Mr. Williamson presented the Fiscal Year 2025 Annual Comprehensive Financial Report and the independent audit report. Section 21.795.3, RSMo, requires an annual audit of MoDOT's financial statements to be performed by independent certified public accountants. Audited financial statements are also required by the Commission's bond covenants. For the 26th consecutive year, MoDOT has received an unmodified (clean) opinion. The next Audit Committee meeting will be March 31, 2026.

Legislative Committee – Commissioner Boatwright reported the prefiling legislation for the state's General Assembly will begin on December 1. Passage of the supplemental budget request of \$642.7 million will be the primary focus this season. The federal shutdown continues. Staff continue to prepare for the next federal reauthorization for transportation but realize that the shutdown has likely slowed the quick advancement that was anticipated earlier this year.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next MTFC meeting is scheduled for February 4, 2026.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that there was no report this month and the next MPERS meeting is scheduled for November 20, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that entering the last two months of the year, traffic fatalities are down two percent compared to this same time last year. With a strong finish, the opportunity is there to do something in Missouri that does not happen often enough. There could be a decrease in traffic fatalities in Missouri for the third year in a row. The last time that happened in Missouri was 2019, and before that was 2011.

Last week, in an effort to raise awareness and increase urgency, MoDOT leadership along with Coalition partners traveled throughout the state convening press conferences and awareness events in St. Louis, Columbia, Kansas City, Springfield, and Sedalia. The message is simple. During these last two

months and during the upcoming holiday season, everyone needs to do their part to keep roads safe so that 2025 can conclude with another decline in fatalities.

Last week was the ninth annual Buckle Up Phone Down (BUPD) Day. The Director will share more about the day in his report, but what a success BUPD has become since originating here in Missouri. The BUPD message is still running strong in the Show-Me State, and it is especially encouraging to see so many other states and organizations around the country participating as well. The reality is if everyone would buckle up and put down their phones, there will be a strong finish to 2025, and there would be a decrease in traffic fatalities for the third year in a row. The Coalition Executive Committee will meet again after the first of the year.

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DIRECTOR'S REPORT

During the November 6, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Buckle Up Phone Down (BUPD) Day Recap – Director Hassinger stated that October 29, 2025, marked the 9th annual Buckle Up Phone Down Day in Missouri and was used as an opportunity to launch the last real push of the year to slow the roadway fatality count. Great progress has been made in recent years to reduce those fatalities, but the threat of that trend coming to an end is very real. The year-to-date fatality figure has crept up to only a one to two percent decrease over this time last year. This year, the department made an urgent call for safer driving. Events were hosted with safety partners in four media markets across the state over two days and it was shared that the real urgency is to make those change now, heading into the holiday and winter season. The Director played a video of some of those events, including a snip that every single driver plays a role in combating the safety crisis happening on the roads.

The Director thanked the safety partners who participated and helped spread the word. The BUPD effort continues to grow with new people taking the pledge and more partners posting and sharing the importance of Buckle Up Phone Down. Director Hassinger highlighted just a few examples of social media participation from others throughout the day, including Governor Kehoe, and many state agencies, schools and businesses. He noted this movement has gone nationwide in the last few years, and MoDOT has had participation from coast to coast this BUPD Day.

Director Hassinger shared a video that highlighted the joint effort with other Departments of Transportation to take over some of the social media trends and use them as avenues for BUPD. To date, more than 57,000 people have accepted the challenge. It is an opportunity to continue to remind drivers what is at stake every time they get behind the wheel.

Improve I-70 Ribbon Cutting – The Director provided an update on I-70 and showed a video of the exciting work happening on the third Improve I-70 project, from Blue Springs to Odessa. Ground was broken just a couple months ago and emphasized how quickly this project is coming to life. Additionally, earlier this week, there was a ribbon-cutting ceremony on the first seven-mile stretch of the Improve I-70 Columbia to Kingdom City project. It was such an exciting opportunity to stand on the new pavement of three lanes of the interstate, and it is a testament to how quickly this team is working to deliver these historic improvements.

This celebration is a reminder of the benefits to come out of the temporary inconvenience of these work zones. It is worth the wait! But as crews are out there across the state working on delivering the next

seven miles, and then the next seven miles, drivers need to stay alert and slow down in these work zones, so everyone can make it through safely, and the hard-working project crews can make it home safely.

River Runner Award – The Director congratulated the Rail Team in the Multimodal Operations division. The Missouri River Runner received a Marketing Campaign Award during this year’s Missouri Governor’s Conference on Tourism held last month. The award acknowledges an effective integrated marketing campaign that results in increased tourism and economic benefit to a region.

A presentation at the October Commission meeting featured some of the ongoing efforts to showcase this passenger rail line across the state and all the great towns along the way. The Multimodal staff have done tremendous work with the River Runner to bring attention to those towns and all they have to offer, including vineyards and wineries, museums, festivals, and more. Some of the benefits of that effort in increased ridership can be seen. Director Hassinger congratulated Kena Lederle, Bryan Ross, and Alex Schroeder from the MoDOT team for this well-deserved recognition.

Meritorious Award – Director Hassinger recognized a team member for incredible action taken in a critical moment. On September 18, Transportation Enforcement Investigator Harry Dinh was headed back to the district office after attending a snowplow academy training in Sedalia. On the way, Mr. Dinh witnessed a car pull onto the highway and immediately get struck by an oncoming SUV, sending both cars off the road. Seeing this, Mr. Dinh turned around to help. He and other good Samaritans at the scene confirmed the individuals in the SUV were uninjured and went to check on the other driver. He found an individual partially thrown from the seat and unconscious. Previous training helped him recognize the individual’s shallow breaths as a medical emergency, so Mr. Dinh removed the driver from the car and administered CPR in attempt to save her life. Mr. Dinh’s actions that day are exemplary of the public servants across this department. He did not have to stop. He did not have to get any closer to this tragedy than he already was driving by. He did not have to pull an individual from a wrecked car and try to save a life that day. But he chose to and for that, Director Hassinger presented Mr. Dinh with a Meritorious Safety Award for his actions that day.

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PUBLIC PRESENTATIONS

PRESENTATION BY THE CITY OF KANSAS CITY, MISSOURI

Jeff Martin, Assistant City Manager, provided an overview of the Roy Blunt Luminary Park project, a major initiative aimed at reconnecting downtown Kansas City with neighborhoods south of Interstate 670 and creating a new urban green space. The project involves constructing a park lid over I-670, spanning from Grand Boulevard to Wyandotte Street adjacent to the Convention Center. This design will transform an area long divided by the interstate into a vibrant, accessible public space featuring

trees, walking paths, and gathering areas while maintaining ADA compliance and seamless integration with surrounding streets.

Mr. Martin noted the interstate beneath the park will be converted into a modern tunnel with upgraded safety features, including fire suppression systems, emergency exits, and consistent lighting to ensure safe travel. The design addresses significant engineering challenges, such as elevation changes and clearance requirements, through innovative structural solutions.

Community engagement has been central to the project, with over 20 public meetings and 2,700 survey responses. The design reflects Kansas City's commitment to equity, health, and economic vitality. The Downtown Council will manage and activate the park with ongoing programs and events to ensure it remains a lively destination. Activities will include fitness classes, cultural performances, and community gatherings, supporting goals of equity, health, and economic vitality.

Mr. Martin stated the project is supported by partnerships with MoDOT, the City of Kansas City, the Downtown Council, and private stakeholders, and funded through state grants. Economic impact studies predict significant benefits over the next 30 years, including increased property values, tourism, and business growth. Design completion is expected in early 2026, with construction scheduled to begin shortly thereafter and continue for approximately three years. The Roy Blunt Luminary Park will serve as a symbol of innovation and community investment, enhancing quality of life and strengthening Kansas City's position as a thriving urban center.

Commissioner Smith thanked Mr. Martin for his update. He also stated that a year ago, the largest cost-share agreement was approved in MoDOT history to help bring this to life. Commissioner Smith stated that it is pretty demonstrative of the importance the Commission and department placed on this project. Everyone is excited to see the designs really start coming together!

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PRESENTATION BY THE WORLD CUP TRANSPORTATION PLANNING COMMITTEE

Jason Sims, Director of Transportation of KC2026, and Lindsey Douglas, Chief Operations Officer of KC2026, presented the preparations for the FIFA World Cup 2026 in Kansas City. The tournament will be the largest ever, featuring 48 teams and matches in 16 cities across three countries. Kansas City will host six matches, including a quarterfinal, from June 16 to July 11, 2026.

Ms. Douglas reported that the event is expected to attract approximately 650,000 visitors and generate \$653 million in direct economic impact, which includes spending on accommodation, transportation, dining, and entertainment during the tournament. This figure does not account for secondary or tertiary impacts, which could significantly increase the overall economic benefit. The influx of visitors is projected to support thousands of jobs and create substantial revenue for local businesses, hotels, and service providers. The tournament is also anticipated to boost tourism visibility and position Kansas City as a premier destination for future international events.

Ms. Douglas stated there are three goals to help deliver Kansas City as magic. The key goals include showcasing Kansas City's hospitality, elevating its global profile, and creating a lasting legacy for the region through infrastructure improvements and enhanced transit systems.

Mr. Sims said transportation planning was highlighted as a critical component. FIFA will manage stadium logistics, while Kansas City is responsible for spectator transportation and traffic management. Due to reduced parking at Arrowhead Stadium, a cultural shift toward transit is necessary. It is anticipated that around 20,000 to 23,000 people will move around the region using transit. KC2026 has secured 225 to 250 buses to operate its own transit system, offering regional connectivity, match-day shuttles, and airport-to-downtown services. A park-and-ride network and bi-state direct routes are also planned. The traffic demand management strategy was delivered on October 31, 2025 and has been recognized by FIFA as best in class. The final mobility plan for Kansas City will be delivered March 31, 2026.

Commissioner Slay thanked Mr. Sims and Ms. Douglas for their presentation. He expressed what a thrilling opportunity it is for Kansas City and the entire region to be put on the world's stage, but it is an opportunity as exciting as it is daunting. It is great to see the well-organized effort the KC2026 team is undertaking with the MoDOT team to ensure the transportation system works for the influx of visitors along with usual commuters.

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MID-AMERICA REGIONAL COUNCIL (MARC)

David Warm, Executive Director of the Mid-America Regional Council, welcomed the Commission to Kansas City, and expressed appreciation for the opportunity to share updates on collaborative efforts to advance the transportation network in the region. The Mid-America Regional Council (MARC), serves as the metropolitan planning organization for the Kansas City area, representing nine counties across Missouri and Kansas and coordinates planning for 119 cities and towns. MARC's role in transportation is to bring together state and local transportation stakeholders and decision makers to develop regional plans including the long-range transportation plan for the region and to develop the region's Transportation Improvement Program.

Mr. Warm focused on three key areas: partnerships, planning, and policy. He emphasized MARC's strong partnership with MoDOT, highlighting effective collaboration with district and central office staff, participation in the Director's Advisory Council, and joint efforts to ensure timely and organized investment of federal funds. Planning partners were trying to make sure they were drawing down the unobligated balances of federal funds that allowed MoDOT to have access to more redistributed funds that came about every summer, and partners around the state were able to meet or exceed the targets that had been set for obligation. Mr. Warm reported they had met or exceeded expenditure goals and noted the complexity of these processes.

Operationally, MARC manages the Operation Green Light program, coordinating traffic signal timing at 750 intersections and working closely with MoDOT's Kansas City Scout management system. He noted these efforts are particularly critical in preparation for major events such as the World Cup.

Mr. Warm recognized the department's planning framework, which values the importance of public input and utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects, and that it is a national model. He stated the Mid-America Regional Council recently adopted Connected 2050, a 25-year transportation plan projecting regional growth of 17 percent, from 2.1 million to 2.5 million residents and an additional 150,000 jobs. The plan anticipates \$57 billion in revenue and expenditures, including 55 MoDOT projects and 350 lane miles of roadway capacity. However, they identified approximately \$14 billion in unfunded transportation needs, which include critical improvements to roadways, safety enhancements, and multimodal infrastructure. The lack of new revenue for public transit is a major concern, as the long-range plan currently includes zero transit enhancements despite growing demand for a robust system. Mr. Warm stressed the urgency of securing additional resources to address these gaps, particularly for transit-oriented development, housing coordination, and freight movement, which supports over 100,000 regional jobs.

Regarding policy, Mr. Warm expressed alignment with the Commission and MoDOT regarding supplemental state appropriations and federal reauthorization of the surface transportation bill. MARC will advocate increased funding, traffic safety, multimodal capacity, and continued support for planning partnerships, while encouraging simplification and consolidation of federal programs. Mr. Warm concluded with appreciation for the Commission's leadership and commitment to advancing transportation investments across the region.

Commissioner Boatwright thanked Mr. Warm for presenting today. He went on to state that MARC continues to be such a critical partner to identify and prioritize transportation projects for this region, and it is clear there are a lot of exciting things happening around Kansas City.

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PRESENTATION BY NORTHLAND REGIONAL CHAMBER OF COMMERCE

Jenny Johnston, Northland Regional Chamber of Commerce President, and Sabin Yanez, Senior Vice President of Cook, Flatt & Strobel Engineers, presented an update focused on the I-29/I-35 interchange, commonly referred to as the “split,” which has been identified as the top regional transportation priority by the Northland Transportation Committee. This committee, formed two years ago, includes municipalities, counties, businesses, and stakeholders working together to address infrastructure needs for efficient movement of goods and people. The Northland Regional Chamber of Commerce, which is policy-driven and actively engaged in regional planning, has played a key role in advancing this project. The Chamber has a history of involvement in major transportation improvements, including the Buck O’Neil Bridge, and continues to advocate for projects that benefit Missouri’s fastest-growing area and the broader Kansas City region.

Mr. Yanez stated the project timeline began in 2019 when the Chamber secured an \$800,000 grant for an initial planning study in partnership with the Mid-America Regional Council. In 2022, Phase 1 of the Planning and Environmental Linkage (PEL) study was launched with MoDOT contributing \$200,000 to expand the study area. The PEL was completed in 2023 following extensive public engagement. In 2024, the Chamber successfully obtained a \$30 million state appropriation to serve as federal matching funds for future grant applications. The project is significant due to safety concerns, as accident rates in the area are 4.5 times higher than the statewide average, and its national importance, with over 15.1 million tons of freight valued at \$31.5 billion moving through the interchange in 2024. Additionally, this section of I-29 is one of only four interstate segments in the country that narrows to a single lane, creating severe congestion.

Mr. Yanez reported the estimated total cost of the project is \$600 million, which will be divided into segments of approximately \$200 million each. Current focus areas include the I-29/I-35 split, U.S.

169, North Oak Trafficway, and the I-635 interchange, while the environmental study extended north to Highway 152 and Liberty. The Chamber requested support from the Commission to move the project from Tier 2 to Tier 1 on the unfunded needs list, for MoDOT to sponsor or co-sponsor upcoming federal BUILD grant applications, and to prioritize funding for this project. Advocacy efforts continue at both the state and federal levels, with coordination between the Chamber and MoDOT district staff to align immediate infrastructure needs with long-term improvements.

Commissioner Baker thanked Ms. Johnston and Mr. Yanez for their presentation. Director Hassinger explained that projects are prioritized in the planning process. There are incremental improvements that are already included in the Statewide Transportation Improvement Program (STIP) and the Chamber should continue working with the Mid-America Regional Council to prioritize this project during the planning process.

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PUBLIC COMMENTS

BIKEWALKKC

Michael Kelley, Director of Policy for BikeWalkKC, addressed the Commission to request authorization for MoDOT to develop a Statewide Active Transportation Plan (SATP). He noted that Missouri is one of only four states without such a plan, alongside Mississippi, Nebraska, and South Dakota. Mr. Kelley emphasized four primary reasons for adopting a SATP which include safety, health, accessibility, and economic development.

On safety, he reported that 148 pedestrians were killed on Missouri roads in 2024, a 16 percent increase from the previous year, despite overall traffic fatalities trending downward. He stated that the current “Drive Toward Zero” strategy is insufficient and that a coordinated SATP would help protect vulnerable road users, including pedestrians, cyclists, people with disabilities, and transit users.

Regarding health, Mr. Kelley highlighted poor outcomes linked to lack of physical activity and noted that Missouri ranks among the lowest in preparedness for Safe Routes to School and bike-friendliness, having dropped from 45th to 49th nationally. Both rankings cite the absence of a statewide active transportation plan as a contributing factor.

On accessibility, Mr. Kelley explained that one-third of Missourians cannot drive due to age, disability, cost, or legal barriers. He referenced AAA's estimate that annual car ownership costs now exceed \$11,500, underscoring the need for a robust system to support those who rely on alternatives to driving for access to essential services.

Finally, Mr. Kelley discussed economic development, stating that trail investments serve as economic lifelines for rural communities. He pointed to Kansas, which generates \$162 million annually from multimodal investments, as an example of potential benefits for Missouri. He concluded by urging the Commission to enable MoDOT to begin planning for SATP, which would align Missouri with national standards and advance goals for safety, health, accessibility, and economic vitality. He also reminded attendees that November 16 is the World Day of Remembrance for Road Traffic Victims and invited participation in an event at City Hall at 11:00 a.m.

Commissioner Erdman thanked Mr. Kelley for his comments.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S KANSAS CITY DISTRICT

On behalf of the Director, Greg Bolon, Kansas City District Engineer, described the district with some statistics including the district has 9 counties with a population of 1.33 million. The district works closely with the two planning organizations and includes urban, suburban, and rural areas, centered around the Missouri River. The Kansas City District works closely with the Mid-America Regional Council and Pioneer Trails Regional Planning Commission to prioritize regional needs.

The Kansas City District has 538 employees, with an additional 100 plus vacancies currently. Staffing remains challenging due to regional competition, though progress has been made: 110 hires since January with a 98 percent retention rate compared to 66 percent last year. Human Resources efforts include job fairs and dedicated recruiting staff.

Mr. Bolon noted that the population growth of 25,000 in 2024 adds pressure on resources. The district manages fourteen Missouri River crossings, requiring significant maintenance and reconstruction, including the Centennial Bridge (construction next year), Buck O'Neil Bridge (recently rebuilt), and Highway 291 River Bridge (design-build in 2027). Additionally, preparations for the 2026 World Cup involve local, regional, and national committees addressing mobility, signage, and customer service challenges. Maintenance crews have intensified cleanup efforts at major interchanges, and nine sign replacement projects totaling \$12.2 million are planned.

Mr. Bolon highlighted major upcoming projects including closing ten miles of I-70 downtown Kansas City in February 2027 for reconstruction, ongoing work zones from Blue Springs to Odessa, and bridge replacements including U.S. 71 and Bannister Bridge, northbound I-29 over U.S. 169, northbound U.S. 169 over BNSF Railroad, I-29/I-35 Viaduct Bridges replacement, Missouri 291 River Bridges design-build project, and Roy Blunt Luminary Park. Additional projects include I-49 lane additions and resurfacing citywide.

Mr. Bolon noted that public engagement is very important for current and future projects, and remains active with 15 meetings since August. Beautification efforts target litter, graffiti, and brush removal, supported by contracts and partnerships. Murals have proven effective in reducing graffiti, with several new agreements underway. Mr. Bolon recognized representatives for the Buck O'Neil Bridge team's regional award for their mural and videography work.

Mr. Bolon concluded by stating the district continues to focus on infrastructure readiness, public involvement, and aesthetic improvements. Commissioner Smith thanked Mr. Bolon for the update and

commended his team for the noticeably great job cleaning up Kansas City's roadsides. He appreciated the advance notice on the upcoming I-70 closure, as Kansas City is deep in the trenches preparing for the World Cup, but not too long after that I-70 will be closed for an extended amount of time.

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FISCAL YEAR 2025 ANNUAL COMPREHENSIVE FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT

On behalf of the Director, Brenda Morris, Chief Financial Officer, and Ted Williamson, CPA of RubinBrown, LLP, presented the Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2025 including the Independent Audit Report. State law requires an annual audit of MoDOT's financial statements to be performed by an independent certified public accountant. MoDOT believes preparing the ACFR demonstrates the highest level of public accountability and is deemed more transparent because of the information it presents. Ms. Morris explained while the Financial Services Division is responsible for preparing the ACFR, the results that are presented in the report are based upon a department wide effort. Ms. Morris reported for the twenty-sixth consecutive year, MoDOT received an unmodified (clean) opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements.

Ms. Morris reported while the ACFR is a lengthy and technical accounting document it also contains more information than is required by generally accepted accounting principles, including an introductory section that provides general information on MoDOT structure, services, and operating environment, and a statistical section that provides financial and demographic trend information useful in assessing MoDOT economic condition. The ACFR document is also part of the group of documents, that is the accountability report, which is provided to the Joint Committee on Transportation Oversight. The management discussion and analysis section of the ACFR provides a good overview of the financial activity of the last year and the statistical section provides comparative information. An item discussed in

the management discussion and analysis section is the department's financial health based on information presented in the financial statements. The department's net position in fiscal year 2025 increased by \$1.8 billion or 5.4 percent when compared to fiscal year 2024. The increase in that position can be attributed to an increase in capital assets. Net capital assets, the largest single item on the statement of net position, totaled \$35.4 billion and grew by \$1.3 billion compared to fiscal year 2024. This amount includes the value of Missouri's almost 34,000 miles of highway, nearly 10,400 bridges, and property owned (land, buildings, equipment, and vehicles).

Ms. Morris also highlighted the two Governmental Accounting Standards Board (GASB) statements implemented this year. First, GASB Statement 101, compensated absences, was implemented. Historically, the department reported a liability for annual leave and compensatory time. The implementation of this statement required the department to analyze other types like sick leave, parental leave, and share leave, and recognize a liability for the amount expected to be used related to these types of leave. Fiscal year 2024 was restated to add the liability, and an additional liability of \$33.5 million was added in fiscal year 2025 for these other leave types. Second GASB Statement 102, certain risks and disclosures, did not impact our financial statements or disclosures.

Ted Williamson, CPA of RubinBrown, LLP, reviewed with the Commission the results of the audit of the ACFR for the year ended June 30, 2025. He explained the ACFR is a large comprehensive report, and the auditor's opinion covers the financial statements. Included in the financial statements is the independent auditor's report which is the unmodified (clean) opinion on the financial statements. The auditor's opinion states the financial statements are free from any material misstatement and presented in accordance with generally accepted accounting principles. Mr. Williamson was pleased to state the report on internal control and compliance did not identify any material weaknesses or significant deficiencies in internal controls. Mr. Williamson praised the professional and competent Financial Services Division staff and other areas of MoDOT for their assistance and cooperation during the audit process.

Commissioner Baker commended staff for their clean opinion on the complex financial statements for the 26th year in a row. An unmodified opinion on an audit of \$8 billion is remarkable! Director Hassinger noted the report reviews billions of dollars, and a complex organization with complex accounting. This report is important to show the taxpayers of Missouri the department's sound financial reporting and the Commission and MoDOT's commitment to transparency and accountability.

After consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner Hegeman, the Commission accepted the Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2025 including the Independent Audit Report as presented.

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RESOLUTION AUTHORIZING THE OFFER FOR SALE OF STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES A 2025

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented a report and recommendation for sale of bonds. She explained that bond financing allows the department to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allows. Building projects sooner results in cost savings by reducing project inflation costs, while at the same time improving safety, easing congestion, and advancing economic development. The Commission has three bond programs in place: Amendment 3 (First Lien and Third Lien), Federal Reimbursement-Grant Anticipation Revenue Vehicle (GARVEE) bonds, and State Appropriations Mega Projects Bonds.

The Improve I-70 Program was approved by the Governor and General Assembly during the 2023 legislative session that makes available \$2.8 billion in General Revenue Fund moneys (\$1.4 billion in cash and \$1.4 billion in bonding authority) to fund the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville. The Governor and Missouri General Assembly support the Program and the issuance of Commission state road bonds to finance it. They have provided General Revenue Fund appropriations to

pay the debt service for the bonds. The General Assembly took two significant actions in the 2023 legislative session to support the Improve I-70 Program by enacting Truly Agreed to and Finally Passed House Bill 4 and House Bill 5 that appropriated:

- \$1.4 billion of General Revenue Funds to pay a portion of the costs associated with planning, design, construction, reconstruction, rehabilitation, and repair of three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.
- \$136.0 million in General Revenue Funds to pay debt service in fiscal year 2024 for a portion of the \$1.4 billion in Commission state road bonds that will be issued to fund the Improve I-70 Program.
- \$1.4 billion of bonding proceeds available for the Program with the term of each bond issue not to exceed 15 years and total annual debt service not to exceed \$136.0 million.

The bills also authorized the Office of Administration and the Commission to execute a financing agreement to secure state funds for the Improve I-70 Program. The financing agreement requires the Office of Administration to annually seek General Assembly appropriations of General Revenue Fund revenues for deposit into the State Road Fund in amounts sufficient to pay the debt service, but not to exceed \$136.0 million, on Commission state road bonds issued to fund the Improve I-70 Program.

Issuance of the Series A 2025 Bonds will generate an estimated \$500 million in proceeds for Improve I-70 Program project costs. An additional bond issuance is planned for 2028 to provide the remaining approximate \$510.0 million in proceeds to complete the Improve I-70 Program. The debt service payments for the Series A 2025 Bonds will be paid from General Revenue deposited into the State Road Fund. The Series A 2025 Bonds will be under the State Appropriations Mega Projects debt structure of the Commission's State Appropriations Mega Projects state road bonds. The Series A 2025 Bonds cannot be paid off early. Ms. Morris reported an analysis, with the assistance of MoDOT's financial advisor, has been completed and indicates the issuance of the Series A 2025 Bonds complies with the Commission's Debt Management policy. This issuance will have at least two times debt service coverage

from Mega Projects State Appropriations plus excess net pledged state revenue. The debt service payment shall not exceed 5 percent of the Commission's annual total road and bridge revenue, not including Amendment 3 or state appropriations revenues. Provided further that new or additional funding sources, such as Amendment 3 or state appropriations, 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 5 percent limitation. The estimated debt service will not disrupt system asset management and operating capacity.

On October 23, 2025, MoDOT staff presented information to the credit rating agencies regarding the Series A 2025 Bonds. MoDOT plans to award the competitive sale on November 18, 2025. A Series A 2025 Bond sale summary will be presented at the December 3, 2025, Commission meeting that will set out the final terms of the sale. Expected closing and delivery of funds will be on December 16, 2025.

Ms. Morris recommended adoption of the following resolution authorizing the issuance of Series A 2025 Bonds in an aggregate amount not to exceed \$555,000,000 for the Improve I-70 Program. The Resolution further delegates authority for approving certain documents and actions in connection with the issuance of said Series A 2025 Bonds. Ms. Morris also requested authority for the execution of documents related to the Series A 2025 Bonds.

RESOLUTION

RESOLUTION AUTHORIZING THE ISSUANCE OF STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES A 2025, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$555,000,000, TO FINANCE THE COSTS OF PROJECTS FOR THE STATE HIGHWAY SYSTEM; AND AUTHORIZING AND APPROVING CERTAIN DOCUMENTS AND ACTIONS IN CONNECTION WITH THE ISSUANCE OF SAID SERIES A 2025 BONDS.

1. The Commission is duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.005 to 226.191 of the Revised Statutes of Missouri, as amended, with authority over all state transportation programs and facilities as provided by law, and is vested with the powers and duties specified in Chapters 226 and 227 of

the Revised Statutes of Missouri, as amended (collectively, the “**State Highway Act**”), including the general supervision and control over the Missouri Department of Transportation (“**MoDOT**”) and the construction, reconstruction and repairs of the statewide connected system of public roads, highways and bridges which are acquired, constructed, reconstructed, improved and maintained by the State of Missouri in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto (the “**State Highway System**”).

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

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

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

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

6. Pursuant to the State Highway Act, the Commission proposes to issue its **State Appropriations Mega Projects State Road Bonds, Series A 2025** (the “**Series A 2025 Bonds**”), under the 2023 Master Bond Indenture, as amended and supplemented by Supplemental Bond Trust Indenture No. 2 (the “**Supplemental Bond Indenture No. 2**”), for the purpose of providing funds to (i) finance a portion of the costs of planning, designing, constructing, reconstructing, rehabilitating and significant repair of Interstate 70 on the State Highway System to provide three lanes of traffic going east to west and going west to east across the State of Missouri (the “**I-70 Project**”), and (ii) pay costs related to the issuance of the Series A 2025 Bonds.

7. The Commission finds and determines that it is necessary and desirable in connection with the issuance of the Series A 2025 Bonds that the Commission executes and delivers certain documents and that the Commission takes certain other actions as herein provided.

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

Section 1. Authorization of the Series A 2025 Bonds. The Commission is authorized to issue and sell the

Series A 2025 Bonds in an aggregate principal amount not to exceed \$555,000,000, for purposes aforesaid which shall be issued under and secured by and shall have the terms and provisions set forth in the 2023 Master Bond Indenture, as supplemented and amended as of the date hereof and as further supplemented and amended by the Supplemental Bond Indenture No. 2 referred to herein (collectively, the “**Master Bond Indenture**”); provided that (1) the principal amount of the Series A 2025 Bonds shall not exceed \$555,000,000, (2) the Series A 2025 Bonds shall have a final maturity not later than December 31, 2031, (3) the Series A 2025 Bonds shall have a weighted average maturity of not less than one year and not more than 4.5 years, and (4) the Series A 2025 Bonds shall bear interest at various interest rates not to exceed a true interest cost of 5.50%. The Series A 2025 Bonds shall have such other terms to be determined by the authorized officers of the Commission and MoDOT in the manner described herein.

The Commission hereby authorizes the preparation of a Preliminary Official Statement and a Notice of Sale to provide for the competitive public sale of the Series A 2025 Bonds. Notice of said bond sale is hereby authorized and directed to be given by mailing copies, or by providing electronic notice through *PARITY* electronic bid submission system (“**PARITY**”), of the Notice of Sale and Preliminary Official Statement to investment banking firms and banks and other financial institutions located throughout the United States. Bids for the Series A 2025 Bonds may be received by a representative of the Commission, or by electronic bids through *PARITY*, upon the terms and conditions set forth in the Notice of Sale. The Commission hereby consents to the use and public distribution of the Preliminary Official Statement and the Notice of Sale related to the offering for sale of the Series A 2025 Bonds. The Commission further authorizes the filing of an application to Moody’s Investors Service, Inc., Standard & Poor’s Rating Service and Fitch Ratings for a rating of the Series A 2025 Bonds, and to take other actions necessary to carry out the competitive public sale of the Series A 2025 Bonds. The Series A 2025 Bonds shall be sold by the Commission to the underwriters (the “**Underwriters**”) providing the best bid in response to the Notice of Sale distributed by the Commission. The final terms of the Series A 2025 Bonds shall be specified in Supplemental Bond Indenture No. 2 upon the execution thereof, and the signatures of the officers of the Commission or MoDOT executing such Supplemental Bond Indenture No. 2 shall, subject to approval as to form by the Chief Counsel’s Office, constitute conclusive evidence of their approval and the Commission’s approval thereof.

Section 2. Limited Obligations. The Series A 2025 Bonds shall be limited obligations of the Commission payable solely from the sources and in the manner as provided in the Master Bond Indenture and shall be secured by a pledge and assignment of and a grant of a security interest in the Trust Estate (as defined in the Master Bond Indenture) to the Bond Trustee (herein defined) and in favor of the holders of the Series A 2025 Bonds, as provided in the Master Bond Indenture. The Series A 2025 Bonds shall not be deemed to constitute a debt or liability of the State of Missouri or a pledge of the full faith and credit of the State of Missouri. Nothing in the Series A 2025 Bonds shall be construed as obligating the State of Missouri to pay or redeem any of the Series A 2025 Bonds from, and the owners thereof may not look to, any general or other fund of the State of Missouri or of MoDOT, except as specifically provided in the Master Bond Indenture.

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

- (a) Supplemental Bond Trust Indenture No. 2 between the Commission and BOKF, N.A. (the “**Bond Trustee**”), providing for the issuance of the Series A 2025 Bonds pursuant to the 2023 Master Bond Indenture, and setting forth additional terms and provisions applicable to the Series A 2025 Bonds.
- (b) Tax Compliance Agreement for the Series A 2025 Bonds between the Commission and the Bond Trustee, which sets forth certain representations, facts, expectations, terms and conditions relating to the use and investment of the proceeds of the Series A 2025 Bonds, to establish and maintain the exclusion of interest on the Series A 2025 Bonds from gross income for federal income tax purposes, and to provide guidance for complying with the arbitrage rebate provisions of §148(f) of the Internal Revenue Code (the “**Code**”).
- (c) Continuing Disclosure Agreement between the Commission and BOKF, N.A., as Dissemination Agent, under which the Commission agrees to provide continuing disclosure of certain financial information, operating data and material events, for the benefit of the owners of the Series A 2025 Bonds and to assist

the Underwriters of the Series A 2025 Bonds in complying with Rule 15c2-12 of the Securities and Exchange Commission.

- (d) Financing Agreement between the Commission and the Office of Administration related to the appropriation of funds by the State of Missouri to provide funds for payment of the debt service related to the Series A 2025 Bonds.

Section 4. Approval of Notice of Sale, the Preliminary Official Statement and the Final Official Statement.

The form and substance of the Preliminary Official Statement and the Notice of Sale relating to the Series A 2025 Bonds submitted to the Commission is hereby in all respects ratified, confirmed and approved, and the officers of the Commission and MoDOT are hereby authorized, empowered and directed to execute the Notice of Sale, the Preliminary Official Statement and the final Official Statement in the name and on behalf of the Commission. The Commission approves the use and distribution of the Notice of Sale, the Preliminary Official Statement and the final Official Statement in connection with the offering and sale of the Series A 2025 Bonds. The Notice of Sale, the Preliminary Official Statement and the final Official Statement shall be in substantially the same form as the draft Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission and hereby approved, with such changes therein as shall be approved by the officer of the Commission or MoDOT executing the same, and such execution shall constitute conclusive evidence of such officer's approval and the Commission's approval of any departures therein from the form of the Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission. For the purpose of enabling the Underwriters to comply with the requirements of Rule 15c2-12(b)(1) of the Securities and Exchange Commission, the Commission hereby deems the information contained in the Preliminary Official Statement to be "final" as of its date, except for the omission of such information as is permitted by Rule 15c2-12(b)(1), and the appropriate officers of the Commission and MoDOT are hereby authorized, if requested, to provide the Underwriters a letter or certification to such effect and to take such other actions or execute such other documents as such officers in their reasonable judgment deem necessary to enable the Underwriters to comply with the requirements of such Rule.

Section 5. Execution of Series A 2025 Bonds and Financing Documents. The Chairman or the Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are hereby authorized and directed to execute the Series A 2025 Bonds by manual or facsimile signature and to deliver the Series A 2025 Bonds to the Bond Trustee for authentication for and on behalf of and as the act and deed of the Commission in the manner provided in the Master Bond Indenture. The Chairman or Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are hereby authorized and directed to execute and deliver the Financing Documents for and on behalf of and as the act and deed of the Commission subject to approval as to form by the Chief Counsel's Office. The Secretary to the Commission is hereby authorized and directed to attest to the Series A 2025 Bonds by manual or facsimile signature, to the Financing Documents and to such other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

Section 6. Reimbursement. The Commission has previously made and expects to make capital expenditures in connection with the I-70 Project after the date of this Resolution and the Commission intends to reimburse itself for such expenditures with proceeds of the Bonds.

Section 7. Further Authority. The Commission shall, and the officers, agents and employees of the Commission and MoDOT are hereby authorized and directed to, take such further action, and execute such other documents, certificates and instruments, including, without limitation, any arbitrage certificate, closing certificates, and tax forms, as may be necessary or desirable to carry out and comply with the intent of this Resolution, and to carry out, comply with and perform the duties of the Commission with respect to the Series A 2025 Bonds and the Financing Documents subject to approval as to form by the Chief Counsel's Office.

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

ADOPTED by the Missouri Highways and Transportation Commission this 6th day of November 2025.

After consideration, and upon motion by Commissioner Baker, seconded by Commissioner Hegeman, the Commission took the following action:

1. Adopted a Resolution authorizing the issuance of State Appropriations Mega Projects State Road Bonds, Series A 2025 in an aggregate principal amount not to exceed \$555,000,000 to fund projects for the state highway system, as outlined in the resolution above.
2. Authorized the Secretary to the Commission to execute the Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel's Office.
3. Authorized the Secretary to the Commission to execute the Financing Agreement confirming its adoption by the Commission, which shall be incorporated into the Series A 2025 Bonds transaction to secure repayment of the Series A 2025 Bonds from General Revenue Fund appropriations deposited into the State Road Fund, subject to approval as to form by the Chief Counsel's Office.
4. Authorized the Series A 2025 Bonds to be sold through a competitive sale.
5. Authorized the Director or the Chief Financial Officer to execute the following documents for the Series A 2025 Bonds: (1) Financing Agreement; (2) Supplemental Bond Trust Indenture No. 2; (3) Tax Compliance Agreement; (4) Continuing Disclosure Agreement; and (5) any other documents, certificates or instructions necessary to complete the bond issuance, subject to approval as to form by the Chief Counsel's Office.

* * * * *

REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS: U.S. ROUTE 63 CORRIDOR IMPROVEMENTS

On behalf of the Director, Machelles Watkins, Central District Engineer, and Randall Aulbur, Central District Assistant District Engineer, described the project that will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge, south of Westphalia. Construction of an interchange connecting Westphalia is included along with a new bridge at Missouri Route 133 over U.S. Route 63.

The public meeting process has been completed for the project. Commission action regarding the roadway location and design is required prior to acquisition of right of way. Due to the extensive public outreach on this project, it is being brought to the Commission for consideration on the regular agenda.

Mr. Aulbur explained U.S. Route 63 is a two-lane corridor from U.S. Route 50 south to Rolla. Over decades of public input, planning sessions, and prioritization processes, the issues of safety and traffic flow have been a concern for the region. Mr. Aulbur provided an overview of the project history, noting that the need for improvements was first identified in the early 2000s due to increased usage and crash history, including seven fatalities and twelve serious injuries over the past ten years. The project was ranked as a high transportation priority in 2006 and included in the Final Environmental Impact Statement (EIS) in 2009. After years without funding, the project was elevated in 2019 and added to the Statewide Transportation Improvement Program (STIP) in 2023. A reevaluation of the EIS was completed and approved by the Federal Highway Administration in June 2025.

The preliminary design is a four-lane divided highway, west of the current alignment. It would include a new interchange to access Westphalia and a new overpass bridge on Route 133. Mr. Aulbur reported that public involvement included hearings and comment periods, with over 240 attendees and 270 comments received. Key concerns focused on access, interchange location, emergency response, truck traffic, alignment selection, right-of-way acquisition, and tie-ins near the Maries River. As a result, design adjustments were made, including an additional north-end access near the soccer fields, j-turns for emergency response and local connectivity, and an extension of dual lanes south of the Maries River.

Route 63, Osage County
Job No. JCD0108
Public Hearings August 21, 2025
Online Public Comments Received until September 4, 2025

This project will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge, south of Westphalia. Construction of an interchange connecting Westphalia is included. A new bridge at Route 133 over U.S. Route 63 is required. The project has an estimated cost of \$84 million. Majority of

construction will be new, not requiring traffic control. The project is 4.8 miles in length.

On behalf of the Director, Randall Aulbur, Central District Assistant District Engineer, recommended approval of the location and design as presented at the public hearing with the addition of a north access to the existing U.S. Route 63, J-turn access at the north and mid-section of the new alignment, and extension of southbound dual lane to the existing climbing lane south of the Maries River.

The Commission received public comments from property owners, community members, business owners, and Westphalia residents concerning access, the new alignment location, traffic congestion, emergency response time, property acquisition, truck traffic, economic impacts, and suggested alternatives. Director Hassinger commented that this corridor improvement is a need that has been identified by Missourians for decades. The project had not previously moved forward due to lack of funding. Now, with additional funding and approval by the regional planning process and planning framework, the project can move forward to address safety within the corridor.

After inquiries and discussion, the Commission unanimously deferred action until the December 3, 2025 Commission meeting. At that time, Mr. Aulbur will provide an additional presentation to address the questions and concerns raised at the meeting and present the location and design for reconsideration. Commissioner Erdman thanked Mr. Aulbur for the detailed information on this project and noted the amount of work into public and community listening is unprecedented.

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED AMENDED RULEMAKING – PROCUREMENT OF SUPPLIES

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented to the Commission proposed changes to administrative rule 7 CSR 10-11.020, Procedures for Solicitation, Receipt of Bids, and Award and Administration of Contracts. This rule is proposed for amendment to align the

Department's bid thresholds with Missouri statutes and other state departments. Under Section 536.175, RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*. As a result of this review, these rule changes are being proposed for implementation.

The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the final order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of Sections 226.020, 226.130, 227.030, and 227.210, RSMo, that grant the Commission's rulemaking authority, and authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, or Chief Administrative Officer to execute documents to initiate the rulemaking process.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Calls A03, A04, D09, and G02 have local funding, as noted in Table I below, and the department has received all the necessary concurrences.

Ms. Kleinschmit recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the October 17, 2025, letting, as recommended, and noted in Table I below.

Table I
Award of Contracts
October 17, 2025, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	71	Nodaway	JNW0044	\$14,575,758.89	\$0.00	Herzog Contracting Corp.	Resurface
	136	Atchison, Nodaway	JNW0021				Resurface and ADA Improvements
A02	6, 69, 36	Daviess, Grundy, Linn	JNW0037	\$2,596,177.19	\$0.00	Vance Brothers, LLC	Scrub Seal
A03*	13, BU 36	Caldwell, Daviess	JNW0089	\$4,971,016.71	\$0.00	Herzog Contracting Corp.	Resurface and ADA Improvements
	69	Clinton	JNW0042				Resurface
A04**	36	Dekalb	JNW0122	\$3,024,990.21	\$0.00	Clarkson Construction Company	Pavement Widening
A05	I-29, I-229, US36	Andrew, Buchanan	JNWM0110	\$1,484,418.14	\$0.00	Collins & Hermann, Inc.	Structural Sign Replacement
A07	M, UU, WW	Carroll, Chariton	JST0154	\$2,861,540.49	\$0.00	Emery Sapp & Sons, Inc.	Resurface
B02	168, JJ	Marion	JNE0054	\$1,139,272.49	\$0.00	Emery Sapp & Sons, Inc.	Diamond Grinding
B1A	EE	Lincoln, Pike	JNE0093	\$3,140,380.85	\$0.00	Magruder Paving, LLC	Resurface
	D		JNE0075				Resurface
	B		JNE0094				Seal Coat
	U		JNE0087				Seal Coat
	W		JNE0092				Seal Coat
	W		J2S3377				Resurface
B1B	61 OR	Lincoln	JNE0096	\$686,227.45	\$0.00	Magruder Paving, LLC	Resurface
C01	20	Lafayette, Saline	JKR0079	\$2,757,083.14	\$0.00	Emery Sapp & Sons, Inc.	Pavement Repair
C04	78	Jackson	JKU0042	\$6,418,894.89	\$0.00	Ideker, Inc.	Coldmill and Resurface
C05	I-435	Jackson	JKU0062	\$3,595,902.03	\$0.00	Ideker, Inc.	Coldmill and Resurface
C06	169	Clay	JKU0064	\$3,083,746.93	\$0.00	Ideker, Inc.	Coldmill and Resurface
C08	58	Cass	JKU0400	\$3,787,449.58	\$0.00	Ideker, Inc.	Resurface
C09	I-435	Jackson	JKU0451	\$427,737.81	\$0.00	Realm Construction Inc.	Sound Wall Repair
	I-435		JKU0453		\$0.00		Concrete Barrier Repair
D01	5	Howard	J5P3532	\$6,650,955.26	\$0.00	Christensen Construction Co.	Bridge Rehabilitation
	124, BB, CC	Boone, Howard	JCD0195				Resurface and Add Shoulders

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	5, 40	Howard	JCD0110				Intersection Improvement
D02	242, MM	Camden, Miller	JCD0200	\$9,797,157.00	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
	54, KK		J5P3554				
D04	OR 54	Callaway	JCD0156	\$281,853.60	\$0.00	Capital Paving & Construction, LLC	Resurface
	OR 63		JCD0155				
D05	Various	Various	JCD0208	\$1,412,405.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
D07	133, 28, AA, P, OR	Laclede, Maries, Pulaski	JCD0247	\$5,825,020.05	\$0.00	Willard Asphalt Paving, Inc.	Resurface
D08	Various	Various	JCD0248	\$2,247,000.00	\$0.00	Pace Construction Company, LLC	Resurface
D09** *	Various	Camden, Miller	JCDP0006	\$2,335,255.86	\$0.00	Magruder Paving, LLC	Resurface
D10	V, E	Chariton, Howard	JST0152	\$2,328,701.68	\$0.00	Christensen Construction Co.	Resurface
F02	Various	St Charles, St Louis	J6P3510C	\$7,435,704.81	\$0.00	Raineri Construction, LLC dba Raineri Construction	ADA Improvements
F03	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	J6Q2026E	\$1,499,876.50	\$618,000.00	Gerstner Electric, Inc.	ITS Maintenance
F04	61/67	Jefferson	J6S3289	\$17,983,391.40	\$0.00	KCI Construction Company	Bridge Replacement and Slide Repairs
F04	61/67		J6S3391				Resurface and Widening
F05	61/67	St Louis	J6S3578	\$9,472,496.73	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, Bridge Repair, and ADA Improvements
F06	CC	Jefferson	JSL0041	\$1,211,000.00	\$0.00	Pace Construction Company, LLC	Resurface, Shouldering, and Pavement Repair
G01	J, V		J7S3398	\$504,607.80	\$0.00		

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	Various	Bates, Henry	J7P3511			Realm Construction Inc.	ADA Improvements
G02** **	MM	Greene	J8S0836D	\$22,717,532.32	\$4,800.00	Emery Sapp & Sons, Inc.	Grading, Drainage, Bridge, Pavement and ADA Improvements
G03	I-44	Jasper	JSR0269	\$14,400,000.00	\$0.00	Capital Paving & Construction, LLC	Pavement Resurfacing, Repair Bridge Approach
	I-44	Jasper, Lawrence	JSR0344				Repair Bridge Approach
G04	OR 65	Greene	J8S3158	\$2,780,000.00	\$245.50	Hartman and Company, Inc.	Bridge Replacement and ADA Improvements
G05	CC, JJ, Y	Greene, Polk	JST0165	\$1,555,598.85	\$0.00	APAC-Central, Inc.	Resurface
H01	Z	Dunklin	J9S3774	\$769,021.55	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H02	Various	Various	J9S3798	\$297,533.40	\$0.00	Putz Construction, LLC	ADA Improvements
H03	25	Cape Girardeau, Stoddard	JSE0117	\$3,728,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H04	Various	Various	JSE0141	\$962,807.76	\$0.00	Putz Construction, LLC	ADA Improvements
H05	AD, ZZ, CC, K, BB, M, Y, Z	Dunklin, New Madrid, Pemiscot	JST0161	\$3,153,810.11	\$0.00	Apex Paving Co.	Resurface
			TOTAL:	\$173,900,326.48	\$623,045.50		

* Call A03 – Funding by the City of Hamilton– \$191,029.19

Funding by the City of Gallatin– \$139,763.38

Funding by Daviess County– \$27,176.13

** Call A04 – Funding by the City of Cameron – \$1,825,345.71

*** Call D09 – Funding by Missouri Department of Natural Resources – \$2,335,255.86

**** Call G02 – Funding by the City of Republic – \$869,846.00

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the October 17, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls B1A, C01, C04, C05, D02, D10, and G01.

Commissioner Boatwright abstained from voting on Calls H01, H03, and H05. Commissioner Smith abstained from voting on Call D02. Commissioner Hegeman abstained from voting on Calls A01, A02, and A03.

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2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

Table I
2026 – 2030 STIP
Highway and Bridge Construction Schedule
November Amendment
Project Additions and Modifications

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Harrison JNW0164	RT W	Pavement resurfacing including Route C in Daviess County, Route UU in Gentry County, Rtes. W, D, and P in Harrison County, and Route J in Nodaway County.	2026 CN	\$5,200	\$369

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Nodaway JNW0163	RT E	Pavement resurfacing on Rtes. EE and E in Nodaway County.	2026 CN	\$2,900	\$208
NE Adair JNE0254	MO 6	Pavement resurfacing from east of Baltimore Street to 0.2 mile west of Route 63 in Kirksville.	2027 CN	\$207	\$24
NE Audrain JNE0251	US 54	Roadway improvement from Farber to Curryville in Audrain, Ralls, and Pike Counties.	2030 CN 2028 RW	\$24,993	\$4,158
NE Audrain JNE0253	US 54	Roadway improvement from east of Route 19 to 0.3 mile west of Route AA near Farber.	2030 CN 2029 RW	\$7,248	\$1,324
NE Macon J2S3315	RT UU	Bridge improvement over BNSF Railway 0.5 mile north of Route 36 near Callao.	2028 CN 2027 RW	\$3,082	\$736
NE Shelby JNE0252	US 36	Pavement repair from 0.5 mile east of North Fork Salt River near Hunnewell to 0.4 mile east of County Road 381 in Marion County near Monroe City.	2026 CN	\$1,925	\$182
CD Crawford JCD0342	MO 8	Scour repair at the Meramec River.	2026 CN	\$392	\$72
SL Franklin JSL0297	IS 44	Interchange improvements at Route 50, intersection improvements at Route AT and Route 50, bridge painting at Route 50, Route AH and Outer Road I-44, bridge rehabilitation over Birch Creek and culvert rehabilitation 0.3 mile east of Old Hwy. 50.	2027 CN 2026 RW	\$47,564	\$13,676
SL Jefferson JSL0268	OR 55	Add signals at Miller Road and Seckman Road.	2028 CN	\$997	\$187
SL St. Charles JSL0294	IS 70	Emergency response operations for Improve I-70 from 0.4 mile west of Route W to the Missouri River.	2026 CN	\$2,849	\$1
SL St. Louis JSL0295	MO 109	Signal optimization from Shepard Road to The Legends Parkway, modify turn lanes at Eureka High School, 5th Street and I-44.	2027 CN	\$2,328	\$565
			TOTAL:	\$99,685	\$21,502

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2026 – 2030 STIP as noted in the tabulation above. Commissioner Erdman abstained from voting on Job

Number NE0251, Route US 54 E in Audrain and Pike Counties and Job Number NE0253, Route US 54 E, in Audrain and Pike Counties.

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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Eric Kopinski, I-70 Program Coordinator, explained Interstate 70 (I-70) remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 56,000 vehicles travel on I-70 daily, 25 percent of which are commercial vehicles. Improving I-70 fulfills a critical need for the state. Historic investment in I-70 began in 2023 with Governor Parson's call on the General Assembly to make a generational investment to widen and rebuild the I-70 corridor demonstrating his ongoing commitment to transportation. The General Assembly demonstrated their continued support for improving I-70 through passage of MoDOT's fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately two hundred miles of I-70.

One of the conditions for the transfer of General Revenue into the State Road Fund I-70 Project Fund for the Improve I-70 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Mr. Kopinski presented the Improve I-70 contracts listed below for the Commission's consideration and award, contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.

- The amount of \$4,365,155 for a professional services contract with Burns & McDonnell, Inc. with contract number 2025-10-88561. This contract includes Job Number JST0016, Lafayette I-70. Services for this contract include preliminary and final design, including right-of-way coordination.

Mr. Kopinski also recommended the Commission authorize (1) the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel's Office.

Via approval of the consent agenda, the Commission took the following action.

1. Awarded the contracts listed above contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
2. Authorized the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel's Office.

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APPROVAL OF PLANS FOR CONDEMNATION

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

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis	67	J6S3625
Greene	MM	J8S0836D
Stoddard	114	J9S3726/J9S3775
Jackson	7	JKU0010

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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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

Route 53, Butler County Job No. JSE0061 Public Hearing September 23, 2025

This proposed improvement includes widening Route 53 to include a center left-turn lane from near Route 142 Intersection to County Road 306, in Poplar Bluff, Missouri. The project also includes the realignment of intersecting routes along Route 53. To improve safety, access points along the corridor will be consolidated. Estimated cost for this improvement is \$ 5.7 million.

On behalf of the Director, Donnie Brown, Southeast District Engineer, recommended approval of the location and design as presented at the public meeting.

After full consideration of the favorable and adverse economic, social and environmental effects of the recommended, location and design, the Commission via approval of the consent agenda unanimously found and determined the recommended location and design would best serve the interest of the public and approved the recommendation.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

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

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date September 30, 2025, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of September 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 655 active contracts held by individual engineering consultant firms prior to September 1, 2025. Seventeen engineering consultant services contracts were executed in September 2025, for a total of \$5,023,790. There were zero non-engineering consultant contracts executed in September 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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