

Posted: January 28, 2026, at 10:00 a.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
Jennifer Jorgensen
Secretary to the Commission
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Missouri Highways and Transportation Commission Tentative Agenda

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

Department of Transportation Building
105 West Capitol Avenue
Jefferson City, MO

February 4, 2026

Open Meeting 9:00 a.m.

	<u>Est. Time</u>
COMMISSION ITEMS.	
1. <u>Action Item</u> – <u>Consideration of Minutes</u> : Regular Meeting on January 8, 2026, and Special Meeting on January 7, 2026.	9:05 – 9:10
2. <u>Action Item</u> – Consideration of Items on the Consent Agenda. a. Removals. <i>Items removed from the consent agenda will be discussed under “Items Removed from the Consent Agenda” below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.</i> b. Abstentions. <i>A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and his desire to abstain prior to the vote.</i>	9:10 – 9:15
3. <u>Non-Action Item</u> – Committee and Board Reports. a. Audit (Boatwright, Slay, and Baker) b. Legislative (Boatwright and Erdman) c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker) d. MoDOT and Patrol Employees’ Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman) e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright)	9:15 – 9:30
4. <u>Non-Action Item</u> – <u>MoDOT Director’s Report</u> .	9:30 – 9:45

Est. Time**MODOT PRESENTATIONS.**

1. **Action Item** – **Consideration of Bids for Transportation Improvements.** 9:45 – 10:00
 Consideration of award or rejection of bids on individual projects that will be presented, which is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.
Sarah Kleinschmit, State Design Engineer
2. **Action Item** – **Improve I-70 Project Contract Authorizations.** 10:00 – 10:15
 Consideration to approve the Improve I-70 contracts as part of the Improve I-70 Project contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
Brenda Morris, Chief Financial Officer
3. **Non-Action Item** – **Enterprise Risk Management (ERM).** 10:15 – 10:30
 Enterprise Risk Management (ERM) is a process designed to identify potential events that may affect the entity, manage risk to be within an acceptable level, and to provide reasonable assurance regarding the achievement of entity objectives. Commission policy requires MoDOT to have an ERM process and provide an annual report to the Commission regarding that process.
Kelly Niekamp, Audit Manager
4. **Non-Action Item** – **Maintenance and Management of Assets.** 10:30 – 10:45
 This presentation will provide an overview of the department's Asset Management Approach. This will include information regarding the asset management program, MoDOT accountability for condition, and maintenance of assets.
Britni O'Connor, Planning and Programming Coordinator, and Michael Middleton, Project Director
5. **Non-Action Item** – **Succession Planning Update.** 10:45 – 11:00
 This presentation will provide a brief overview on staffing levels and trends as well as the progress of the succession planning program.
Ashley Halford, Human Resources Director

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

PUBLIC COMMENT PERIOD.

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

COMMISSION CONCERNS.**ADJOURN.**

-- CONSENT AGENDA --**All items on the Consent Agenda require Commission Action.**

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

ADMINISTRATIVE RULES/POLICIES.

1. **[Report and Recommendation Regarding Notice of Proposed Amended and Rescinded Rulemaking – Contractor Performance Rating.](#)**
 Consideration to file the final order of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the Missouri Register.
Mark Croarkin, Assistant Chief Engineer, and Terri Parker, Chief Counsel

BUSINESS ISSUES.

2. **[Fiscal Year 2026 Budget Amendment.](#)**
 Consideration of proposal to decrease the fiscal year 2026 amended budget \$17.5 million for items restricted by the Governor during the state's fiscal year 2026 budget.
Doug Hood, Financial Services Director
3. **[Audit Services Agreement for Fiscal Years 2026-2028 Financial Statement Audit.](#)**
 Consideration of proposal for an independent certified public accountant to perform the fiscal year 2026-2028 financial statement audits with the option for two one-year renewals.
Brenda Morris, Chief Financial Officer
4. **[DeLong's Incorporated, Economic Development.](#)**
 Consideration to approve the award of Cost Share Economic Development set-aside funds to the DeLong's Incorporated to construct a project.
Eric Schroeter, Deputy Director/Chief Engineer

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).

5. **[Approval of Plans for Condemnation.](#)**
 Request for ratification of staff approval of detailed right of way plans on various routes.
Sarah Kleinschmit, State Design Engineer

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Jefferson and St. Louis	I-55	J613290
St. Louis	366	J6S3582

-- REPORTS --

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

1. **[Audits and Investigations Annual Report.](#)**
Misty Volkart, Audits and Investigations Director
2. **[Financial Accountability Report – Quarterly Report.](#)**
Doug Hood, Financial Services Director
3. **[MoDOT Briefing Report.](#)**
Ed Hassinger, Director
4. **[Missouri Department of Transportation Financial Report – Fiscal Year 2025.](#)**
Year-to-Date. Period ending December 31, 2025.
Doug Hood, Financial Services Director
5. **[Consultant Services Contract Report.](#)**
Sarah Kleinschmit, State Design Engineer



Minutes



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

TABLE OF CONTENTS
January 8, 2026

COMMISSION/DIRECTOR ITEMS

Approval of Minutes.....	4
Consent Agenda.....	4
Commission Committees and Commission Related Boards	5
Director’s Report	6

PUBLIC COMMENTS

Concerns about Bidding and Life Cycle Cost Assessment.....	7
Concerns About Commission Transparency, Roadways, and Rest Areas	8

MODOT PRESENTATIONS⁹

Winter Operations Overview and December Response	9
Financial Forecast Update	12
Statewide Transportation Improvement Program Development	16

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements	18
2026-2030 Statewide Transportation Improvement Program Amendment.....	21
Approval of Plans for Condemnation	23

REPORTS

Improve I-70 Program Report.....	24
MoDOT Briefing Report	26
Missouri Department of Transportaton Financial Report – Fiscal Year 2026	26
Consultant Services Contract Report.....	27

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI
THURSDAY, JANUARY 8, 2026**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, January 8, 2026, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri, and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Thursday, January 8, 2026.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Hegeman, a quorum of Commission members present approved the minutes of the regular meetings held on November 6, 2025, and December 3, 2025, and the special meetings held November 5, 2025, and December 2, 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 January 8, 2026, 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 January 8, 2026, meeting.

Audit Committee – Commissioner Slay stated the audit committee met on January 7, 2026. The team identified one proposal as the most responsive to the Request for Proposal and best aligned with the needs of MoDOT and the Missouri Highways and Transportation Commission (MHTC). This recommendation will be presented to the Commission in February for approval. The next audit committee meeting is scheduled for March 31, 2026.

Legislative Committee – Commissioner Boatwright reported that over 1,000 bills have been pre-filed in the House, almost 700 bills have been pre-filed in the Senate, and over 400 fiscal notes have been requested. Even though session just started yesterday, it is obvious by the numbers that both chambers are getting down to business.

At the state level, passage of the supplemental budget request of \$642.7 million will be the primary focus this session. This year the department has two safety proposals that will save lives if passed this session. One is related to ignition interlock, and the other is related to child passenger restraint systems.

Alcohol-impaired driving accounted for 12 percent of the 2024 traffic fatalities in Missouri. Laws requiring all impaired driving offenders to install alcohol interlocks reduce the number of impaired drivers in fatal crashes by 16 percent. More than 500 lives could be saved each year, if all states without such laws adopted them. There are four bills that were filed related to ignition interlock: House Bill 1740 by Representative Griffith, House Bill 1804 by Representative Sharp, House Bill 2191 by Representative Sassman, and House Bill 2352 by Representative Gallick.

When used properly, car seats reduce fatal injury by 71 percent for infants and 54 percent for toddlers. In the past five years, 14 children under the age of 2 were killed and 58 were seriously injured in traffic crashes in Missouri. For children aged 4 through 7, there were 24 fatalities and 197 serious injuries in Missouri in the past five years. There are three bills that were filed related to child passenger restraint system: House Bill 2170 by Representative Sassman, Senate Bill 1007 by Senator Burger, and Senate Bill by Senator Nurrenbern.

With regard to the memorial highway designation process, Representative Sassman filed House Bill 2411, which will simplify the committee process and encourage memorial designations to go through the joint committee process rather than the legislative process. This provision will remove the requirement that an individual be deceased for two years and eliminate the 100-signature requirement to apply for a designation. It will also expand the Missouri Medal of Honor Recipient Fund to include honorees killed in the line of duty who served in the Armed Forces, law enforcement, or emergency personnel. The fund would be renamed the Fallen Heroes Memorial Sign Fund. While not part of the department's official legislative agenda, there is a department supported proposal filed by Representative Gallick, House Bill 1843 that will remove a barrier to litter enforcement by changing the level of the offense from a misdemeanor to a minor offense, making it easier for law enforcement to issue tickets and deter littering.

On the federal side, Congress reconvened this week as well. Their focus is anticipated to be on the budget as the continuing resolution expires at the end of this month. Meanwhile, the department continues to prepare for the next federal reauthorization for transportation and are hopeful that Congress can pick this back up yet this winter or early spring.

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

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that there was no report. The next board meeting is scheduled for February 20, 2026.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported some good news regarding traffic fatalities in Missouri. While the numbers are not yet finalized, 2025 represents the third year in a row traffic fatalities have decreased in the state, with the final numbers estimated to be 3 to 5 percent less than 2024, and 12 to 14 percent less than three years ago. This is the first time Missouri has experienced a reduction three years in a row since 2019, and it is rewarding to see the investment and the work of so many paying off. While the progress is encouraging, the loss of life on Missouri roads remains substantial, and the Coalition remains committed to working across multiple disciplines with partners throughout the state to keep the momentum going.

With the roll out of the department's new strategic highway safety plan, *Show-Me Zero*, the team is looking forward to the implementation of both proven and new strategies that support the five core elements of the plan: **Safer People, Safer Vehicles, Safer Speeds, Safer Infrastructure, and Safer Response**. Achieving a fourth year in a row of reduced fatalities is a rare opportunity. The work to get there begins now, and everyone needs to help to do so. Buckle Up and Phone Down.

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DIRECTOR'S REPORT

During the January 8, 2026, Commission meeting, Director Ed Hassinger provided the following report:

I-70/64 Ribbon Cutting – Director Hassinger reported last month, the I-70 team once again celebrated a milestone, this time on the Warrenton to Wentzville project. On December 9, the team joined the project contractors, St. Charles leaders, and local elected officials to cut the ribbon on the first five miles of completed pavement on I-64. As a reminder, this project is the largest single project in the department's history and includes the addition of a third lane in both directions along I-64 between I-70 and Route K. Although this first stretch is complete, crews plan to continue working toward the I-70 interchange

throughout this year. The department cannot stress enough how critical it is that drivers work with crews and slow down and pay attention.

Rural Routes Update – Director Hassinger provided an updated on the Rural Routes program. This program to address low-volume rural routes is made possible by continued investments of General Revenue by the General Assembly and the governor. This past construction season, MoDOT worked to deliver on \$100 million of work invested in fiscal year 2025. That equates to improvements on 2,100 lane miles at 149 locations across the state. This is just the latest progress since this program was created in 2023. The department delivered improvements to about 5,700 lane miles since then, with even more lined up for the next construction season. These projects are being delivered in every corner of the state. While it may not be as flashy as a widened interstate, these improvements are just as critical to local communities, and the department wanted to showcase the progress that has been made to bring that to life.

Charitable Campaign – Director Hassinger reported that MoDOT truly paved the way during the most recent Missouri State Employees Charitable Campaign. Working together, the department pledged more than \$110,000 to charities, a 32 percent increase over the last year and more than any other state department. This generosity really reflects the team’s dedication to service. Director Hassinger gave credit to the MoDOT staff who led, organized, and promoted this important effort in every building across the state. The creativity of the team helped make this possible, and he thanked all of those who decided to give. Every mile, every project, and every act of service reflects positively on everyone’s work to build a better Missouri. The department should be proud and grateful to be part of a team that cares.

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PUBLIC COMMENTS

CONCERNS ABOUT BIDDING AND LIFE CYCLE COST ASSESSMENT

Darryl Winegar, Vice President and General Manager of Construction Services for Capital Paving, stated the department has a unique I-70 project on next week’s bid letting. He echoed the Commission’s comments about the I-70 project and the fortunate nature that any contractors have in this state to really compete, deploy capital, grow businesses, and invest in their equipment and plants. He expressed appreciation for the positive relationships and opportunities contractors have experienced with MoDOT projects, particularly on I-70. He noted that his comments were prompted by a recent development regarding the life cycle cost assessment for the current project included in the letting. After months of discussions and expectations that the assessment would decrease, MoDOT published figures that were 40 to 50 percent higher than anticipated. This unexpected change, occurring just one week before bids are due, could increase estimates by 5 to 10 percent on a project valued at over \$140 million. Mr. Winegar

emphasized that the late release of this information has created uncertainty for contractors preparing bids and requested that the Commission consider delaying the project in the bid letting to let the contracting community to review and understand the calculation methodology. He reiterated his appreciation for the partnership with MoDOT and stressed the importance of consistency and predictability in such significant projects.

Commissioner Erdman thanked Mr. Winegar for his comments and for bringing his concerns to the Commission. Director Hassinger noted this is routine but is close to the bid letting deadline. He acknowledged that a commitment to industry was made that the department would issue bid build work on I-70. This was an opportunity for contractors not in design build to have an opportunity to bid on projects on I-70. This is the first one of those projects and there are a couple more planned. He appreciated the feedback and will consider it. Commissioner Boatwright made a few inquiries about the implication of the change. Commissioner Erdman requested staff provide an update or briefing at the next meeting.

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CONCERNS ABOUT COMMISSION TRANSPARENCY, ROADWAYS, AND REST AREAS

Arnie Dienoff began his comments by verbally submitting an open records request for the following records: catering, commission packets, the letter to legislators about the December 1 storm referenced by the Director, the legislative report, the Audit Committee open and closed meeting material, the workshop meeting material, and the open and closed meeting material. He then expressed concern about safety in I-70 construction zones, noting excessive speeding and lack of enforcement. He referenced a recent accident involving a Missouri State Highway Patrol trooper and urged increased presence of law enforcement to protect workers and motorists. Additionally, he reported poor conditions at the Wright City westbound I-70 rest stop, describing the men's restroom and property as deplorable and in need of major renovation. He also noted objects in the roadway near mile marker 180 westbound I-70 and called for daily patrols to address hazards.

Mr. Dienoff criticized lobbying efforts by Tom Dempsey and First Capital Advisors, citing a contract with the City of Dardenne Prairie and other entities totaling significant taxpayer expenditures. He expressed opposition to lobbyists seeking special treatment and urged the Commission to reject such demands, warning that granting these requests would set a precedent for other communities. He concluded by reiterating his stance against hired lobbyists and emphasized accountability, leadership, and responsible use of taxpayer funds.

Commissioner Erdman thanked Mr. Dienoff for his comments and noted staff make note of the maintenance things observed and the Commission Secretary noted his records request.

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MODOT PRESENTATIONS

WINTER OPERATIONS OVERVIEW AND DECEMBER RESPONSE

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented a brief overview of winter maintenance operations, a critical service the department provides to the traveling public. She provided a high-level overview of planning for the 2025-2026 winter operations season along with the response to the early December storm, including the overall cost, overview of planning for the season and for each specific storm, and some key takeaways from the first storms of the season.

Ms. Allmeroth discussed the department's preparation and training for the winter season. With the complexities of winter operations, preparations and training begin in the summer and continue through the fall. Approximately 3,400 operators are required to fully staff snowplows for day and night shifts. There are 2,655 total snowplow operators available, which is approximately 83 percent of the number of drivers needed. She noted that of those available operators, 716 have less than one year of experience. Despite progress in hiring, MoDOT continues to face a significant shortage of operators, even after supplementing with emergency equipment operators and non-maintenance personnel. Emergency operator resources have declined from nearly 1,000 a decade ago to about 252 this year, and supplemental

operators include engineers and inspectors, which impacts recruitment for those positions. Nearly 600 operators this season are new and inexperienced, requiring additional training during early storms.

Maintenance staffing remains a critical issue. In 2023, MoDOT experienced a deficit of over 600,000 maintenance labor hours compared to prior years. Although 735 employees were hired in 2025, the net gain was only 50 due to high turnover, particularly among employees with less than five years of experience. Entry-level snowplow operators earn less than \$20 per hour, which continues to pose recruitment challenges.

Winter storm planning was highlighted as a comprehensive process involving multiple calls at 48 hours, 24 hours, and every six hours during a storm. These calls include representatives from all districts, divisions, the Missouri State Highway Patrol (MSHP), the State Emergency Management Agency (SEMA), and the National Weather Service (NWS). Ms. Allmeroth noted that MoDOT utilizes multiple forecasting services, including the National Weather Service and ClearPath by DTN, to prepare for worst-case scenarios. ClearPath will contact department staff during the night with changes and provides surface forecasts.

Ms. Allmeroth discussed treatments ahead of the storm called anti-icing. Applied before a storm, liquid deicers or salt spread out and prevent the ice and snow from sticking to the surface. The treatment will work with the first snowflakes and will melt a small amount on contact. If a heavy treatment can be applied just before the storm, it would melt approximately half an inch. If applied too soon, only about a fourth of an inch or less would be mitigated. After anti-icing treatments are applied, it must be followed up with a plow, which is called de-icing.

Ms. Allmeroth highlighted the department's planning for permanent work zones that would be active during the winter months for projects like I-70, I-55, and I-44. Leaders met to review project staging and plan a response for winter weather. Additional staff along applicable routes were added, detour routes to continuous operation routes were elevated, and quick clearance of roadways when a crash occurred

were discussed. Several scenarios were discussed and planned. Additionally, the participants of the tabletop exercise, such as MSHP, local Emergency Medical Services (EMS), and project leadership, discussed the configuration of work zones through multiple expected phases this winter.

Ms. Allmeroth reviewed in detail the events of the December 1 winter storm. Initial forecasts predicted minor snowfall north of Highway 36, but conditions changed rapidly, resulting in 3.8 inches at Lambert Airport – a record for that date. Despite early messaging and planning, the storm intensified unexpectedly, causing widespread congestion as schools and businesses released employees simultaneously. Traffic volumes around noon mimicked the volumes of an evening rush hour. This congestion hindered snowplow operations. Within six hours after precipitation ended, nearly 70,000 lane miles were cleared, demonstrating MoDOT’s commitment despite challenges. The storm response required approximately 700,000 miles driven, 56,000 labor hours, and 25,000 tons of salt, for a total estimated cost of almost \$7.8 million.

Ms. Allmeroth reported MoDOT is restoring critical tools such as Remote Weather Information Stations, which provide real-time roadway conditions. Forty-two sites are being reactivated, with twelve additional sites planned by fall. Additionally, innovations such as the Magna Wing plow, capable of clearing two lanes and a shoulder with one truck, are being piloted to improve efficiency. Enhanced messaging strategies, including targeted social media updates and in-vehicle alerts, are being implemented to improve public communication during storms. She concluded her presentation with lessons learned from the December 1 storm that will inform future operations, including improved staffing, utilization of new tools, and enhanced communication strategies.

Commissioner Slay thanked Ms. Allmeroth for her outstanding leadership and for the great work of the MoDOT team under very difficult circumstances. Commissioner Hegeman thanked Ms. Allmeroth for her informative presentation that provided a good explanation of where the department was, what happened, and what will happen in the future. Commissioner Baker acknowledged the technology and

tools but also reminded everyone that the removal of snow and ice is a difficult physical process. Communication with others, schools, and large employers, is critically important, and she was pleased to see that it occurs at the level described. Commissioner Boatwright noted it is tough to operate snowplows with a clear roadway without any traffic or obstacles, and this kind of situation is challenging. He appreciated the department's ability to step back and evaluate shortcomings and room for improvement. The Commission expressed their appreciation for the snowplow operators working 12-hour shifts, and what they do truly matters.

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FINANCIAL FORECAST UPDATE

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2027-2031. MoDOT prepares an annual financial forecast to estimate future revenues and expenditures. The forecast is the basis for MoDOT's operating budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP). The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' license fees, federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.

The department's projections use a combination of historical information and information from third party sources. The information in the financial forecast is then used to develop the appropriations submission and the department's allocation of resources for operating as well as the targets that are provided to transportation partners in the development of the STIP.

Ms. Morris noted the last couple of years has resulted in additional revenue and bond proceeds being a part of the available resources to the department. This forecast includes some one-time sources of revenue. It includes the Improve I-70 Program \$1.4 billion of General Revenue and \$1.4 billion of bond

proceeds. In addition, the forecast includes \$136.0 million of General Revenue for the annual debt service payments associated with the bonds sold for this program. The financial forecast includes the Forward 44 Program, \$213.75 million of General Revenue (deposited into the Office of Administration I-44 Project Fund) and \$363.75 million of bond proceeds. In addition, the forecast includes \$44.0 million of General Revenue for the annual debt service payments associated with the bonds sold for this program. The financial forecast includes \$302.2 million for General Assembly Designated and Funded projects, which include the following projects: Low Volume Roads, U.S. 67 in Butler County, I-70 Interchange in Warren County, U.S. 65 from Buffalo to Warsaw, I-49 and U.S. 58 in Cass County, I-44 Environmental Study, I-55 Outer Service Road in Jefferson County, Jefferson Avenue Community Footbridge in Springfield, U.S. 65 and Route B in Sedalia, U.S. 63 in Columbia, LeCompte Road, Highway BB Engineering Study in Cameron, and Kirbyville School District. The financial forecast includes \$57.1 million from the Budget Stabilization Fund for the Governor's Transportation Cost Share Program (Round 2) approved by the General Assembly in 2022. It also includes \$45.2 million of General Revenue for annual debt service payments for bonds issued for the Governor's Focus on Bridges program. Amendment 3 bond issuances of \$654.4 million in 2026, \$579.6 million in 2028, \$507.8 million in 2030, and \$465.1 million in 2032 are also included in this forecast. It also includes the implementation of Senate Bill (SB) 262 motor fuel tax increase, which was fully implemented on July 1, 2025.

Fiscal year 2025 actual revenues were \$6.4 million less than projected. Motor fuel taxes were a bit volatile from 2020 to 2023 but seems to have leveled off in 2024 and declining in future years. Moving forward, vehicles with greater fuel economy and vehicles powered by alternative fuels will off-set increases in vehicle miles traveled. The motor fuel tax growth assumption does not include SB 262 and has a slow decline in this forecast. This forecast includes an annual decline of -0.20 percent for 2026 and beyond. The overall impact is \$32.2 million less in this forecast compared to last year's forecast.

Assumptions for the state motor fuel taxes for SB 262 are a -0.20 percent decline for 2026 and beyond. The assumption for refunds is 0.5 percent, which is the same assumption used in last year's forecast. The overall impact is \$11.0 million less for Senate Bill 262 Motor Fuel taxes.

Fiscal year 2025 motor vehicle sales tax revenue actuals were \$9.9 million, or 2.1 percent more than projected. Motor vehicle sales tax revenues growth assumption for 2026 and subsequent years is 3.0 percent. The overall impact is \$56.6 million more than last year's forecast.

The motor vehicle and driver's licensing fees are \$4.9 million less than what was projected in 2025. Using a four-year average, the growth assumption for 2026 and subsequent years is 1.0 percent, which is less than the 1.5 percent used last year. The overall impact is that this forecast is \$72.5 million more than last year's forecast.

Federal revenues include the federal funds for construction projects, preventive maintenance, design work, planning and research, and pass-through funds to local entities. The financial forecast includes the estimated federal apportionments from the Infrastructure Investment and Jobs Act (IIJA) as approved by Congress. The overall impact is an increase of \$38.9 million of federal revenue from last year's forecast.

A review of the anticipated disbursements included in the forecast and started with a review of the operating budget expenditures. The forecast includes funding the pay strategies that were included as part of the appropriations request. That includes:

- \$7.9 million to continue implementing the market plan and to provide tenure increases.
- \$5.3 million to hire an additional 100 maintenance employees in Safety & Operations to help restore operations and meet customer expectations.
- The forecast also includes a 2.0 percent annual cost of living adjustment in 2028 and beyond. Raises are contingent each year on legislative and/or Commission action.
- The retirement contributions are 37.0 percent in 2026 and 33.0 percent in 2027 and beyond per the actuarial report.

The expense and equipment portion of the budget include the appropriation spending authority of \$431.5 million plus requested increases of \$1.4 million for asphalt and concrete repairs on roadways, \$1.5

million for several items including support tasks for the World Cup, roadside management activities and safety measures, and \$3.0 million for inflationary costs associated with fleet. Expense and equipment for 2028 and beyond includes a 2.5 percent annual growth rate for inflation.

For the 2026 to 2032 period, the forecast relies on deficit spending in each year. The average deficit spending is \$116.8 million per year. The cash balance in the State Road Fund is expected to decline from \$1.7 billion at the end of fiscal year 2026 to \$687.5 million at the end of fiscal year 2032. The fiscal year 2032 ending balance is slightly elevated because of the planned bond issuance during that year.

The forecast includes only road and bridge revenues and disbursements. The disbursements for program delivery include contractor awards, the design and bridge consultant engineering costs, right of way acquisitions, and debt service. Contractor awards are expected to be \$2.4 billion in 2026, \$2.7 billion in 2027, \$2.1 billion in 2028, \$1.5 billion in 2029, and \$1.4 billion in 2030 and beyond. The design and bridge consultant engineering costs are projected to be \$110 million in 2026 and beyond. The right of way acquisitions are forecasted at \$30 million for 2026 and beyond.

Following discussion, the Commission commended the department and its excellent management of transportation funding in a fiscally responsible way for Missouri. Commissioner Baker stated balancing the inbound revenues and outbound expenses for the forecasted periods, along with shorter term cash flow management, is critically important. Commissioner Erdman highlighted that at peak contractor awards the contracting community has deployed an enormous workforce that are skilled and trained, which is very valuable to the state of Missouri. He commended the generosity of the General Assembly, the Governor, and federal delegates for General Revenue funding. As those projects are completed, the peak contractor awards will decline. It is important to begin the conversation now about future funding.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

On behalf of the Director, Llans Taylor, Transportation Planning Director, reviewed with the Commission how the Statewide Improvement Program (STIP) is developed. The STIP development for state fiscal years 2027 through 2031 (July 1, 2026, through June 30, 2031) begins with the approval of the financial forecast. The STIP is MoDOT's proposed list of transportation projects for the next five years. This document is developed through collaboration with MoDOT's planning partners and is an essential part of communication with the citizens of Missouri. The STIP describes how the taxpayers' transportation dollars are being invested.

Mr. Taylor explained the Transportation Planning Division's STIP development role is to connect data with stakeholder input and needs to deliver transportation improvements. The division's focus is on the data, policy, and providing guidance and support to the districts. The districts are the implementation arm of this effort. They work directly with the local leaders and citizens to get their perspective on needs and challenges. Through the district's effort they are building the relationships on trust and cooperation so when it is time to have the difficult conversation about having too few resources and too many needs, they can work together and move forward with a plan.

The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects. MoDOT works with planning partners, transportation stakeholders, and customers to identify road and bridge improvement projects for inclusion in the STIP. Once developed, the draft STIP is brought to the Commission at the May Commission meeting. The draft STIP is then shared with various audiences during the public comment period. Input from public audiences and the final STIP will be presented to the Commission at the July Commission meeting. The STIP requires MHTC, Federal Highway Administration, and Federal Transit Administration approval. Projects

in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, Federal Highway Administration, and Federal Transit Administration approval.

The draft STIP is developed in coordination with the Long-Range Plan, Financial Forecast, Operating Budget, Asset Management Plan, and Missouri's Show-Me Zero – Driving Missouri Toward Safer Roads. MoDOT's Long-Range Transportation Plan was developed through robust, statewide outreach, engaging transportation stakeholders to establish goals and a 25-Year vision of transportation in Missouri. MoDOT has started the process of updating the Long-Range Transportation Plan with a publishing goal of 2026. The LRTP identifies five goals for transportation improvements in Missouri:

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Invest in projects that spur economic growth and create jobs
- Give Missourians better transportation choices
- Improve reliability and reduce congestion on Missouri's transportation system

The High Priority Unfunded Needs List is generated based on the recognition that there is an annual shortfall of \$1.1 billion a year. This document plays a critical role because it fills the gap between the funded Statewide Transportation Improvement Program (STIP) and the Long-Range Transportation Plan (LRTP). The LRTP is often more visionary and aspirational, and then on the other end of the spectrum the STIP is a funded concrete plan of projects. This document helps MoDOT identify the next needs between the STIP and the LRTP. Working with planning partners, \$5.7 billion of regional needs are identified and prioritized on the unfunded needs list. Statewide and major bridge needs add \$5.7 billion to the unfunded needs list. This totals to \$11.4 billion of identified high priority unfunded needs for the next ten years. These needs are grouped and listed in Tiers 1, 2, or 3; or Multimodal, Major Bridge, or Statewide. Over \$6 billion worth of projects have been moved from the High-Priority Unfunded Needs List to the STIP since 2019.

The financial forecast allows the department to estimate the funds that will be available for programming projects and is the foundation of the financial planning model. Once the department knows

the funds available from the financial forecast, it can distribute the funds through the commission approved STIP funding allocation. The funding distribution is based on system size (includes number of miles of roadway, and square foot of bridge deck, etc.), system usage (includes vehicle miles traveled), fatalities and serious injuries (includes accident history), population, and employment. The estimated amounts for the Fiscal Year 2026 Funding Distribution includes \$58 million for safety, \$887 million for asset management, and \$307 million for system improvements, totaling \$1.252 billion for construction program funds. This amount does not include the additional state funding that is available for the Improve I-70 program, Forward 44 program, and legislative designated projects.

Mr. Taylor explained that the department is dedicated and committed to taking care of the system and services enjoyed today and continuing to move transportation forward to improve the lives of citizens. He explained the next steps in the STIP development process include having the Transportation Planning staff engage with partners statewide and developing the project scopes, budgets, and timelines to create the new STIP. Transportation planning in Missouri allows direct stakeholder input into the decision-making process and maintains their voice in transportation solutions. The goal is to have a draft prepared in May for presentation and consideration by the Commission.

Commissioner Smith thanked Mr. Taylor for his presentation and noted community collaboration is so important to see what people across Missouri want in their transportation system. Director Hassinger commended the Transportation Planning staff for their work and highlighted that he sent a letter to every legislator outlining the process and asking for their input directly.

* * * * *

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 C06 and F01 have local funding, as noted in Table I below, and the department received all the necessary concurrences.

Ms. Kleinschmit recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the December 12, 2025, letting, as recommended, and noted in Table I below.

Table I
Award of Contracts
December 12, 2025, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	136	Mercer, Putnam	J1S3442	12,045,798.10	\$0.00	Magruder Paving, LLC	Resurface
		Putnam	JNW0043				
A02	E, FF, JJ, OO	Mercer, Putnam, Sullivan	JNW0014	\$2,849,029.37	\$0.00	E & C Bridge, LLC	4 Bridge Deck Replacements
A03	136	Mercer	JNW0049	\$4,025,797.74	\$0.00	Louis-Company, LLC	Bridge Deck Replacement
B02	Bus 63	Randolph	JNE0038	\$448,607.21	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
B03	J	Lincoln	JNE0051	\$1,899,071.22	\$0.00	Magruder Construction Co., Inc.	Bridge Replacement
B04	47	Lincoln	JNE0248	\$1,185,483.92	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
C01	Cookingham Drive	Platte	J4S3489	\$7,687,791.50	\$0.00	Pyramid Contractors, Inc.	Bridge Replacement
C02	71	Jackson	J4S3490	\$18,957,368.32	\$0.00	Clarkson Construction Company	Grading, Pavement, 2 Bridge Replacements, 2 Culvert Rehabilitations, and ADA Improvements
C03	Z	Ray	JKR0103	\$1,068,605.25	\$0.00	Widel, Inc.	Bridge Replacement
C04	Stadium Drive	Jackson	JKU0012	\$674,930.00	\$0.00	International Rigging Group, LLC	Bridge Painting
C05	F	Jackson	JKU0110	\$960,345.50	\$0.00	Widel, Inc.	Bridge Replacement
C06 *	I-635	Platte	JKU0095	\$1,989,827.40	\$0.00	Southern Road & Bridge, LLC	Bridge Rehabilitation
D01	7	Camden	J5P3538	\$1,099,994.73	\$0.00	E & C Bridge, LLC	2 Bridge Deck Replacements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D02	OR 50	Cole	J5S3418	\$1,552,567.30	\$0.00	Sam Gaines Construction, Inc.	Pavement Widening, Signals, and ADA Improvements
D03	AA	Cole	J5S3551	\$755,964.75	\$0.00	E & C Bridge, LLC	Bridge Deck Replacement
D04	179	Cole	JCD0074	\$492,321.66	\$0.00	E & C Bridge, LLC	Bridge Deck Replacement
D05	Various	Boone	JCD0227	\$490,881.74	\$0.00	Road Runner Safety Services, Inc.	Pavement Marking
D06	I-44	Crawford, Laclede, Phelps, Pulaski	JCD0265	\$831,815.92	\$0.00	Streetwise, Inc.	Pavement Marking
F01**	I-270	St Louis	J6I3618	\$652,999.00	\$0.00	Concrete Strategies, LLC	Culvert Improvements
H01	34	Wayne	J9P3816	\$1,041,263.30	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Deck Replacement
H03	BB	Cape Girardeau, Scott	J9S3776	\$1,634,668.03	\$0.00	Robertson Contractors, Inc.	Bridge deck Replacement
H03	C	Cape Girardeau, Scott	J9S3727		\$0.00		Bridge Replacement
H04	C	Pemiscot	J9S3770	\$577,971.59	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H06	77	Cape Girardeau, Scott	J9M0283	\$1,298,162.36	\$0.00	Putz Construction, LLC	Culvert Replacement
H2A	95	Laclede, Wright	J9S3696	\$4,482,000.00	\$0.00	Pace Construction Company, LLC	Resurface and Bridge Rehabilitation
H2B	DD	Howell	JSE0009				Resurface
	VV	Dent, Texas	JSE0007				
	WW	Howell	JSE0008				
			TOTAL:	\$68,703,265.91	\$0.00		

* Call C06 – Funding by KDOT – 50/50

** Call F01 – Funding by Metropolitan St. Louis Sewer District – \$150,000.00

Commission Consideration and Action

After consideration, and upon motion by Commissioner Hegeman, 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 December 12, 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 Call A01. Commissioner Smith abstained from voting on Call D02. Commissioner Hegeman abstained from voting on Calls C02 and D05.

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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 nine highway and bridge projects, as noted in Table I below, and six recreational trail projects as noted in Table II below.

Table I
2026 – 2030 STIP
Highway and Bridge Construction Schedule
January 8, 2026 Amendment
Project Changes

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Nodaway JNW0165	US 71	Add J-turns at 340th Street.	2026 CN	\$2,500	\$280
NE Warren JNE0247	MO 47	Payment to Warren County R-III School District to add turn lanes and signals at Nina Drive and add turn lanes at Ash Road in Warrenton.	2027 CN	\$1,417	-\$142
KC Platte JKU0487	CST RIVERWAY BLVD	Payment to Riverside to add roundabouts, modify interchange ramps and extend sidewalks and streets at Riverway Boulevard.	2026 CN	\$1,500	\$16

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)
KC Platte JKU0455	IS 29	Repair slides and guardrail 0.3 mile south of North American Avenue, 0.6 mile south of North American Avenue, and 0.2 mile south of Route 92.	2026 CN	\$2,772	\$330
SL St. Charles JSL0305	IS 70	Bridge rehabilitation over 5th Street.	2027 CN	\$4,263	\$394
SL Various JSL0099	Various	Job Order Contracting for concrete pavement repair at various locations in the St. Louis District.	2026 CN	\$1,500	\$105
SE Mississippi JSE0332	IS 57	Rebuild pavement from Big Lake Bayou to the Mississippi River.	2026 CN	\$4,081	\$380
ST Various JST0139	Various	Guardrail improvements at various locations in Audrain, Lincoln, Monroe, Montgomery, Pike, Randolph, Ralls, and Warren Counties.	2026 CN	\$1,952	\$179
ST Various JST0139B	Various	Guardrail improvements at various locations in Adair, Clark, Knox, Lewis, Macon, Marion, Schuyler, and Shelby Counties.	2026 CN	\$1,311	\$110
		TOTAL:		\$21,296	\$1,652

Table II
Section 6 – Special Programs
January Amendment
Recreational Trails Program - FY2025 Grant Recipients

<u>Grant Number</u>	<u>Project Sponsor and Scope of Work</u>	<u>Grant Award</u>	<u>Project Cost</u>
2025-02	Owl Creek Park Water Trails – Motorized Trail Construction of a boat launch for motorized use into Big River and non-motorized use into Owl Creek. Development of 1/4 mile non-motorized water trail into Owl Creek. Rehabilitation & expansion of existing gravel parking lot to a 15,500 sq. ft. asphalt parking lot. Installation of a roof on an existing foundation to construct a shade structure. <i>Sponsor: St. Francois County</i>	\$ 202,255	\$40,451
2025-03	Dunnegan Park – Non-motorized Trail Rehabilitation and resurfacing of existing 8 ft. wide, 1.25 mile long, gravel trail to an ADA compliant, asphalt trail. Installation of 9 marker post and 1 exhibit sign. <i>Sponsor: City of Bolivar</i>	\$312,501	\$ 40,451
2025-04	Warsaw Trail Extension – Non-motorized Trail Construction of 4 miles, 10 ft. wide trail & installation of culverts. <i>Sponsor: City of Warsaw</i>	\$366,470	\$ 62,501

<u>Grant Number</u>	<u>Project Sponsor and Scope of Work</u>	<u>Grant Award</u>	<u>Project Cost</u>
2025-05	Crane Community Trail – Non-motorized Trail Installation of trailhead amenities including a bike rack, signage, lighting, picnic table, rest stop areas, security cameras, & vehicle barriers. Construction of 200 ft. x 85 ft. gravel parking lot. Installation of pre-fab 10 ft x 20 ft ADA restroom. Construction of 1,166 ft., 6 in. wide gravel connector trail & rehabilitation of 1,320 ft., 6 in. wide concrete trail. Installation of fencing around the concrete trail. Throughout the project, trees will be planted & 10 ft. x 15 ft. butterfly gardens, benches, & rest stop areas will be installed. <i>Sponsor: City of Crane</i>	\$350,876	\$117,198
2025-06	Heartland Park: Southside Trail Extension – Non-motorized Trail Construction of .2 mile, 10 ft. wide concrete trail extension. Installation of trail amenities include signage, rest stations, benches, and distance markers. <i>Sponsor: City of Wentzville</i>	\$ 421,772	\$ 100,877
2025-07	Perry Park Trail – Non-motorized Trail Construction of an ADA 1,300 ft., 6 ft. wide concrete trail. Installation of signage, 3 benches, 3 tables, & lighting. Demolition & removal of water tower. Planting of trees & installation of four-season-interest landscaping. <i>Sponsor: City of Plattsburg</i>	\$ 356,980	\$ 221,772

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2026 – 2030 STIP as noted in the tabulations above.

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APPROVAL OF PLANS FOR CONDEMNATION

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

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis	AC	J6S3569
St. Louis	D	JSL0186

In accordance with Section 227.050 RSMo, the Commission, via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed them to be filed as necessary for the condemnation of right of way.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

IMPROVE I-70 PROGRAM REPORT

Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission report 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. That is why the Missouri Department of Transportation is working to improve I-70. 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.

Funding. 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. As MoDOT is ready to issue contracts for work on I-70, the funding is transferred into the SRF. MoDOT and the Office of Administration (OA) executed a formal funding agreement similar to the funding agreement utilized for

the Governor's Focus on Bridges Program. 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. A maximum allocation of \$136 million per year is allocated for debt service payments. With this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP), the Improve I-70 Program is fully funded.

The department is exploring federal discretionary grants as an opportunity to leverage funding. In the summer of 2023 MoDOT submitted an aggressive grant application request of \$300 million for the Improve I-70 Program. In January 2024, Missouri was notified of a partial award of \$92.8 million.

In State Fiscal Year 2025, the Missouri General Assembly allocated \$40 million in Budget Stabilization Funds for the costs to construct an interchange and outer road improvements along I-70 in Warren County. MoDOT has developed a funding flow chart to demonstrate how General Revenue, Budget Stabilization, and STIP funding will be utilized for the Improve I-70 Program projects.

Schedule Update. MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. By only having one contract procurement at a time, it allows the department to maximize competition with industry. For each project the Improve I-70 team performs a risk assessment and project delivery determination. Based on the findings from these two exercises, MoDOT determines if Design-Build or traditional design bid build is the method of project delivery. The Improve I-70 program remains on schedule to award all contracts for the statewide program by May 2027.

Review of 2025. There was much progress with the Improve I-70 program in calendar year 2025. Over \$800 million in contracts were awarded. In May the Commission awarded the Blue Springs to Odessa project, and at December's Commission meeting the Rocheport to Columbia project was awarded. Each of the four I-70 projects awarded to date are some of the largest contracts ever awarded in the history of MoDOT. Throughout 2025, the Improve I-70 Program issued \$350 million in contractor payment for work completed. The level of quality and safety for each project continues to be delivered with excellent

results. The Improve I-70 team was able to celebrate the first seven miles of the corridor being completed. In November, the Columbia to Kingdom City project was able to hold a milestone celebration for the work completed between Route J and Route M, in Callaway County. The remaining sections of I-70 continued with an accelerated schedule to ensure they are each completed on time and on budget.

Look Ahead for 2026. The Improve I-70 program has a busy year planned for calendar year 2026. Three additional projects are scheduled to be awarded. The Boonville to Rocheport project, Statewide I-70 truck parking project, and Kingdom City to Warrenton project are each scheduled to be awarded this year. Collectively between these three projects it is anticipated there will be over \$750 million in contract awards. The Improve I-70 team is committed to continuing excellent communication throughout 2026. Several industry focused meetings have already been scheduled to help keep industry partners informed of opportunities. There have also been several more public meetings already scheduled for specific projects. Additionally, the Improve I-70 team continue throughout the year to meet with key stakeholders and respond to the several customer inquiries that come in daily.

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MODOT BRIEFING REPORT

Ed Hassinger, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were 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 November 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 November 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 683 active contracts held by individual engineering consultant firms prior to November 1, 2025. One engineering consultant service contract was executed in November 2025, for a total of \$55,883.00. There were zero non-engineering consultant contracts executed in November 2025.

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

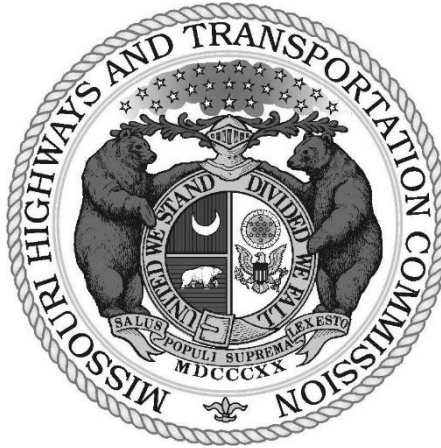
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The Mission of the Missouri Highways and Transportation Commission is to:

- 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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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

TABLE OF CONTENTS
January 7, 2026

VOTE TO CLOSE MEETING	4
COMMISSION/DIRECTOR ITEMS	
Commission Workshop – Financial Forecast Update.....	5

**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, JANUARY 7, 2026**

A special meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 7, 2026, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri, and was available via live stream. Warren K. Erdman, Chairman, called the meeting to order at 1:00 p.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;
and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, January 7, 2026.

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

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

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

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

The Commission met in closed session on Wednesday, January 7, 2026, at 2:00 p.m. and adjourned at 4:15 p.m.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

COMMISSION WORKSHOP – FINANCIAL FORECAST UPDATE

The Commission held a workshop to learn more about how the department determines the amount of funds available to use in the development of the Statewide Transportation Improvement Program (STIP). Brenda Morris, Chief Financial Officer, reviewed the financial forecast and explained that it is the foundation that is used to develop the department’s budget that includes targets for the STIP. The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers’ licensing fees, and federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature. The current financial forecast is an estimate that covers fiscal years 2027 through 2031. Ms. Morris stated the forecast is for road and bridge expenditures and does not include multimodal estimates.

Ms. Morris noted this forecast has some unique items; the base forecast are items that are normal and then there are several significant one-time sources of funding that have been provided to the department for very specific purposes for revenues. Examples of one-time sources of funding include Governor’s Transportation Cost Share Program, Focus on Bridges Program, Improve I-70 Program, Forward 44 Program, and funding for other General Assembly Designated and Funded projects.

She also reported on Senate Bill 262, which was passed by the General Assembly in Fiscal Year 2021 and signed into law by the Governor in July 2021, and increases the motor fuel tax by 12.5 cents over five years, 2.5 cents per year. The last increase occurred July 1, 2025. The overall impact comparing last year’s forecast to this year’s forecast is \$11 million less for Senate Bill 262 motor fuel taxes, which is primarily because the gallons sold in fiscal year 2025 was less than predicted.

Ms. Morris noted that motor vehicle sales taxes in fiscal year 2025 were \$9.9 million more than projected. While there has been a decline in fiscal year 2026, the assumption is that people will continue to purchase vehicles. The assumption of a 3 percent increase used in the previous year is the same assumption used in the current forecast. The overall impact is \$56.6 million more in the current forecast compared to last year's forecast.

State revenue projections include the previously mentioned revenue sources along with interest on monies deposited with the State Treasurer and miscellaneous revenues, which include proceeds from the sale of excess property or equipment, as well as reimbursement from entities with joint projects with the department. For example, the MoDOT cost share program is one of these revenue sources. While the department is earning more interest in this forecast than last year's forecast, the overall difference between last year's forecast and this year's forecast of miscellaneous state revenues is \$3.4 million less.

Ms. Morris stated the financial forecast does have several planned debt issuances. Keep in mind that each issuance will be considered individually and will only be done if the situation warrants it. Bond issuances have been included for Amendment 3, Improve I-70, and Forward 44. A bond issuance was conducted for Improve I-70 in November 2025 for a total of \$517 million. There will be another bond issuance in fiscal year 2028 in the amount of \$493 million. In fiscal year 2027, there will be a bond issuance for Forward 44 in the amount of \$364 million. Amendment 3 bond issuances will be conducted in fiscal year 2026, 2028, 2030, and 2032 to use revenues from the State Road Bond Fund and ensure funds are not sitting idle. Staff will work with the department's financial advisors to figure out the best timing. The Commission and staff further discussed bond issuances, schedules, and certification process to transfer funds from the State Road Bond Fund into the State Road Fund.

Doug Hood, Financial Services Director, reviewed the disbursement assumptions. Mr. Hood noted the base forecast includes all revenues and disbursement except the Improve I-70, Forward 44, and the

General Assembly Designated and Funded Projects. He noted disbursements include the items approved by the Commission as part of the Fiscal Year 2027 budget request and highlighted a few items including:

- \$7.9 million increase to continue implementing the market plan and provide tenure and performance pay increases (Personal Services (PS) and Fringe Benefits (FB));
- \$5.3 million to hire an additional 100 maintenance employees in Safety and Operations (PS and FB) to meet customer expectations;
- 2.0 percent annual cost of living adjustment starting in 2028, which must be reviewed and approved by the Commission annually;
- Retirement contributions of 37.0 percent of personal services in 2026 and 33.0 percent of personal services in 2027 and beyond; and
- Expense and equipment for 2027 include the appropriation spending authority of \$431.5 million plus requested increases of \$1.4 million for asphalt and concrete repairs on roadways, \$1.5 million for several items including support tasks for the World Cup, roadside management activities and safety measures, and \$3.0 million for inflationary costs associated with fleet.

Overall, disbursements increased \$5.9 million in this forecast compared to last year's forecast. Starting in 2028, there will be an annual growth rate of 2.5 percent to account for inflation, which is about \$11.2 million per year.

Mr. Hood presented information related to inflation; contractor payments; debt service payments; the operating budget, which includes all the State Road Fund personal service, fringe benefits, and expense and equipment; disbursements to other state agencies; and General Assembly Designated and Funded projects.

The Commission thanked Ms. Morris and Mr. Hood for their presentation.

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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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Director's Report

Director's Report

FEBRUARY 4, 2026





Winter Storm Response

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



Winter Storm Response

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recordings](https://www.modot.org/past-meeting-recordings).***



Winter Storm Response

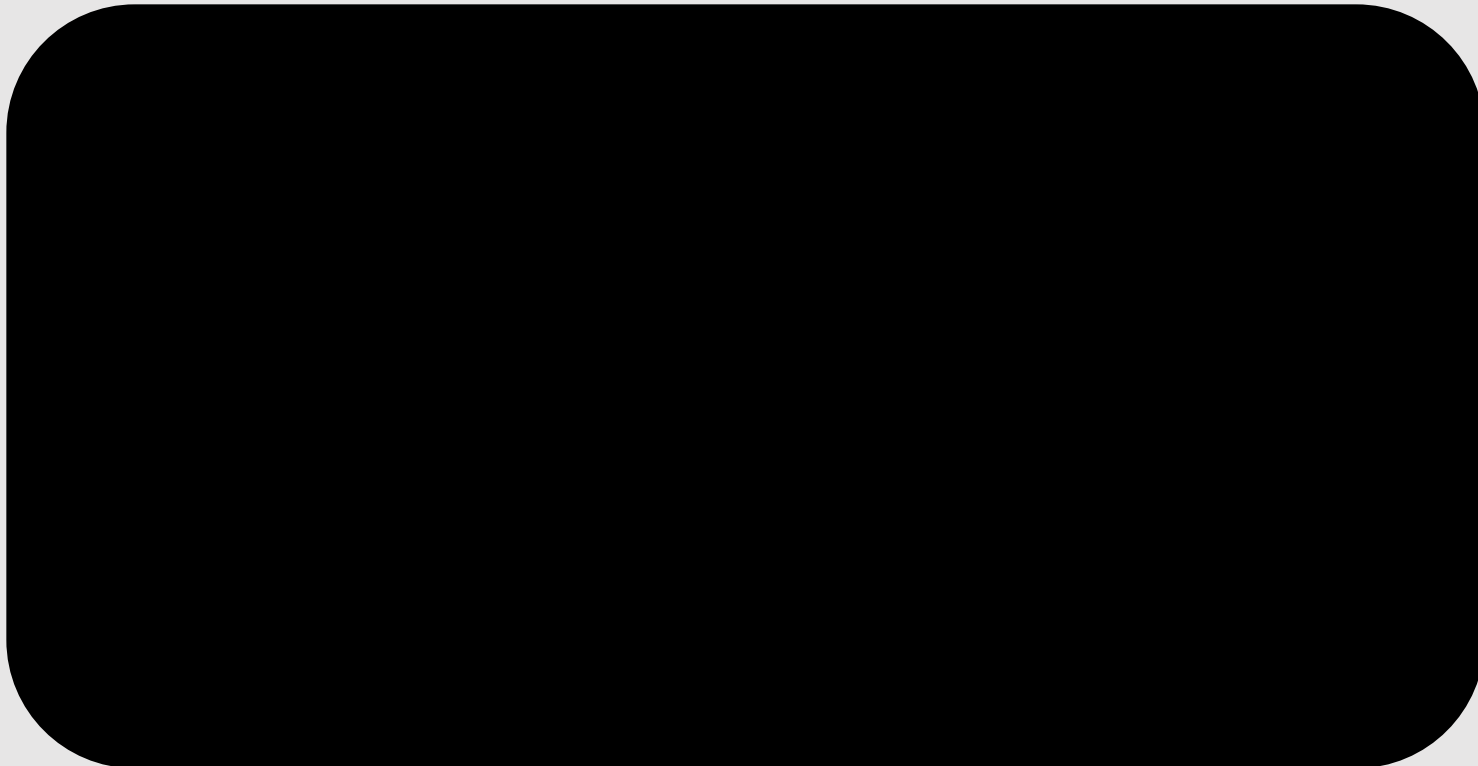
***Video to be played during the meeting.
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Winter Storm Response

Highway Safety Events

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recordings](https://www.modot.org/past-meeting-recordings)***



Highway Safety Events



Director's Report

FEBRUARY 4, 2026





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CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

ISSUE: The Commission approves contracts for transportation improvements.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Construction – Contract Awards.

OTHER PERTINENT INFORMATION:

- Low Bid Summary of the January 16, 2026, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- A summary of the Official MoDOT Awards (Attachment 3).

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

SUMMARY OF BID OPENING

January 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NW	A01	ATCHISON, NODAWAY	46	JNW0041	601	RESURFACE		15.045		80%			
		NODAWAY	E, EE	JNW0163	372 / 390	RESURFACE		27.225					
	LOW	HERZOG CONTRACTING CORP. EMERY SAPP & SONS, INC. ABOVE AND BELOW CONTRACTING, LLC					\$5,035,419.32 \$5,301,843.86 \$5,833,960.66				\$5,240,000.00	3	0
NE	B01	MARION, SHELBY	36	JNE0252	5,743 - 8,355	PAVEMENT REPAIR		7.225		80%			
	LOW	EMERY SAPP & SONS, INC.					\$1,384,641.60				\$1,887,000.00	1	0
KC	C01	PETTIS	65	J3P3206	4,829	BRIDGE DECK REPLACEMENT AND BRIDGE REHABILITATION		0.984		80%			
		NO BIDDERS					--			-	\$2,267,000.00	0	0
KC	C02	JOHNSON	50	JKR0101	18,179	BRIDGE DECK REPLACEMENT AND BRIDGE REPLACEMENT		1.286		80%			
	LOW	DON SCHNIEDERS EXCAVATING COMPANY, INC. E & C BRIDGE, LLC					\$3,721,037.06 \$4,112,429.60				\$4,890,000.00	2	0
KC	C03	PLATTE	E, H	JKU0135	360 / 1,100	3 CULVERT REPLACEMENTS		0.135		80%			
	LOW	T&B TRUCKING AND EXCAVATING, LLC EPIC CONCRETE CONSTRUCTION, INC. C.P. EXCAVATING, LLC AMINO BROS. CO., INC.					\$1,205,666.35 \$1,271,355.22 \$1,599,527.66 \$2,001,090.00				\$1,781,000.00	4	0
KC	C04	CASS	D	JKU0144	3,600	SLIDE REPAIR		0.097		80%			
	LOW	MAGRUDER CONSTRUCTION CO., INC. C.P. EXCAVATING, LLC HOY EXCAVATING, LLC EPIC CONCRETE CONSTRUCTION, INC. RADMACHER BROTHERS EXCAVATING CO., INC. LOUIS-COMPANY, LLC LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. ABOVE AND BELOW CONTRACTING, LLC GENE HAILE EXCAVATING, INC. AMINO BROS. CO., INC. TRI-SMITH CONSTRUCTION, LLC					\$2,596,678.65 \$2,706,521.52 \$2,729,938.36 \$2,828,009.50 \$2,921,596.48 \$3,248,564.03 \$3,448,761.40 \$3,477,455.34 \$3,547,813.50 \$3,887,499.95 IRREGULAR				\$1,506,000.00	10	0
KC	C05	CASS, CLAY, JACKSON, PLATTE, RAY	VARIOUS	JKU0424	VARIOUS	JOB ORDER CONTRACT FOR ITS SYSTEM REPAIRS		0.000		80%			
		NO BIDDERS					FACTOR AMOUNT OF WORK --		1		\$300,000.00	0	0
KC	C06	JOHNSON, PETTIS, RAY, SALINE	VARIOUS	JKRM0121	VARIOUS	PAVEMENT MARKING		122.901		STATE			
	LOW	HEARTLAND TRAFFIC SERVICES, INC. STREETWISE, INC. IBC TRAFFIC INC. TIME STRIPING, INC.					\$710,000.00 \$749,117.96 \$777,686.23 \$1,070,082.10				\$1,000,000.00	4	0

SUMMARY OF BID OPENING

January 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
KC	C07	CLAY, JACKSON, PLATTE	VARIOUS	JKUM0122	VARIOUS	PAVEMENT MARKING		79.451		STATE			
	LOW	HEARTLAND TRAFFIC SERVICES, INC. IBC TRAFFIC INC.					\$839,086.80 \$936,457.13				\$1,500,000.00	2	0
CD	D01	MONITEAU MORGAN	CC W	J5S3555 J5S3536	654 2,086	BRIDGE DECK REPLACEMENT BRIDGE DECK REPLACEMENT		0.077 0.097		80% 80%			
	LOW	GENE HAILE EXCAVATING, INC. DECATUR BRIDGE & IRON LLC E & C BRIDGE, LLC DON SCHNIEDERS EXCAVATING COMPANY, INC. LOUIS-COMPANY, LLC					\$1,243,685.50 \$1,349,234.48 \$1,359,489.65 \$1,671,595.93 \$2,232,016.27				\$1,573,000.00	5	0
CD	D02	WASHINGTON	T	J5S3556	199	CULVERT REHABILITATION		0.021		80%			
	LOW	MERA EXCAVATING, LLC N.B. WEST CONTRACTING COMPANY H.R. QUADRI CONTRACTORS, LLC GEMSTONE, LLC DBA GEMSTONE, LLC MO CONCRETE STRATEGIES, LLC					\$149,066.28 \$217,000.00 \$224,000.00 \$238,955.00 \$294,653.92				\$270,000.00	5	0
CD	D03	BOONE COLE, MONITEAU	63 179, U, 54	JCD0021 JCD0335	514 - 34,117 406 - 11,836	3 BRIDGE PAINTINGS 3 BRIDGE PAINTINGS		0.142 0.103		80% 80%			
	LOW	INTERNATIONAL RIGGING GROUP, LLC OMEGA COATINGS & CONSTRUCTION, LLC STEEL CITY CONTRACTORS, LLC THOMAS INDUSTRIAL COATINGS, INC. OLYMPUS PAINTING CONTRACTORS, INC. SOUTHERN ROAD & BRIDGE, LLC GEMSTONE, LLC DBA GEMSTONE, LLC MO MONOKO, LLC					\$748,900.00 \$833,550.00 \$1,189,200.00 \$1,602,808.00 \$1,745,180.00 \$1,838,300.00 \$1,875,500.00 \$2,177,200.00				\$1,889,000.00	8	0
CD	D04	PULASKI	7	JCD0031	2,022	BRIDGE DECK REPLACEMENT		0.084		80%			
	LOW	WEST PLAINS BRIDGE & GRADING, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$1,911,000.00 \$2,005,357.18				\$1,814,000.00	2	0
CD	D05	PHELPS	BB	JCD0089	9,792	BRIDGE REHABILITATION		0.086		80%			
	LOW	CONCRETE STRATEGIES, LLC N.B. WEST CONTRACTING COMPANY CAPITAL PAVING & CONSTRUCTION, LLC					\$1,676,851.00 \$1,715,000.00 \$1,763,690.43				\$2,761,000.00	3	0
CD	D06	DENT	19, 32	JCD0129	3,909 / 5,906	ADA IMPROVEMENTS		1.813		80%			
	LOW	GARRETT POWER CONSTRUCTORS CORP TI-ZACK CONCRETE, LLC APLEX, INC. RL PERSONS CONSTRUCTION, INC. HESSLING CONSTRUCTION, INC.					\$1,492,325.21 \$1,595,651.56 \$1,637,029.00 \$2,899,995.00 IRREGULAR				\$1,356,000.00	4	0

SUMMARY OF BID OPENING

January 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %		
CD	D07	COOPER	I-70	JST0017B	39,200	2 BRIDGE REHABILITATIONS AND PAVEMENT		12.046		90%					
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC MICHELS ROAD & STONE, INC. EMERY SAPP & SONS, INC. AND CLARKSON CONSTRUCTION COMPANY (JOINT VENTURE) DBA IMPROVE 70 WEST ALLIANCE AMES CONSTRUCTION, INC. KOSS CONSTRUCTION COMPANY					PC, AC, AC	BASE BID	LCCA FACTOR	BASIS OF AWARD		\$145,000,000.00	5	0	
							PC, PC, PC	\$103,961,170.05	\$1,077,800.00	\$105,038,970.05					
							PC, PC, PC	\$110,027,386.47		\$110,027,386.47					
							PC, PC, PC	\$123,325,023.87		\$123,325,023.87					
							PC, PC, PC	\$134,899,398.98		\$134,899,398.98					
PC, PC, PC	\$156,216,008.84		\$156,216,008.84												
SL	F01	FRANKLIN	PP	JSL0032	2,041	RESURFACE		6.756		80%					
	LOW	PACE CONSTRUCTION COMPANY, LLC N.B. WEST CONTRACTING COMPANY						\$2,501,500.00				\$3,085,000.00	2	0	
							\$2,590,000.00								
SL	F02	ST CHARLES, ST LOUIS, ST LOUIS CITY	VARIOUS	JSL0174	VARIOUS	PAVEMENT MARKING		124.737		90%					
	LOW	TRAMAR CONTRACTING, INC. AMERICA'S PARKING REMARKING, LLC						\$1,506,260.34				\$1,961,000.00	2	0	
							\$1,534,565.54								
SL	F03	FRANKLIN, ST CHARLES, ST LOUIS	VARIOUS	JSL0208	VARIOUS	FIXED PRICE VARIABLE SCOPE FOR BRIDGE		0.000		80%					
	LOW	AAD CONTRACTING, INC. LOUIS-COMPANY, LLC R. V. WAGNER, INC. FAHRNER ASPHALT SEALERS, LLC THE TRUESDELL CORPORATION OF WISCONSIN, INC.DBA TRUESDELL CORPORATION MIDWEST VENTURE CONSTRUCTION INC. DBA VENTURE CONSTRUCTION WATERPROOFING INC. SOUTHERN ROAD & BRIDGE, LLC						\$1,372,859.07				\$1,500,000.00	7	0	
								\$1,455,076.94							
								\$1,473,684.83							
								\$1,596,125.36							
								\$1,606,606.00							
								\$1,950,430.36							
	\$3,875,161.00														
SL	F04	FRANKLIN, JEFFERSON, ST LOUIS, ST LOUIS CITY	VARIOUS	JSL0211	VARIOUS	FIXED PRICE VARIABLE SCOPE FOR BITUMINOUS CRACK FILLI		44.082		90%					
	LOW	PARKING LOT MAINTENANCE, LLC SWEETENS SEALING SERVICES LLC FAHRNER ASPHALT SEALERS, LLC						\$812,006.15				\$822,000.00	3	0	
							\$950,434.30								
							\$1,518,413.40								
SL	F07	JEFFERSON, ST LOUIS	141, 21	JSLM0071	6,810 / 19,060	RETAINING WALL REPAIR		0.051		STATE					
	LOW	PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC N.B. WEST CONTRACTING COMPANY R. V. WAGNER, INC. PAVEMENT SOLUTIONS, LLC KOZENY-WAGNER, INC. CONCRETE STRATEGIES, LLC K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO. VISION CIVIL CONSTRUCTION, LLC ABOVE AND BELOW CONTRACTING, LLC						\$206,925.00				\$400,000.00	9	0	
								\$216,500.00							
								\$225,363.00							
								\$298,990.00							
								\$310,000.00							
								\$348,560.00							
								\$381,750.00							
								\$430,079.75							
	\$654,409.81														

SUMMARY OF BID OPENING

January 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SL	F08	ST CHARLES	67	J6P3636	26,002	COLDMILL, RESURFACE AND ADD J-TURNS		2.367		90%			
	LOW	KCI CONSTRUCTION COMPANY GERSHENSON CONSTRUCTION CO., INC. MILLSTONE WEBER, LLC					PC, AC PC, AC PC, PC	BASE BID \$18,367,600.00 \$19,172,317.98 \$21,206,191.84	LCCA FACTOR \$110,700.00 \$110,700.00 \$19,283,017.98		\$19,455,000.00	3	0
SL	F5A	FRANKLIN, ST CHARLES	H, AT, BB, TT, T	JSL0217	1,900 - 3,325	FIXED PRICE VARIABLE SCOPE SEAL COAT		20.916		80%			
	F5B	FRANKLIN, JEFFERSON, ST FRANCOIS	AE, B, EE, JJ	JSLM0054	127 - 411	FIXED PRICE VARIABLE SCOPE SEAL COAT		14.578		STATE			
	LOW	BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY N.B. WEST CONTRACTING COMPANY						\$1,316,754.44 \$1,569,501.25			\$1,270,000.00	2	0
SW	G03	VERNON	I-49	JSR0063	8,877	BRIDGE DECK REPLACEMENT AND BRIDGE REHABILITATION		0.262		90%			
		VERNON	I-49	JSR0064	8,309	2 BRIDGE REHABILITATIONS		0.273					
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC LOUIS-COMPANY, LLC						\$6,291,850.39 \$9,541,165.82			\$5,701,000.00	2	0
SW	G04	JASPER	BB	JSR0137	647	BRIDGE REPLACEMENT		0.099		80%			0
		JASPER	H	JSR0142	276	BRIDGE REPLACEMENT		0.057		80%			
	LOW	ROBERTSON CONTRACTORS, INC. HARTMAN AND COMPANY, INC. WEST PLAINS BRIDGE & GRADING, LLC MERA EXCAVATING, LLC LOUIS-COMPANY, LLC						\$2,047,012.25 \$2,188,300.00 \$2,324,000.00 \$2,398,124.21 \$2,704,698.26			\$2,143,000.00	5	
SW	G05	GREENE, JASPER, LAWRENCE, NEWTON	I-44	JSR0177	46,837	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000		90%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. APAC-CENTRAL, INC.					FACTOR 1.50 1.59	AMOUNT OF WORK \$200,000.00			\$400,000.00	2	0
SW	G06	WEBSTER	I-44	JSR0178	42,769	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000		90%			
	LOW	APAC-CENTRAL, INC. BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					FACTOR 1.50 1.60	AMOUNT OF WORK \$100,000.00			\$200,000.00	2	0
SW	G07	BATES, VERNON	I-49	JSR0179	20,953	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000		90%			
	LOW	APAC-CENTRAL, INC. BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					FACTOR 1.88 1.95	AMOUNT OF WORK \$40,000.00			\$80,000.00	2	0
SW	G08	JASPER, BARTON, VERNON	I-49	JSR0180	VARIOUS	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000		90%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. APAC-CENTRAL, INC.					FACTOR 1.50 1.55	AMOUNT OF WORK \$150,000.00			\$300,000.00	2	0

SUMMARY OF BID OPENING

January 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SW	G09	MCDONALD	I-49	JSR0181	17,236	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000		90%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. APAC-CENTRAL, INC.					<div> <div>FACTOR</div> <div>1.75</div> <div>2.00</div> </div> <div> <div>AMOUNT OF WORK</div> <div>\$60,000.00</div> </div>		2		\$120,000.00	2	0
SW	G10	VARIOUS	VARIOUS	JSR0195	VARIOUS	JOB ORDER CONTRACT FOR BRIDGE REPAIRS		0.000		80%			
		VARIOUS	VARIOUS	JSU0198	VARIOUS	JOB ORDER CONTRACT FOR BRIDGE REPAIRS		0.000					
SW	LOW	KCI CONSTRUCTION COMPANY BRANCO ENTERPRISES, INC.					<div> <div>FACTOR</div> <div>1.20</div> <div>1.68</div> </div> <div> <div>AMOUNT OF WORK</div> <div>\$1,100,000.00</div> </div>		2		\$2,200,000.00	2	0
SW	G11	TANEY	76	JSR0326	15,086	SLIDE REPAIR		0.272		80%			
		NO BIDDERS						--			\$5,519,000.00	0	0
SW	G12	VARIOUS	VARIOUS	JSR0347	VARIOUS	JOB ORDER CONTRACTING FOR ADA IMPROVEMENTS		0.000		80%			
	LOW	KCI CONSTRUCTION COMPANY BRANCO ENTERPRISES, INC.					<div> <div>FACTOR</div> <div>1.75</div> <div>2.75</div> </div> <div> <div>AMOUNT OF WORK</div> <div>\$350,000.00</div> </div>		1		\$350,000.00	2	0
SW	G13	CHRISTIAN, GREENE	I-44, 60, 65	JSU0197	59,424 / 34,068 / 84,906	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000		80%			
	LOW	APAC-CENTRAL, INC. BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					<div> <div>FACTOR</div> <div>1.50</div> <div>1.55</div> </div> <div> <div>AMOUNT OF WORK</div> <div>\$150,000.00</div> </div>		2		\$300,000.00	2	0
SW	G14	GREENE	413	JSU0200B	33,331	ITS IMPROVEMENT		0.197		80%			
	LOW	MIDWEST TRAFFIC SIGNAL SERVICES, LLC					\$85,024.95				\$75,000.00	1	0
SW	G15	CHRISTIAN, GREENE	VARIOUS	JSU0349	VARIOUS	JOB ORDER CONTRACTING FOR ADA IMPROVEMENTS		0.000		80%			
	LOW	KCI CONSTRUCTION COMPANY BRANCO ENTERPRISES, INC.					<div> <div>FACTOR</div> <div>1.75</div> <div>2.25</div> </div> <div> <div>AMOUNT OF WORK</div> <div>\$200,000.00</div> </div>		1		\$200,000.00	2	0
SE	H01	CAPE GIRARDEAU	I-55	J9I3838	33,505	RESURFACE AND 3 BRIDGE REHABILITATIONS		12.381		90%			
	LOW	APEX PAVING CO. MAGRUDER PAVING, LLC PACE CONSTRUCTION COMPANY, LLC EMERY SAPP & SONS, INC.					<div>\$11,999,077.49</div> <div>\$13,315,153.37</div> <div>\$13,840,000.00</div> <div>\$15,068,661.66</div>				\$18,363,000.00	4	0
SE	H02	CAPE GIRARDEAU	25	J9P3772	2,774	BRIDGE REPLACEMENT		0.200		80%			
		CAPE GIRARDEAU	61	J9S3810	1,592	BRIDGE REPLACEMENT		0.300		80%			
SE	LOW	ROBERTSON CONTRACTORS, INC. PENZEL CONSTRUCTION COMPANY, INC. JOE'S BRIDGE & GRADING, INC. PUTZ CONSTRUCTION, LLC PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC					<div>\$1,363,620.54</div> <div>\$1,375,307.56</div> <div>\$1,430,363.59</div> <div>\$1,497,948.26</div> <div>\$1,760,289.91</div>				\$1,381,000.00	5	0

SUMMARY OF BID OPENING

January 16, 2026

								MAXIMUM TERM					
CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %	
SE	H03	PERRY	T	J9S3670	1,325	BRIDGE REPLACEMENT			80%				
		PERRY	NN	J9S3771	366	BRIDGE REPLACEMENT			80%				
	LOW	PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC					\$3,159,089.27				\$3,790,000.00	6	0
		JOE'S BRIDGE & GRADING, INC.					\$3,319,374.10						
		PACE CONSTRUCTION COMPANY, LLC					\$3,345,000.00						
		PENZEL CONSTRUCTION COMPANY, INC.					\$3,361,003.76						
		ROBERTSON CONTRACTORS, INC.					\$3,687,016.93						
		N.B. WEST CONTRACTING COMPANY					\$4,273,000.00						
						LOW BID	\$180,055,107.71				\$244,649,000.00	127	
		NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS AND FOR FIXED PRICE / VARIABLE SCOPE CONTRACTS					\$7,788,754.44						
	NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT LIMITS ON JOB ORDER CONTRACTS AND FIXED PRICE / VARIABLE SCOPE CONTRACTS					\$181,992,242.49							
						% DIFFERENCE		-25.6%					

SUMMARY OF BID OPENING

January 9, 2026

Awarded January 9, 2026 by Eric Schroeter

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NW	A01	BUCHANAN	GENE FIELD RC	J1S3332	7,186	BRIDGE REPLACEMENT		0.084		90%			
	LOW	CLARKSON CONSTRUCTION COMPANY LOUIS-COMPANY, LLC					\$5,564,370.23 \$5,571,872.13				\$4,447,000.00	2	0

SUMMARY OF BID OPENING

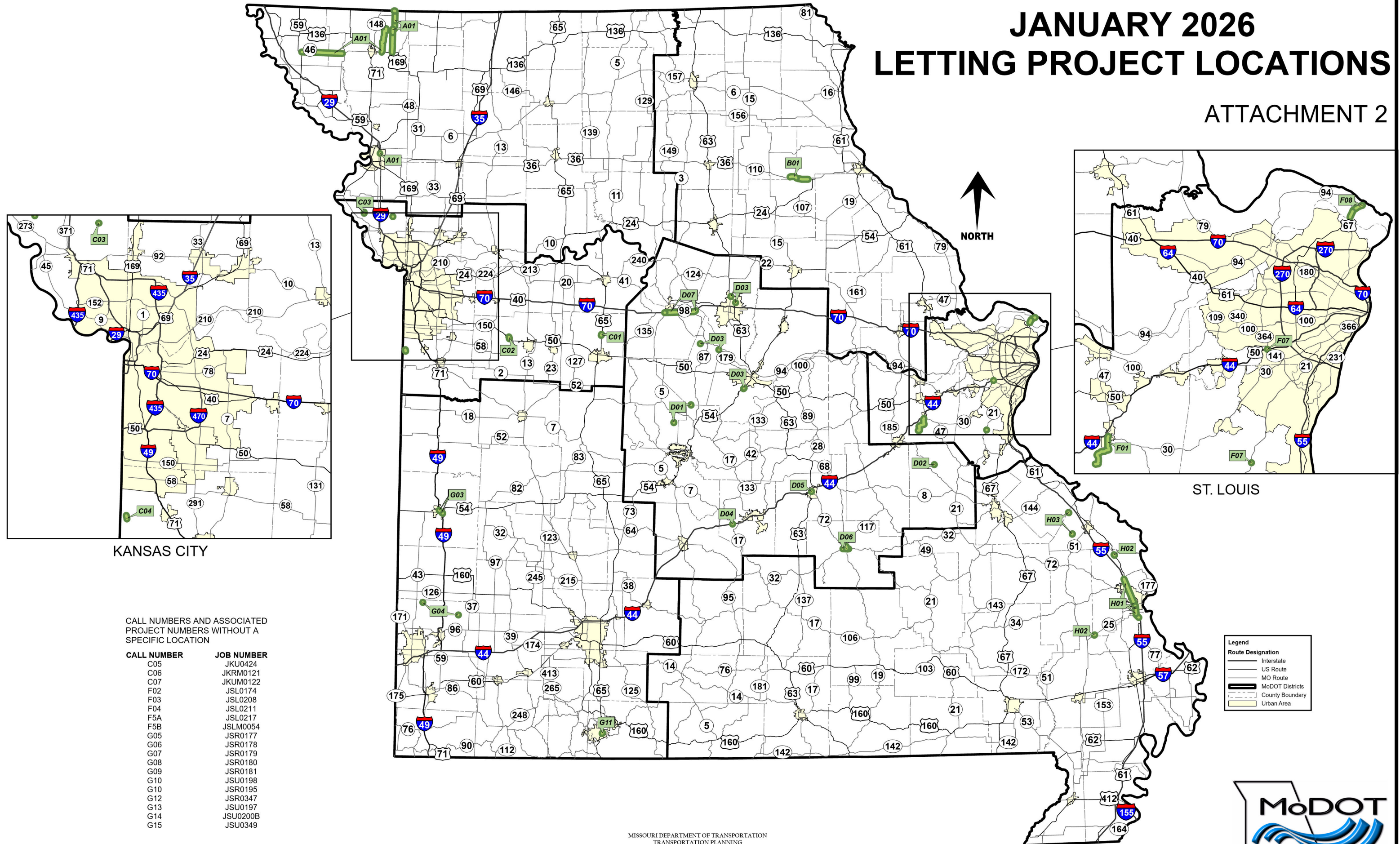
January 13, 2026 - City of Olivette

COST SHARE PROJECT

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SL		ST LOUIS	340	JSL0181	18,960	ROADWAY IMPROVEMENTS		0.341		80%			
	LOW	INFRASTRUCTURE MANAGEMENT, INC.					\$553,539.70				\$632,000.00	4	0
		SPENCER CONTRACTING COMPANY					\$579,736.89						
		R. V. WAGNER, INC.					\$609,667.60						
		RAINERI CONSTRUCTION, LLC DBA RAINERI CONSTRUCTION					\$699,723.03						
		MoDOT - 50/50 Split (\$645,000 Maximum Contribution)											

JANUARY 2026 LETTING PROJECT LOCATIONS

ATTACHMENT 2



CALL NUMBERS AND ASSOCIATED
PROJECT NUMBERS WITHOUT A
SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
C05	JKU0424
C06	JKRM0121
C07	JKUM0122
F02	JSL0174
F03	JSL0208
F04	JSL0211
F5A	JSL0217
F5B	JSLM0054
G05	JSR0177
G06	JSR0178
G07	JSR0179
G08	JSR0180
G09	JSR0181
G10	JSU0198
G10	JSR0195
G12	JSR0347
G13	JSU0197
G14	JSU0200B
G15	JSU0349



OFFICIAL MoDOT AWARDS

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

December 12, 2025 Letting (January 8, 2026 Awards, SFY 2026)				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	29	\$76,332,720	\$70,077,331	-8.2
STIP PROJECTS	28	\$76,128,720	\$68,753,206	-9.7
FUNDING BY OTHERS	2	\$1,110,027		
	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS				
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT				

Awards Year-to-Date for SFY 2026				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	241	\$1,261,858,100	\$1,148,707,064	-9.0
STIP PROJECTS	223	\$1,244,446,700	\$1,129,115,598	-9.3
FUNDING BY OTHERS	18	\$20,207,993		
* Includes Design Build Projects				

Completed Projects Year-to-Date for SFY 2026				
	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	\$621,207,000	\$664,795,000	\$43,588,000	7.0

Completed Projects as Reported in the Annual Accountability Report

	No. of Projects	Program Construction Estimate	Final Project Cost	Difference	% Difference
STIP PROJECTS SFY 2025	461	\$1,220,317,000	\$1,317,531,000	\$96,925,000	7.9
STIP PROJECTS SFY 2024	389	\$794,917,000	\$813,402,000	\$18,485,000	2.3
STIP PROJECTS SFY 2023	377	\$859,306,000	\$834,472,000	(\$24,834,000)	-2.9
STIP PROJECTS SFY 2022	505	\$972,133,000	\$928,421,000	(\$43,712,000)	-4.5
STIP PROJECTS SFY 2021	440	\$997,692,000	\$954,892,000	(\$42,800,000)	-4.3
STIP PROJECTS SFY 2020	458	\$947,494,000	\$860,529,000	(\$86,965,000)	-9.2
STIP PROJECTS SFY 2019	368	\$763,405,000	\$732,075,000	(\$31,330,000)	-4.1
STIP PROJECTS SFY 2018	381	\$897,599,000	\$843,780,000	(\$53,819,000)	-6.0
STIP PROJECTS SFY 2017	385	\$1,245,006,000	\$1,238,314,000	(\$6,692,000)	-0.5
STIP PROJECTS SFY 2016	514	\$1,094,935,000	\$1,065,982,000	(\$28,953,000)	-2.6
ALL PROJECTS TOTAL	4278	\$9,792,804,000	\$9,589,398,000	(\$203,695,000)	-2.1

Program vs. Award SFY 2016 to SFY 2025 (STIP PROJECTS ONLY)

	No. of Projects	Program Construction Estimate	Award Amount	Difference	% Difference
STIP PROJECTS SFY 2025	429	\$2,615,828,983	\$2,514,056,445	(\$101,772,538)	-3.9
STIP PROJECTS SFY 2024	416	\$1,513,886,000	\$1,544,214,165	\$30,328,165	2.0
STIP PROJECTS SFY 2023	440	\$1,541,154,038	\$1,829,466,011	\$288,311,973	18.7
STIP PROJECTS SFY 2022	378	\$1,196,528,100	\$1,334,617,879	\$138,089,779	11.5
STIP PROJECTS SFY 2021	417	\$947,553,080	\$886,655,637	(\$60,897,443)	-6.4
STIP PROJECTS SFY 2020	483	\$1,140,034,580	\$1,123,411,535	(\$16,623,045)	-1.5
STIP PROJECTS SFY 2019	425	\$754,917,088	\$725,101,495	(\$29,815,593)	-3.9
STIP PROJECTS SFY 2018	443	\$924,996,126	\$831,467,050	(\$93,529,076)	-10.1
STIP PROJECTS SFY 2017	389	\$768,067,900	\$706,240,778	(\$61,827,122)	-8.0
STIP PROJECTS SFY 2016	299	\$559,268,280	\$516,418,575	(\$42,849,705)	-7.7
STIP PROJECTS TOTAL	4119	\$11,962,234,175	\$12,011,649,570	\$49,415,395	0.4



2

IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

-- Presented by Brenda Morris, Chief Financial Officer, 573-522-5688.

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

Pursuant to the Consideration of Bids for Transportation Improvements, the Commission approved the contingent award of contract number 260116-D07 to Capital Paving and Construction, LLC based upon the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund. This construction contract includes Job Number JST0017B, Cooper I-70, which constructs safety and capacity improvements from Boonville to the Missouri River near Rocheport. The total construction contract is funded with \$46 million from the SRF I-70 Project Fund and the remainder is funded from the State Road Fund I-70 Project Bond Proceeds Fund.

RECOMMEND that the Commission:

- Authorize the Director and Chief Financial Officer to request the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund in the amount of \$41,355,052. This amount is the \$46 million needed for the project less \$4,644,948 of unexpended SRF I-70 Project Fund funds previously transferred for consultant contracts.

DEPARTMENT VIEW:

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

OTHER VIEWS:

- During the 2025 Missouri Legislative Session for fiscal year 2026, the Missouri General Assembly continued to address the top transportation needs in the state, widening I-70. Missouri's FY 2026 budget approved by the General Assembly and supported by Governor Kehoe provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- I-70 remains a vital east-west corridor for the state and the nation's economies. The approximately 56,000 daily vehicles have an average of 25 percent trucks with segments as high as 40 percent trucks.
- Office of Administration previously transferred \$22,007,634 from the OA I-70 Project Fund to the SRF I-70 Project Fund for various consultant contracts in accordance with the MOU. The final expenditure amount of the consultant contracts of \$17,362,686 is below the transferred amount, leaving \$4,644,948 available for reallocation to contract number 260116-D07. Attachment 1 is a list of the unexpended balances for each consultant contract.

SOURCE OF FUNDING: The SRF I-70 Project Fund contingent on transfer from the OA I-70 Project Fund out of the \$1.4 billion approved by the General Assembly for fiscal year 2026.

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

Transfer Month/Year	Agreement Number	Consultant/ Contractor	Project Number	SAMII Numbers	OA Transfer Amount	Total Expended	Unexpended Transfer	Reallocated To
July 2023	2021-07-64360	HG	JST0017	51063012 5004B015	2,050,000	985,841	1,064,159	260116-D07 JST0017B
July 2023	2021-07-64360	HG	JST0021	51063013 6005K014	2,050,000	985,841	1,064,159	260116-D07 JST0017B
July 2023 January 2025 June 2025	2023-02-75992	HG	JST0019	4IM93012 4003Z013	4,667,338	4,101,627	565,711	260116-D07 JST0017B
August 2023 February 2024	2023-07-81043	CDM Smith	JST0016	4001Y011 4004B013	3,929,571	3,142,263	787,308	260116-D07 JST0017B
August 2023 February 2024	2023-07-81043	CDM Smith	JST0017	5001S011 5004B017	2,259,722	2,196,832	62,890	260116-D07 JST0017B
August 2023 February 2024	2023-07-81043	CDM Smith	JST0018	5001T011 2002P017	4,778,848	4,345,307	433,540	260116-D07 JST0017B
August 2023 February 2024	2023-03-76635	Bartlett and West	JST0018	20910014 2002P016	1,790,961	1,208,450	582,511	260116-D07 JST0017B
August 2023 February 2024	2023-03-76635	Bartlett and West	JST0018	20910014 2002P016	481,194	396,524	84,670	260116-D07 JST0017B
					22,007,634	17,362,686	4,644,948	



3

ENTERPRISE RISK MANAGEMENT (ERM)

-- Presented by Kelly Niekamp, Audit Manager, 573-751-6812.

ISSUE: Enterprise Risk Management (ERM) is a process designed to identify potential events that may affect the entity, manage risk to be within an acceptable level, and to provide reasonable assurance regarding the achievement of entity objectives.

Commission policy requires MoDOT to have an ERM process and provide an annual report to the Commission regarding that process.

RECOMMEND that the Commission:

- This item is for informational purposes.

DEPARTMENT VIEW:

- ERM has the potential to benefit the department by raising risk management to a strategic level within the organization.

OTHER VIEWS:

- The existence of an ERM process within an organization is recognized as an example of good governance and is important to strategic management of organizational risk.

MHTC POLICY:

- Enterprise Risk Management.

OTHER PERTINENT INFORMATION:

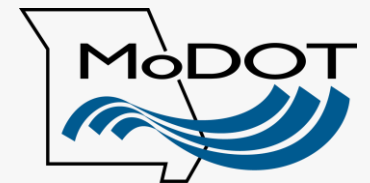
- Historical summary of MoDOT's ERM process (Attachment 1).
- Results of the 2025 risk rating performed by the Senior Management Team (Attachment 2).
- A heat map that plots the risk areas based on 2025 risk exposure (likelihood x impact) compared to 2025 preparedness (Attachment 3).
- Updated inventory of risk abatement strategies and gaps (Attachment 4).

SOURCE OF FUNDING: Not applicable.

Enterprise Risk Management

MISSOURI DEPARTMENT OF TRANSPORTATION

FEBRUARY 4, 2026



Enterprise Risk Management

An organization's continuously evolving strategy for identifying, assessing and managing the overall risk of an organization to be within an acceptable level.

MoDOT's ERM Process

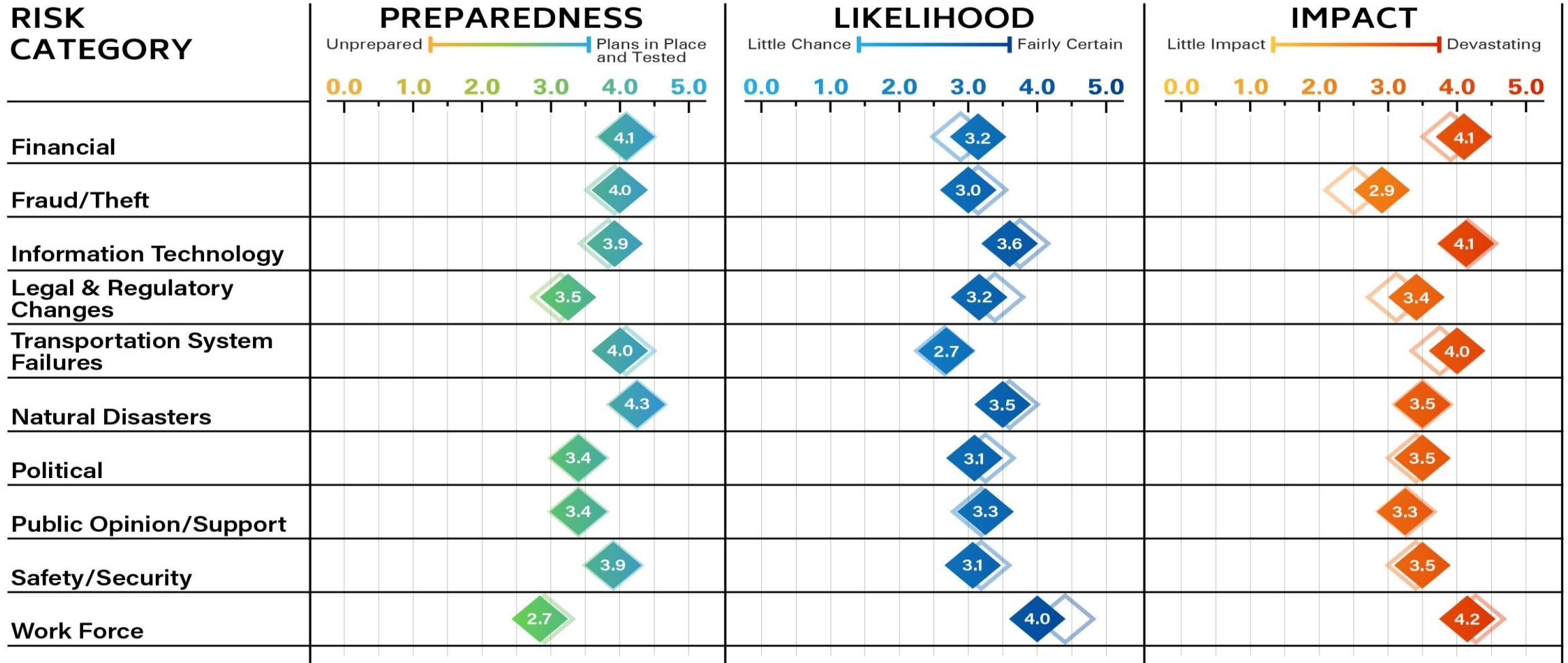
Process Owners

- Executive Management Team
- District Engineers
- Division Leaders

Process

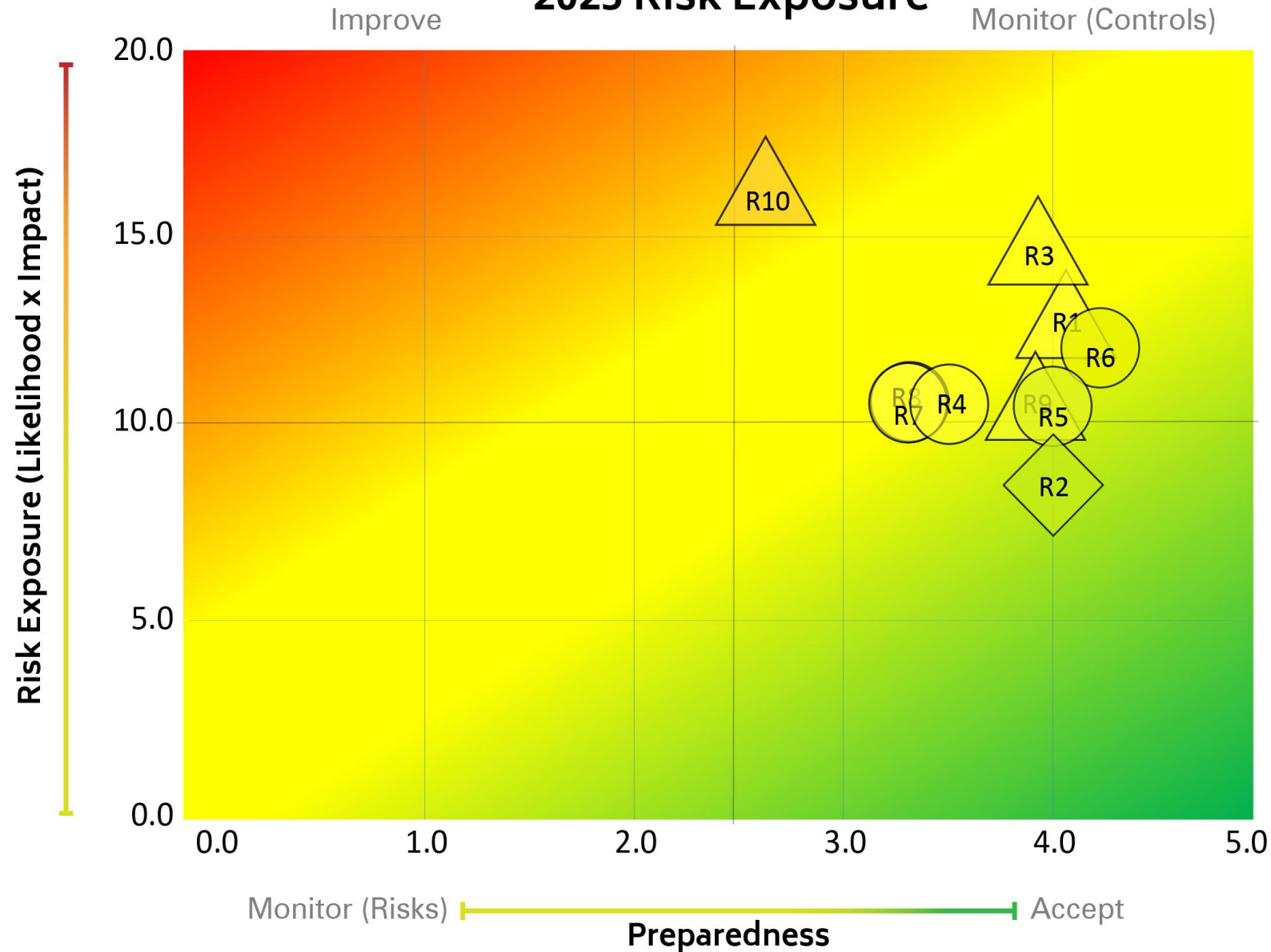
- Ongoing
- Annual Process Inventory Review
- Annual Risk Assessment Scoring











2025 Risk Assessment Scores



 Previous Year Assessments

2025 Risk Exposure



2025 Risk Description	Risk Category	Tracker/Focus Measures	Annual Report/Other*	Audit Procedures
Financial	R1 	x	x	x
Fraud/Theft	R2 			x
Information Tech	R3 	x		x
Legal/Reg Changes	R4 	x		
Trans System Failures	R5 	x		
Natural Disasters	R6 	x		
Political	R7 	x	x	
Public Opinion/Support	R8 	x	x	
Safety/Security	R9 	x		x
Work Force	R10 	x	x	x

*Includes, but not limited to, Citizen's Guide to Transportation, STIP, High-Priority Unfunded Needs, and Long-Range Transportation Plan



Tracker/Focus measures and/or Annual Report or other major publications*, as well as, planned audit procedures for these areas



Tracker/Focus measures and/or Annual Report or other major publications*, but no audit procedures for these areas



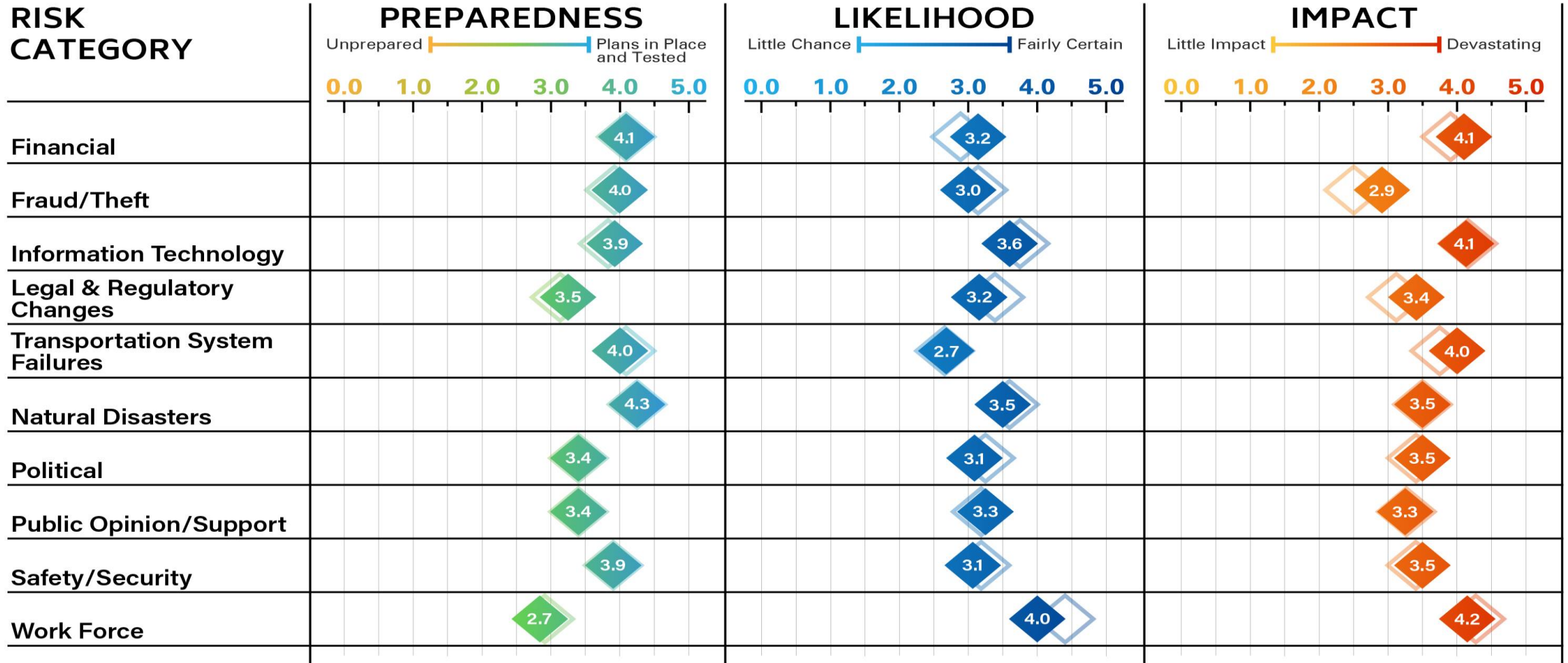
Audit procedures planned for this area; no Tracker/Focus measures and/or Annual Report or other major publications*

Workforce

Employee Turnover

- 14.72% Overall turnover fiscal year 2025
- 7.31% Overall turnover fiscal year 2026 to-date (July –Dec. 2025)
- 27.93% First year turnover fiscal year 2025
- 15.95% First year turnover fiscal year 2026 to-date
- Cost of Employee Turnover - \$56.47 million for calendar year 2025

2025 Risk Assessment Scores



 Previous Year Assessments

Enterprise Risk Management

History

At the April 5, 2011, Audit Committee meeting, the Audit Committee discussed Enterprise Risk Management (ERM). The Audit Committee asked staff to research the concept of ERM, assess MoDOT's ERM efforts and the opportunities for improvement, incorporate the Commission's input in the identification/mitigation of enterprise risk, and provide for regular reporting to the Commission on the status of enterprise risk management.

Staff provided the Audit Committee a primer on ERM at the November 1, 2011, meeting, including seven high-level steps to developing an ERM Plan. The Audit Committee agreed that staff would begin an ERM effort by first working with Senior Management Team (SMT) to identify what management believes to be MoDOT's significant enterprise-wide risks.

Between January 2012 and August 2013, the following process steps occurred:

- SMT brainstormed an unfiltered list of the wide range of risks to which MoDOT is susceptible;
- SMT discussed the 10 broad risk categories into which the specific risks could be categorized;
- SMT members used a risk category ranking sheet to rank the 10 risk categories and assess impact, likelihood and readiness;
- Process work performed by SMT, along with results of the risk category ranking and rating was shared with the Audit Committee and then with the Commission and;
- SMT prepared an inventory of existing risk management strategies for each risk area, to assess organizational readiness and help identify gaps. Over the subsequent months, inventories for each major organizational risk area were shared with the Commission and edited to include any suggestions from the Commission. This process concluded in August 2013.

In November 2013, the Commission adopted the following Enterprise Risk Management policy:

ENTERPRISE RISK MANAGEMENT

The Commission believes in an integrated approach to managing the various risks MoDOT faces in managing Missouri's extensive transportation system. Accordingly, the Commission has delegated to the Director the responsibility for ensuring an enterprise risk management system is adopted by the department and used to appropriately identify and mitigate risk. The Director will conduct an executive management review of the Enterprise Risk Management Program and will provide an annual report thereon to the Commission.

In accordance with the policy, SMT recently completed the required management review. The results are summarized in the following documents.

RISK CATEGORY

PREPAREDNESS

Unprepared  Plans in Place and Tested

0.0 1.0 2.0 3.0 4.0 5.0

LIKELIHOOD

Little Chance  Fairly Certain

0.0 1.0 2.0 3.0 4.0 5.0

IMPACT

Little Impact  Devastating

0.0 1.0 2.0 3.0 4.0 5.0

Financial

4.1

3.2

4.1

Fraud/Theft

4.0

3.0

2.9

Information Technology

3.9

3.6

4.1

Legal & Regulatory Changes

3.5

3.2

3.4

Transportation System Failures

4.0

2.7

4.0

Natural Disasters

4.3

3.5

3.5

Political

3.4

3.1

3.5

Public Opinion/Support

3.4

3.3

3.3

Safety/Security

3.9

3.1

3.5

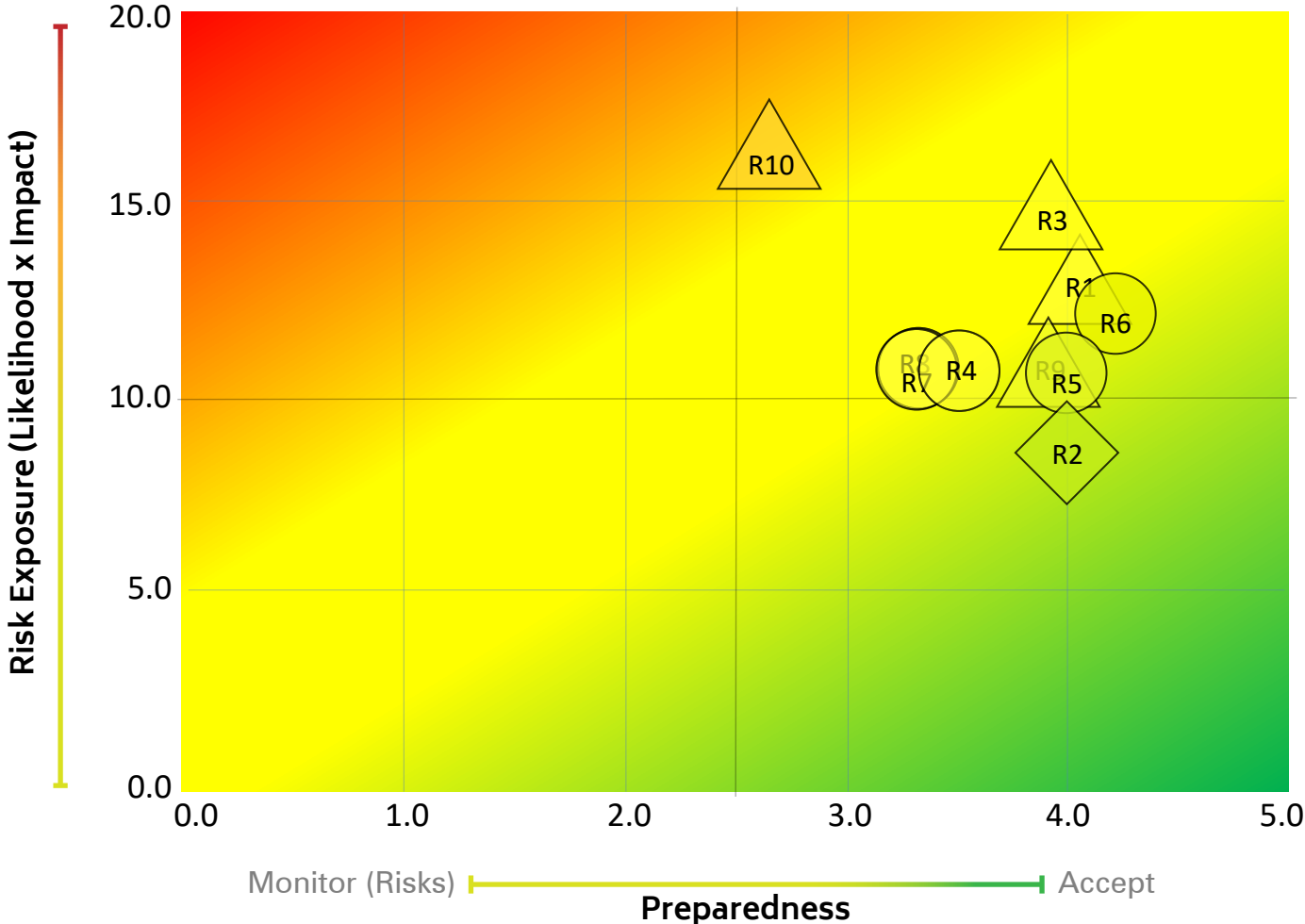
Work Force

2.7











4.0

4.2

2025 Risk Exposure



- Tracker/Focus measures and/or Annual Report or other major publications*, as well as, planned audit procedures for these areas
- Tracker/Focus measures and/or Annual Report or other major publications*, but no audit procedures for these areas
- Audit procedures planned for this area; no Tracker/Focus measures and/or Annual Report or other major publications*

2025 Risk Description	Risk Category	Tracker/Focus Measures	Annual Report/Other*	Audit Procedures
Financial	R1 	x	x	x
Fraud/Theft	R2 			x
Information Tech	R3 	x		x
Legal/Reg Changes	R4 	x		
Trans System Failures	R5 	x		
Natural Disasters	R6 	x		
Political	R7 	x	x	
Public Opinion/Support	R8 	x	x	
Safety/Security	R9 	x		x
Work Force	R10 	x	x	x

*Includes, but not limited to, Citizen's Guide to Transportation, STIP, High-Priority Unfunded Needs, and Long-Range Transportation Plan



Tracker/Focus measures and/or Annual Report or other major publications*, as well as, planned audit procedures for these areas



Tracker/Focus measures and/or Annual Report or other major publications*, but no audit procedures for these areas



Audit procedures planned for this area; no Tracker/Focus measures and/or Annual Report or other major publications*

Processes in Place to Monitor and Mitigate Risk - FINANCIAL	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Financial risk category includes risks such as uncertainty of federal funds, viability of fuel tax as a revenue source, an unstable economy, the inability to match federal funds, inflation in commodities and/or contract prices, and rising benefit costs.</i></p> <p>NOTE - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</p>			
Prepare an annual financial forecast	Financial Services	Approved by Executive Management Team and provided to the Commission	Annual
Innovative project delivery, including Practical Design; Design-Build; value engineering; alternative technical concepts; add alternates; and use of commodity indexes. Used to mitigate contractor risk of price increases, thereby improving bids.	Deputy Director/Chief Engineer, Design, and districts	Monitoring through bid process and Staff Bid Review; 10 Years Completed Projects report	Monthly
Do not fully program years four and five of the Statewide Transportation Improvement Program (STIP)	Transportation Planning and districts	Reviewed by Executive Management Team and approved by the Commission	Annual
Build operating budget and STIP based on results of financial forecast	Financial Services and Transportation Planning	Reviewed by Executive Management Team and approved by the Commission; Financial forecast presented to the Commission	Annual
Maintain updated Asset Management Plan (statewide and district specific) to ensure existing system is maintained before new elements are added. STIP is developed in unison with Asset Management Plan.	Transportation Planning and districts	Reviewed with Executive Management Team during Draft STIP development	Annual
Prepare monthly cash basis financial statements	Financial Services	Provided to Senior Management Team and the Commission	Monthly
Prepare quarterly Generally Accepted Accounting Principles basis financial statements	Financial Services	Provided to Senior Management Team and the Commission	Quarterly
Prepare monthly comparison of state highway user revenues to projections	Financial Services	Provided to Executive Management Team and the Commission	Monthly

Processes in Place to Monitor and Mitigate Risk - FINANCIAL	Process Owner	Monitoring and Reporting	Cycle
Monitor status of/changes to federal funding	Financial Services and Governmental Relations	Update Senior Management Team and the Commission as necessary	As needed
Maximize use of federal funds on projects and approved operations functions	Financial Services and Transportation Planning	Report changes to Senior Management Team	As needed
Educate the public, legislators, and employees on limitations of fuel tax as an adequate on going source of revenue and uncertainty of federal funding. Includes the periodic Long-Range Transportation Plan and the Citizen's Guide to Transportation Funding.	Governmental Relations, Communications, and Transportation Planning	Discussed as necessary for inclusion in public outreach; Citizen's Guide to Transportation Funding, High-Priority Unfunded Needs, Long-Range Transportation Plan	As needed
Internal Audit function performs assessments of internal controls. Contract Monitoring function monitors competitive bidding and conducts contract compliance reviews.	Audits and Investigations	Internal performance audit reports are presented to the Commission's Audit Committee. Contract Monitoring confers frequently with divisions involved. An Audits and Investigations annual report summarizes all Audits and Investigations activity.	As needed and annual
Use of competitive bidding to get best price	Design, General Services, and districts	Monthly review by management. Reported to and approved by the Commission for STIP projects; no specific reporting for non-STIP procurement.	Monthly
Wellness program and active management of health care program to lower medical costs	Employee Health and Wellness	Monthly review by Medical Board of Trustees through internal and external reporting. Bi-annual reporting submitted to the Commission.	Monthly and bi-annual

Processes in Place to Monitor and Mitigate Risk - FINANCIAL	Process Owner	Monitoring and Reporting	Cycle
"Federalizing" more work types to provide additional match	Design, Maintenance, Transportation Planning, and Financial Services	Review by Federal Aid program staff as projects are entered in the federal aid computer system	On going
Cost Share Program to leverage state resources for on-system projects	Cost Share Committee	Meeting materials and STIP amendments	On going
Conservative approach to debt management	Financial Services	Annual debt report and debt workshops prior to debt issuance; monitoring for any opportunities to call or refund debt	Annual and as needed
Use of Asset Management Plan approach for fleet replacement and facilities management	General Services and districts	Budget allocation is determined with Assistant District Engineers	Annual
GAPS			
Growing appropriations to Missouri State Highway Patrol			
Rapidly increasing cost of health care			
Challenged with hiring and retaining qualified personnel and consultant resources to ensure adequate program management and funding oversight.			

Processes in Place to Monitor and Mitigate Risk - FRAUD AND THEFT	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Fraud and Theft risk category includes items such as theft of equipment and supplies, theft of financial resources, and fraud by subgrantees and subrecipients.</i></p> <p>NOTE - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p><i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i></p>			
Audits and Investigations conducts audits and reviews, including internal control audits, of MoDOT and subrecipients to assess whether controls are sufficient to provide reasonable assurance of the prevention and detection of fraud.	Audits and Investigations	Reports presented to the Commission Audit Committee	Three to four times per year
Annual financial statement audit by an independent Certified Public Accounting firm. The audit includes a report on internal controls over financial reporting.	Financial Services	Report presented to the Commission Audit Committee and to the Commission.	Annual
Comprehensive system of internal controls to prevent and detect fraud and waste of resources.	Financial Services	On going. Includes submitting a formal internal control plan to Office of Administration on an annual basis	On going and annual
Audits and Investigations communicates fraud related information to employee groups in training sessions and during audit field work and to the Senior Management Team in the form of periodic presentations and emails	Audits and Investigations	On going	On going
There is a fraud, waste, and abuse hotline where employees can confidentially report activities of concern. The phone number is displayed on Audits and Investigations staff business cards, email signature blocks, and on posters throughout MoDOT facilities. Audits and Investigations SharePoint site also provides information on how to report suspected fraud.	Audits and Investigations	On going	On going
Audits and Investigations monitors construction contracts and bidding for indications of collusion and market allocation.	Audits and Investigations	On going	On going
Audits and Investigations partners with law enforcement to investigate and prosecute fraud.	Audits and Investigations	On going	On going

Processes in Place to Monitor and Mitigate Risk - FRAUD AND THEFT	Process Owner	Monitoring and Reporting	Cycle
Physical security systems deter unauthorized access to MoDOT facilities and monitor activity through security cameras. A multiyear plan is in place to address ageing security access control and monitoring systems statewide.	Safety and Emergency Management	On going	On going
GAPS			
None noted.			

Processes in Place to Monitor and Mitigate Risk - INFORMATION TECHNOLOGY	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Information Technology risk category includes items such as system failure, system destruction, hacking, and cyber-terrorism.</i></p> <p>NOTE - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</p>			
Backup generators in place at two geographically-separated data centers. The diesel powered generators engage automatically during a loss of electrical power.	Information Systems and General Services	Annual load balancing and monthly testing	Monthly and annual
Firewalls, anti-virus software, spyware detection software, and intrusion detection software in place	Information Systems	Firewall Intrusion detection: Alerts generated and sent to technologists in the event of thresholds being exceeded. Antivirus/Spyware: Alerts of viruses/spyware sent to technologists; escalation if multiple events.	On going
Cable located in a redundant ring configuration to reroute internet traffic in the event of a fiber optic cable disruption	Information Systems	Reported in the event of a break or cut	On going and as needed
Data centers geographically distant to make it unlikely that a single natural disaster would significantly impact both at the same time	Information Systems and General Services	N/A	N/A
All production systems backed up in one data center and also copied to a data center in a differing geographical location. Servers hosted by Office of Administration are backed up to a differing disaster recovery center location.	Information Systems	Daily monitoring. Reporting through backup log files to technologists that attend to backup issues per incident.	On going
Many critical components (power supplies, hard drives, central processing units) have redundant twins within the data centers	Information Systems	Failure/faults reported via text or email to technologists, and in some cases directly to vendor, who then ships replacement unit. Office of Administration Data Center is a service and Office of Administration Information Technology Services Division is a support.	On going and as needed

Processes in Place to Monitor and Mitigate Risk - INFORMATION TECHNOLOGY	Process Owner	Monitoring and Reporting	Cycle
Data center is secured 24/7 using key cards to gain entry. Key card and security code are necessary for after-hours entry. Security cameras are placed in strategic locations. Intrusion alarms notify law enforcement in case of after-hours access attempts.	Information Systems	On going. Failed entry attempts are logged and the logs are monitored.	On going
Fire suppression systems in the data centers	Information Systems	System is serviced by the vendor	Annual
Virtual private network software used by staff to access the network when outside of MoDOT facilities	Information Systems	On going	On going
Office of Administration (which provides our Internet access) also monitors our internet traffic for signs of hacking, intrusion, virus activity, etc.	Information Systems	Office of Administration reports problem to MoDOT technologists to identify the offending personal computer for corrective action	On going
Cybersecurity position to address security issues and participates in the Office of Administration information technology security team	Information Systems	Monthly meeting participation.	Monthly
Four external hard drives store All bridge plans and three are stored off premises at three different locations are backed up via Microsoft 365 SharePoint.	Bridge	"As Built" bridge plans are saved as changes are made. loaded on these drives and updated annually in July.	Annual, during July On going
Security logs track where users are going	Information Systems	On going through Internet traffic filtering software. Reporting to Audits and Investigations as requested.	On going and as needed
SPAM alerts and other informational emails are used to educate users about information technology related behaviors to avoid	Information Systems	On going. Events are addressed as they occur.	On going
Information Systems uses hard drive encryption on all desktops and laptops	Information Systems	N/A	N/A

Processes in Place to Monitor and Mitigate Risk - INFORMATION TECHNOLOGY	Process Owner	Monitoring and Reporting	Cycle
A disaster recovery plan, utilizing a geographically-separated data center, server virtualization, and Site Recovery Manager software exist to bring back critical systems in the proper sequence. Office of Administration conducts an annual disaster recovery exercise and documents systems and processes for recovery.	Information Systems	Continued refinement of processes, procedures, documentation, and testing is on going. Disaster recovery is tested bi-annually.	On going and bi-annual
MoDOT staff trained via regular phishing campaigns	Information Systems	Continued refinement of processes, procedures, documentation, and testing. Disaster recovery is tested bi-annually.	On going and bi-annual
MoDOT's Missouri Vital Enterprise Resource System (MOVERS) project implementation team was formed to facilitate transitioning from Statewide Advantage for Missouri II (SAM II) to MOVERS. SAM II can no longer receive updates or changes and is at high risk of failure with only two Missouri resources (staff) to support it.	Enterprise Resource Planning and Information Systems	Embedded project team within the MOVERS project. On going communication with Office of Administration about MoDOT's needs related to SAM II.	On going
Additional Information: MoDOT is a hybrid environment - servers in Office of Administration's Data Center and some in the MoDOT Jefferson City Data Center. All web traffic traverses Office of Administration's Internet connection and is scrubbed by the Office of Administration's Office of Cyber Security which looks for intrusions, data loss, illicit execution on desktops, and incident remediation.			
GAPS			
None noted.			

Processes in Place to Monitor and Mitigate Risk - MAJOR TRANSPORTATION SYSTEM FAILURE	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Major Transportation System Failure risk category includes items such as a bridge collapse, interstate system condition and capacity issues, and metropolitan area system gridlock.</i></p> <p><u>NOTE</u> - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p><i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i></p>			
<p>All bridges are inspected in accordance with a Federal Highway Administration (FHWA) approved risk-based set of criteria. Inspection frequencies are typically 24 months; however, they may go as high as 48 months for simple/newer bridges. Bridges in worse condition are inspected more frequently. Employees trained in bridge inspection are empowered to immediately close an unsafe bridge.</p>	<p>Bridge</p>	<p>Monthly status checks with report to FHWA each March 15</p>	<p>Monthly and annual</p>
<p>Emergency contracting authority allows for fast contractor mobilization</p>	<p>Design</p>	<p>Approved by Deputy Director/Chief Engineer and reported to the Commission at the next Commission meeting following award</p>	<p>As needed</p>
<p>Use of the National Incident Management System (NIMS) model, developed by the Federal Emergency Management Agency, to manage incidents. Training in and use of this scalable incident management framework allows a consistent response to incidents.</p>	<p>Maintenance and Safety and Emergency Management</p>	<p>Drills conducted periodically, alone, or in cooperation with other agencies. Training is on going.</p>	<p>As needed and on going</p>
<p>Dedicated major bridge funding within Commission funding distribution formula and based on MoDOT's Asset Management Plan</p>	<p>Transportation Planning and districts</p>	<p>Reviewed by Executive Management Team and approved by the Commission.</p>	<p>Annual</p>
<p>Development and implementation of an Asset Management Plan to strategically identify the best use of limited resources in maintaining the transportation system</p>	<p>Transportation Planning and Asset Management Steering Committee</p>	<p>Plan development with annual Tracker measures</p>	<p>Annual</p>

Processes in Place to Monitor and Mitigate Risk - MAJOR TRANSPORTATION SYSTEM FAILURE	Process Owner	Monitoring and Reporting	Cycle
Motorist Assist Program and Intelligent Transportation System technology to mitigate congestion	Highway Safety and Traffic, Safety and Emergency Management, and districts	Operate a Reliable and Convenient Transportation System Tracker measures and programming improvements in STIP	Quarterly and annual
Dynamic message boards and Traveler Information Map inform customers to mitigate impact on the traveling public	Highway Safety and Traffic, Communications, and districts	On going	As needed
Aviation inspections every three years of public use airports that do not have scheduled service to determine asset condition. Federal Aviation Administration (FAA) inspects airports annually with scheduled service.	Multimodal	Data on one-third of airports provided to FAA by September 30. Inspection results also provided to airport sponsor and used to develop the STIP.	Annual
Bridge inspections	Bridge		On going
Missouri General Assembly approved \$2.8 billion as part of the FY24 budget to improve I-70 and \$577.5 million as part of the FY25 budget to improve I-44	Deputy Director/Chief Engineer and Assistant Chief Engineer	On going monitoring and reporting reviewed by Executive Management Team	On going
GAPS			
752 poor bridges with approximately 123 removed each year and 95 added each year.			

Processes in Place to Monitor and Mitigate Risk - MAJOR TRANSPORTATION SYSTEM FAILURE	Process Owner	Monitoring and Reporting	Cycle
Insufficient funding for large public facing projects due to changing needs (e.g. structural changes or timing of construction for non-DOT projects. Two current examples are the Lambert Airport terminal project in conjunction with I-70 interstate needs and the Poplar Street bridge replacement rather than planned rehabilitation.	Deputy Director/Chief Engineer, Assistant Chief Engineer, and District Engineer		

Processes in Place to Monitor and Mitigate Risk - LEGAL AND REGULATORY CHANGES	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Legal and Regulatory Changes risk category includes items such as unfunded mandates, prescriptive federal rules and regulations, binding arbitration, and unfavorable state legislation such as increased truck weights and revenue exemptions and diversions.</i></p> <p><u>NOTE</u> - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p><i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i></p>			
Existence of Governmental Relations Division with dedicated staff to monitor potential changes to laws that will adversely affect MoDOT, educate on behalf of MoDOT, and engage the Commission and MoDOT management as appropriate	Governmental Relations	Reporting to the Commission and Legislative Committee meetings	On going
Strong relationships with stakeholders and industry partners that will educate on MoDOT's behalf	Executive Management Team	Informal	On going
Good working relationships with FHWA, FAA, Federal Transit Administration, Federal Rail Administration, and to challenge and influence direction of burdensome federal regulations	Executive Management Team and Multimodal	Informal	On going
Availability of Chief Counsel's Office staff to draft bill language that will mitigate/eliminate the impacts of harmful state law changes	Chief Counsel's Office	Informal	On going
Active participation in American Association of State Highway and Transportation Officials (AASHTO) committees and task forces. Use this connection as an avenue to address federal regulation issues.	Executive Management Team	Informal	On going
Emphasis on compliance with existing rules and regulations	Financial Services	Status report on implementing recommendations from audits and reviews prepared for Executive Management Team and Audit Committee	Three to four times per year
Involve stakeholder groups in the rulemaking process to demonstrate commitment to collaboration and an outcome that can work for all parties	Central Office and districts	Commission approval of proposed and final rules	As needed

Processes in Place to Monitor and Mitigate Risk - LEGAL AND REGULATORY CHANGES	Process Owner	Monitoring and Reporting	Cycle
GAPS			
<p>The need to create and maintain a positive working relationship with key positions on the federal level is vitally important. MoDOT works through AASHTO, Mid-America Association of State Transportation officials (MAASTO), and other national industry groups; however, additional Missouri Congressional members with interests in transportation would benefit MoDOT's ability to positively influence legislative issues at the federal level.</p>			

Processes in Place to Monitor and Mitigate Risk - NATURAL DISASTER	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Natural Disaster risk category includes items such as an earthquake, a blizzard, flooding, a tornado, a nuclear power plant event, and a pandemic.</i></p> <p><u>NOTE</u> - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p><i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i></p>			
MoDOT Incident Response Plan containing subplans to address continuity of operations and specific risks such as severe weather, a pandemic, radiological response, and an earthquake	Safety and Emergency Management	Plan reviews and updates (as applicable) by Incident Response Plan Team	Annual
Use of the NIMS model, developed by the Federal Emergency Management Agency, to manage incidents. Training in and use of this scalable incident management framework allows a consistent response to incidents.	Safety and Emergency Management	Training and exercises conducted periodically, alone or in cooperation with other agencies, including disaster drills	As needed
Emergency Operations Centers at Central Office and in each district are activated based on need. Staffing of Emergency Support Function #1 at Missouri State Emergency Management Agency's State Emergency Operations Center as required. Statewide conference calls (multiple per day) are used to communicate weather predictions, evaluate resource needs and availability of those resources, and when necessary, mobilize crews and equipment to other parts of the state.	Maintenance and Safety and Emergency Management	As needed	As needed
Inventory maintained around the state to respond to natural disasters (e.g. traffic control devices, fuel, steel girders, chemicals to fight snow, sand, sand bags, big bags) with contracts in place to replenish supplies	Maintenance	Inventories monitored in the financial accounting system	On going
NIMS and Red Cross CPR/First Aid trainings	Safety and Emergency Management	Tracked for employees in MOVERS Learn	On going

Processes in Place to Monitor and Mitigate Risk - NATURAL DISASTER	Process Owner	Monitoring and Reporting	Cycle
Maintain a radio and satellite system and train personnel in its use as a communication system in addition to phones and email	Safety and Emergency Management	On going	On going
Two Mobile Emergency Response Operations Center trailers allow interoperable communication	Safety and Emergency Management	As needed	As needed
GAPS			
None noted.			

Processes in Place to Monitor and Mitigate Risk - POLITICAL	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Political risk category includes risks such as Congressional inaction, inability to pass needed legislation due to polarization of viewpoints, loss of the MHTC form of government, loss of political support, and lack of a compelling vision for transportation.</i></p> <p>NOTE - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p><i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i></p>			
Existence of Governmental Relations Division with dedicated staff to monitor issues of political concern, educate on behalf of MoDOT, and engage the Commission and MoDOT management as appropriate	Governmental Relations	Reporting to the Commission and MoDOT Legislative Committee meetings	On going
Commission funding distribution formula and planning process to de-politicize decision-making	Transportation Planning	STIP, Citizen's Guide to Transportation Funding, High-Priority Unfunded Needs	Annual
Strong relationships with stakeholders and industry partners that will educate on MoDOT's behalf	Executive Management Team, Governmental Relations, and key district personnel	Informal	On going
Congressional visits to promote the importance of transportation	Governmental Relations	Informal. Visits completed on both state and federal levels.	On going
Participation in AASHTO, MAASTO, and other organizations that support transportation at the national and regional level	Director and key MoDOT staff	MoDOT staff participation is key to creating and advancing transportation-related policies that are good for the state of Missouri	On going
Strong working relationship with FHWA Division Administrator	Executive Management Team	Informal	On going
Annual legislative update meetings in each district just prior to a new legislative session.	Governmental Relations, Communications, and districts	Formal statewide core message with annual meeting in each district prior to session startup	Annual

Processes in Place to Monitor and Mitigate Risk - POLITICAL	Process Owner	Monitoring and Reporting	Cycle
GAPS			
None Noted			

Processes in Place to Monitor and Mitigate Risk - PUBLIC OPINION/SUPPORT	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Public Opinion/Support risk category includes events such as loss of reputation, lack of understanding of the cost of building/maintaining infrastructure, and general mistrust of government.</i></p> <p><u>NOTE</u> - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p><i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i></p>			
Funding distribution formula to distribute funds to regions	Commission and Transportation Planning	STIP	Annual
Customer Satisfaction Survey	Transportation Planning	Report provided to the Commission and Senior Management Team. Shared with customers through multiple communication tools.	Biennial and on going
Tracker exists and is actively used to manage MoDOT's performance and publicly reported information to maintain accountability and transparency	Transportation Planning	Tracker	Quarterly
Monthly Customer Satisfaction Survey shared with Central Office and districts	Communications	Monthly Customer Satisfaction Survey	Monthly
Organizational emphasis on honoring our commitments	Central Office and districts	On going	On going
Organizational emphasis on providing outstanding customer service	Communications	Tracker and detailed customer service reports to districts	Quarterly
Embedded communication strategies for public meetings from routine project specific meetings to major campaigns keep communicators on-message and consistent	Communications and Executive Management Team	Public Involvement Plan from planning through construction phase included with every project	Per project

Processes in Place to Monitor and Mitigate Risk - PUBLIC OPINION/SUPPORT	Process Owner	Monitoring and Reporting	Cycle
Accountability Report to the Joint Committee on Transportation Oversight. Results document, Citizens Guide to Transportation Funding in Missouri, annual financial statement audit, and Financial Snapshot.	Communications, Financial Services, Transportation Planning, and District Engineers	Report contents are prescribed by statute	Annual
Use of multiple communication venues (e.g. press releases, Internet webpage, Facebook, Twitter, YouTube, public meetings) to reach constituents with transportation information	Communications	Tracker and Communications Division Tracker	Quarterly
Role of Area Engineer as the "go to" person to solve problems in their area	Districts	On going	On going
Use of planning framework to pick projects	Transportation Planning	STIP, High-Priority Unfunded Needs	Annual
Relationships with industry partners (e.g. contractors, design firms, trucking, modal associations, metropolitan planning organizations, and regional planning commissions) to generate support for MoDOT	Commission and Senior Management Team	On going	On going
Preparation of an Annual Comprehensive Financial Report to demonstrate a standard of excellence in financial reporting	Financial Services	Report presented to the Commission Audit Committee and Commission. Included in Accountability Report to Joint Committee on Transportation Oversight and posted on MoDOT website.	Annual
Engage and educate the public and partners in the development of a Long-Range Plan, STIP, and High-Priority Unfunded Needs	Transportation Planning and Communications	Long-Range Transportation Plan, STIP, and High-Priority Unfunded Needs	Annual and periodic (Long Range Plan)

Processes in Place to Monitor and Mitigate Risk - PUBLIC OPINION/SUPPORT	Process Owner	Monitoring and Reporting	Cycle
Speaker's Bureau to provide speakers, upon request, on transportation topics	Communications and districts	On going	On going
Daily media monitoring	Communications	Daily clipping service subscription and weekly summary of clips sent to Executive Management Team	On going and weekly
Contracts are reviewed by the Chief Counsel's Office prior to signature.	Chief Counsel's Office	On going	On going
GAPS			
None Noted			

Processes in Place to Monitor and Mitigate Risk - SAFETY AND SECURITY	Process Owner	Monitoring and Reporting	Cycle
<i>The Safety and Security risk category includes items such as customer safety, employee safety, workplace violence, and terrorist acts.</i> NOTE - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk. <i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i>			
MoDOT's Incident Response Plan containing subplans to address continuity of operations and specific risks such as severe weather, hazardous materials, radiological incidents, terrorism, a pandemic, an earthquake, and workplace security	Safety and Emergency Management	Plan review and updates (as applicable) by Incident Response Plan Team	Annual
Security infrastructure such as cameras, access control with key cards, photo identification, panic buttons, and door lockdown systems. A comprehensive funding proposal is being prepared A multiyear plan is in place to address aging security access control and monitoring systems statewide.	Safety and Emergency Management	On going	On going
Organizational safety emphasis supported with training to drive with safe behaviors in all activities	Safety and Emergency Management	Tracker	Quarterly
Safety Focus Team and Safety Response Team	Safety and Emergency Management	Stand Up for Safety Day held in July	Annual
Law enforcement officers are present at Commission meetings	Commission and Safety and Emergency Management	On going	On going
Central Office and each district has a Threat Assessment Team	Safety and Emergency Management	As needed; Threat Assessment Team meets to address issues as they arise.	As needed
Safety Policy 1, "Your Voice", and the "Safety Concern" hotlines/email - an anonymous hotline/email for employee reporting of safety and security concerns	Safety and Emergency Management	Reports are investigated as received	As needed

Processes in Place to Monitor and Mitigate Risk - SAFETY AND SECURITY	Process Owner	Monitoring and Reporting	Cycle
Fire and hazardous weather drills	Safety and Emergency Management	Any problems are addressed by Safety and Emergency Management. Informal reporting after each drill by each division/district regarding drill results.	As needed and annual
Procedures for handling suspicious letters and packages	Safety and Emergency Management	Incident Response Plan - Workplace Security Plan - Suspicious Letters and Packages	As needed and annual
Periodic security awareness training for all employees	Safety and Emergency Management	Recorded in MOVERS Learn; Gap report utilized for employees needing the training.	On going
Mandatory referrals under the Employee Assistance Program for those who display behaviors indicating they might harm themselves or others	Human Resources	As needed	As needed
Strong relationship with Capitol Police and Missouri State Highway Patrol	Safety and Emergency Management	On going	On going
Controlled access to bridge plans and the Incident Response Plan	Director, Chief Counsel's Office, and State Bridge Engineer	On going	On going
Strategic approach to reducing fatalities and serious injuries. Buckle Up/Phone Down Challenge. Seek legislation to pass safety initiatives. -as outlined in the Safer Access for Everyone on the Roadways (SAFER) document.	Highway Safety and Traffic, Governmental Relations, and Communications	Tracker and Highway Safety and Traffic D-Trackers	Quarterly and annual
Railroad and airport safety inspections	Multimodal	Multimodal Tracker	Quarterly
Beginning in FY24, Missouri General Assembly approved corridor-wide rail crossing safety improvements	Multimodal	MoDOT Focus measure	Quarterly
GAPS			
None noted.			

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
<p><i>The Work Force risk category includes events such as significant turnover in key personnel, significant turnover in the senior management team, the existence of single points of failure for key functions or activities at MoDOT, poor morale, the loss of trust and a One Team culture, and insufficient potential employees in the pipeline for skill areas critical to MoDOT.</i></p> <p>NOTE - The strategies in BOLD font have been identified by management as those most critical to mitigating this risk.</p> <p><i>**Add Updates For This Reporting Period in RED with Initials and Date of Change**</i></p>			
<p>Division leader/Assistant District Engineer and District Administrative Officer are used as career paths to the Senior Management Team. Allows for continuous assessment of bench level strength and coaching/career development of those employees Completion of Department Succession Plan to assess gaps in employee readiness/willingness to compete for leadership roles. Findings can identify training and other strategies to help fill those gaps.</p>	<p>Human Resources, but responsibility lies with entire Senior Management Team</p>	<p>Informal and 2005 analysis</p>	<p>On going and as needed</p>
<p>Comprehensive employee benefits including pension plan and health care, as well as training and support programs that assist with an appropriate work/life balance</p>	<p>Commission, Executive Management Team, Employee Health and Wellness, and Human Resources</p>	<p>Evaluations conducted as opportunities arise</p>	<p>On going</p>
<p>Accelerated Leadership Development Program emulates the Senior Management Team experience to develop employees for senior management positions</p>	<p>Human Resources and Employee Engagement and Outreach</p>	<p>Annual enrollment. On going efforts to monitor and review the program</p>	<p>Annual and on going</p>
<p>Strong liaison relationship between Central Office and district Human Resources staff and Chief Counsel's Office to ensure consistent approach and advice on workforce issues</p>	<p>Human Resources and Chief Counsel's Office</p>	<p>On going</p>	<p>On going</p>

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
Use Governor's Organizational Health Index survey to target and implement improvements	Executive Management Team	First survey conducted in 2017.	Quarterly
Exit Interview offered to every employee who is leaving voluntarily. Online versions are available and are returned to the Employee Engagement and Outreach Director for review and follow up with employee, if appropriate.	Employee Engagement and Outreach and Human Resources	Completed interviews are shared with the applicable district Human Resources Manager. Employee Engagement and Outreach Director informs District Engineers and Central Office division directors of comments they should know about. Employee Engagement and Outreach Tracker.	On going and quarterly
Use of employee "influencers" group to develop strategic initiatives	Executive Management Team and Strategic Initiatives Champions	Update meetings as needed	As needed
Grievance/Equal Employment Opportunity (EEO) complaint/mediation processes are defined in policy to provide employees opportunities outside their chain of command to be heard when they believe management action or inaction has harmed them	Audits and Investigations	All grievance reports and EEO complaint investigations, unless a potential conflict exists, are reviewed by the Deputy Director/Chief Engineer and Chief Administrative Officer prior to review/signature by the Director. Reports that allege unlawful discrimination or retaliation are submitted to the Commission as final arbiter for final determination and approval. An Audits and Investigations annual report summarizes all Audits and Investigations activity.	On going and annual
Accelerated Professional Engineering Cross-Training Program (APEX) allows engineering employees to rotate among engineering functions at the district level to help ensure at least one back-up designee is trained and available on critical tasks within the work unit	Senior Management Team	Informal and formal rotation (APEX) programs. Review of programs and collection of feedback from participants to make improvements.	On going

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
Learning Management System MOVERS Learn and MO Learning to track training readiness of staff.	Human Resources and Safety and Emergency Management	Annual Report	Annual and as needed
Flexible work schedules/telecommuting/remote working. Current telework practice was modified in coordination with Missouri State Government.	Senior Management Team and Human Resources	Human Resources Tracker measure reports number of telecommuting and remote work arrangements on file. Flexible work schedules are a long standing practice without a periodic reporting mechanism.	Quarterly and periodic
Professional Development Institute (PDI) exists as a Self-paced development program designed to help professional-level employees (typically Salary Grade M7 to M9) to be well-rounded and have greater organizational awareness. The ultimate goal of PDI is to enhance participants' business, interpersonal, and professional skills through high-quality curriculum, live webinars, networking, and group discussion.	Human Resources	On going	On going
Internal and external technical and soft skills training including leadership develop programs such as the Maintenance Leadership Academy, High Performance Supervision, Crew Leader "Leading From Where You Are" training program, and the Management Development Institute	Human Resources	Completed training reported in Learning Management System MOVERS Learn . Gap analysis reports are generated to identify and respond to training deficiencies. Training surveys are completed to improve training. Quality Assurance reviews to assess effectiveness and improve programs.	On going
Mentoring program provides employees one-on-one coaching and strategic planning opportunities from a more senior-level employee who is not their supervisor. Many mentors report they also benefit from the relationship.	Employee Engagement and Outreach	Number of mentoring partnerships reported in Employee Engagement and Outreach Tracker	Quarterly

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
Outsourcing/on-call contracting to fill expertise gaps or respond with the necessary workers to meet temporary needs	General Services, Design, and district procurement staff	Reporting on new contracts to the Commission	Monthly
On-the-Job Training Program (external workforce).	External Civil-Rights Business Development and Compliance	External Civil-Rights Business Development and Compliance Tracker	Quarterly
Ongoing and expanding programming in diversity and inclusion initiatives to improve employee satisfaction.	Employee-Engagement and Outreach	Employee Engagement and Outreach Tracker	Quarterly
Employee Resource Groups exist to support employees and improve the culture of inclusion	Employee Engagement and Outreach	Employee survey - Action items identified from 2014 survey assigned and in progress to address employee concerns	Periodic
Employee recognition programs (service awards, safety awards, High Achiever, Noteworthy, Leadership Coins, etc.)	Senior Management Team, Human Resources, and Safety and Emergency Management	Ongoing review with Employee Advisory Council (EAC), District Safety and Health Managers, and employees regarding safety award programs. Periodic reviews of recognition programs. For the leadership coin, review movements of coins on a bi-annual basis through Human Resources Tracker measure, but also as needed.	On going, periodic, bi-annual, and as needed
EAC and district Employee Advisory Extension Councils (EAEC) meet with management to address concerns, offer feedback on policies and practices, provide a written concerns system, and attend Senior Management Team and district management meetings to offer input and feedback and communicate information back to employees.	Employee Engagement and Outreach	The EAC and EAECs maintain a database of written concerns with management responses. Meeting minutes are published	On going and monthly

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
Performance development approach sets individual employee expectations and provides documented supervisory assessment of employee performance and encourages continuous conversations. Engage 2.0 tools to strengthen our performance development approach.	Senior Management Team and Human Resources	On going calibration of ratings and leadership	Bi-annual evaluations and conversations at least monthly in non-evaluation periods
Addition of Situational Leadership training for supervisors to support performance development	Human Resources	Monitor use of online trainings	Quarterly
Periodic salary studies including benchmarking of anchor jobs and emergency operations to assess salary grade assignments relative to the job market	Human Resources	Internal to Human Resources unless findings warrant Executive Management Team consultation	Annual
Participation in the AASHTO Salary Survey	Human Resources	Human Resources Compensation section completes annually	Annual
Internship program provides avenues to new talent and creates a relationship with potential future full-time employees. Students majoring in business, information technology, criminal justice and civil engineering can work up to 1040 hours annually in districts and divisions.	Human Resources and Employee Engagement and Outreach	Employee Engagement and Outreach Tracker reports on number of participants Evaluated as needed	Quarterly On going and as needed
Use of temporary, seasonal, and emergency workers to staff-up for peak needs such as snow events and to cover gaps in the full-time workforce	Human Resources and districts	Tracker reports hours provided by non-full-time employees and monthly Winter Staffing Reports available through the winter months	Quarterly and monthly
Utilization of 30 day, 90 day, 180 day, and 1 year onboarding survey to identify improvement with onboarding new hires	Human Resources	Surveying new hires	On going
Innovations Challenge and Showcase seeks out employee ideas for improving tools, equipment products, services, and processes to share the value and improve employee morale through recognition of achievements	Transportation Planning	Innovations shared with maintenance supervisory personnel and Central Office and district leadership at the event. Publicized using various MoDOT communications tools.	Annual
Desk procedures and policy and procedure manuals document expectations and how to perform tasks	Central Office and districts	Reviewed and revised as needed	As needed
Use of statewide teams to train and build employee knowledge and relationships	Senior Management Team	Evaluated as needs arise	As needed

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
Commercial Drivers License Statewide Training Contract	Safety and Emergency Management and districts	Evaluated as needed	Contract term/on going
Annual Turnover Report	Human Resources	Annual Report	Annual
Open and transparent selection process for job vacancies and competitive promotions including having employees participate on interview panels	Human Resources	N/A	On going
Web-based job posting and application process and use of social media helps outreach	Human Resources	N/A	On going
Providing more technology tools to facilitate and streamline work efforts and improve job satisfaction	Information Systems	N/A	On going
Commission endorsed pay strategy to address pay compression and market concerns that includes annual legislative appropriations requests and final approval of MoDOT's operating budget	Human Resources and Financial Services	Revisit annually during budget process to seek authorization to increase appropriation to execute annual plan	Annual
Voluntary use of Career Development Plans and the Growth Models in discussions during Engage 2.0 conversations to develop employees in current position and/or prepare for promotion	Human Resources	Bi-annual quality assurance reviews on evaluation completions	On going and bi- annual
Participation in leadership offered through Institute for Management Studies, Leadership Missouri, Governor's Leadership Academy, and Missouri Way Training	Human Resources	N/A	On going
Continued use of referral incentive program to improve recruiting of workforce.	Human Resources	Quality Assurance Review	As needed
Participation in the U.S. Department of Labor Registered Apprenticeship Program	Human Resources	Monitoring of Enrollment of participants	Quarterly- Ongoing
Implementation of Traffic Signal and Lighting Apprenticeship- Program.	Human Resources	Monitoring of participants.	As needed

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
Implementation of the July 1, 2022, Commission approved partial market adjustment for staff. Additionally, Commission approved FY26 Pay Plan that will go to the legislature to fully implement the market-based compensation plan.	Human Resources and Financial Services	N/A	Annual
Participate in the Office of Administration State of Missouri Workforce Survey	Human Resources and Employee Engagement and Outreach	State of Missouri Workforce Survey Dashboard. No formal reporting by MoDOT	Bi-annual
GAPS			
Lack of systematic method to raise salaries previously identified. Annual pay strategies are designed to address these concerns, but still have not been approved by legislature. Continued gap is lack of pay plan to fully correct pay issues.			
No incentive for Senior Management Team members to remain after earning their maximum backdrop			
No longer able to attract needed sufficient number of contingent employees in the urban areas of the state to cover winter operations events and, in some cases, emergency work. Will require increased use of outsourced services if trend continues.			
The significantly larger construction program due to increased funding is welcomed; however, the challenge with hiring and retaining staff overall to manage programs and maintain infrastructure will continue to be a challenge for several years			
Increased use of consultants and other outsourced services to support MoDOT's mission. Consultants are also indicating some difficulty in attracting a sufficient number of qualified employees			

Processes in Place to Monitor and Mitigate Risk - WORK FORCE	Process Owner	Monitoring and Reporting	Cycle
Increased challenge with training, testing and obtaining Commercial Drivers License			
Need stronger incentives for new professionals, such as Professional Engineer, Certified Appraiser, or registered land surveyor, in order to take on more responsibility			



4

MAINTENANCE AND MANAGEMENT OF ASSETS

-- Presented by Britni O'Connor, Planning and Programming Coordinator, 573-751-6550; and Michael Middleton, Project Director, 573-508-7952.

ISSUE: It takes continual investment and committed effort to maintain and improve the condition of Missouri's nearly 34,000 centerline miles of pavement. This agenda item will provide an overview of our Asset Management Approach. This will include information regarding the asset management program, MoDOT accountability for condition, and maintenance of assets.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- MoDOT has an Asset Management first approach to programming the Statewide Transportation Improvement Program (STIP).
- One of MoDOT's core values is accountability; both STIP programming and Asset Management have mechanisms in place to ensure accountability for performance and to drive decision making.
- Keeping state highways and bridges in good condition is one of the department's tangible results.
- Maintaining the system and services that are provided today is the number one goal from MoDOT's Long Range Transportation Plan.
- MoDOT employs 2,800 maintenance employees across the state to maintain its 33,814 miles of state routes.

OTHER VIEWS:

- Cities, counties, planning partners, and citizens are keenly interested in Missouri's ability to adequately maintain transportation infrastructure.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Taking care of the system is one of the system goals expressed by Missourians in the Long-Range Transportation Plan.

SOURCE OF FUNDING: Asset management projects are traditionally funded by road and bridge funds, however 2023 and 2024 General Assembly Designated and Funding projects and the 2023-2026 Governor's Rural Route Funding have augmented the effort to maintain or improve pavement conditions. Maintenance and Operations funding is also utilized.

Maintenance and Management of Assets

Britni O'Connor

Planning and Programming Coordinator

Michael Middleton

MMS Project Director



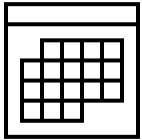
Asset Management



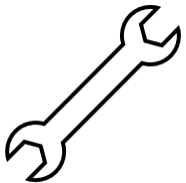
Maintain Inventory



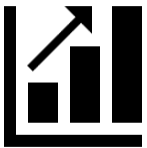
Assess Condition



Plan Treatment



Implement Treatment

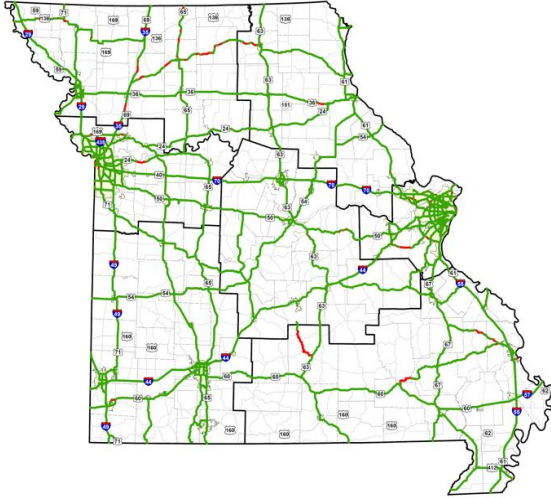


Evaluate effectiveness

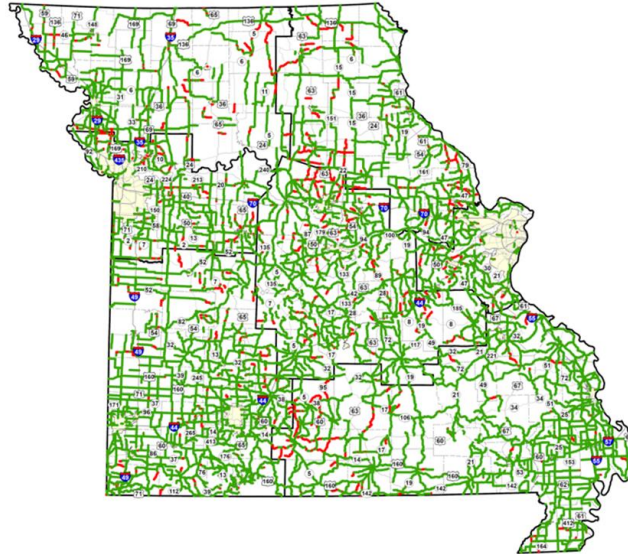
- Asset management is a strategic and systematic process to manage the transportation system
- It requires diligence and commitment for continuous monitoring, assessing, planning, and implementing treatments, adjusting as necessary to deliver results.

Missouri Roads & Bridges

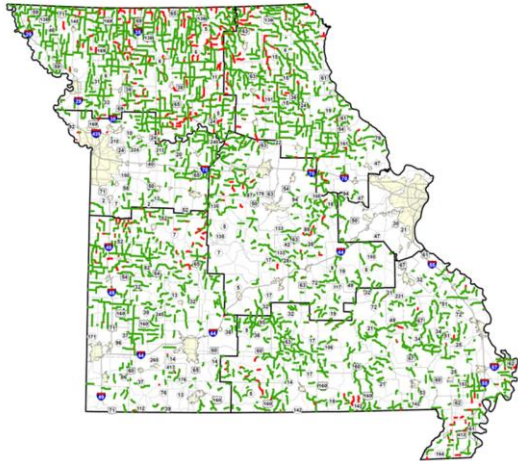
Majors



Minors

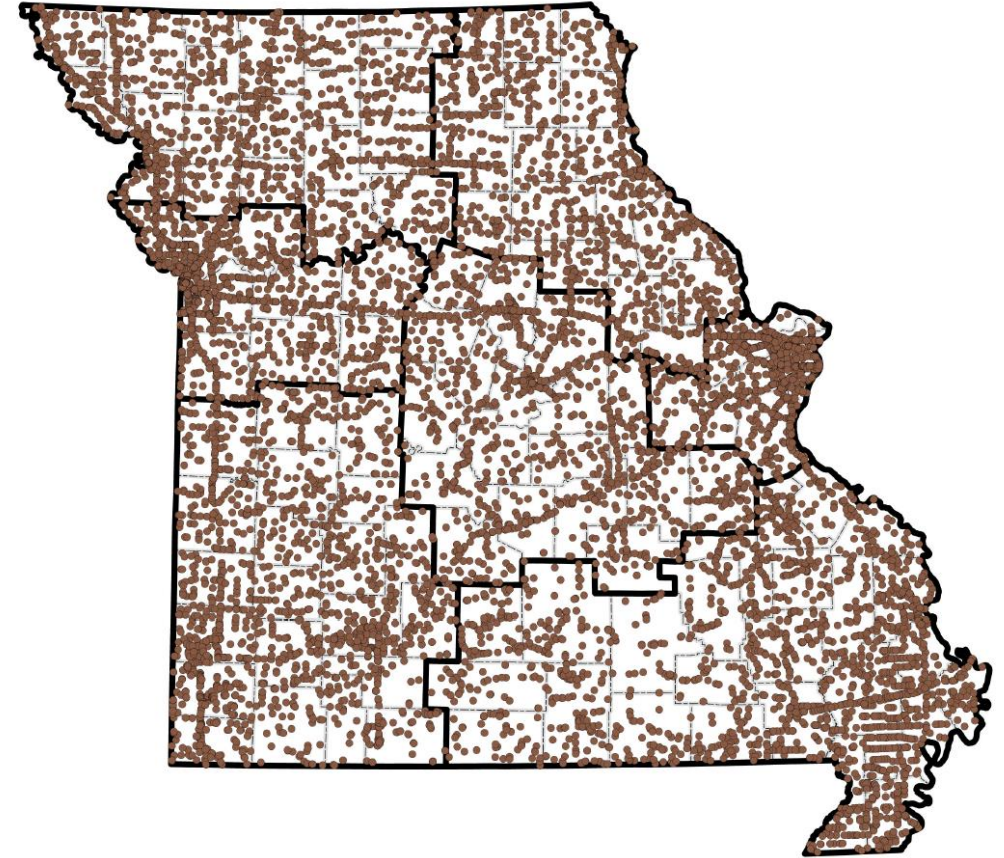


Low Volume

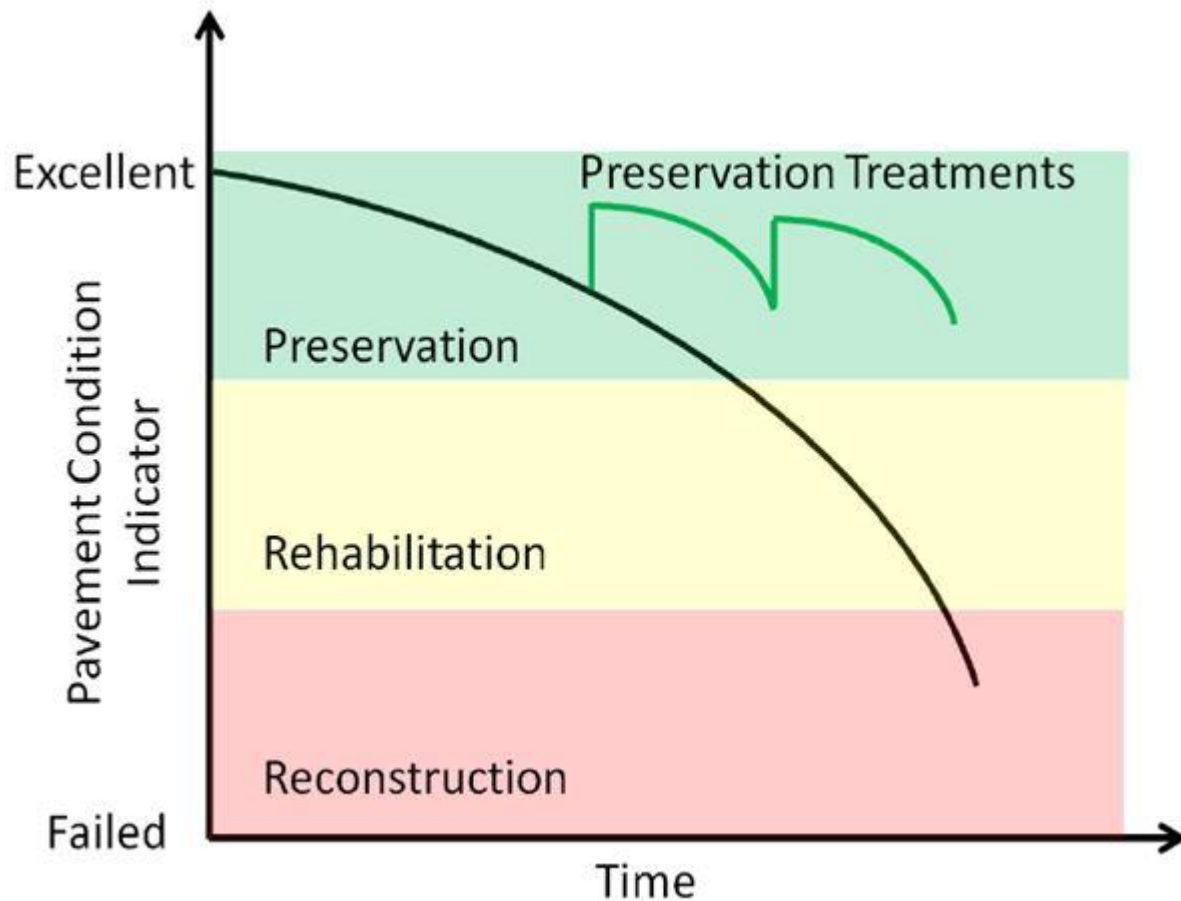


33,814 Centerline Miles

10,427 Bridges on State System



MoDOT's Approach to Asset Management



- Focusing on keeping good condition assets in good condition
- Utilizing preventative type treatments to address deterioration as long as effectively possible, and then using more robust treatments

Typical Asset Management Projects

Pavement and Bridge Work Types



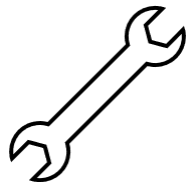
Initial Construction



Reconstruction



Rehabilitation



Preventive Maintenance



Contract Maintenance



What Managing Assets looks like

Pavement

- Asphalt and concrete overlays or replacement
- Diamond grinding
- Chip or Scrub seal
- Pavement repair

Bridge

- Bridge replacement
- Bridge redeck
- Bridge rehabilitation
- Bridge sealing
- Bridge washing



Asset Management vs. High-Priority Unfunded Needs



Monitoring Conditions

Following the Plan for Pavements and Bridges



ARAN Viewer

https://tms.dot.missouri/aran

Ex. IS 70 E BOONE

Export Print Hide Other Years/Dirs Hide Data

Fit To Window Inset Map IRI Graph Use Current SS Pavement

Job Number: J513252

Year	Desg	Name	Dir	Tway Id	% Cov	Min Log	Max Log
2024	IS	70	E	19	99.5	99.978	104.941
2024	IS	70	W	3506	100	145.042	150.021
2023	IS	70	E	19	100	99.961	104.944

TWID: 19 LOG: 100.018 (Opp: 3506 LOG: 149.979)

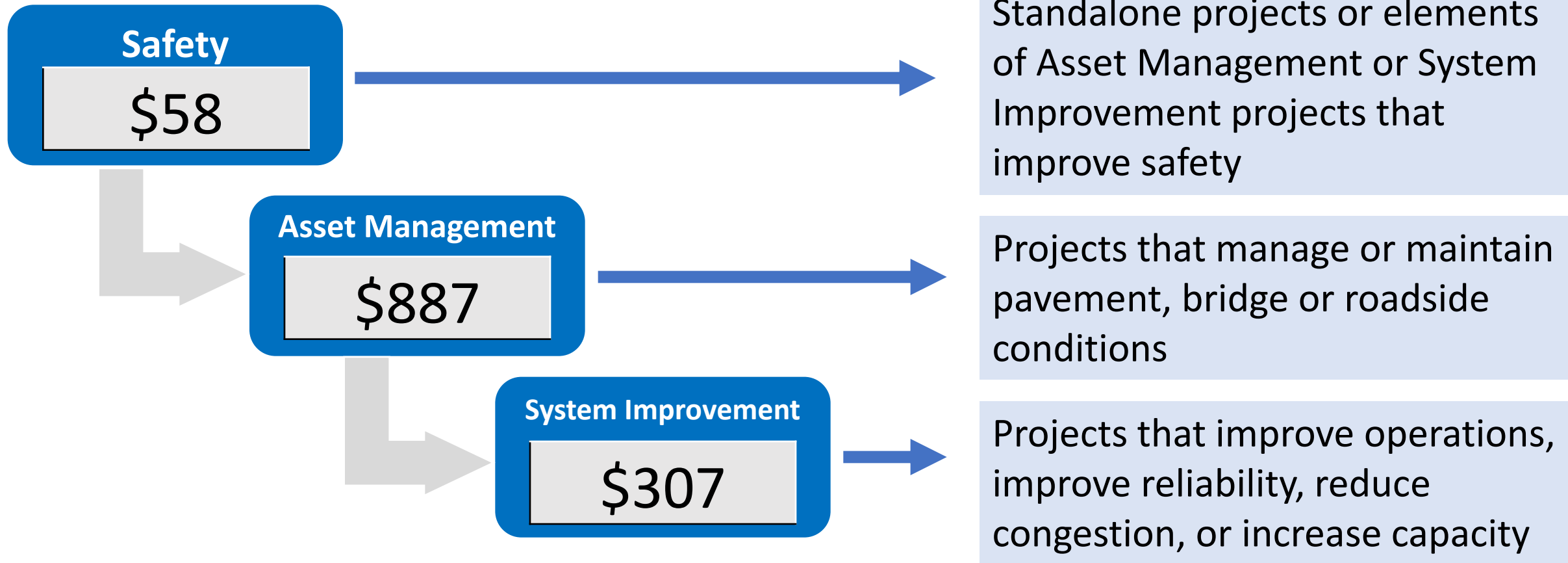
COM_VOL_BY_DIR
4050
AVERAGE_RUT
0.1
SECTION_TRACKER
GOOD
SECTION_IRI
47.69
SECTION_COND_IDX
9.2
ARAN_IRI
43.755
ARAN_COND_IDX
9
TW_LANE_JOB_NUMBER
J513252
SHOULDER_WIDTH
10
TOTAL_AADT
33158
SURFACE_DATE
11-09-2022
SURFACE_TYPE
SM

Monitoring Trends

Following the Plan for Pavements and Bridges



Programming Categories



What else is in the STIP?

Intersection & Traffic Flow Enhancements

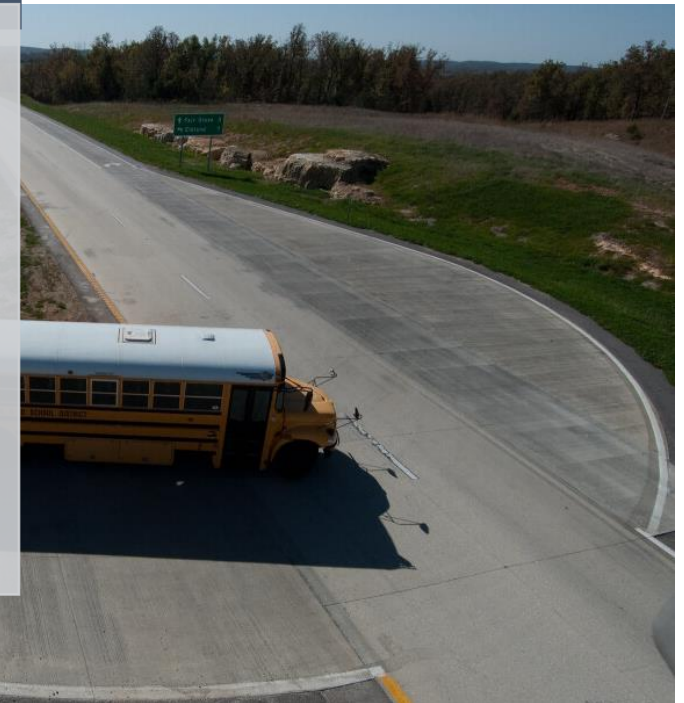
- Roundabouts
- J-Turns
- Signals
- Access Management
- Mobility

Roadway Design Enhancements

- Signing
- Striping
- Curve Widening

Roadside Safety Features

- Guardrail
- Guard Cable
- Rumble Strips
- Shoulder Construction/Widening



Asset Maintenance

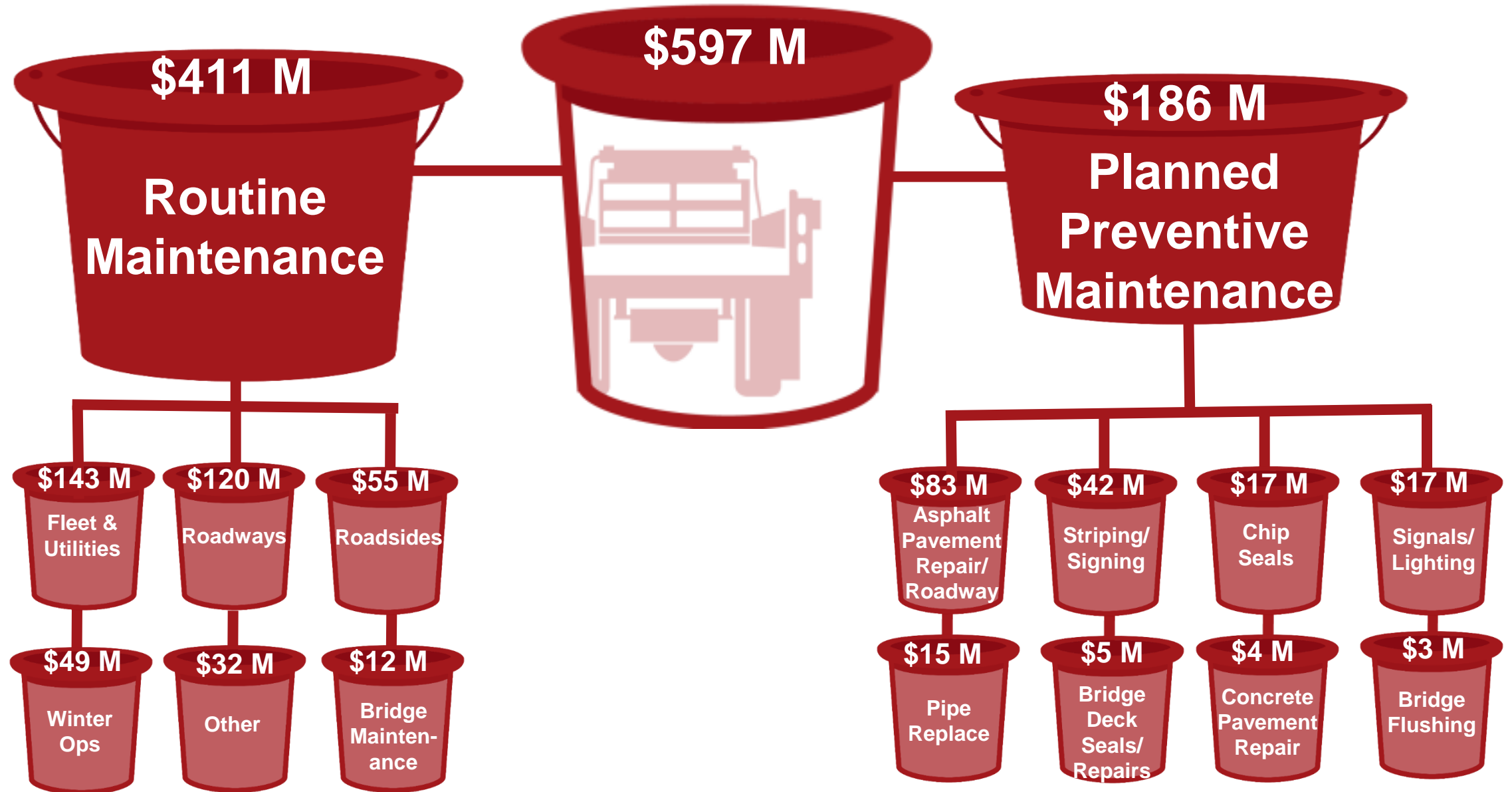
Michael Middleton
MMS Project Director

What Maintaining Assets looks like

- Asphalt repair
- Concrete repair
- Signing & Striping
- Seal Coats
- Pipe replacements
- Signal & Lighting
- Bridge sealing



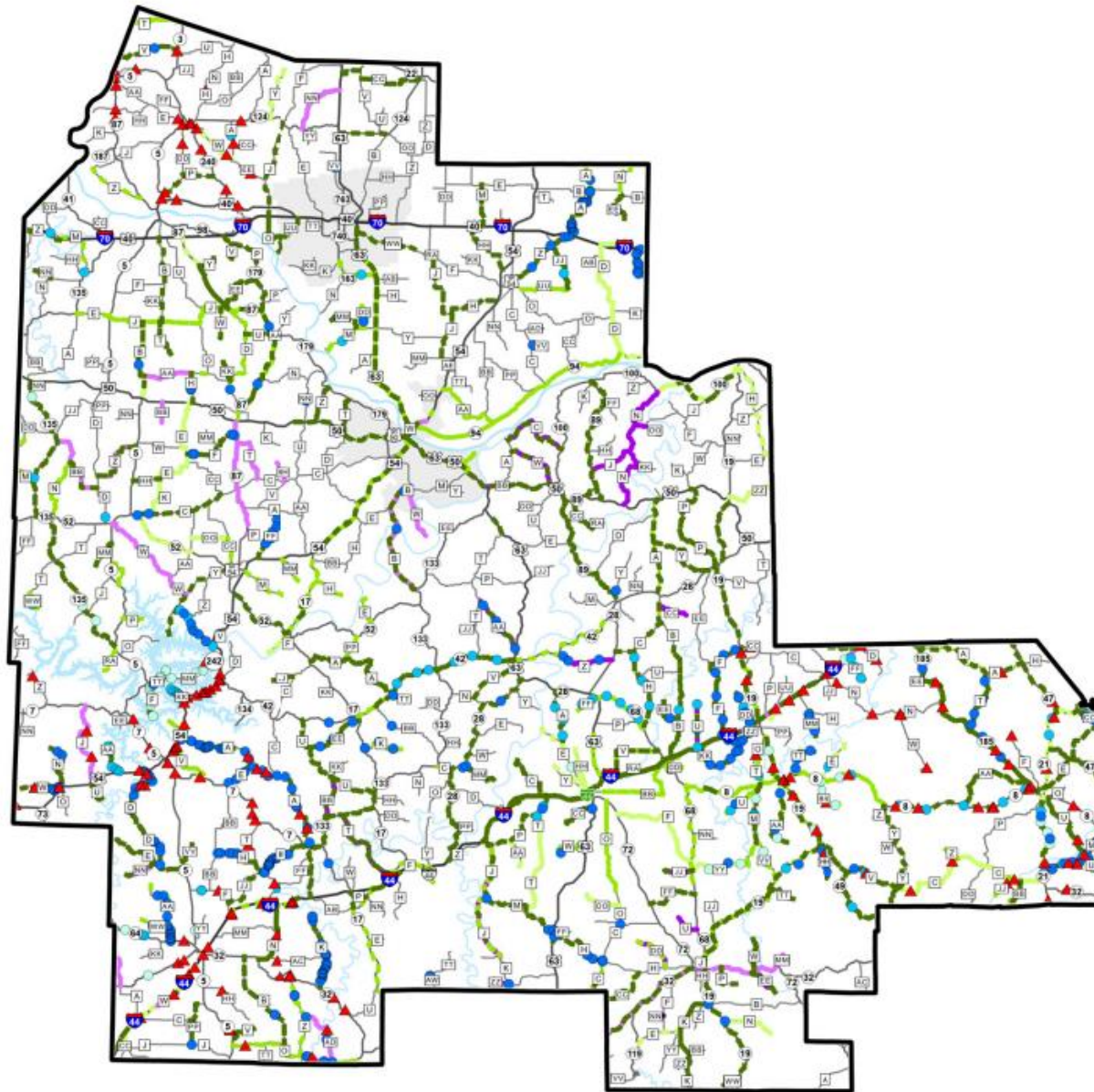
2025 Operations and Safety Expenditures



Maintenance Team

- 2,800 Employees
- 200 MT/TR Buildings
- 3,600 Pieces of Equipment
- 4.4 Million Labor Hours/Year





Maintenance Operations Pavement and Bridge Work Plan Calendar Year 2025-2027

CENTRAL District

- ▲ 2025 Bridge Deck Sealing
- 2025 Pipe Replacement
- 2025 Pavement Repair
- 2025 Pavement Treatments
- ▲ 2026 Bridge Deck Sealing
- 2026 Pipe Replacement
- 2026 Pavement Repair
- 2026 Pavement Treatments
- ▲ 2027 Bridge Deck Sealing
- 2027 Pipe Replacement
- 2027 Pavement Repair
- 2027 Pavement Treatments

SFY 2024 Expenditures on all Transportation System Operations

Roadway:	\$37,700,000
Utilities and Tools:	\$16,900,000
Roadside:	\$6,000,000
Winter:	\$6,300,000
Incident Management:	\$1,100,000
Bridge:	\$3,000,000
Other ¹ :	\$1,800,000


¹ Includes insurance for general liability, vehicle liability and workers compensation.

*Note: These expenditures represent Labor, Equipment & Materials.

2025 Planned versus Accomplishments

Planned Work

☒ View Documented Work

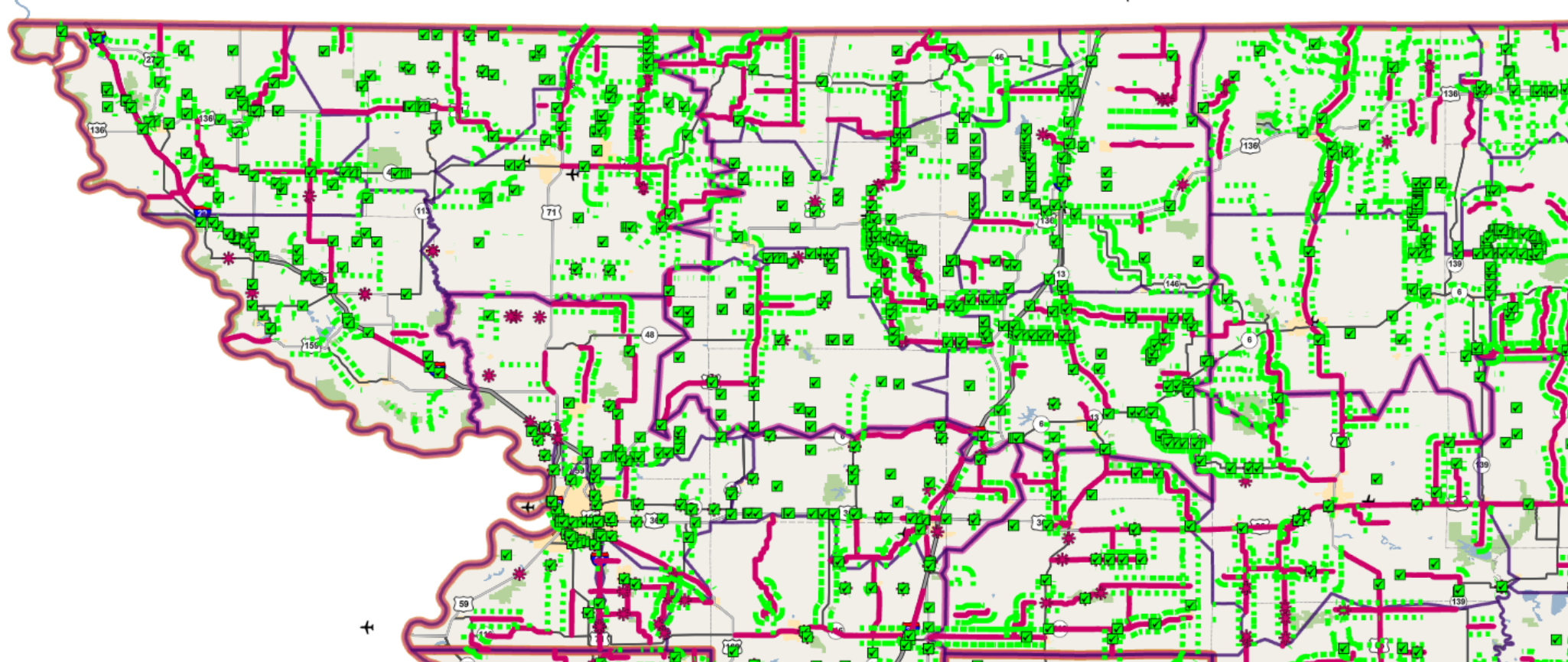
 Documented Location

Select Year/Status

- ☐ All
☐ 2024
☐ Draft
☐ Approved
☐ Modified
☒ 2025
☒ Approved
☐ 2026
☐ Draft
☐ 2027
☐ Draft
☐ 2028
☐ Draft

Select Activities


- ☐ All
☐ ARTERIAL MANAGEMENT SYSTEMS (R386)
☒ ASPHALT PAVEMENT REPAIR (R312)
☒ BRIDGE DECK REPAIR (R323)
☐ BRIDGE FLUSHING AND CLEANING (R329)
☒ BRIDGE JOINT MAINTENANCE (R328)




2025 Planned versus Accomplishments

Planned Work

☒ View Documented Work

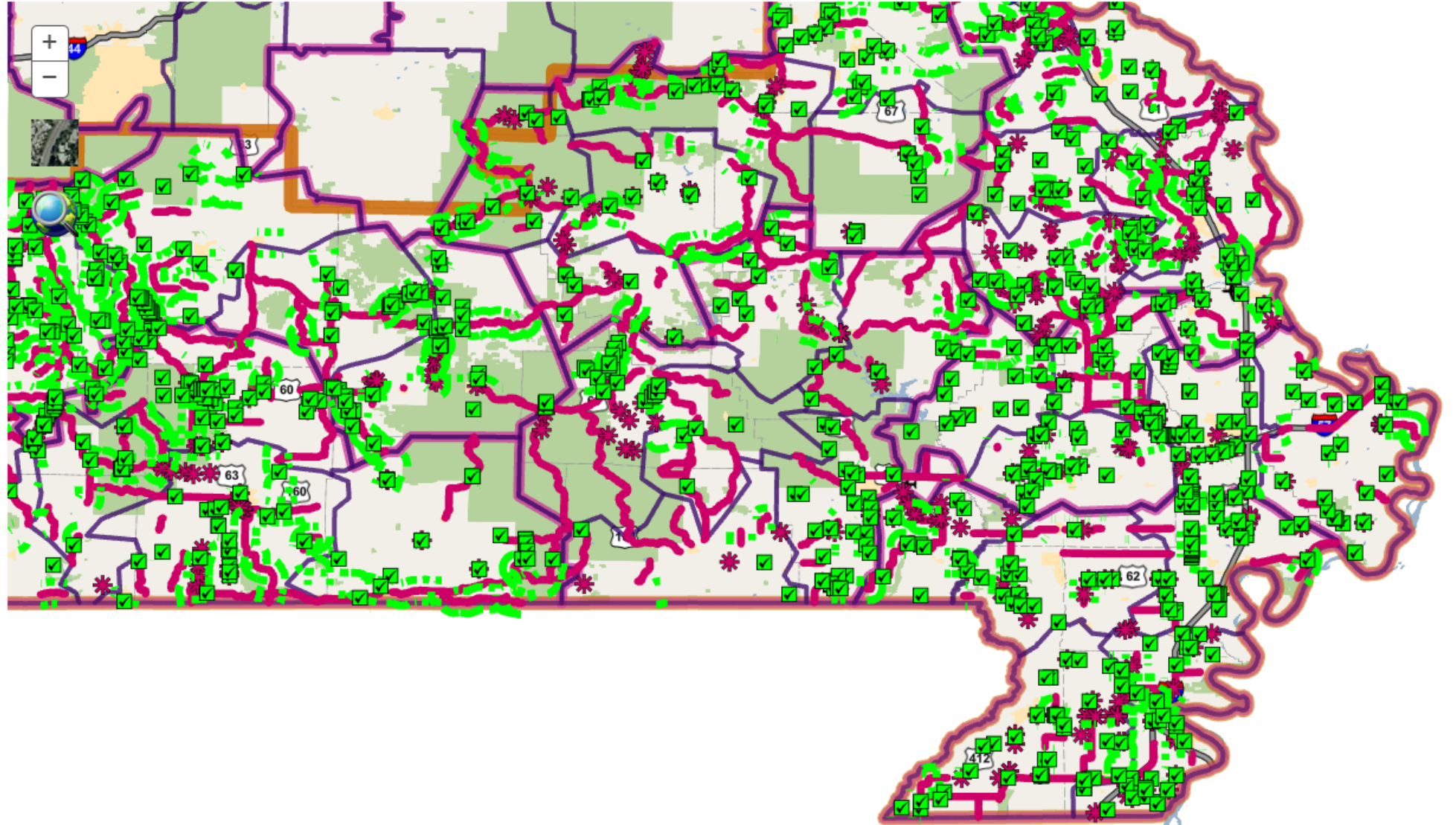
 Documented Location

Select Year/Status

- 
- ☐ All
 - ☐ 2024
 - ☐ Approved
 - ☐ Modified
 - ☒ 2025
 - ☒ Approved
 - ☐ 2026
 - ☐ Approved
 - ☐ Modified
 - ☐ 2027
 - ☐ Draft
 - ☐ 2028
 - ☐ Draft

Select Activities

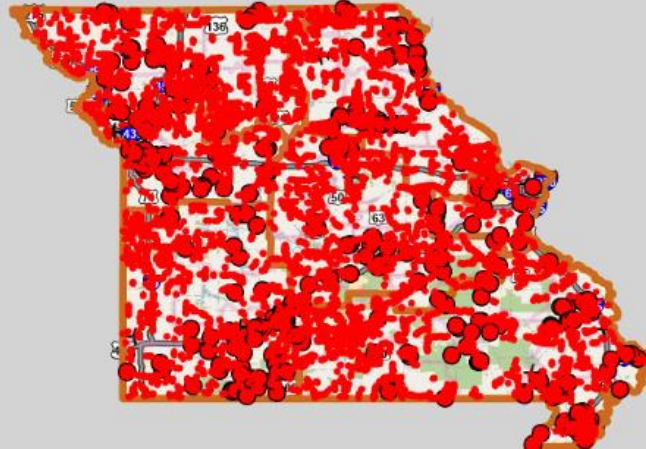
- ☒ ASPHALT PAVEMENT REPAIR (R312)
- ☒ BRIDGE DECK REPAIR (R323)
- ☐ BRIDGE FLUSHING AND CLEANING (R329)
- ☒ BRIDGE PREVENTATIVE MAINTENANCE (R322)
- ☐ BRUSH CONTROL (R41B)
- ☐ BRUSH CUTTING & TREE REMOVAL (R414)



2025 Accomplishments

ASPHALT PAVEMENT REPAIR (R312)

Date from: 1/1/2025 to: 12/19/2025



Pavement Repair

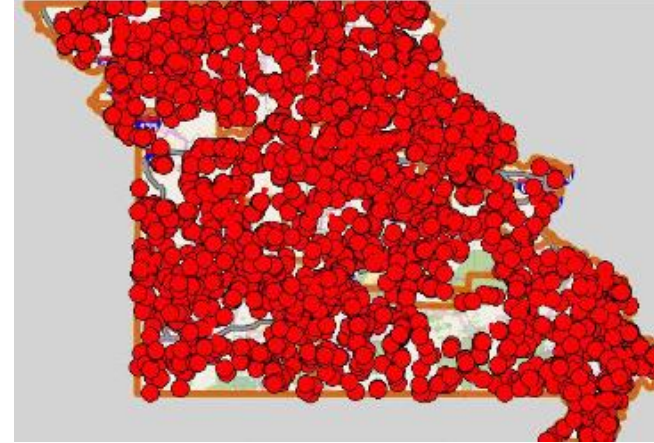
667,000 Tons

439,00 Hours

\$87.5 Million

PIPE CULVERT REPAIR (R319)

Date from: 1/1/2025 to: 12/19/2025



Pipe Culvert Repair

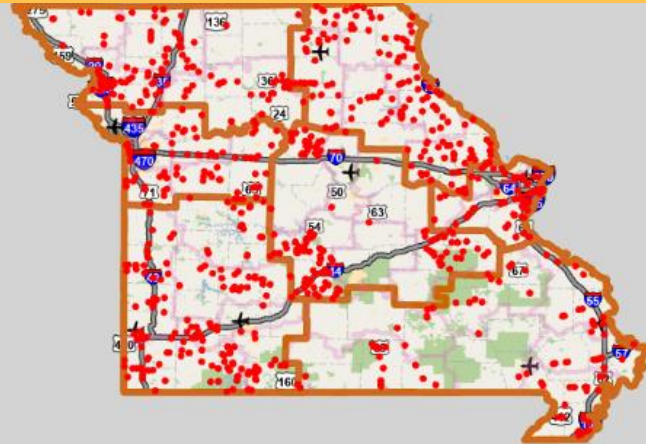
119,000 Lin. Ft.

117,700 Hours

\$13.6 Million

BRIDGE PREVENTATIVE MAINTENANCE (R322)

Date from: 1/1/2025 to: 12/19/2025



Bridge Sealing

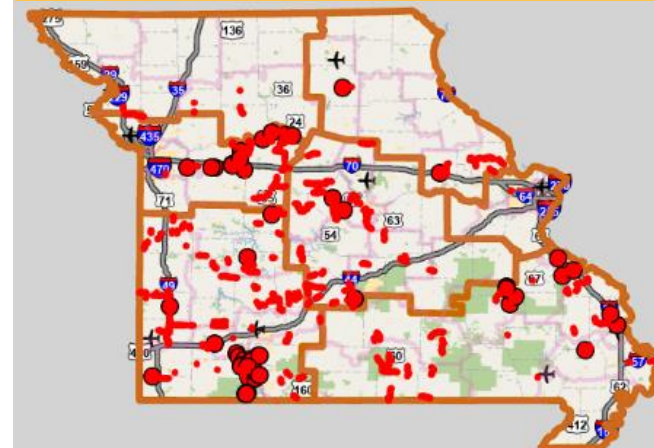
9.7 Million Sq. Ft.

25,100 Hours

\$2.7 Million

SEAL COATING (R31C)

Date from: 1/1/2025 to: 12/19/2025

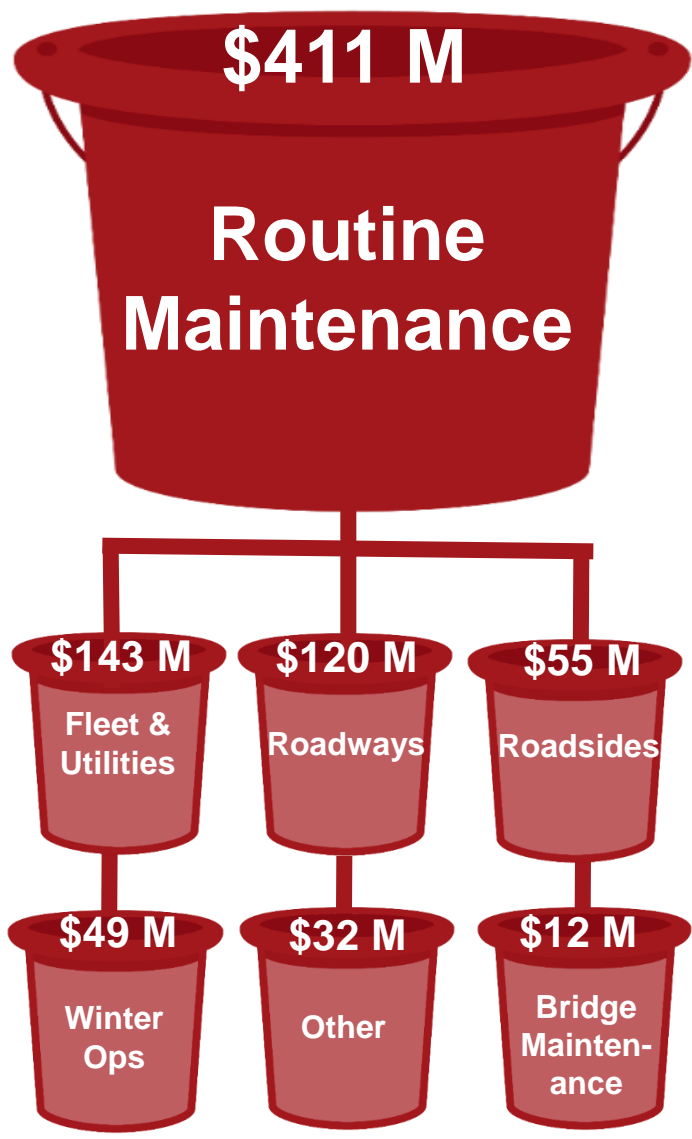
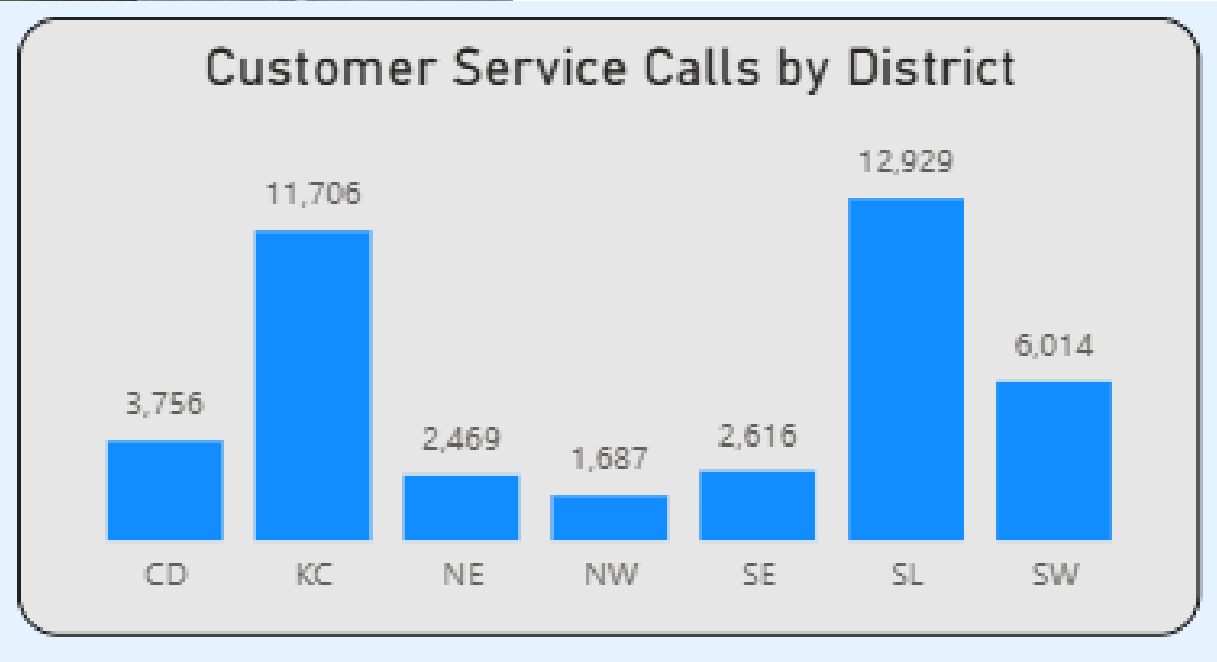
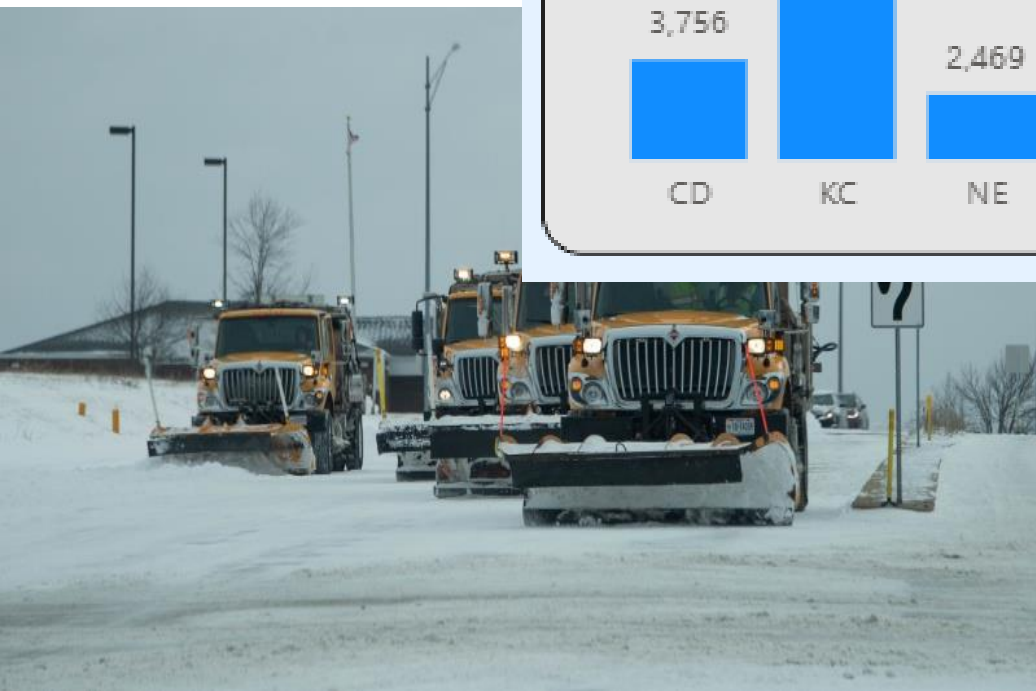
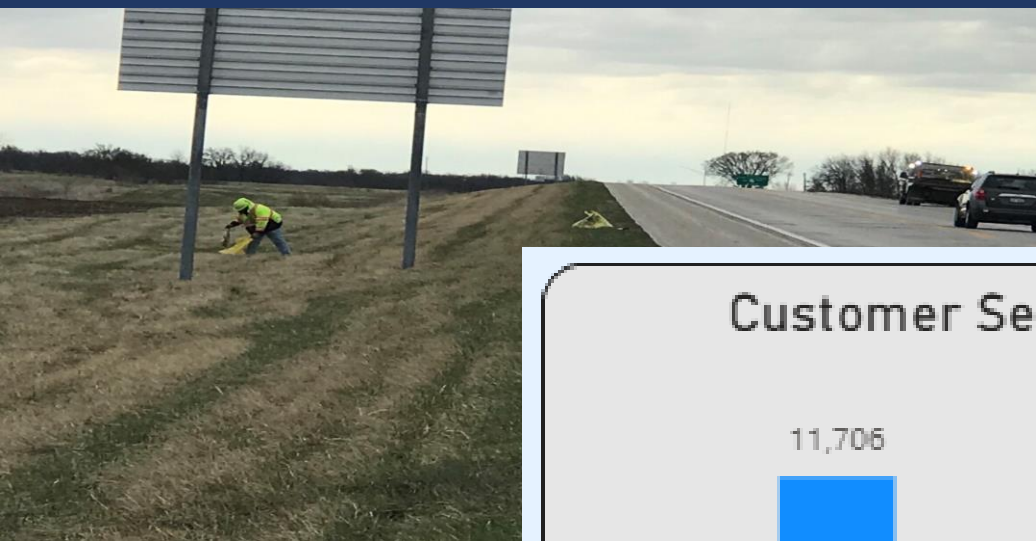


Seal Coating

1,273 Lane Miles

45,300 Hours

\$11 Million



Contracted Operational Budget

CURRENT SERVICE TYPE
CONTRACTED WORK – 10%

Mowing/
Litter
Removal

Sweeping

Unsheltered
Cleanup

Traffic
Control

Herbicide

Litter
Removal
Only



Mowing

575,000 Acres
376,000 Hours
\$29 Million
\$3 Contractor



Pot-Hole Patching

650,000 Pot-Holes
Filled
244,000 Hours
\$19 Million



Litter Pick-Up

213,000 Trash Bags
153,00 Hours
\$10 Million
\$2.4 Contractor



Signing

43,100 Signs
229,000 Hours
\$17 Million





5

SUCCESSION PLANNING UPDATE

-- Presented by Ashley Halford, Human Resources Director, 573-526-7644.

ISSUE: The Human Resources Division will update the Missouri Highways and Transportation Commission on staffing levels and trends as well as the progress of the succession planning program.

RECOMMEND THAT THE COMMISSION:

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

DEPARTMENT VIEW:

- Recruitment has improved as a result of the market adjustment salary increases from July 2022 and July 2025.
- Retention of new employees continues to be an area of concern as 86 percent of maintenance employees resign within the first 5 years of employment.
- Retirements have remained consistent with an average of 30 percent of retirement-eligible employees actually doing so.
- As of January 1, 2026 employees with less than one year of service accounted for 49 percent of the workforce while employees with over 20 years of service accounted for 16 percent of the workforce.
- A successful succession planning program will be critical to ensuring the department is prepared for future staffing needs.
- Continued advocacy for legislative approval of MoDOT's pay strategy is critical for recruiting and retaining quality employees.
- The department currently has 4,838 employees while authorized 5,122 employees.

OTHER VIEWS:

- Our customers expect outstanding customer service while still being good stewards of taxpayer dollars.
- Across all constituencies, the expectation remains that our workforce has the talent necessary to serve Missouri citizens and safely deliver results but at the least cost possible.

MHTC POLICY:

- Employees – General.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Not applicable.

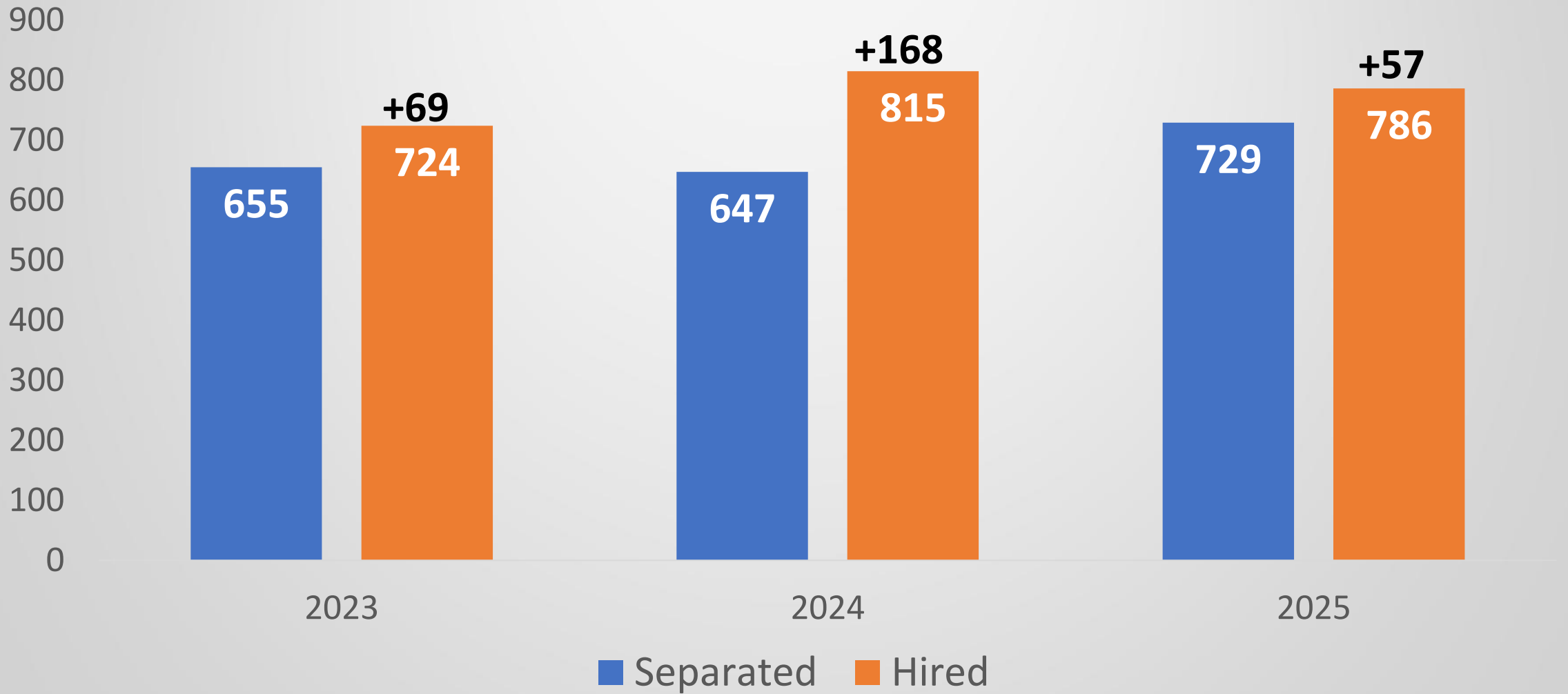


MoDOT Succession Planning

Presented by:
Ashley Halford
Human Resources Director



FILLING THE VACANCIES



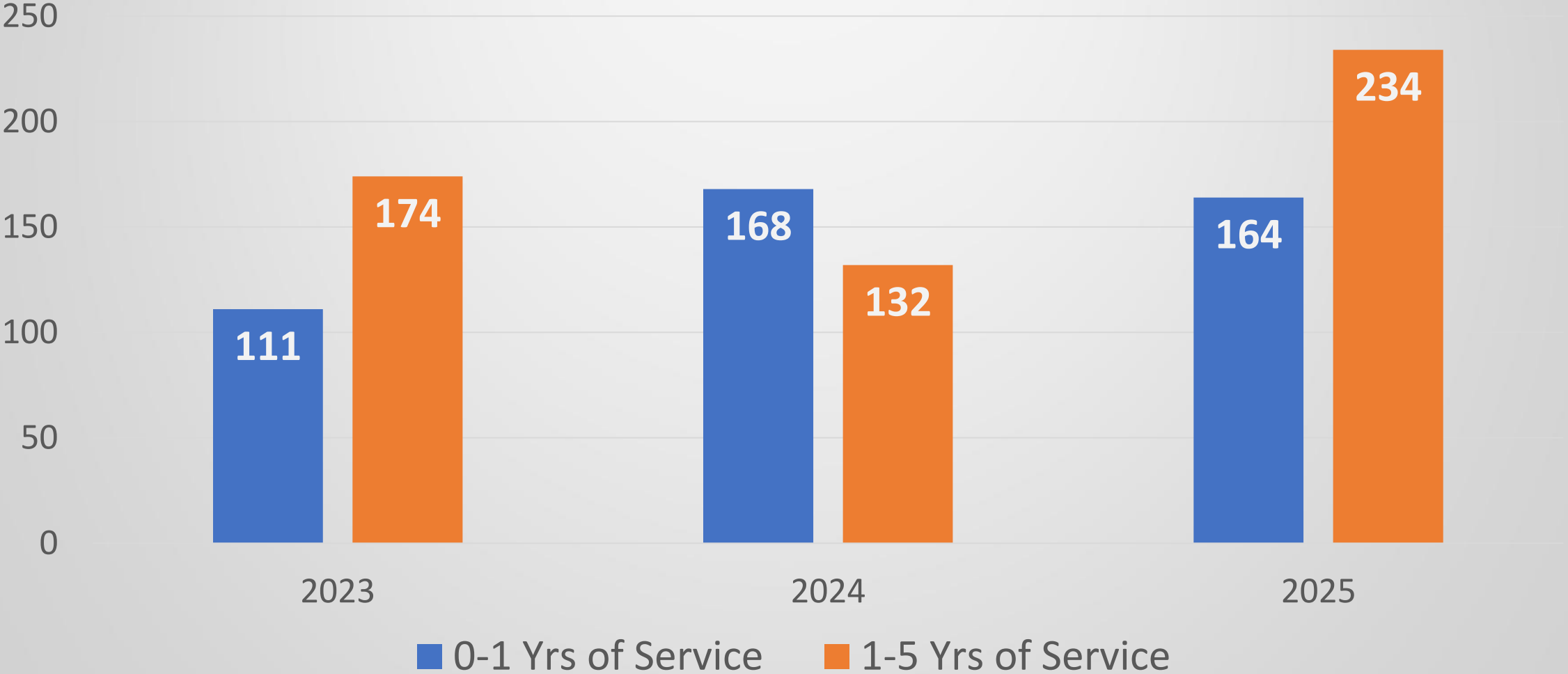
Focus on:

Retention

Succession Planning

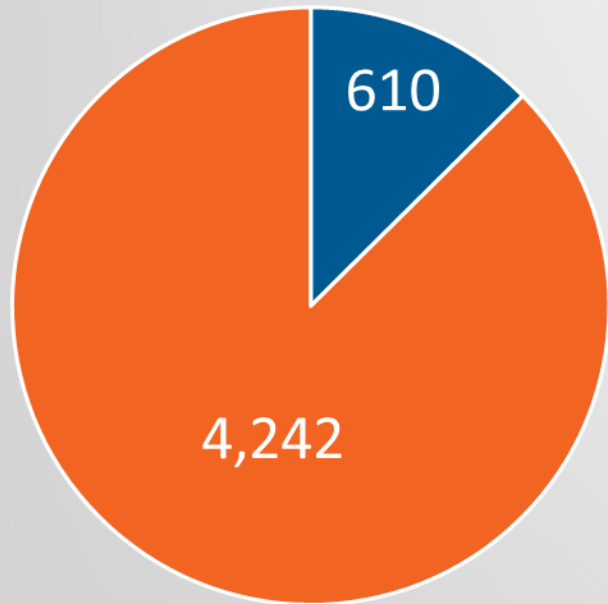


Resignations



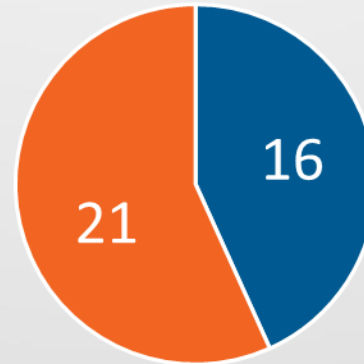
RETIREMENTS

MoDOT



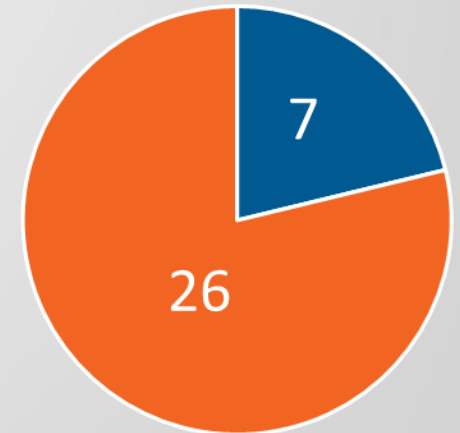
■ Eligible ■ Not Eligible

Senior Management Team



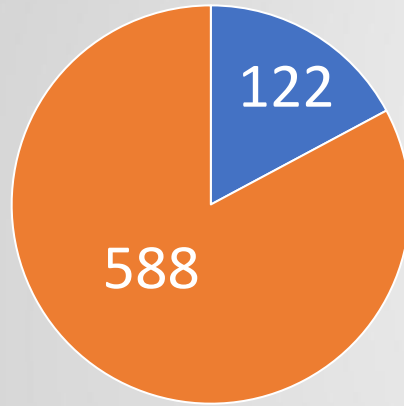
■ Eligible ■ Not Eligible

Assistant Directors

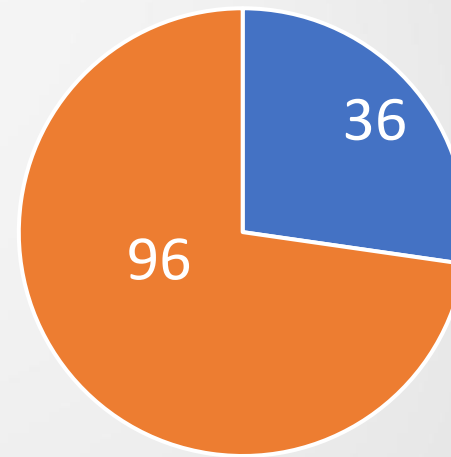


■ Eligible ■ Not Eligible

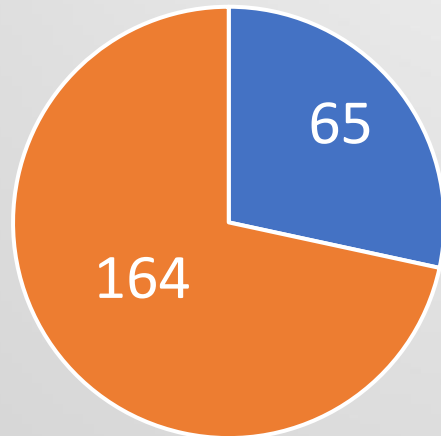
Maintenance Supervisors



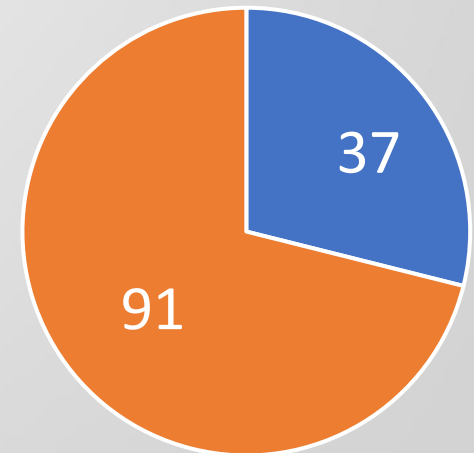
Operations Supervisors



Program Delivery Supervisors

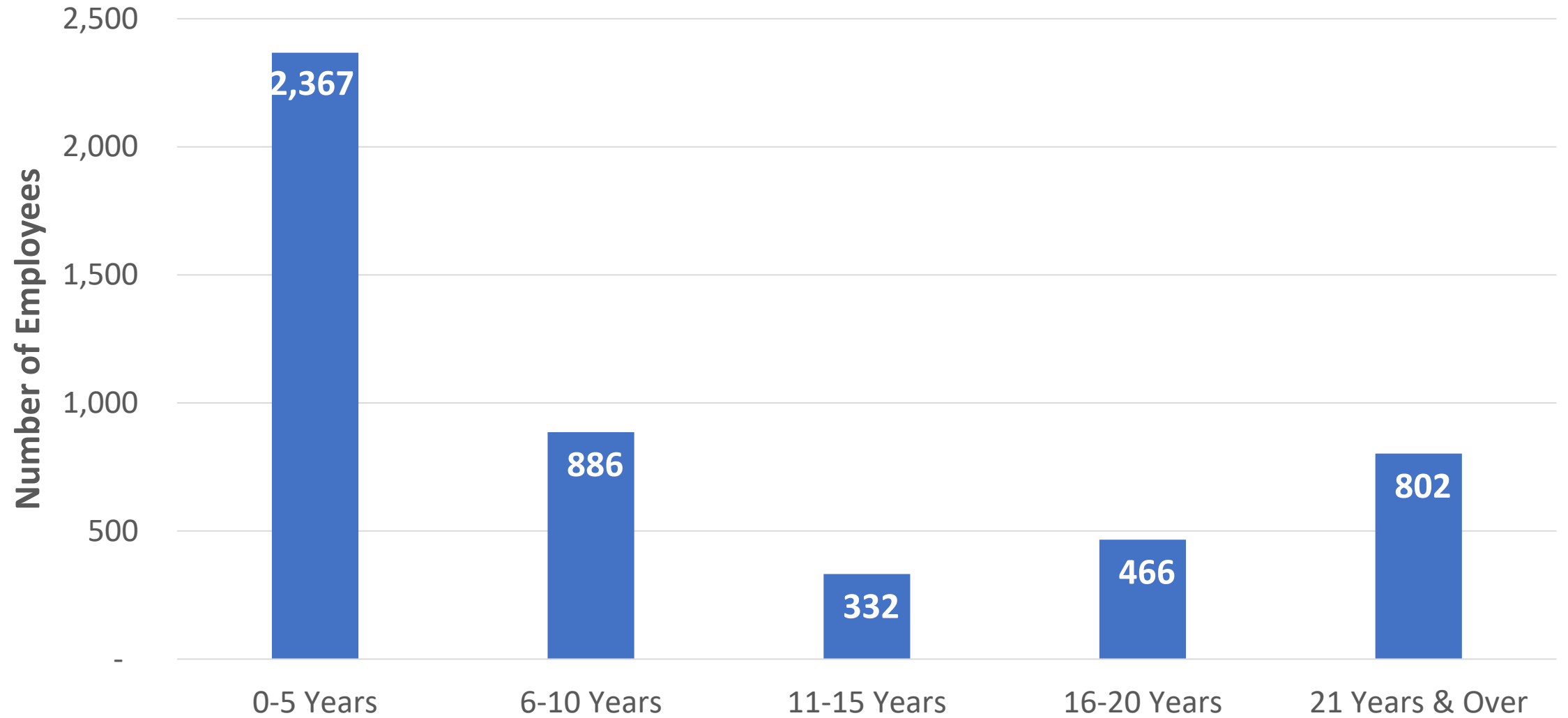


Administration Supervisors



■ Eligible ■ Not Eligible

Total Years of Service



What is Succession Planning?

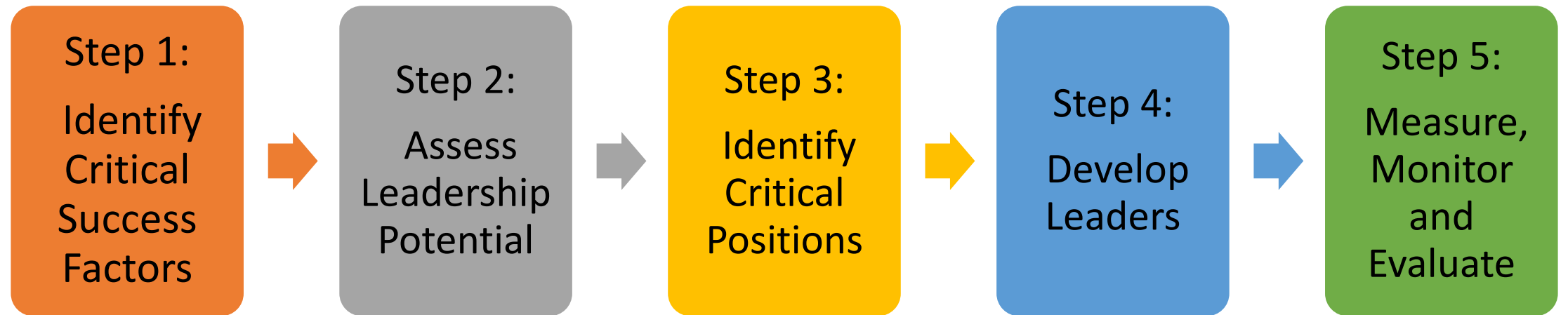


IDENTIFY CRITICAL
POSITIONS & FUNCTIONS



IDENTIFY & PREPARE
LEADERS

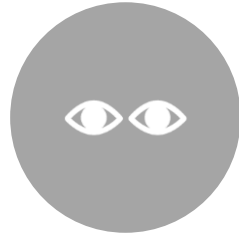
Program Plan



Evaluation Tool



READY?



WILLING?



POSSESS
REQUIRED
CERTIFICATIONS
AND/OR
LICENSES



POSITION
COMPETENCIES



DEVELOPMENT
PLAN

Next Steps

- District/Division Meetings
- Reoccurring Evaluation





1

REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED AMENDED AND RESCINDED RULEMAKING – CONTRACTOR PERFORMANCE RATING

-- Presented by Mark Croarkin, Assistant Chief Engineer, 573-751-4586; and Terri Parker, Chief Counsel, 573-751-7451.

ISSUE:

- Section 227.105, RSMo requires the Department to promulgate rules which determine a contractor's minimum qualifications for the contractor's bid to be acceptable for a highway project in excess of two million dollars.
- Proposed amended and rescinded rulemaking for Title 7 Code of State Regulations (**CSR**) 10-10, Contractor Performance Rating to Determine Responsibility, is required to address the following issues:
 - Eliminate the annual rating of contractors' performance and replace with a simplified contractor award process.
 - Maintain the right to recommend or declare persons or contractors nonresponsible on other grounds that is already in the CSR.

RECOMMEND that the Commission:

- Find there is substantial evidence that the proposed amended and rescinded rulemaking is necessary to carry out the purposes of section 227.105, RSMo, that grant the rule authority.
- Authorize the Secretary to the Commission to file the notice of amended and rescinded rulemaking (**Attachments 1-9**) with the Joint Committee on Administrative Rules (**JCAR**) and the Office of the Secretary of State (**SOS**) for publication in the *Missouri Register*.
- Authorize the Director, Deputy/Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Safety and Operations Officer, or Chief Administrative Officer to execute any documents appropriate to initiate this rulemaking process.

DEPARTMENT VIEW:

- Department staff believes the Commission's Contractor Performance Rating rules should reflect current statutory requirements and processes, be as clear and concise as possible without redundancy, and continue to be necessary and up to date.

OTHER VIEWS:

- **General Assembly:** By enacting section 536.175, RSMo in 2012, state legislators want state agencies to regularly review their administrative rules and repeal those rules that are obsolete or unnecessary and amend those rules to reduce regulatory burdens on individuals, businesses, or political subdivisions or eliminate unnecessary paperwork.
- **Stakeholder Comment Period:** Construction and Materials (**CM**) Division shared draft copies of the proposed amended and rescinded rules with the following stakeholders:
 - Associated General Contractors of Missouri (**AGCMo**), Missouri Asphalt Pavement Association (**MAPA**), SITE Improvement Association, and American Concrete Pavement Association (**ACPA**) to share with their members as desired. The Heavy Constructors Association were also engaged but were nonresponsive.
 - In general, industry representatives showed support of the proposed rule change.

- The primary concern shared by industry was that MoDOT maintain the ability to hold poor performing contractors accountable, which lead to MoDOT maintaining 7 CSR 10-10.090.
- **Governor Approval:** On December 22, 2025, MoDOT staff sent a copy of the proposed amended and rescinded rulemaking to the Governor's Office for its review and approval. MoDOT staff received the Governor's Office approval on January 22, 2026.
- **Public Comment Period:** The public will have an opportunity to comment on the proposed amended and rescinded rulemaking. All comments will be considered and summarized in the order of rulemaking.

MHTC POLICY:

- Commission – Policies and Administrative Rules – Administrative Rules (Code of State Regulations).
- Commission – Highways – Construction – Contractor Prequalification.

OTHER PERTINENT INFORMATION:

- The proposed rulemaking will not have a negative impact on small businesses.
- There will not be additional costs or reduction in income to public or private entities as a result of this proposed rulemaking.
- Under section 226.130.1(2), RSMo, the Commission shall prescribe rules and regulations not inconsistent with law fixing the duties of all persons employed by the Commission. There is a very thorough and lengthy process involved in preparing and reviewing administrative rules:
 - Prior to preparing administrative rules for the Commission's consideration, MoDOT staff will draft a rule and review it with affected stakeholders and industry to receive their input and address any concerns.
 - The administrative rules are then submitted to the Commission for consideration and approval.
 - Once approved by the Commission, MoDOT submits the proposed rulemaking to SOS and JCAR.
 - Thirty (30) to forty-five (45) days later, the rules are published in the *Missouri Register*.
 - Following publication, there is a thirty (30) day public comment period.
 - Once the public comment period is closed, MoDOT addresses the comments, if any are made, and submits the final orders of rulemaking to the Commission for consideration again. Sometimes changes will be made from the initial proposal to the final proposal; occasionally no changes are made.
 - Following Commission approval, MoDOT submits the final orders of rulemaking to JCAR.
 - JCAR has thirty (30) days to review the final orders of rulemaking.
 - After JCAR review, MoDOT submits the final orders of rulemaking to SOS.
 - The rules are incorporated and published in the *Code of State Regulations* and become effective thirty (30) days after publication.
 - Once a rule becomes effective, it has the force and effect of law.

SOURCE OF FUNDING: No additional MoDOT funds will be required.

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED AMENDMENT

7 CSR 10-10.010 Definitions. The Missouri Highways and Transportation Commission is deleting sections (1), (2), (4), (6), (8), (9), (11), (12), (13), (16), (17), (18), (20), (21), (22), (23), (25), and (26), and renumbering accordingly.

PURPOSE: This amendment is to remove unused definitions.

(1) *[Active project. Any contract of which final acceptance has not been made.*

(2) *Affiliate. Persons are affiliates of each other if, directly or indirectly, either one controls or has the power to control the other; or a third person controls or has the power to control both. Indicia of control include, but are not limited to: interlocking management or ownership, identity of interests among family members, shared facilities and equipment, common use of employees, or a business entity organized following the suspension, debarment, or disqualification of a person which has the same or similar management, ownership, or principal employees as the suspended, debarred, or disqualified person.*

(3) *] Bidder. Any person, individual, partnership, corporation, or joint venture submitting a bid to supply goods or to perform the work contemplated under a commission contract.*

[(4) Chief engineer. The chief engineer of the Missouri Department of Transportation.]

[(5)2] Commission. The Missouri Highways and Transportation Commission.

[(6) Construction and materials. The division within the department responsible for administering all construction contracts awarded by the commission.]

[(7)3] Contractor. Any person, individual, or legal entity including its officers and directors, that submits bids or proposals for or is awarded or may reasonably be expected to submit bids or proposals for or be awarded a commission contract. This definition includes any subcontractor that conducts business with the commission or department as an agent or representative of a contractor and any person, individual, or legal entity that conducts business with the department as an agent or representative of a contractor.

[(8) Contractor performance review committee. The review committee consists of the following three (3) persons: the assistant chief engineer, as chair, the state construction and materials engineer, and the administrator of the contractor performance rating system, or an authorized representative acting on behalf of any one (1) of them.

(9) Contractor's representative. A general partner, officer of a corporation, or other proper term depending on the company or organization, as one having authority of position, stated in writing.]

[(10)4] Department. The Missouri Department of Transportation (MoDOT).

[(11) District. One (1) of seven (7) geographic regions of Missouri established for administrative purposes within the department.

(12) District engineer. The engineer in charge of a district.

(13) Mean. The sum of all of the individual contractor's ratings divided by the total number of ratings.]

([14]5) Nonresponsible contractor. A contractor determined by the commission to lack one (1) or more of the qualities associated with a responsible bidder or responsible contractor and are deemed ineligible to bid on commission contracts.

([15]6) Person. Any individual, corporation, partnership, association, unit of government, or legal entity, however organized.

[(16) Population. The collection of all results of a specified group.

(17) Principal. Officer, director, owner, partner, key employee, or other person within an organization with primary management or supervisory responsibilities; or a person who has critical influence on or substantive control over another person's transaction, whether or not employed by that person.

(18) Resident engineer. The individual employed by the department and assigned to a district, holding that title, who is the department's representative assigned the immediate control and administration of a commission project awarded by contract to a contractor for construction. Whenever appropriate, it also refers to his/her designated representative.]

([19]7) Responsible bidder or responsible contractor. A person who has the capability in all respects to perform fully the contract requirements, and who possesses the integrity and reliability which will assure good faith performance.

[(20) Sample. A subset of a statistical population.

(21) Specialty contractors. Those contractors who have performed eighty-five percent (85%) or more of their work in one (1) specification area as set forth in Divisions 200–900 in the Missouri Standard Specifications for Highway Construction.

(22) Standard deviation. The square root of the average of the squared difference between the individual ratings and their mean.

(23) State construction and materials engineer. The registered professional engineer in charge of construction and materials administration within the department.]

([24]8) Subcontractor. Any person participating as part of a joint venture, to whom the contractor sublets any part of the work under a commission contract.

[(25) Successor. A person is a successor if it is organized following the disqualification of another person, and it has the same or similar management, ownership, or principal employees as the disqualified person.

(26) Weighted average. An average of quantities adjusted by a mathematical value to allow for their relative importance in a data set. The weighted average for ratings is the sum of the products of each individual rating within a population multiplied by its corresponding dollar value, which is then divided by the sum of these corresponding dollar values alone. For example: population=1

and 2, $R1$ =rating for 1, $R2$ =rating for 2; so the weighted average for the population's rating is $[(R1 \times \$ \text{related to } R1) + (R2 \times \$ \text{related to } R2)] / [(\$ \text{related to } R1) + (\$ \text{related to } R2)].$

AUTHORITY: sections 226.020, 226.130, 227.030, and 227.105, RSMo 2016. Original rule filed Dec. 31, 1990, effective July 8, 1991. Emergency amendment filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Amended: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Nov. 9, 1999, effective Nov. 19, 1999, expired May 16, 2000. Amended: Filed Nov. 9, 1999, effective May 30, 2000. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended: Filed Dec. 5, 2006, effective July 30, 2007. Amended: Filed Dec. 8, 2016, effective July 30, 2017. Amended: Filed February 6, 2026.*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.*

PUBLIC COST: This proposed amendment will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed amendment will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed amendment with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED AMENDMENT

7 CSR 10-10.020 Explanation of Contractor Performance Rating System. The Missouri Highways and Transportation Commission is amending sections (1) and (2) and deleting section (3).

PURPOSE: This amendment identifies the rating and recognition system.

(1) The commission has the obligation to award its contracts to only responsive and responsible bidders. The commission also has the duty to supervise and control the construction and maintenance of its state highway system. Inherent in these concepts, and in the commission's general obligation to the traveling public of this state, is that the commission must regulate those who construct the finished highway product. *[Therefore, it requires a system for evaluating the performance of those contractors working on commission projects.]*

(2) Th[is]e contractor rating system is intended to help the commission periodically determine *[those contractors who are responsible or are nonresponsible and]* those responsible contractors whose outstanding or superior performance merits recognition by the commission. *[In the process, the rating system is intended to provide the contractors with evaluations of their work and information they can use to improve their performance.]* **The focus of the recognition will be on excellence in partnering. At the start of each calendar year, contractors will have the opportunity to nominate projects they believe demonstrate outstanding partnerships. MoDOT will review the nominated projects and select those that will be recognized. The commission will be informed of contractors being recognized. The recognized contractors will be informed and invited to the annual meeting.**

[(3) These regulations also set forth the procedures governing how contractors who render unsatisfactory performance may be determined nonresponsible and ineligible to bid for work on commission projects and how nonresponsible contractors may be reinstated as responsible bidders or responsible contractors.]

AUTHORITY: sections 226.020, 226.130, 227.030, and 227.100, RSMo 2016. Original rule filed Dec. 31, 1990, effective July 8, 1991. Amended: Filed Dec. 8, 2016, effective July 30, 2017. Amended: Filed February 6, 2026.*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993; 227.030, RSMo 1939; and 227.100, RSMo 1939, amended 1963, 1967, 1969, 2002.*

PUBLIC COST: This proposed amendment will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed amendment will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed amendment with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED RESCISSION

7 CSR 10-10.030 Rating Categories for Evaluating the Performance of a Contractor. This rule set forth the rating criteria used in evaluating the performance of contractors awarded commission projects.

PURPOSE: This rule is being rescinded to eliminate the annual rating of contractor performance.

[(1) Contractors awarded commission projects shall be rated on the following four (4) categories:

(A) Quality of work includes, but is not limited to, construction methods, materials, structural adequacy, appearance, workmanship, attention to detail, and acceptable work;

(B) Contract compliance includes, but is not limited to, timely compliance, compliance with traffic control, handling of traffic, maintenance of the work site, and adherence to environmental requirements;

(C) Prosecution and progress includes, but is not limited to, proper planning and execution, achieving the progress schedule, coordinating subcontractors, and timely completion; and

(D) Contract administration includes, but is not limited to, submittal of required documents.

(2) Each of the four (4) categories will include performance and compliance questions that will be assigned scoring criteria. Not all questions will be applicable on each project's evaluation and will, therefore, not be completed.

(3) A contractor's individual category rating is obtained by subtracting the scores determined in section (2) from one hundred percent (100%). The category ratings of the applicable sections for "Quality" and "Contract Compliance" will be based on the weighted average of the total dollar value of work completed during the rated period. The category ratings of the applicable sections for "Prosecution & Progress" and "Contract Administration" will be based on the weighted average of the applicable contract dollar values.

(4) The overall rating for a project will be the average of all applicable category ratings.]

AUTHORITY: sections 226.020, 226.130, 227.030, and 227.105, RSMo 2016. Original rule filed Dec. 31, 1990, effective July 8, 1991. Emergency amendment filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Amended: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended: Filed Dec. 5, 2006, effective July 30, 2007. Amended: Filed Dec. 8, 2016, effective July 30, 2017. Rescinded: Filed February 6, 2026.*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.*

PUBLIC COST: This proposed rescission will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed rescission will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed rescission with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED RESCISSION

7 CSR 10-10.040 Contractor Performance Project Evaluation Used For Determining Contractor Performance. This rule described generally the form used in rating and reporting a contractor's performance on a contract, according to the provisions of this chapter.

PURPOSE: This rule is being rescinded to eliminate the annual rating of contractor performance.

[(1) The form used to evaluate contractor performance on a commission contract is known as the contractor performance project evaluation. This project evaluation identifies the contractor, the project(s) to which it applies, the original and final contract amounts, and other pertinent project data.

(2) One (1) form is intended to rate all projects awarded in a combination bid contract. The contractor performance project evaluation shall designate all project(s) listed in the contract on these combinations.

(3) The contractor performance project evaluation contains performance measures that are assigned to the four (4) evaluation categories: quality of work; prosecution and progress; contract compliance; and contract administration. Not all performance measures will be applicable on any certain project and will, therefore, not be completed.

(4) The contractor performance project evaluation shall rate a contractor on the work required in each contract and shall take into consideration the contractor's work quality/progress and contract administration/compliance, as well as those of all the subcontractors. The contractor is responsible for all work required in the contract, as well as the selection of subcontractors and the quality, progress, administration, and compliance of their work.

(5) A copy of the contractor performance project evaluation form and completion guidelines shall be provided to contractors of active contracts at the beginning of each year or at the start of each project or may be obtained by submitting a written request to the following address: Missouri Department of Transportation, Construction and Materials Division, PO Box 270, Jefferson City, MO 65102.]

*AUTHORITY: sections 226.020, 226.130, 227.030, and 227.105, RSMo 2016. * Original rule filed Dec. 31, 1990, effective July 8, 1991. Emergency rescission and rule filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Rescinded and readopted: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Nov. 9, 1999, effective Nov. 19, 1999, expired May 16, 2000. Amended: Filed Nov. 9, 1999, effective May 30, 2000. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended: Filed Dec. 5, 2006, effective July 30, 2007. Amended: Filed Dec. 8, 2016, effective July 30, 2017. Rescinded: Filed*

February 6, 2026.

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.*

PUBLIC COST: This proposed rescission will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed rescission will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed rescission with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED RESCISSION

7 CSR 10-10.050 Procedure and Schedule for Completing the Contractor Performance Project Evaluation. This rule described the procedures and schedule which apply to the completion of the contractor performance project evaluation.

PURPOSE: This rule is being rescinded to eliminate the annual rating of contractor performance.

[(1) The contractor performance project evaluation shall be completed by the resident engineer assigned to the contract project(s). If the resident engineer is unable to complete the form, the district engineer responsible for those projects shall designate another person familiar with those projects to complete the contractor performance project evaluation.

(2) The contractor performance project evaluation shall be completed in accordance with this chapter and with written guidelines given to the resident engineer by the construction and materials division. A copy of the current contractor performance project evaluation and completion guidelines may be obtained from the state construction and materials engineer.

(3) Each contractor performance project evaluation shall be completed as an Interim Report, Annual Report, or Final Report. The report shall note which type of report it is. The following criteria govern each type of report and when it is completed:

(A) Interim Report. This midseason report is completed on all contractors currently on probation or which have been disqualified. This report can be completed at any time during the year. An Interim Report will not be used in a contractor's performance determination;

(B) Annual Report. This report is completed on all active projects. Each Annual Report shall be completed on all projects that were active during the rated year and shall be completed no later than January 15;

(C) Final Report. This report is completed on all projects having received final acceptance during the rated year. The final contractor performance project evaluation will be completed within thirty (30) days after final project acceptance, but shall be completed no later than January 15, whichever comes first. The category ratings of performance for "Quality of Work," "Contract Compliance," and "Contract Administration" shall be evaluated only for the work performed during the rated year. The category rating of performance for "Prosecution and Progress" shall be predominantly based upon final acceptance of the project as compared to the contract completion requirements, after authorized time adjustments are made.

(4) The resident engineer shall sign and date the contractor performance project evaluation when he/she completes his/her rating. This project evaluation shall be sent by the United States Postal Service registered mail, with notice of return receipt, to the contractor at the contractor's address contained in its most recent contractor questionnaire required by the Missouri Standards Specifications for Highway Construction.

(5) The contractor's representative, at his/her election, may meet privately with the resident engineer to review the contractor performance project evaluation. If the contractor's representative does review the project evaluation, he/she shall sign and date it as an acknowledgment that he/she has reviewed it. If the contractor's representative does not return a signed project evaluation to the resident engineer within three (3) weeks after it has been mailed to him/her, the project evaluation shall be final, with no further comment to be considered by the contractor's representative.]

*AUTHORITY: sections 226.020, 226.130, 227.030, and 227.105, RSMo 2016. * Original rule filed Dec. 31, 1990, effective July 8, 1991. Emergency rescission and rule filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Rescinded and readopted: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Nov. 9, 1999, effective Nov. 19, 1999, expired May 16, 2000. Amended: Filed Nov. 9, 1999, effective May 30, 2000. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended: Filed Dec. 5, 2006, effective July 30, 2007. Amended: Filed Dec. 8, 2016, effective July 30, 2017. Rescinded: Filed February 6, 2026.*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.*

PUBLIC COST: This proposed rescission will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed rescission will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed rescission with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED RESCISSION

7 CSR 10-10.060 Explanation of Standard Deviation Rating System for All Contractors. This rule described the procedures and rating values used in annual ratings of contractors.

PURPOSE: This rule is being rescinded to eliminate the annual rating of contractor performance.

[(1) Statistical Analysis. Statistical analysis shall be used by the commission to compare performance by the contractors. Through standard deviation analysis, the commission shall determine how each contractor's performance compares to all others.

(2) Rating Categories. The following categories shall be used by the commission in determining the annual rating of each contractor based on their contractor performance project evaluations completed for the rated year and on the statistical analysis used by the commission: average, above average, below average, outstanding and unacceptable:

(A) Average Rating. An average rating shall result if the contractor's rating is within the range of the mean of the total population plus or minus one (1) standard deviation;

(B) Above Average Rating. An above average rating shall result if the contractor's rating is equal to or greater than the mean of the total population plus one (1) standard deviation but less than the mean plus two (2) standard deviations;

(C) Outstanding Rating. An outstanding rating shall result if the contractor's rating is equal to or greater than the mean of the total population plus two (2) standard deviations;

(D) Below Average Rating. A below average rating shall result if the contractor's rating is equal to or less than the mean of the total population minus one (1) standard deviation but greater than the mean minus two (2) standard deviations; and

(E) Unacceptable Rating. An unacceptable rating shall result if the contractor's rating is equal to or less than the mean of the total population minus two (2) standard deviations.

(3) Overall and Category Ratings. On an annual basis, each contractor who has done work for the commission and which the department has completed a contractor performance project evaluation, shall be given a rating for each of the four (4) categories: quality of work, prosecution and progress, contract compliance, and contract administration as well as receiving an overall rating which combines the ratings of all of the four (4) categories.]

AUTHORITY: sections 226.020, 226.130, 227.030 and 227.105, RSMo 2000. Original rule filed Dec. 31, 1990, effective July 8, 1991. Amended: Filed April 13, 1994, effective Oct. 30, 1994. Amended: Filed June 12, 1996, effective Jan. 30, 1997. Emergency rescission and rule filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Rescinded and readopted: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended: Filed Dec. 5, 2006, effective July 30, 2007. Rescinded: Filed February 6 2026,*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.*

PUBLIC COST: This proposed rescission will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed rescission will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed rescission with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED RESCISSION

7 CSR 10-10.070 Procedure for Annual Rating of Contractors. This rule described the procedures used in annual rating of contractors.

PURPOSE: This rule is being rescinded to eliminate the annual rating of contractor performance.

[(1) Annual Rating of Contractors. The construction and materials division shall be responsible for the determination of the annual ratings of contractors. The construction and materials division will annually determine a contractor's overall and category performance rating for all contracts on all active projects. The performance ratings for the categories of "Quality of Work" and "Contract Compliance" will be based on a weighted average of the dollar value of all work completed during the rated year on all contracts. The performance ratings for the categories of "Prosecution and Progress" and "Contract Administration" will be based on a weighted average of the applicable contract dollar totals.

(2) Contractor Rating Groups. For purposes of recognizing outstanding contractor performance, contractors shall be divided into four (4) sample groups based upon whether the contractor is a specialty contractor and on the dollar value of the work completed during the rated year.

(A) Contractor Groups.

1. Large volume contractors shall be the ten (10) contractors who have the largest dollar value of work completed during the rated year.

2. Specialty contractors shall be those contractors who have performed eighty-five percent (85%) or more of their work in one (1) specification area as set forth in Division 200–900 in the Missouri Standard Specifications for Highway Construction.

3. The remaining contractors not included in the large volume or specialty contractor groups shall be sorted by dollar value of work completed during the rated year, and divided in half. Medium volume contractors shall be the half who have the higher dollar value of work, and light volume contractors shall be the half who have the lower dollar value of work.

(3) Determination of Contractor Ratings. The construction and materials division shall determine contractor ratings and make action recommendations to the chief engineer.

(A) Upon the chief engineer's review and approval, all contractors shall be notified in writing of their annual ratings via a letter of performance notification. The construction and materials division will act on each contractor or not, based on the overall and category ratings the contractor receives. These actions may range from recognizing very outstanding performance, to recommending that a contractor be declared nonresponsible. Probation or disqualification shall become effective upon the date stated in the written notification.

(B) A letter of performance notification along with the individual contractor performance project evaluations and a performance summary shall be mailed via the United States Postal Service to the contractor at the contractor's address contained in its most recent contractor questionnaire required by the Missouri Standard Specifications for Highway Construction. The

department will keep a written record of the persons to whom such notices of ratings were sent and of the address and date they were sent for a period of at least ten (10) years, which record shall prove the notification of rating results. Further, it shall be presumed that the contractor received the notice on the second day, which is not a Sunday or holiday, after the day the written record states it was sent, unless a different date is shown by a delivery receipt of the United States Postal Service.

(4) *Review Process.* If the contractor disagrees with any performance measure finding on the contractor performance project evaluation and cannot resolve the dispute with the resident engineer, it may request in writing that the district engineer review the matter. Such request must be made to the district engineer within twenty-eight (28) days from the date of the mailing of the project evaluation to the contractor. However, the contractor's representative shall first have discussed the project evaluation response with the resident engineer in order to resolve the dispute. Upon receiving the contractor's written request to review the disputed performance measure finding on the project evaluation, the district engineer shall review the matter and provide the contractor with a written response regarding the particular area of dispute between the contractor and the resident engineer. All reports shall be submitted to the construction and materials division before, but no later than, February 15.

(A) "Unacceptable" Rating. No request for review to the contractor performance review committee for an informal hearing or to the department regarding the contractors' performance ratings is provided under this chapter, with the exception of contractors who receive an unacceptable performance rating.

1. The contractor must have received either an unacceptable category or overall performance rating and timely discussed the dispute with the resident engineer and made a timely written request for review by the district engineer of the particular unacceptable rating on the project evaluation that the contractor disagrees with as provided in this chapter.

2. If the contractor has complied with the requirements of paragraph (4)(A)1. above, the contractor shall have ten (10) working days to request an informal hearing to review an unacceptable category or overall performance rating.

3. The contractor shall submit its request for an informal hearing to the following address: Missouri Department of Transportation, Construction and Materials Division, PO Box 270, Jefferson City, MO 65102.

(B) *Procedure.* If the contractor timely requests an informal hearing, the contractor performance review committee shall advise the contractor of the time, date, and place. This is not a contested case under Chapter 536, RSMo. The rules of evidence shall not apply at the hearing.

(C) *Review by the Contractor Performance Review Committee.* The contractor performance review committee will review the contractor's request and make a recommendation to the chief engineer. The chief engineer's decision regarding the contractor's rating, review of which is held as provided by this section, shall be final and no further commission action is necessary.

(5) *No Further Commission Action.* As to contractor performance ratings of which no review is requested or permitted under this rule, upon the determination by the construction and materials division regarding the annual ratings of all contractors and the approval of the chief engineer of the annual ratings, the ratings of the contractors shall become final for purposes of this chapter and the effect of this chapter on a level of performance on the contractor's status to bid or perform work as a subcontractor or vendor on commission contracts. No commission action is necessary.

regarding the annual ratings of the contractors.]

*Authority: sections 226.020, 226.130, 227.030, and 227.105, RSMo 2016. * Original rule filed Dec. 31, 1990, effective July 8, 1991. Emergency rescission and rule filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Rescinded and readopted: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Nov. 9, 1999, effective Nov. 19, 1999, expired May 16, 2000. Amended: Filed Nov. 9, 1999, effective May 30, 2000. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended: Filed Dec. 5, 2006, effective July 30, 2007. Amended: Filed Dec. 8, 2016, effective July 30, 2017. Rescinded: Filed February 6, 2026.*

Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.

PUBLIC COST: This proposed rescission will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed rescission will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed rescission with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED RESCISSION

7 CSR 10-10.080 Determination of Nonresponsibility. This rule described the effect and consequences that a commission determination of nonresponsibility has upon the person or contractor which has been disqualified under the provisions of this chapter.

PURPOSE: This rule is being rescinded to eliminate the annual rating of contractor performance.

[(1) Determination of Unacceptable Performance.

(A) Contractors receiving an unacceptable rating or overall performance rating shall be considered and reviewed for possible disciplinary actions for unacceptable performance.

1. A contractor who receives an initial unacceptable category or overall performance determination shall be placed on probation.

2. Any contractor who is on probation and receives a second unacceptable category or overall performance determination shall be declared nonresponsible and shall be disqualified from bidding for one (1) year. The contractor may also be declared disqualified from performing work as a subcontractor or vendor during the same disqualification period. At the conclusion of this disqualification period, the contractor may be reinstated to a probationary status and allowed to bid on commission projects upon providing proof to the satisfaction of the department that changes have been made within the company to correct previous deficiencies.

3. Any contractor reinstated to probationary status after a disqualification imposed under this rule, who receives a subsequent determination of unacceptable category or overall performance determination shall be declared nonresponsible and disqualified from bidding on commission projects for a period of three (3) years. The contractor may also be declared disqualified from performing work as a subcontractor or vendor, for that same disqualification period. After the three (3) year disqualification period has ended, the contractor may be reinstated to a probationary status upon providing proof to the satisfaction of the department that changes have been made within the company to correct previous deficiencies.

4. A probationary status shall remain in effect until the contractor obtains an annual rating of at least average in all categories or the chief engineer approves termination of the probationary status in writing, upon the contractor's written request, for reasons considered appropriate by the department, such as newly discovered relevant evidence of evaluation error or elimination of the cause or causes for which probationary status was imposed.]

AUTHORITY: sections 226.020, 226.130, 227.030 and 227.105, RSMo 2000. Original rule filed Dec. 31, 1990, effective July 8, 1991. Emergency rescission and rule filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Rescinded and readopted: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended: Filed Dec. 5, 2006, effective July 30, 2007. Rescinded: Filed February 6, 2026.*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.*

PUBLIC COST: This proposed rescission will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed rescission will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed rescission with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*

Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 10—Contractor Performance Rating to Determine Responsibility

PROPOSED AMENDMENT

7 CSR 10-10.090 Reservation of Rights to Recommend or Declare Persons or Contractors Nonresponsible on Other Grounds. The Missouri Highways and Transportation Commission is amending section (1).

PURPOSE: This amendment removes the reference to 7 CSR 10-10.030.

(1) Nothing in this chapter shall be construed to waive, limit or restrict the right of the department to determine that a contractor be declared nonresponsible[,] if [any individual rating on one (1) or more of the four (4) rating categories specified in 7 CSR 10-10.030 is so low that] there is cause to believe that the contractor cannot responsibly or competently perform contract work generally, or of a particular type or description. The department reserves the right to declare disqualified any contractor it finds to be incompetent or nonresponsible, with such terms and conditions governing the disqualification as it deems appropriate.

(2) Nothing in this chapter shall be construed to waive, limit or restrict the right of the department or of the commission to determine and declare that a person, firm, corporation or contractor be disqualified for any other legal reason or circumstance that would support a finding that the person, firm, corporation, or contractor was nonresponsible, including but not limited to financial irresponsibility or a demonstrated lack of concern for public or employee safety or environmental responsibility. The commission reserves the right to declare nonresponsible any person, firm, corporation or contractor which it finds to be nonresponsible or ineligible upon sufficient legal grounds, with those terms and conditions governing that action as it deems appropriate.

AUTHORITY: sections 226.020, 226.130, 227.030 and 227.105, RSMo 2000. Original rule filed Dec. 31, 1990, effective July 8, 1991. Emergency rescission and rule filed Nov. 20, 1997, effective Jan. 1, 1998, expired June 29, 1998. Rescinded and readopted: Filed Nov. 20, 1997, effective May 30, 1998. Emergency amendment filed Dec. 1, 2000, effective Jan. 1, 2001, expired June 29, 2001. Amended: Filed Dec. 1, 2000, effective May 30, 2001. Amended: Filed Nov. 20, 2002, effective June 30, 2003. Amended Filed Dec. 5, 2006, effective July 30, 2007. Amended: Filed February 6, 2026.*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.105, RSMo 1996.*

PUBLIC COST: This proposed amendment will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed amendment will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed amendment with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*



2

FISCAL YEAR 2026 BUDGET AMENDMENT

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

ISSUE: Staff is recommending adjustments to the fiscal year 2026 budget (Attachment 1). We recommend decreasing the fiscal year 2026 budget \$17.5 million.

RECOMMEND that the Commission:

- Approve the fiscal year 2026 amended budget totaling \$7,293,480,000 as shown on Attachment 1.

DEPARTMENT VIEW:

- Decrease the budget \$17.5 million for items restricted by the Governor during his review of the state's fiscal year 2026 budget. The Governor by law can restrict General Revenue spending, making the appropriations unavailable. Unlike vetoes, these restricted funds could potentially be released at a later date. The restrictions include the following:
 - Program Delivery General Assembly Designated and Funded Projects:
 - Platte County Road Replacement, \$17.0 million.
 - Multimodal General Assembly Designated and Funded Projects:
 - Grade Crossing in Phelps County, \$500,000.

OTHER VIEWS:

- MoDOT's budget is of interest to taxpayers, legislators, and our partners in the construction industry.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

- No known controversy.

SOURCE OF FUNDING: Disbursements will be funded from cash balances in various department funds.



Fiscal Year 2026 Budget Amendment

(Dollars in Thousands)

	Fiscal Year 2026 Current Budget ¹	Recommended Budget Adjustments	Fiscal Year 2026 Amended Budget ²
Administration			
Personal Services	\$ 19,277	\$ 0	\$ 19,277
Expense and Equipment	5,162	0	5,162
Total Administration	24,439	0	24,439
Safety and Operations			
Personal Services	150,946	0	150,946
Expense and Equipment	254,298	0	254,298
Program	31,401	0	31,401
Low Volume Roads	86,367	0	86,367
Total Safety and Operations	523,012	0	523,012
Program Delivery			
Personal Services	78,965	0	78,965
Expense and Equipment	30,755	0	30,755
Program	2,284,406	0	2,284,406
I-70 Project	2,622,397	0	2,622,397
I-44 Project	577,500	0	577,500
Gen. Assembly Designated and Funded Projects	308,040	(17,000)	291,040
Total Program Delivery	5,902,063	(17,000)	5,885,063
Fleet, Facilities, and Information Systems			
Personal Services	15,356	0	15,356
Expense and Equipment	117,457	0	117,457
Total Fleet, Facilities, and Information Systems	132,813	0	132,813
Multimodal			
Personal Services	3,358	0	3,358
Expense and Equipment	1,119	0	1,119
Program	275,123	0	275,123
Railroad Grade Crossing Projects	25,000	0	25,000
Gen. Assembly Designated and Funded Projects	68,344	(500)	67,844
Total Multimodal	372,944	(500)	372,444
Fringe Benefits			
Retirement & Long-Term Disability	193,706	0	193,706
Medical, Life Insurance, and EAP	59,769	0	59,769
Retiree Medical Insurance	21,865	0	21,865
Workers' Compensation	9,447	0	9,447
Other Fringe Benefits ³	29,922	0	29,922
Total Fringe Benefits	314,709	0	314,709
Subtotal MoDOT Disbursements	7,269,980	(17,500)	7,252,480
Motor Carrier Refunds	41,000	0	41,000
Total MoDOT Disbursements	\$ 7,310,980	\$ (17,500)	\$ 7,293,480

¹ Fiscal year 2026 budget is Truly Agreed to and Finally Passed appropriation amounts excluding amounts totaling \$1.3 billion appropriated from the Federal Road Fund. The legislature did not pass enabling legislation for this fund. A fiscal year 2026 supplemental increase will be required from the State Road Fund.

² Fiscal year 2026 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for vetoes, restrictions, and reverted amounts.

³ Includes fringe benefits appropriated in House Bill 5 for social security and unemployment tax and the department's share for MoDOT employees who are enrolled in the Missouri Consolidated Health Care Plan (MCHCP), Missouri State Employees' Retirement System (MOSERS), and MO Deferred Compensation Plan.



3

AUDIT SERVICES AGREEMENT FOR FISCAL YEARS 2026-2028 FINANCIAL STATEMENT AUDIT

-- Presented by Brenda Morris, Chief Financial Officer, 573-522-5688

ISSUE: Section 21.795.2, RSMo, requires an annual audit of the Missouri Department of Transportation's (MoDOT) financial statements to be performed by an independent certified public accountant. Audited financial statements are also required by the Commission's state road bond covenants. The Commission's contract for audit services effective through the fiscal year 2025 audit has expired.

The Audit Committee's Charter gives the Audit Committee the responsibility to recommend the appointment of the independent auditor. MoDOT staff solicited proposals for an independent certified public accountant to perform the fiscal year 2026-2028 financial statement audits with the option for two one-year renewals. Based on a recommendation by staff to the Audit Committee at its January 7, 2026 Audit Committee meeting, the Audit Committee approved the recommendation of RubinBrown LLP to perform these financial statement audits.

RECOMMEND that the Commission:

- Approve RubinBrown LLP to provide audit services to the Commission and department for the fiscal years 2026-2028 financial statement audit with two one-year renewal options.
- Authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer or Assistant Chief Engineer to exercise a three-year (with two one-year extensions) audit services agreement with RubinBrown LLP, with approval as to form by the Chief Counsel's Office.
- Authorize the Missouri Highways and Transportation Commission Audit Committee to approve the two one-year audit service contract extension options through the fiscal year 2030 audit, with approval as to form by the Chief Counsel's Office.

DEPARTMENT VIEW:

- The evaluation team determined RubinBrown LLP to have the best overall proposal. RubinBrown LLP has provided audit services for the Commission and the department in the past.

OTHER VIEWS:

- Commission state road bondholders have an interest in the financial stability of the Commission and MoDOT to ensure future bond debt service commitments are met.
- Taxpayers have an interest in sound financial reporting and the commitment the Commission and MoDOT have placed on accountability.

MHTC POLICY:

- Audits – Audit Committee Charter.

OTHER PERTINENT INFORMATION:

- The fee proposal for RubinBrown LLP for the fiscal year 2026 financial statement audit is an amount not to exceed \$199,500, which is \$7,400 less than the fiscal year 2025 financial statement audit fees of \$206,900. The fee proposed for fiscal years 2027 and 2028 remains flat at \$199,500 and does not include an annual increase.

SOURCE OF FUNDING: Fiscal years 2026-2029 operating budgets.



4

DELONG'S INCORPORATED, ECONOMIC DEVELOPMENT

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

ISSUE: DeLong's Incorporated submitted a \$618,000 request for Cost Share Economic Development set-aside funds to add a northbound acceleration lane on Route 63 and Route P, and widen the intersections at Route 63 and Route P and Business Route 63 and Route P in Randolph County. The project is located in the Northeast District.

RECOMMEND that the Commission:

- Approve the award of \$618,000 in Cost Share Economic Development set-aside funds to DeLong's Incorporated to construct the project.

DEPARTMENT VIEW:

- The Entity's request was approved by the Cost Share Committee at their December 11, 2025 meeting.

OTHER VIEWS:

- The Department of Economic Development supports the award of Cost Share Economic Development set-aside funds for the project. See Attachment 1.

MHTC POLICY:

- Financial – Project Funding and Financing Alternatives – Cost Share Program.

OTHER PERTINENT INFORMATION:

- Attachment 2 is a map of the project location.
- The project adds a northbound acceleration lane on Route 63 and Route P and widens the intersections at Route 63 and Route P and Business Route 63 and Route P, to safely accommodate the oversized loads that will serve DeLong's Incorporated new fabrication facility near the City of Clark and further enhance the safe and efficient movement of traffic along Route 63.
- The total project costs of \$726,000 will be funded by the following sources: \$618,000 Cost Share Economic Development set-aside funds available in state fiscal year 2026, and \$108,000 Northeast District funds for preliminary engineering and construction engineering. The Entity will be responsible for any additional project costs.
- The amount of Cost Share funds are reduced by district funds applied to the project.
- The project construction is estimated to begin in summer of 2027.
- The DeLong's Incorporated distribution center is estimated to create 110 new jobs and this project will facilitate this facility's success.
- The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director.
- The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent (100%) of participation costs. Nine million dollars (\$9.0 million) of the cost share program funds are set-aside for projects that

- demonstrate economic development through job creation.
- In June 2021, the Cost Share Program guidelines were revised to require Commission approval for projects utilizing the Cost Share Economic Development set-aside funds prior to the STIP amendment.

SOURCE OF FUNDING: Cost Share Economic Development set-aside funds. The current available balance of Cost Share Economic Development set-aside funds is \$36.9 million; \$9.5 million in state fiscal year 2026, \$9.4 million in state fiscal year 2027, \$9.0 million in state fiscal year 2028, \$4.5 million in state fiscal year 2029, and \$4.5 million in state fiscal year 2030.



October 7, 2025

Ed Hassinger, Director
Missouri Department of Transportation
105 W Capital Ave.
Jefferson City, MO 65102

Director Hassinger:

Please accept this letter of support for Randolph County's application requesting \$726,000 in Economic Development Cost Share funds to lengthen the on and off ramps along Business Highway 63. Along with supporting future business expansion and economic development in the area, these improvements will also provide safe access to Highway 63 and accommodate for the surge in truck traffic.

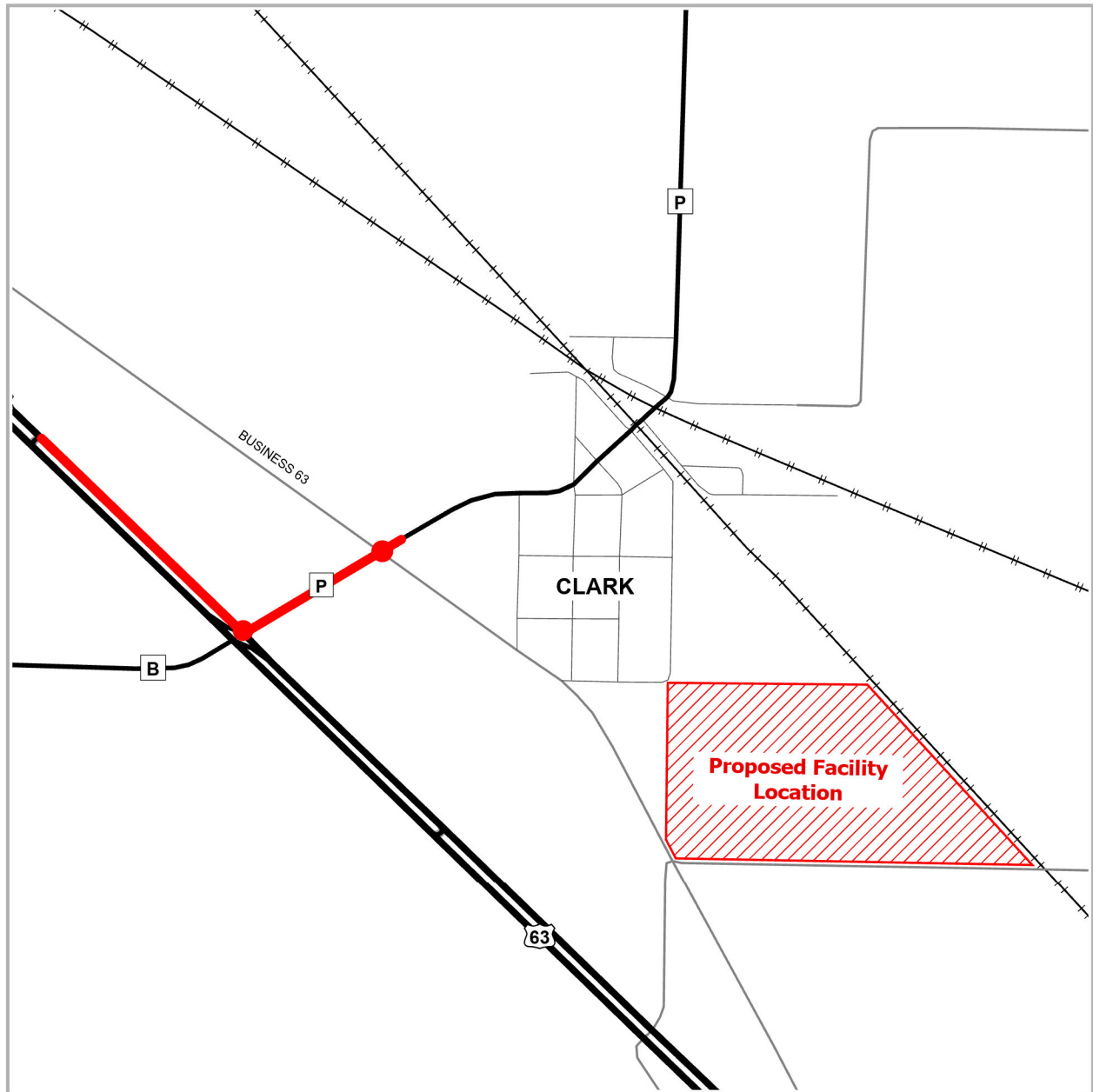
The Department of Economic Development (DED) truly believes this project will provide substantial economic benefit to the region and allow for future expansion. This project will result in the development of a 10 acres tract to house a new facility with an additional \$44,850,000 of private capital investment and creation of 110 new jobs that will pay above the Randolph County average wage.

DED is supporting this project with a comprehensive package to encourage the new employment opportunities and help support additional infrastructure needs. We refer to that as helping Missourians prosper. The Randolph County and Moberly Area Economic Development groups have worked with your District staff to complete the application for the Committee's consideration at an upcoming review meeting. I fully support the strategic utilization of Economic Development Cost Share dollars that coincide with fiscal year 2026 funding. You may contact me at 573-751-9051 if I can be of further assistance.

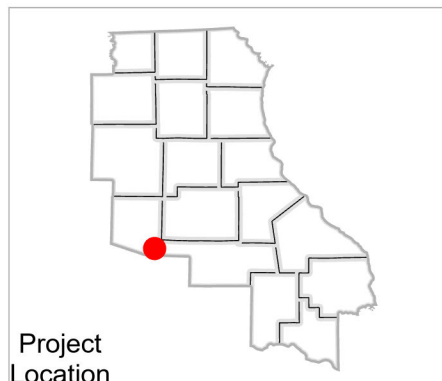
Sincerely,

A handwritten signature in black ink that reads "Michelle Hataway".

Michelle Hataway
Director



—●— Project Location



DELONG'S INCORPORATED ROUTE 63 AND ROUTE P ACCELERATION LANE AND INTERSECTION IMPROVEMENTS RANDOLPH COUNTY

0 0.6 Miles





5

APPROVAL OF PLANS FOR CONDEMNATION

-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

ISSUE: Commission policy authorizes the Chief Engineer or his designee to approve and file plans as needed for the condemnation of right of way subject to approval by the Commission in order to expedite the delivery of projects. In addition, Commission approval of detailed project plans is required under Section 227.050, RSMo as a precedent to condemnation action to acquire right of way to construct needed improvements.

RECOMMEND that the Commission:

- Approve the noted detailed project plans approved by the Chief Engineer.

DEPARTMENT VIEW:

- The department continues to negotiate with property owners, however, approval of plans for condemnation is needed to maintain the project schedule.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Acquisition.

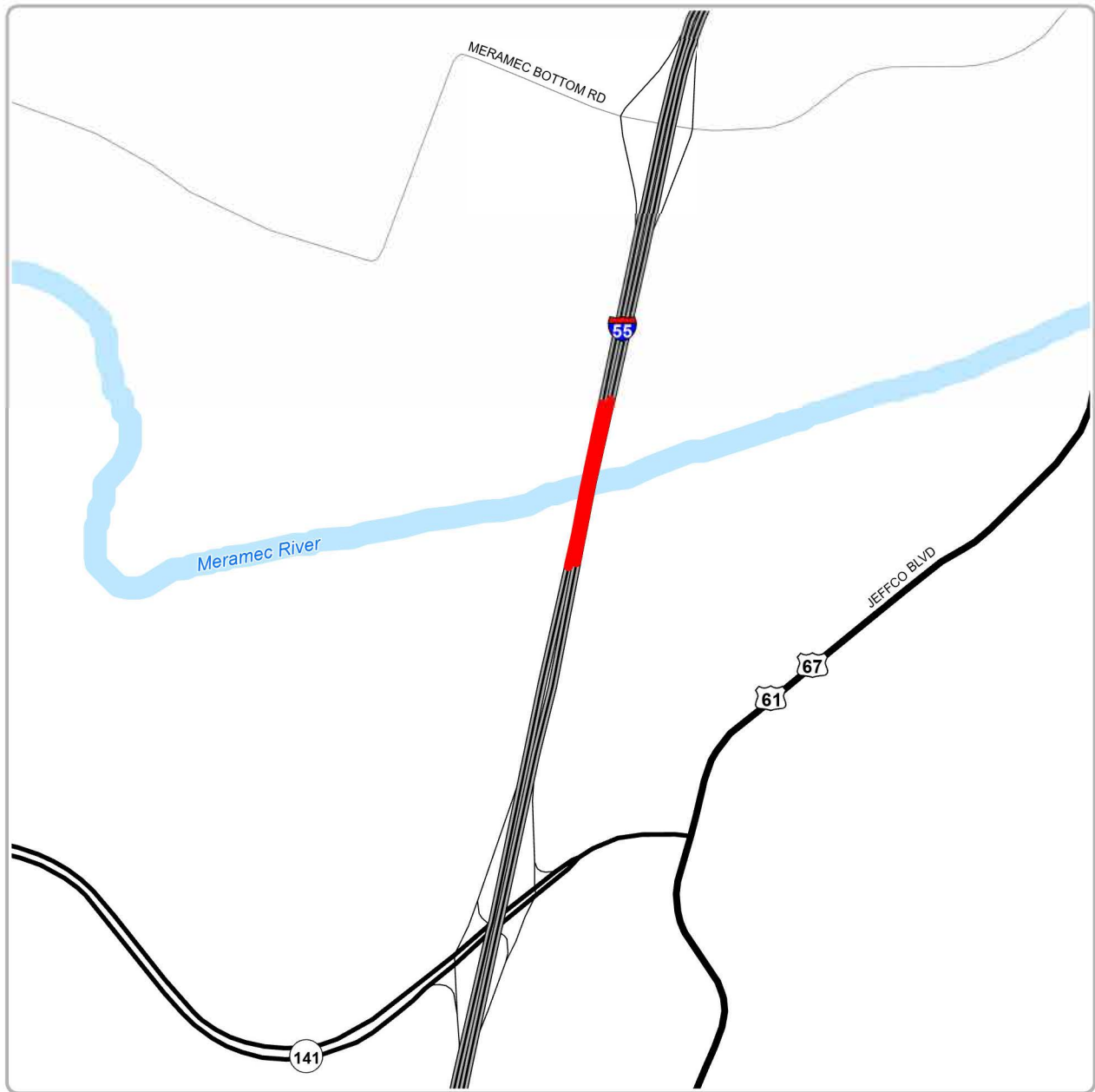
OTHER PERTINENT INFORMATION:

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Jefferson and St. Louis	I-55	J6I3290
St. Louis	366	J6S3582

PROJECT DESCRIPTION:

- Route I-55, Jefferson and St. Louis Counties – A highway improvement project including rehabilitation of major bridge A0609, together with any incidental work on the above state road from north of Route 141 to the south side of Meramec Bottom Road.
- Route 366, St. Louis County – A highway improvement project including pavement resurfacing, ADA, and guardrail upgrades and a bridge replacement, together with any incidental work on the above state road from west of Geyer Road to the St. Louis City limits.

SOURCE OF FUNDING: Funding for these improvements has already been committed in the Commission approved FY2022-FY2026 Statewide Transportation Improvement Program.

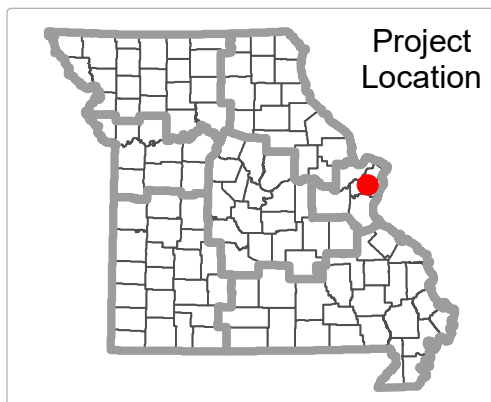
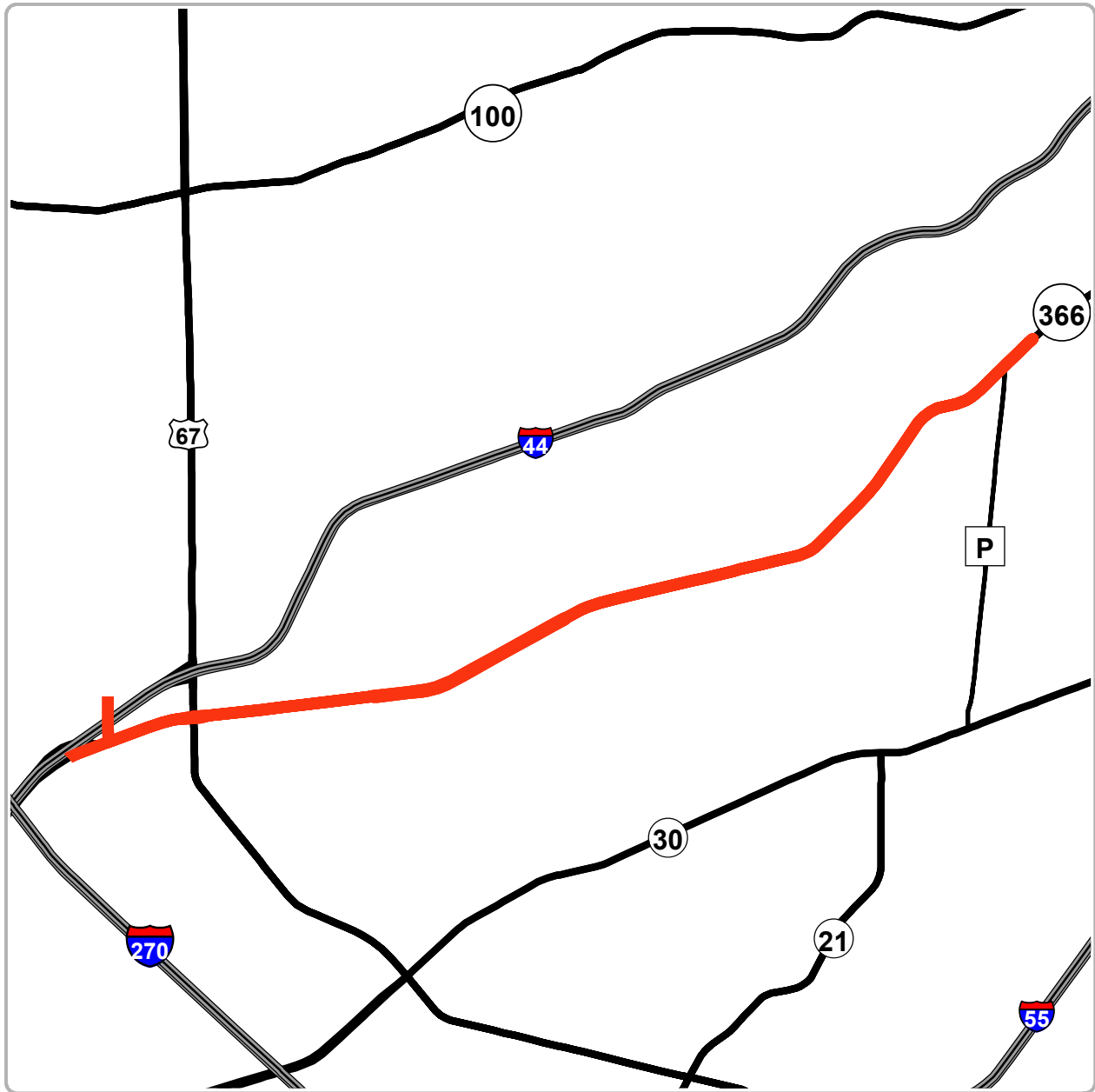


 Project Location

CERTIFICATION OF
RIGHT OF WAY PLANS
J6I3290
I-55
JEFFERSON AND
ST. LOUIS COUNTIES

0  0.7 Miles





— Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
J6S3582
ROUTE 366
ST. LOUIS COUNTY**

0 2 Miles





1

AUDITS AND INVESTIGATIONS ANNUAL REPORT

-- Presented by Misty Volkart, Audits and Investigations Director, 573-751-7446.

ISSUE:

- To keep the Commission reasonably informed on accountability and integrity in department operations.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Audits and Investigations (AI) emphasizes the values of accountability and integrity in department operations. To ensure these values are an integral part of MoDOT's culture, AI works to instill in all employees a sense of responsibility for their actions and honesty in their dealings with other employees, transportation stakeholders, and the citizens of Missouri.
- AI performs internal audits of department operations, external audits of contracts and grant agreements, and motor carrier audits of motor carrier tax returns and registration applications. AI is responsible for investigating allegations of fraud, waste and abuse, and making recommendations to management to reduce the opportunities for the misuse of department resources. AI also monitors construction contracts and investigates employee grievances, Equal Employment Opportunity complaints, and employee misconduct allegations.

OTHER VIEWS:

- Not applicable.

MHTC POLICIES:

- Employees – General – Grievances and Complaints.
- Audits – Audits and Investigations Division Audit Charter.

OTHER PERTINENT INFORMATION:

- This annual report covers activity for calendar year 2025.
- See Attachment 1 for details.

SOURCE OF FUNDING: Not applicable.

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(Toll Free)

Annual Report **2025**



RESPONSIBILITY AND ORGANIZATION

Audits and Investigations (AI) emphasizes the values of accountability and integrity in department operations. To ensure these values are an integral part of MoDOT's culture, AI works to instill in all employees a sense of responsibility for their actions and honesty in their dealings with other employees, transportation stakeholders, and the citizens of Missouri.

The Audits and Investigations Director reports to the Director of MoDOT with an organizational dotted line reporting relationship directly to the Missouri Highways and Transportation Commission (MHTC). This dual reporting ensures the entire enterprise and management structure is subject to independent review. AI's audit authority and independence are granted by an audit charter, which is approved by the MHTC's Audit Committee. The charter establishes AI's audit reporting responsibility to the department Director and the Audit Committee. The charter states AI will not be organizationally located within the staff or line management functions of the department, ensuring AI's organizational independence. The unit consists of five sections whose employees report to the Director of Audits and Investigations. These sections are as follows:

- * Investigations (including employee grievance and complaint investigations)
- * Contract monitoring (construction contracts)
- * External audit (audits of contracts and grant agreements)
- * Internal audit (audits of MoDOT operations)
- * Motor Carrier audit (audits of motor carrier tax returns and registration applications)

Staff consists of 26 professional positions and 2 administrative support positions. Staff certifications include Certified Public Accountant, Certified Fraud Examiner, and Certified Managerial Accountant.

2025 ACCOMPLISHMENTS

INVESTIGATIONS

AI investigates allegations of fraud, waste, and abuse of resources, theft, employee or contractor misconduct, conflicts of interest, etc. Tips come from department employees, the public, and other agencies. AI receives investigative assistance from agencies such as the U.S. Department of Transportation Office of Inspector General, U.S. Department of Labor Office of Inspector General, the Federal Bureau of Investigation, the U.S. Attorney's Office, Missouri State Highway Patrol, Capitol Police, and other local law enforcement agencies.

During 2025, AI opened 81 investigations (compared to 143 in 2024) and logged 12 inquiries (compared to 21 in 2024). Inquiries are often questions or complaints about MoDOT or employee actions that do not result in AI investigations or anonymous complaints that provide insufficient information to initiate an investigation. In many cases, inquiries are referred to the appropriate district or division for situational awareness and any action deemed necessary.

There were 30 open cases on December 31, 2025. The investigative caseload was as follows:

Location	Open at 12/31/24	Opened during 2025	Completed during 2025	Open at 12/31/25
NW District	20	3	21	2
NE District	2	3	3	2
KC District	12	8	15	5
CD District	14	11	21	4
SL District	17	23	32	8
SW District	7	4	10	1
SE District	9	11	17	3
Central Office	7	18	20	5
Total	88	81	139	30

For the 139 investigations completed in 2025, results were as follows:

Case Type	Substantiated	Partially Substantiated	Unsubstantiated	Total
Assault/Workplace Violence/Security	0	0	1	1
Harassment	1	1	1	3
Policy Violation	7	0	8	15
Employee Misconduct	33	11	25	69
Fraud/Contractor Fraud or Misconduct	10	2	13	25
Misuse/Waste of MoDOT Resources	2	0	3	5
Theft/Vandalism	11	1	5	17
Conflict of Interest	0	0	4	4
Total	64	15	60	139

Management took disciplinary action when appropriate. As a result of AI investigations, 6 employees were terminated, 4 employees resigned, 4 employees were suspended, 7 employees were placed on probation, 18 employees received a written warning, and 82 employees received verbal warnings or counseling.

Completed investigations also resulted in recommendations to MoDOT management such as reviewing department policies for inconsistencies, counseling employees and supervisors on proper workplace behavior, supervisor and employee training, and reviewing bidding and purchasing policies.

AI referred 13 investigations to outside law enforcement. Approximately \$133,200 was recovered through investigative efforts. The recoveries can be from a variety of sources such as restitution, reimbursement, recovered property, fines or penalties.

Grievances and Complaints

AI investigates employee grievances and equal employment opportunity (EEO) complaints filed internally and externally. These investigations can result in recommendations for supervisory training or improving communication skills. At the beginning of 2025, there were 6 external complaints, 9 internal complaints, and 9 grievances open. During 2025, 33 complaints, grievances, and inquiries were received, compared to 76 in 2024. There were 2 external EEO complaints, 1 internal EEO complaint, and 6 grievances open on December 31, 2025.

Internal EEO complaints involve employee allegations of unlawful discrimination or retaliation in, but not limited to, hiring, promotions, discipline, training, work assignments, and harassment due to race, gender, age, religion, national origin, or disability. There were 5 internal EEO complaints opened in 2025.

External EEO complaints are employee allegations of unlawful discrimination or retaliation that have been filed with the Missouri Commission on Human Rights (MCHR) and/or the U.S. Equal Employment Opportunity Commission (EEOC). AI gathers information and answers questions posed by the outside enforcement agency; however, the case is investigated and determination reached by the outside enforcement agency. There were 3 external EEO complaints opened in 2025.

Grievances involve employees alleging they have been unfairly penalized by an action committed or omitted by MoDOT, but the action is unrelated to unlawful discrimination or retaliation. There were 10 grievances opened in 2025.

Inquiries come from MoDOT employees seeking limited advice about their rights or obligations under department policies and procedures. During 2025, AI logged 15 inquiries.

For grievances and internal complaint investigations completed in 2025, results were as follows:

Type	Upheld	Upheld in Part	Denied	Settled	Denied by AI	Admin. Closure	Total
Grievances	1	1	8	0	2	1	13
Internal EEO	0	2	9	0	0	2	13
Total	1	3	17	0	2	3	26

During 2025, 7 external complaints were closed by MCHR and EEOC. Five right-to-sue letters were issued, MCHR issued a determination of no violation in one external complaint, and one was settled through mediation. In 2025, 1 complainant filed a lawsuit after being issued the right-to-sue.

CONTRACT MONITORING

The Contract Monitoring section monitors the construction industry for anti-competitive business activities, assesses the potential for fraud and antitrust violations in MoDOT's construction contracts, and advises MoDOT staff on preserving and enhancing competition. Contract Monitoring additionally plans, conducts, and oversees special reviews of construction contracts;

writes reports summarizing review work performed, problems noted, and recommended corrective action. Contract Monitoring staff confer frequently with staff from the Construction and Materials Division, Design Division, Business Development and Compliance Division, and the Chief Counsel's Office. When inconsistencies or unusual patterns cannot be explained by business practices or market influences, findings are further analyzed and, if appropriate, investigated.

During this calendar year, Contract Monitoring made referrals to the United States Department of Transportation Office of Inspector General (USDOT OIG) and to the United States Department of Homeland Security, U.S. Immigration and Customs Enforcement. Additionally, Contract Monitoring identified instances of vendor non-compliance with Highway Specifications or federal/state regulations. Contract Monitoring efforts resulted in requests for further information and/or warnings issued to contractors, notifying them of potential areas of non-compliance, back wages paid to contractor employees, process changes, and identification of internal control weaknesses or fraud risks relevant to MoDOT projects, that were reported to applicable divisions.

EXTERNAL AUDIT

External Audit section activity in 2025 continued to center around pre-qualification reviews, cognizant reviews of overhead rates, and subrecipient Single Audit reviews to ensure compliance with federal and state regulations and department requirements.

Staff continued to provide technical advice and assistance to department personnel on issues related to federal and state project costs, guidance on the American Association of State Highway and Transportation Officials (AASHTO) Uniform Audit and Accounting Guide, and Title 2 Code of Federal Regulations (CFR) Office of Management and Budget Guidance for Federal Financial Assistance. The types of services provided by the External Audit section are described in more detail below.

Pre-qualification and local/non-profit indirect cost rate reviews analyze a consultant's or local/non-profit entity's financial and internal control documents to ensure the entity has an acceptable accounting system, rates have been developed in accordance with federal cost principles, and the entity is familiar with cost eligibility and documentation requirements for federal and state projects. During 2025, 165 consultant pre-qualification reviews and seven local/non-profit reviews were completed.

Cognizant reviews are conducted on overhead rate audits performed by an independent CPA for large multi-state consulting firms. Cognizant reviews are utilized by other states and federal entities in determining overhead rate applications and verifying project costs. During 2025, three cognizant reviews were completed.

Subrecipient Single Audit reviews are part of MoDOT's required monitoring of the federal funds passed through to other entities. CPA firms or the Missouri State Auditor's Office conduct the subrecipient Single Audits on entities that receive \$750,000¹ or more in federal funds per year. Audit reports are reviewed to ensure compliance with federal Single Audit requirements and to

¹ April 22, 2024, revisions increased the reporting threshold to \$1 million which is effective for audits of fiscal years beginning on or after October 1, 2024.

follow up on audit findings related to department programs. If applicable, recommendations are made to MoDOT's program personnel on the disposition of findings and questioned costs noted in the Single Audits. During 2025, 84 Single Audit reports totaling \$2.5 billion in federal assistance were reviewed. There were no questioned costs related to MoDOT programs; however, 12 of the 84 Single Audit reports included findings related to MoDOT's federal pass-through programs and required follow up. Finding types requiring follow up included internal control deficiencies, lack of suspension/debarment and/or risk management documentation, and Schedule of Expenditures of Federal Awards (SEFA) errors.

Final invoice engagements are conducted on consultant agreements, utility relocations, railroad agreements, and agreements with counties and cities where federal and/or state funds are passed through for local projects. These engagements provide verification of project costs, contract compliance, cost eligibility, and compliance with federal and state regulations and department requirements. Findings may result in monies due to or from MoDOT. In 2025, four final invoice engagements with project expenditures totaling \$16.6 million were completed. Findings included overhead rate adjustment, inaccurate and/or untimely progress invoices, incomplete project and/or payment diaries, ineligible and unallowable costs, change order approvals, costs incurred prior to federal authorization date, unmet documentation requirements, federal cost participation, and cash management. These engagements resulted in \$4,500 due to MoDOT.

2025 External Audit section statistics summary:

Activity	Number Completed	Total Project Amount
Pre-qualification and Local/Non-Profit Indirect Cost Rate Reviews	172	N/A
Cognizant Reviews	3	N/A
Final Invoice Engagements	4	\$ 16,627,499
	Number Completed	Total Federal Assistance
Subrecipient Single Audit Reviews	84	\$ 2,581,150,917

INTERNAL AUDIT

The Internal Audit section conducts audits of department operations to assess effectiveness and efficiency, as well as compliance with department policies and state and federal laws and regulations.

A summary of the audit issued by the Internal Audit section during 2025 is shown below. This, and other completed audit reports, can be viewed on AI's SharePoint site.

Review of Maintenance Required Safety Activities and Training (2026-01)

Internal Audit reviewed MoDOT policy and procedures for selected maintenance activities including Risk Based Assessments (RBA), Typical Applications (TA), and required trainings. Objectives also include determining if selected maintenance activities are conducted and documented in accordance with stated policies and procedures; field-level controls are in place to

ensure maintenance employees met training requirements prior to performing activities; and maintenance employees met training requirements prior to performing activities for selected dates. Findings are related to Learning Management System (LMS) record entries; assigning work in MoDOT Management System (MMS); MMS enhancements; RBA and TA documentation; and training completion data.

Recommendation regarding LMS record entries:

- Safety and Emergency Management Division (SM) limit the number of administrators for safety and technical training entry. Applicable policies and procedures should be modified to include expected timeframe(s) for training record submittal and training completion data entry. Further, policies and procedures should clearly indicate the designated administrators should be utilized for communications and actions related to training entry.

Recommendation regarding MMS assigning work:

- SM and Maintenance Division (MT) clarify applicable policies and procedures to indicate all pre-planned activities must be entered in MMS as part of, or prior to, the pre-shift briefing process.

Recommendations regarding MMS enhancements:

- MT review MMS capabilities for adding required decision points (e.g. hard stop) to document reasons for bypassing alerts. System generated reports could be modified to provide understandable and actionable information to aid in training and other employee management decisions.
- SM and MT review current LMS training data and work with facility leadership to determine appropriate follow-up action, including collaboration with Human Resources Division (HR) if necessary for any safety or policy violations found.

Recommendation for RBA and TA documentation:

- SM and MT collaborate with Chief Counsel's Office and Highway Safety and Traffic Division to determine the appropriate retention methods and timeframe for RBAs and TAs. Applicable policies and procedures, including the MoDOT Retention Schedule, should be modified to state the retention requirements and expected level of documented completion for RBAs and TAs.

Recommendation for training completion:

- SM and MT review current LMS training data and work with facility leadership to determine appropriate follow-up action including collaboration with HR if necessary for any safety or policy violations found.

MOTOR CARRIER AUDIT

The Motor Carrier Audit section performs audits to verify International Fuel Tax Agreement (IFTA) tax returns and International Registration Plan (IRP) registration applications and renewals that motor carriers submit to MoDOT's Motor Carrier Services Division (MCS). The Motor Carrier Audit section partners with MCS during Carrier Outreach Sessions to educate carriers on safety and compliance as well as recordkeeping issues. In addition, the Motor Carrier Audit

section and MCS share information on carriers in order to identify potential audit or compliance issues.

IFTA allows motor carriers to obtain a single fuel license and decals in Missouri that are honored by all IFTA member jurisdictions, which consist of the contiguous 48 states and 10 Canadian provinces. Carriers pay quarterly fuel taxes based on gallons of fuel purchased and miles driven within each jurisdiction. IRP allows motor carriers to purchase an apportioned license in Missouri or other jurisdiction that is honored by all jurisdictions where the carrier operates. Missouri calculates fees to all affected jurisdictions on a prorated basis depending on the number of miles traveled in each jurisdiction and remits the license fees to the IRP Clearinghouse for distribution to other jurisdictions. IFTA and IRP audits ensure miles driven and fuel purchased are properly reported for each jurisdiction. Carriers found to be noncompliant are assessed taxes due and interest by MCS.

The number of audits to be performed annually for IFTA and IRP are established by the governing bodies of each organization. The total miles driven and the number of carriers registered in the state determine the audit requirements for IFTA. The annual audit requirement is 3 percent of the number of licensed carriers in the state during the prior year. In 2024, there were 7,644 IFTA carriers and 7,009 IRP carrier.

Missouri's licensed carriers are classified by total miles driven during the first three quarters of the previous calendar year. Mileage and account totals fluctuate annually. High-mileage carriers represent the top 25 percent, low-mileage carriers the bottom 15 percent, and medium-mileage carriers fall between these two groups. In 2024, low-mileage carriers averaged fewer than 2,257 miles per quarter, medium-mileage carriers averaged between 2,318 and 35,825 miles per quarter, and high-mileage carriers averaged more than 35,825 miles per quarter.

Statistics on motor carrier audits completed in 2025 are as follows:

	2025 Audits Completed	2025 Audit Goal
IFTA Carriers	364	229
IRP Carriers	293	210



2

FISCAL YEAR 2026 QUARTERLY FINANCIAL STATEMENTS

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

ISSUE: Section 226.040, RSMo, requires MoDOT to provide an unaudited financial report to the Commission on a quarterly basis. This report is for the six months ended December 31, 2025.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Significant differences between the current and prior year on the Statements of Net Position and the Statements of Activities, pages 1 and 2 of Attachment 1, are described below:
 - Cash and cash equivalents, investments, and restricted cash and investments increased \$536.1 million compared to the previous fiscal year. On December 16, 2025, the department received \$517.3 million in bond proceeds from the issuance of State Appropriations Mega Projects State Road Bonds, Series A 2025 Bonds. The bond proceeds will fund the planning, design, construction, reconstruction, rehabilitation, and significant repair of Interstate 70, expanding it to three lanes of traffic in both directions from Blue Springs to Wentzville.
 - Inventories increased \$7.7 million compared to fiscal year 2025. The majority of the increase is due to increases in asphalt materials, striping materials, and winter aggregate, such as salt.
 - Capital assets increased \$1.6 billion compared to the previous fiscal year due to a larger construction program.
 - Pension related deferred outflows of resources decreased \$46.1 million, while pension related deferred inflows increased \$94.8 million compared to the same period last fiscal year. These variances are due to changes in actuarial estimates, such as the difference between projected and actual investment earnings on pension plan investments. Additionally, net pension liability decreased \$170.9 million compared to the same period last fiscal year. The reduced net pension liability is due to the retirement plan's net position increasing.
 - Deferred outflows related to other post-employment benefit (OPEB) obligations decreased \$26.0 million, while deferred inflows related to OPEB obligations decreased \$112.9 million. Additionally, OPEB obligations decreased \$9.5 million. These variances are due to changes in actuarial assumptions.
 - Accounts payable increased \$46.2 million compared to last fiscal year due to an increase in contractor payments because of a larger construction program.
 - Unearned revenue increased \$27.0 million compared to last fiscal year due to the timing of expenditures in the Local Fund. The Local Fund holds monies deposited by cities and counties for their portion of partnering projects, such as cost share, as well as for work the local entity would like to do in conjunction with the work the department is doing. The deposits for these projects are considered unearned revenue until the expenditures are made for the projects, and the money is transferred out of the Local Fund to reimburse the State Road Fund.

- Financing and other obligations increased \$108.3 million compared to last fiscal year. The increase was the net effect of the issuance of debt in November 2025 and scheduled debt repayment.
- Safety and operations expenses increased \$32.6 million compared to last fiscal year. Disbursements were lower in fiscal year 2025 due to delays in planned work, such as striping, chip sealing, and pavement repair due to wet weather conditions in July 2024.
- Multimodal operations expenses increased \$8.1 million compared to fiscal year 2025 due to the timing of reimbursement requests for aviation and rail projects.
- Interest expense decreased \$7.2 million due to scheduled debt repayment.
- Other state agencies expenses increased \$16.9 million compared to the prior fiscal year due to pay increases implemented in January 2025 and July 2025.
- Intergovernmental/cost reimbursements/miscellaneous revenues decreased \$13.3 million compared to fiscal year 2025 due to the timing and completion of partnership projects between MoDOT and local entities.
- Federal government revenue increased \$143.0 million compared to the previous fiscal year. The increase in federal revenue is attributed to an increase in contractor payments and the timing of reimbursements related to project expenditures associated with advance construction conversions.
- Revenues from fuel taxes increased \$40.4 million due to the passage of Senate Bill 262, which increased motor fuel tax rates. Revenues from sales taxes decreased \$3.0 million compared to last fiscal year due to a decrease in motor vehicle sales.
- Revenues from state appropriations increased \$192.1 million due to funding received for the Improve I-70 Program project.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Not applicable.

OTHER PERTINENT INFORMATION:

- Information provided in these financial statements contains estimates and has not been audited.
- Pages 1 and 2 of Attachment 1 report department-wide financial information and are presented on a full accrual basis. This basis uses essentially the same accounting as private-sector businesses. Revenues are recognized when earned and expenses are recognized when the liability is incurred, rather than when cash is exchanged. Pages 3 and 4 report financial information by fund and are presented on a modified accrual basis. This basis recognizes revenues when they become available in the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures are recorded only to the extent the related liability has matured or is currently due. Pages 5 and 6 provide reconciliations between the modified and full accrual statements.

- The footnote on page 4 of Attachment 1 provides the total outstanding construction contracts for active state road and bridge projects and construction projects programmed in the Statewide Transportation Improvement Program (STIP) for fiscal years 2026 through 2030.

SOURCE OF FUNDING: Not applicable.

Statements of Net Position

Governmental Activities

December 31, 2025 and 2024

Attachment 1

	Fiscal Year 2026	Fiscal Year 2025 (as restated)
Assets		
Current assets		
Cash and cash equivalents	\$ 359,177,664	\$ 450,778,355
Investments	2,309,129,383	1,664,677,169
Restricted cash and investments	200,000	200,000
State taxes and fees receivables	206,509,940	212,909,326
Federal government receivables	90,123,886	83,394,863
Interest receivable	10,188,883	11,210,405
Miscellaneous receivables, net	29,814,757	25,123,440
Lease receivable	583,934	635,961
Loans receivable	---	119,157
Inventories	59,126,440	51,439,979
Prepaid rents	1,463,732	1,122,943
Total current assets	<u>3,066,318,619</u>	<u>2,501,611,598</u>
Noncurrent assets		
Investments	70,261,398	86,966,679
Lease receivable	1,657,432	2,586,540
Loans receivable	115,369	82,653
Capital assets		
Assets not being depreciated	8,094,333,367	7,161,244,751
Assets being depreciated, net	28,051,964,667	27,387,102,310
Total noncurrent assets	<u>36,218,332,233</u>	<u>34,637,982,933</u>
Total assets	<u>39,284,650,852</u>	<u>37,139,594,531</u>
Deferred Outflows of Resources		
Bond refunding	687,095	2,064,414
Pension related items	329,207,532	375,338,907
Other post-employment benefit obligations	38,824,087	64,862,186
Asset retirement obligations	51,000	44,000
Total deferred outflows of resources	<u>368,769,714</u>	<u>442,309,507</u>
Liabilities		
Current liabilities		
Accounts payable	149,041,131	102,886,424
Accrued payroll	33,133,683	31,762,651
Accrued interest payable	9,933,279	12,150,709
Deposits	1,413,672	1,593,182
Unearned revenue	76,955,227	49,918,190
Pending self-insurance claims	20,119,000	19,864,000
Incurred but not reported claims	20,820,000	17,560,000
Other post-employment benefit obligations	19,420,000	18,180,000
Financing and other obligations	428,727,359	428,282,790
Total current liabilities	<u>759,563,351</u>	<u>682,197,946</u>
Noncurrent liabilities		
Pending self-insurance claims	47,822,304	48,509,736
Incurred but not reported claims	22,255,000	18,484,000
Net pension liability	751,778,663	922,721,549
Other post-employment benefit obligations	343,274,219	354,042,172
Financing and other obligations	1,331,116,560	1,223,262,926
Total noncurrent liabilities	<u>2,496,246,746</u>	<u>2,567,020,383</u>
Total liabilities	<u>3,255,810,097</u>	<u>3,249,218,329</u>
Deferred Inflows of Resources		
Deferred bond refunding	---	57,881
Lease revenues	2,241,366	3,222,501
Pension related items	218,146,338	123,382,882
Other post-employment benefit obligations	334,790,154	447,642,168
Total deferred inflows of resources	<u>555,177,858</u>	<u>574,305,432</u>
Net Position		
Net investment in capital assets	34,453,431,834	33,270,308,760
Restricted for:		
Internal service fund requirements	200,000	200,000
Highways and transportation	1,388,800,777	487,871,517
Total net position	<u>\$35,842,432,611</u>	<u>\$33,758,380,277</u>

Statements of Activities

Attachment 1

Governmental Activities

Six Months Ended December 31, 2025 and 2024

	Fiscal Year 2026	Fiscal Year 2025 (as restated)
Transportation Program Expenses		
Administration	\$ 2,884,252	\$ 7,129,755
Fleet, facilities, and information systems	17,641,728	16,243,074
Safety and operations	254,960,375	222,316,929
Program delivery	190,104,969	189,341,269
Multimodal operations	89,280,866	81,155,755
Interest	31,496,642	38,667,167
Other state agencies	162,875,281	146,001,138
Self-insurance	11,949,176	13,977,521
Medical and life insurance	81,565,612	80,102,336
Pension	59,249,538	55,344,942
Other post-employment benefits	(38,266,365)	(38,266,366)
Depreciation	343,284,947	329,131,899
Total transportation program expenses	<u>1,207,027,021</u>	<u>1,141,145,419</u>
Transportation Program Revenues		
Charges for services		
Licenses, fees, and permits	156,605,402	165,478,251
Intergovernmental/cost reimbursements/miscellaneous	21,733,176	35,049,610
Interest	2,358	4,012
Employee insurance premiums	18,461,297	18,095,574
Total charges for services	<u>196,802,233</u>	<u>218,627,447</u>
Federal government		
ARRA	3,737,345	3,120,361
Operating	81,173,776	60,957,086
Capital	859,406,307	737,225,096
Total federal government	<u>944,317,428</u>	<u>801,302,543</u>
Total transportation program revenues	<u>1,141,119,661</u>	<u>1,019,929,990</u>
Net expense of transportation program	<u>(65,907,360)</u>	<u>(121,215,429)</u>
General Revenues		
Fuel taxes	446,573,166	406,172,638
Sales and use taxes	240,758,691	243,773,756
Unrestricted investment earnings	36,690,379	38,789,238
State government	334,360,523	142,288,948
Gain (loss) on sale of capital assets	1,947,742	(1,141,625)
Total general revenues	<u>1,060,330,501</u>	<u>829,882,955</u>
Changes in net position	994,423,141	708,667,526
Net position, beginning of period	<u>34,848,009,470</u>	<u>33,049,712,751</u>
Net position, end of period	<u>\$35,842,432,611</u>	<u>\$33,758,380,277</u>

Balance Sheets

Governmental Funds

Attachment 1

Six Months Ended December 31, 2025 and 2024

	State Highways and Transportation Department Fund	State Road Fund ¹	State Road Bond Fund	Transportation Nonmajor Funds	Fiscal Year 2026 Total	Fiscal Year 2025 Total
Assets						
Cash and cash equivalents	\$ 1,848,051	\$ 286,359,553	\$ 26,449,433	\$ 36,480,033	\$ 351,137,070	\$ 422,389,547
Investments	15,362,523	1,977,553,674	220,981,340	19,392,883	2,233,290,420	1,629,179,306
State taxes and fees receivables	163,528,498	24,508,363	17,640,026	833,053	206,509,940	212,909,326
Federal government receivables	---	70,031,443	---	20,092,443	90,123,886	83,394,863
Lease receivable	---	2,241,366	---	---	2,241,366	3,222,501
Interest receivable	297,824	8,056,403	1,102,659	197,543	9,654,429	10,788,983
Miscellaneous receivables, net	5,764,973	11,835,064	---	9,768,381	27,368,418	22,898,279
Loans receivable	---	---	---	115,369	115,369	201,810
Due from other funds	---	---	---	---	---	111,005
Inventories	---	59,126,440	---	---	59,126,440	51,439,979
Prepaid rents	---	1,463,732	---	---	1,463,732	1,122,943
Total assets	\$ 186,801,869	\$ 2,441,176,038	\$ 266,173,458	\$ 86,879,705	\$ 2,981,031,070	\$ 2,437,658,542
Liabilities and Fund Balances						
Liabilities						
Accounts payable	\$ 4,707,792	\$ 114,609,980	\$ ---	\$ 29,576,832	\$ 148,894,604	\$ 102,859,726
Accrued payroll	10,979,643	21,973,031	---	181,009	33,133,683	31,762,651
Deposits	---	1,413,672	---	---	1,413,672	1,593,182
Unearned revenue	---	66,096,269	---	3,346,907	69,443,176	42,439,790
Due to other funds	---	---	---	---	---	111,005
Total liabilities	15,687,435	204,092,952	---	33,104,748	252,885,135	178,766,354
Deferred Inflows of Resources						
Leases	---	2,241,366	---	---	2,241,366	3,222,501
Unavailable revenues	5,689,023	16,646,288	142,912	---	22,478,223	25,034,710
Total deferred inflows of resources	5,689,023	18,887,654	142,912	---	24,719,589	28,257,211
Fund balances						
Nonspendable – inventories	---	60,590,172	---	---	60,590,172	52,562,922
Unassigned	---	---	---	(12,999)	(12,999)	(206,200)
Restricted – highway and transportation	165,425,411	2,157,605,260	266,030,546	53,787,956	2,642,849,173	2,178,278,255
Total fund balances	165,425,411	2,218,195,432	266,030,546	53,774,957	2,703,426,346	2,230,634,977
Total liabilities, deferred inflows of resources and fund balances	\$ 186,801,869	\$ 2,441,176,038	\$ 266,173,458	\$ 86,879,705	\$ 2,981,031,070	\$ 2,437,658,542

¹ Includes assets and liabilities in the State Road Fund, State Road I-70 Project Bond Proceeds Fund, the State Road I-70 Project Fund, and the State Road I-44 Project Fund.

Statements of Revenues, Expenditures and Changes in Fund Balances

Governmental Funds

Six Months Ended December 31, 2025 and 2024

Attachment 1

	State Highways and Transportation Department Fund	State Road Fund ¹	State Road Bond Fund	Transportation Nonmajor Funds	Fiscal Year 2026 Total	Fiscal Year 2025 Total
Revenues						
Fuel taxes	\$ 446,327,491	\$ 61,372	\$ ---	\$ 184,303	\$ 446,573,166	\$ 406,172,638
Sales and use taxes	1,176,478	115,721,378	118,888,988	4,971,847	240,758,691	243,773,756
Licenses, fees, and permits	99,753,346	56,079,184	---	772,872	156,605,402	165,478,251
Intergovernmental/cost reimbursements/misc.	2,609,054	14,432,479	---	967,278	18,008,811	29,530,349
Investment earnings	915,966	28,166,683	3,366,848	569,560	33,019,057	34,160,455
ARRA	---	---	3,737,345	---	3,737,345	3,120,361
State government	---	187,567,846	---	146,792,677	334,360,523	142,288,948
Federal government	---	859,406,307	---	81,173,776	940,580,083	798,182,182
Total revenues	<u>550,782,335</u>	<u>1,261,435,249</u>	<u>125,993,181</u>	<u>235,432,313</u>	<u>2,173,643,078</u>	<u>1,822,706,940</u>
Expenditures						
Current						
Administration	---	30,646,568	---	---	30,646,568	30,738,015
Fleet, facilities, and information systems	---	24,855,784	---	---	24,855,784	22,721,236
Safety and operations	---	298,107,689	---	24,776,803	322,884,492	287,035,045
Program delivery	---	225,677,181	---	1,523,677	227,200,858	222,644,260
Multimodal operations	---	847,050	---	89,443,183	90,290,233	81,926,667
Capital outlay	---	1,114,171,040	---	63,471,872	1,177,642,912	899,720,348
Debt service	---	58,061,659	23,623,109	---	81,684,768	87,768,310
Other state agencies	182,455,916	---	---	---	182,455,916	163,865,180
Total expenditures	<u>182,455,916</u>	<u>1,752,366,971</u>	<u>23,623,109</u>	<u>179,215,535</u>	<u>2,137,661,531</u>	<u>1,796,419,061</u>
Excess of revenues over (under) expenditures	<u>368,326,419</u>	<u>(490,931,722)</u>	<u>102,370,072</u>	<u>56,216,778</u>	<u>35,981,547</u>	<u>26,287,879</u>
Other Financing Sources (Uses)						
Notes issued	---	---	---	---	---	13,276,025
Refunding bonds issued	---	481,780,000	---	---	481,780,000	---
Premium on bonds	---	36,845,134	---	---	36,845,134	---
Capital asset sales	---	3,336,608	---	---	3,336,608	1,570,787
Transfers in	---	417,867,973	---	3,545,490	421,413,463	402,708,152
Transfers out	(370,262,620)	---	---	(51,150,843)	(421,413,463)	(402,708,152)
Total other financing sources (uses)	<u>(370,262,620)</u>	<u>939,829,715</u>	<u>---</u>	<u>(47,605,353)</u>	<u>521,961,742</u>	<u>14,846,812</u>
Net changes in fund balances	(1,936,201)	448,897,993	102,370,072	8,611,425	557,943,289	41,134,691
Fund balances, beginning of period	167,361,612	1,769,297,439	163,660,474	45,163,532	2,145,483,057	2,189,500,286
Fund balances, end of period²	<u>\$ 165,425,411</u>	<u>\$ 2,218,195,432</u>	<u>\$ 266,030,546</u>	<u>\$ 53,774,957</u>	<u>\$ 2,703,426,346</u>	<u>\$ 2,230,634,977</u>

¹ Includes revenues and expenditures in the State Road Fund, State Road I-70 Project Bond Proceeds Fund, the State Road I-70 Project Fund, and the State Road I-44 Project Fund.

² The Department has approximately \$2.7 billion of outstanding construction contracts for active transportation improvement projects and \$4.3 billion for construction projects programmed in the Statewide Transportation Improvement Program (STIP) for fiscal years 2026 through 2030.

Reconciliation of the Balance Sheets to the Statements of Net Position

Attachment 1

December 31, 2025 and 2024

	<u>Fiscal Year 2026</u>	<u>Fiscal Year 2025 (as restated)</u>
Fund balances – total governmental funds	\$ 2,703,426,346	\$ 2,230,634,977
Amounts reported for governmental activities in the statements of net position are different because:		
Capital assets, net of accumulated depreciation, used in governmental activities are not financial resources and therefore are not reported in the funds.	36,146,298,034	34,548,347,061
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred outflows of resources, are not reported in the funds.	687,095	2,064,414
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred inflows of resources, are not reported in the funds.	---	(57,881)
Some of the Department's tax revenue will be collected after the 60-day availability period and is deferred in the fund financial statements. However, revenue from this amount is recognized in the government-wide financial statements, net of allowance for uncollectible amounts.	22,478,223	25,034,710
Internal service funds are used to charge the costs of certain activities to individual funds. The assets and liabilities of the internal service funds are included only in the statements of net position.		
Medical and life insurance plan	26,036,986	30,386,346
Self-insurance plan	12,705,128	11,390,753
Certain changes in the net pension liability and other post-employment benefits liability are amortized over time and are not reported in the funds.	(184,853,873)	(130,779,957)
Certain liabilities, including bonds payable, are not due and payable in the current period and therefore are not reported in the funds.		
Financing and other obligations	(1,759,843,919)	(1,651,545,716)
Pension obligations	(751,778,663)	(922,721,549)
Other post-employment benefits obligations	(362,694,219)	(372,222,172)
Accrued interest payable	(9,933,279)	(12,150,709)
Arbitrage payable	(95,248)	---
Total net position – governmental activities	<u>\$ 35,842,432,611</u>	<u>\$ 33,758,380,277</u>

Reconciliation of the Statements of Revenues, Expenditures and Changes in Fund Balances to the Statements of Activities

Attachment 1

Six Months Ended December 31, 2025 and 2024

	Fiscal Year 2026	Fiscal Year 2025 (as restated)
Net changes in fund balances – total governmental funds	\$ 557,943,289	\$ 41,134,691
Amounts reported for governmental activities in the statements of activities are different because:		
Governmental funds report capital outlays as expenditures; however, in the statements of activities, the costs of those assets are allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays and donated assets exceed depreciation in the current period.	834,357,965	570,588,449
In the statements of activities, only the gain (loss) on the sale of the assets is reported, whereas, in the governmental funds, the proceeds from the sale increase financial resources. Thus, the change in net position differs by the book value of the assets sold.	(1,388,866)	(2,712,412)
Certain changes in the net pension liability and other post-employment benefits obligation, not applicable to the current period, are not reported in the governmental funds.	86,164,416	85,167,153
Proceeds from the issuance of long-term debt provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statements of net assets. Repayment of principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statements of net assets. These are the net effects of the differences in the treatment of long-term debt obligations and related items.	(467,642,897)	35,697,452
Some expenses reported in the statements of activities do not require the use of current financial resources and therefore are not reported as expenditures in the governmental funds.		
Compensated absences	1,470,032	981,062
Interest expense recognition	(794,111)	127,666
Net pension liability	(59,249,538)	(55,344,942)
Other post-employment benefits	38,266,365	38,266,366
Internal service funds are used by management for the medical and life insurance plan and the self-insurance plan. The net revenues of internal service funds are reported with governmental activities.		
Medical and life insurance plan	(2,563,556)	(4,247,118)
Self-insurance plan	<u>7,860,042</u>	<u>(990,841)</u>
Changes in net position – governmental activities	\$ <u>994,423,141</u>	\$ <u>708,667,526</u>



3

MoDOT BRIEFING REPORT

-- Presented by Ed Hassinger, Director, 573-751-4622.

ISSUE: Governor Mike Kehoe requested all state agencies provide his office with information through standard formats for communication. One of the standards of interactions is an Issue Brief that will educate and inform the Governor regarding significant matters that the departments are addressing.

Each month, this report to the Commission will include the Issue Briefs and Meeting Requests that were sent from MoDOT to the Governor since the previous MoDOT Briefing report. There were no briefing reports provided for the past month.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Good communication with the administration is important, likewise, keeping the Commission informed is important as well.
- Communication at all levels within the department is essential to providing services to the traveling public.

OTHER VIEWS:

- The public supports government that operates in an open and transparent manner.

MHTC POLICY:

- COMMISSION – Guiding Principles – Transparency – Open Meetings and Records.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Not applicable.



4

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

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

ISSUE: Attached is a copy of the Financial Report for fiscal year to date December 31, 2025, with budget and prior year comparisons.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval, and the budget will increase to the necessary levels.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
 - Total MoDOT disbursements are \$345.5 million more than the same period last fiscal year. The increase is due to the net effect of increased spending in Personal Services, Expense and Equipment, Low Volume Roads, Program Delivery Program, Improve I-70 Program, and Multimodal General Assembly Designated and Funded Projects and decreased spending in Fringe Benefits and Program Delivery General Assembly Designated and Funded Projects.
 - Personal Services disbursements are \$6.7 million more than the same period last fiscal year, and Fringe Benefits disbursements are \$11.5 million less than the same period last fiscal year. The increase in personal services is due to the continued implementation of the Commission approved market compensation plan effective July 1, 2025. The decrease in Fringe Benefits can be attributed to the department's retirement contribution rate decreasing from 52.0 percent in fiscal year 2025 to 37.0 percent in fiscal year 2026.
 - Expense and Equipment disbursements are \$44.5 million more than the same period last fiscal year. Disbursements were lower in fiscal year 2025 due to delays in planned work, such as striping, chip sealing, and pavement repair due to wet weather conditions in July 2024.
 - Disbursements for Low Volume Roads first appropriated in 2025 are \$59.1 million more than the same period last fiscal year. This appropriation will be spent over two years, and we are in the final year of spending. Additionally, disbursements will vary based on the construction season.

- The Program disbursements for Program Delivery increased \$124.4 million compared to the same period last fiscal year due to an increase in contractor payments related to a larger construction program.
- The Improve I-70 Program disbursements for Program Delivery are \$161.6 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024. As of December 31, 2025, MoDOT has awarded four of the nine projects that make up this program.
- The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$46.4 million less than the same period last fiscal year due to completing most of the Low Volume Road improvements first appropriated in fiscal year 2024. Low Volume Road improvements appropriated in fiscal year 2025 were included as part of Safety and Operations.
- The General Assembly Designated and Funded Projects disbursements for Multimodal are \$6.7 million more than the same period last fiscal year. These appropriations will be disbursed over multiple fiscal years on new projects from fiscal year 2025.
- Attachment 2 provides a breakdown of the ARPA (American Rescue Plan Act) and the General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.
- Attachment 4 provides details for the funding of the Forward 44 Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

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

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



Fiscal Year 2026 Financial Summary

Six Months Ended December 31, 2025 and 2024

Cash Basis (Dollars in Thousands)

	Fiscal Year 2026 <u>Budget¹</u>	Amended Fiscal Year 2026 <u>Budget²</u>	Fiscal Year 2026 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2025 <u>Actual</u>
Administration					
Personal Services	\$ 19,277	\$ 19,277	\$ 11,691	60.6 %	\$ 11,265
Expense and Equipment	<u>5,162</u>	<u>5,162</u>	<u>1,680</u>	<u>32.5</u>	<u>1,698</u>
Total Administration	24,439	24,439	13,371	54.7	12,963
Safety and Operations					
Personal Services	150,946	150,946	87,919	58.2	84,635
Expense and Equipment	254,298	254,298	160,360	63.1	124,024
Program	31,401	31,401	15,596	49.7	15,633
Low Volume Roads	<u>120,000</u>	<u>86,367</u>	<u>59,229</u>	<u>68.6</u>	<u>103</u>
Total Safety and Operations	556,645	523,012	323,104	61.8	224,395
Program Delivery					
Personal Services	78,965	78,965	45,419	57.5	42,671
Expense and Equipment	30,755	30,755	13,337	43.4	10,263
Program	2,284,406	2,284,406	1,154,926	50.6	1,030,489
Improve I-70 Program	2,800,000	2,622,397	218,591	8.3	56,999
Forward 44 Program	577,500	577,500	359	0.1	---
Gen. Assembly Designated/Funded Projects	<u>392,363</u>	<u>308,060</u>	<u>11,719</u>	<u>3.8</u>	<u>58,167</u>
Total Program Delivery	6,163,989	5,902,083	1,444,351	24.5	1,198,589
Fleet, Facilities, and Information Systems					
Personal Services	15,356	15,356	6,989	45.5	6,690
Expense and Equipment	<u>117,457</u>	<u>117,457</u>	<u>39,121</u>	<u>33.3</u>	<u>34,025</u>
Total Fleet, Facilities, and Information	132,813	132,813	46,110	34.7	40,715
Multimodal					
Personal Services	3,358	3,358	1,292	38.5	1,304
Expense and Equipment	1,119	1,119	203	18.1	211
Program	281,853	275,123	78,439	28.5	77,880
Railroad Grade Crossing Safety Program	25,000	25,000	1,503	6.0	799
Gen. Assembly Designated/Funded Projects	<u>96,466</u>	<u>68,344</u>	<u>7,832</u>	<u>11.5</u>	<u>1,171</u>
Total Multimodal	407,796	372,944	89,269	23.9	81,365
Fringe Benefits					
Retirement and Long-Term Disability	193,706	193,706	56,215	29.0	74,331
Medical, Life Insurance, and EAP	59,769	59,769	28,226	47.2	25,624
Retiree Medical Insurance	21,865	21,865	10,203	46.7	9,441
Workers' Compensation	9,447	9,447	7,197	76.2	4,500
Other Fringe Benefits ³	<u>29,922</u>	<u>29,922</u>	<u>13,197</u>	<u>44.1</u>	<u>12,659</u>
Total Fringe Benefits	314,709	314,709	115,038	36.6	126,555
Subtotal MoDOT Disbursements	<u>7,600,391</u>	<u>7,270,000</u>	<u>2,031,243</u>	<u>27.9</u>	<u>1,684,582</u>
Motor Carrier Refunds	41,000	41,000	9,353	22.8	10,495
Total MoDOT Disbursements	\$ <u>7,641,391</u>	\$ <u>7,311,000</u>	\$ <u>2,040,596</u>	<u>27.9 %</u>	\$ <u>1,695,077</u>

¹During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval and the budget will increase to the necessary levels.

²Fiscal year 2026 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for vetoes, restrictions, and reverted amounts.

³Includes fringe benefits appropriated in House Bill 5 for social security and unemployment tax and the department's share for MoDOT employees who are enrolled in the Missouri Consolidated Health Care Plan (MCHCP), Missouri State Employees' Retirement System (MOSERS), and MO Deferred Compensation Plan.



Fiscal Year 2026 Financial Summary
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
Six Months Ended December 31, 2025 and 2024
Cash Basis (Dollars in Thousands)

	Fiscal Year 2026 <u>Budget⁴</u>	Fiscal Year 2026 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2025 <u>Actual</u>
Projects³				
Waste Water Improvements ¹	\$ 6,690	\$ 3,682	55.0 %	\$ 1,433
Kirkwood Historic Train Station ¹	2,291	---	---	58
Carrolton Amtrak Station ¹	965	7	0.7	33
Washington County Airport ¹	1,000	700	70.0	---
Buffalo Municipal Airport ¹	687	101	14.7	---
Port Capital Improvement Projects ¹	10,990	818	7.4	2,384
New Madrid County Port Authority ¹	2,899	---	---	670
Elderly and Disabled Transit Assistant ¹	6,000	2,011	33.5	---
Highway 76 Road Improvements in Branson ²	6,200	2,032	32.8	---
I-35, I-29, and US 169 Road Improvements ²	30,000	684	2.3	---
Total Disbursements	\$ <u>67,722</u>	\$ <u>10,035</u>	<u>14.8</u> %	\$ <u>4,578</u>

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

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

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

⁴Fiscal year 2026 budget is Truly Agreed to and Finally Passed appropriation amounts.



Fiscal Year 2026 Financial Summary
Improve I-70 Program
Six Months Ended December 31, 2025
Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds to Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-70 Bonds	\$ 1,400,000	\$ 907,498	N/A	\$ N/A	\$ 492,502
I-70 Construction from Bonds		\$ 907,498	\$ 190,960	\$ 206,369	\$ 510,169

	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
OA I-70 Project	\$ 1,400,000	\$ (372,875)	N/A	N/A	\$ 1,027,125
I-70 Construction from General Revenue Transfer		\$ 372,875	\$ 37,313	\$ 12,222	\$ 323,340



Fiscal Year 2026 Financial Summary
Forward 44 Program
Six Months Ended December 31, 2025
Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds to Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-44 Bonds	\$ 363,750	\$ ---	N/A	N/A	\$ 363,750
I-44 Construction from Bonds		\$ ---	\$ ---	\$ ---	\$ ---
	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
OA I-44 Project	\$ 213,750	\$ (12,707)	N/A	N/A	\$ 201,043
I-44 Construction from General Revenue Transfer		\$ 12,707	\$ 49	\$ 359	\$ 12,299



5

CONSULTANT SERVICES CONTRACT REPORT

-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

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

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2026 DBC Budget Status as of January 1, 2026:
Budgeted: \$110 million
Expenditures: \$75.2 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to December 1, 2025. The table indicates the number of contracts held by each consultant, the total value of the contracts and the unexpended contract costs for each consultant. The firms certified as Disadvantaged Business Enterprises (DBE) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between December 1-31, 2025.

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Not applicable

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

Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to December 1, 2025				
Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Crawford, Murphy & Tilly (CMT)	N	45	\$52,326,016.00	\$50,473,717.00
HDR	N	25	\$44,248,001.00	\$32,407,998.00
Wilson & Company	N	24	\$33,826,874.00	\$33,899,994.00
George Butler Associates, Inc. (GBA)	N	19	\$26,313,995.00	\$14,516,834.00
Garver LLC	N	23	\$23,269,089.00	\$15,215,185.00
Bartlett & West	N	40	\$22,460,002.00	\$12,378,674.00
Burns & McDonnell	N	12	\$21,693,806.00	\$17,454,557.00
Olsson Assoc.	N	34	\$20,473,093.00	\$12,554,325.00
TREKK Design Group, LLC	Y	16	\$18,927,723.00	\$5,074,981.00
HNTB	N	20	\$17,706,283.00	\$10,881,526.00
Jacobs Engineering Group	N	5	\$13,028,380.00	\$14,900,200.00
Hanson Professional Services, Inc.	N	6	\$11,662,257.00	\$4,971,804.00
AECOM Technical Services, Inc.	N	6	\$11,352,315.00	\$13,040,030.00
Horner & Shifrin, Inc.	N	16	\$9,910,475.00	\$11,097,481.00
Kapsch TrafficCom USA, Inc.	N	1	\$9,763,797.00	\$9,763,797.00
HG Consult, Inc.	Y	6	\$9,149,337.00	\$11,508,921.00
Oates Associates, Inc.	N	9	\$8,801,527.00	\$2,455,055.00
EFK Moen	Y	29	\$7,695,758.00	\$3,761,147.00
Thouvenot, Wade & Moerchen, Inc.	N	7	\$7,184,567.00	\$2,508,303.00
Lochmueller Group	N	10	\$5,849,687.00	\$1,279,987.00
HR Green, Inc.	N	17	\$5,637,262.00	\$3,329,599.00
Gonzalez Companies, LLC	Y	10	\$5,439,507.00	\$3,017,637.00
TranSystems	N	9	\$4,693,761.00	\$2,977,129.00
CDM Smith	N	3	\$4,561,811.00	\$8,835,968.00
Engineering Design Source Inc. (EDSI)	Y	2	\$4,359,878.00	\$4,470,160.00
Bacon Farmer Workman Engineering & Testing	N	13	\$4,268,398.00	\$1,459,548.00
Alfred Benesch and Company	N	7	\$4,264,096.00	\$1,013,870.00
Veenstra & Kim	N	15	\$3,998,135.00	\$2,544,570.00
Transcore ITS, LLC	N	4	\$3,948,254.00	\$3,948,254.00
Civil Design	Y	6	\$3,786,824.00	\$588,486.00
Klingner & Associates, P.C.	N	9	\$3,390,113.00	\$1,556,167.00
Affinis	N	4	\$3,197,454.00	\$1,421,959.00
Kimley-Horn and Associates	N	5	\$3,144,812.00	\$944,515.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
OWN, Inc.	N	6	\$2,992,212.00	\$1,216,358.00
WSP USA Inc.	N	10	\$2,079,961.00	\$1,042,112.00
Modjeski and Masters, Inc.	N	2	\$2,010,223.00	\$461,015.00
CDG Engineers	N	3	\$1,862,192.00	\$1,323,414.00
George L. Crawford & Associates dba CBB	N	7	\$1,461,057.00	\$1,202,493.00
EXP U.S. Services, Inc.	N	1	\$1,372,453.00	\$52,411.00
Parsons Transportation Group	N	1	\$1,215,898.00	\$1,215,898.00
Powell & Assoc.	N	2	\$1,022,258.00	\$655,076.00
Anderson Engineering	N	4	\$1,011,550.00	\$346,185.00
CASCO Diversified Corporation	N	8	\$888,780.00	\$888,780.00
Access Engineering, LLC	Y	1	\$737,044.00	\$1,474,087.00
Wood Environment & Infrastructure Solutions	N		\$641,533.00	\$145,711.00
Prairie Engineers P.C.	Y	9	\$596,074.00	\$352,672.00
R. Hitt Consulting, LLC	N	1	\$453,886.00	\$453,886.00
Quigg Engineering, Inc.	Y	3	\$434,932.00	\$245,366.00
CB Engineering, Inc. dba Cochran	N	3	\$409,651.00	\$240,404.00
Terracon Consultants, Inc.	N	3	\$363,063.00	\$166,569.00
Engineering Surveys & Services, LLC	N	3	\$360,197.00	\$158,918.00
Pickering Firm, Inc.	N	4	\$302,129.00	\$109,132.00
Powell CWM, Inc.	N	2	\$278,411.00	\$109,585.00
Renaissance Infrastructure Consulting, Inc.	N	2	\$270,562.00	\$70,027.00
Cook, Flatt & Strobel Engineers, P.A.	N	4	\$255,616.00	\$255,616.00
Hutchison Engineering, Inc.	N	2	\$254,412.00	\$181,602.00
GeoEngineers	N	3	\$230,594.00	\$45,688.00
HW Lochner	N	1	\$184,618.00	\$3,116.00
UES Professional Solutions 25, LLC f/k/a Geote	N	1	\$178,909.00	\$27,773.00
Infrasense, Inc.	N	1	\$169,968.00	\$169,968.00
SCI Engineering, Inc.	N	4	\$157,247.00	\$81,479.00
ABNA Engineering, Inc.	Y	1	\$136,535.00	\$18,098.00
Kaskaskia Engineering	Y	2	\$136,340.00	\$127,054.00
Surveying And Mapping, LLC	N	4	\$132,247.00	\$97,754.00
West Engineers, Inc.	N	1	\$117,619.00	\$122.00
Toth & Associates, Inc.	N	1	\$114,182.00	\$114,182.00
Farnsworth Group Inc.	N	3	\$106,059.00	\$82,291.00
S.H. Smith & Co. Inc. (dba Smith & Co.)	N	1	\$99,705.00	\$10,042.00
Geotechnology, Inc.	N	3	\$99,390.00	\$32,514.00
All Civil Engineering, LLC	N	1	\$87,558.00	\$87,558.00
Golder Associates Inc.	N	1	\$82,523.00	\$118.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
St. Charles Engineering & Surveying, Inc.	N	1	\$71,651.00	\$71,651.00
Merge Midwest Engineering	N	2	\$61,346.00	\$206.00
HS Smith and Company	N	1	\$56,479.00	\$2,723.00
Bowlby & Assoc.	N	2	\$49,745.00	\$4,415.00
Poepping, Stone, Bach & Associates, Inc.	N	1	\$45,975.00	\$91,949.00
Midland Surveying	N	2	\$33,223.00	\$33,223.00
Custom Engineering Inc.	Y	1	\$21,415.00	\$507.00
Allstate Consulting LLC	N	1	\$11,400.00	\$4,054.00
Totals		557	\$453,992,109.00	\$329,726,180.00

**Engineering Consultant Services
Contracts Utilizing the DBC Budget
Contracts Executed**

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
Bacon Farmer Workman Engineering & Testi	N	1	\$507,086	\$507,086
Burns & McDonnell	N	1	\$3,331,180	\$3,331,180
George Butler Associates, Inc. (GBA)	N	1	\$1,673,934	\$1,673,934
Horner & Shifrin, Inc.	N	1	\$539,178	\$539,178
HR Green, Inc.	N	2	\$317,355	\$317,355
Jacobs Engineering Group	N	1	\$185,089	\$185,089
Olsson Assoc.	N	1	\$326,888	\$326,888
OWN, Inc.	N	1	\$396,930	\$396,930
Surveying and Mapping, LLC	N	3	\$240,500	\$240,500
Wilson & Company	N	1	\$420,432	\$420,432
WSP USA Inc.	N	1	\$3,942,906	\$3,942,906
		14	\$11,881,479	\$11,881,479

HB 2170 - Sassmann	Modifies provisions relating to child passenger restraint systems	Support	Read Second Time				
HB 2171 - Terry	Establishes the "Motivational Boot Camp Incarceration Program" in the department of corrections and allows certain persons to be sentenced to the Program	Monitor	Read Second Time				
HB 2189 - Bromley	Establishes a five-year motor vehicle registration option for motor vehicles with a model year of manufacture that is less than six years old	Monitor	Referred				
HB 2191 - Sassmann	Requires the use of an ignition interlock devices for persons who are found guilty of an intoxication-related traffic offense	Support	Read Second Time				
HB 2195 - Reedy	Requires public schools to offer a driver education course that students must complete before graduating	Monitor	Referred				
HB 2208 - Mayhew	Establishes provisions relating to autonomous vehicles	Monitor	HCS Reported Do Pass				
HB 2220 - Riggs	Enacts provisions relating to the department of transportation's fiber network	Oppose	Read Second Time				
HB 2221 - Riggs	Requires the department of transportation to prioritize federal priority corridors in the statewide transportation improvement program	Oppose	Read Second Time				
HB 2222 - Riggs	Modifies laws regarding the composition of the "highways and transportation commission"	Oppose	Read Second Time				
HB 2223 - Riggs	Establishes an administrative process for review by the administrative hearing commission of items in the statewide transportation improvement program	Oppose	Read Second Time				
HB 2225 - Riggs	Modifies provisions relating to task forces	Monitor	Read Second Time				
HB 2227 - Riggs	Requires all state departments to report the cost of complying with federal regulations to the department of economic development	Monitor	Read Second Time				
HB 2228 - Riggs	Requires an audit of all state departments every four years	Monitor	Read Second Time				
HB 2232 - Byrnes	Requires the Air Conservation Commission to terminate by January 1, 2028, the operation of any motor vehicle emissions inspection program established under the Air Quality Attainment Act	Oppose	Read Second Time				

HB 2240 - Plank	Establishes certain requirements relating to the operation of autonomous vehicles	Monitor	Read Second Time				
HB 2246 - Wolfen	Requires drivers to stop at railroad crossings for any on-track equipment in addition to trains	Monitor	Read Second Time				
HB 2268 - Taylor	Creates the "Missouri GIS Advisory Council"	Monitor	Read Second Time				
HB 2297 - Haden	Allows real property owners building a fence to enter an adjoining property up to ten feet without liability for trespassing	Monitor	Public Hearing Completed				
HB 2305 - Oehlerking	Establishes provisions governing electronic bid procurement systems used by political subdivisions	Monitor	Read Second Time				
HB 2328 - Lucas, Murray	Establishes provisions relating to child safety on motorcycles and motortricycles	Monitor	Read Second Time				
HB 2336 - Nolte	Authorizes the conveyance of certain state property	Monitor	Referred				
HB 2351 - Gallick	Allows for the assessment of points for failure to secure a load in violation of section 307.010	Support	Read Second Time				
HB 2352 - Gallick	Requires the use of an ignition interlock devices for persons who are found guilty of an intoxication-related traffic offense	Support	Read Second Time				
HB 2376 - Christ	Establishes the offense of solicitation on an interstate highway or in a public right-of-way	Monitor	Read Second Time				
HB 2385 - Dean	Modifies provisions relating to railroad safety	Monitor	Read Second Time				
HB 2406 - Loy	Creates new provisions for the adoption of administrative rules	Monitor	Read Second Time				
HB 2411 - Sassmann	Modifies provisions relating to the memorial highway designation process	Support	Read Second Time				
HB 2429 - Keathley	Requires municipalities and the department of transportation to reimburse non-rate regulated utilities for site relocation costs incurred due to road maintenance	Oppose	Referred				
HB 2437 - Van Schoiack	Provides sovereign immunity for private contractors acting within the scope of a government contract	Monitor	Read Second Time				
HB 2474 - Voss	Modifies provisions governing design-build contracts	Monitor	Read Second Time				
HB 2479 - Veit	Authorizes the conveyance of certain state property	Monitor	Read Second Time				

HB 2515 - Byrnes	Establishes a motor fuel tax exemption for certain government-owned vehicles when used for public service purposes	Oppose	Read Second Time				
HB 2525 - Reed	Prioritizes the use of organized labor for state contracts in certain industries	Monitor	Read Second Time				
HB 2553 - Miller	Establishes provisions relating to child safety on motorcycles and motortricycles	Monitor	Read Second Time				
HB 2559 - Keathley, Patterson, Riley	Requires the general assembly to approve proposed administrative rules	Monitor	Public Hearing Completed				
HB 2583 - Titus	Requires the department of transportation to conduct a study on increasing interstate speed limits to seventy-five miles per hour	Oppose	Read Second Time				
HB 2633 - Murray	Creates the Missouri geospatial advisory council	Monitor	Read Second Time				
HB 2687 - Falkner	Requires telecommunications and television companies to remove abandoned underground lines and facilities	Monitor	Read Second Time				
HB 2693 - Steinmeyer	Modifies provisions relating to port authorities	Monitor	Read Second Time				
HB 2716 - Diehl	Authorizes a tax credit for certain railroad expenses	Support	Read Second Time				
HB 2742 - Jones, Phelps	Increases the penalties for failing to stop for a school bus and allows school districts the option of installing cameras to detect such violations	Monitor	Referred				
HB 2753 - Warwick	Allows counties and municipalities to establish "hospital zones" and provides for the enhancement of penalties when driving offenses occur within such zones	Monitor	Read Second Time				
HB 2759 - Pouche	Requires publication of a cost estimate and project completion date for any work on the state highway system at the time bidding for a contract on the work first closes	Oppose	Read Second Time				
HB 2764 - Hurlbert	Requires port authorities to obtain voter approval to incur indebtedness for developments located more than two thousand feet from the shoreline of the Missouri River or the Mississippi River	Monitor	Read Second Time				
HB 2806 - Lucas	Requires the department of transportation to install signs to honor recipients of the Congressional Medal of Honor	Monitor	Read Second Time				

HB 2844 - Gallick	Establishes the "Paraquat Ban and Environmental Research Act of 2026"	Monitor	Read Second Time				
HB 2902 - Mayhew	Modifies provisions relating to automobile theft	Monitor	Read Second Time				
HB 2998 - Riggs	Modifies provisions relating to rural economic development	Oppose	Read Second Time				
HB 3033 - Cook	Renames a roadway in Texas and Phelps Counties	Monitor	Read Second Time				
HB 3034 - Reuter	Establishes certain requirements relating to the operation of autonomous vehicles	Monitor	Read Second Time				
HB 3051 - Perkins	Establishes the Missouri Motor Vehicle Commission	Monitor	Referred				
HB 3119 - Reuter	Requires motorcycle operators and passengers to wear protective headgear	Support	Read Second Time				
HJR 108 - Seitz	Proposes a constitutional amendment to prohibit any new tax or increase in tax from going into effect unless approved by the voters in a general election	Monitor	Read Second Time				
HJR 128 - Titus	Proposes a constitutional amendment relating to taxation	Monitor	Read Second Time				
HJR 131 - Mayhew	Proposes a constitutional amendment relating to taxation	Monitor	Read Second Time				
HJR 133 - Riggs	Proposes a constitutional amendment to grant the legislature the authority to veto department of transportation spending plans	Oppose	Read Second Time				
HJR 134 - Riggs	Proposes a constitutional amendment dissolving the authority of the highways and transportation commission and granting authority to the department of transportation	Oppose	Read Second Time				
HJR 170 - Cook	Transfers authority over the Department of Transportation from the Highways and Transportation Commission to the governor	Oppose	Read Second Time				
HJR 175 - Riggs	Proposes a constitutional amendment modifying provisions relating to revenue derived from highway users that is deposited into the state road fund	Oppose	Read Second Time				
HJR 177 - Mayhew	Proposes a constitutional amendment modifying provisions relating to revenue derived from highway users that is deposited into the state road fund	Oppose	Read Second Time				
Senate Bills							

Bill/Sponsor	Description	MoDOT Position	First Chamber	First Chamber Passed	Second Chamber	Second Chamber Passed	Signed/Vetoed
SB 854 - Williams	Creates provisions relating to expungement	Monitor	Second Read and Referred				
SB 865 - Beck	Modifies provisions relating to workers' compensation	Monitor	Second Read and Referred				
SB 876 - Mosley	Enacts provisions relating to the Department of Transportation's fiber network	Oppose	Second Read and Referred				
SB 877 - Fitzwater	Requires General Assembly and gubernatorial approval of proposed administrative rules with a fiscal note over \$250,000	Monitor	Bill Combined w/ SCS SB 891 & 877				
SB 891 - Coleman	Requires the General Assembly to approve proposed administrative rules with a fiscal note over \$250,000	Monitor	SCS Voted Do Pass				
SB 913 - Gregory (21)	Modifies provisions relating to tax credits	Support	Voted Do Pass				
SB 916 - Burger	Provides Sovereign immunity for private contractors acting within the scope of a government contract	Monitor	Second Read and Referred				
SB 937 - Bernskoetter	Conveys certain state property	Monitor	Voted Do Pass				
SB 938 - Bernskoetter	Modifies certain provisions relating to land surveying	Monitor	Hearing Conducted				
SB 942 - Brown	Allows vehicles to exceed weight limits by up to 10% in certain circumstances	Monitor	Second Read and Referred				
SB 956 - Beck	Modifies the liability of employers	Monitor	Second Read and Referred				
SB 959 - Roberts	Creates the Missouri Geospatial Advisory Council	Monitor	Hearing Conducted				
SB 972 - Trent	Modifies provisions relating to railroad crossings	Monitor	Hearing Cancelled				
SB 990 - McCreery	Requires motorcycle operators and passengers to wear protective headgear	Support	Second Read and Referred				
SB 1006 - Gregory	Requires motor vehicles to have a driver with active control present	Monitor	Second Read and Referred				
SB 1007 - Burger	Modifies provisions relating to child passenger restraint systems	Support	Second Read and Referred				

SB 1027 - Brattin	Enacts provisions relating to the use of automated license plate reader systems	Monitor	Second Read and Referred				
SB 1033 - Bean	Exempts certain farm vehicles from emissions inspection requirements	Monitor	Second Read and Referred				
SB 1050 - Fitzwater	Creates new provisions governing autonomous vehicles	Monitor	Hearing Conducted				
SB 1054 - Black	Modifies provisions relating to retirement, including Tier 2011 and deferred compensation	Monitor	Second Read and Referred				
SB 1056 - Schroer	Modifies provisions relating to the sale of motor vehicles and vessels	Monitor	Second Read and Referred				
SB 1065 - Brown	Creates provisions relating to utility facility relocation	Oppose	Second Read and Referred				
SB 1084 - Burger	Modifies provisions to state funds for regional planning commissions	Monitor	Second Read and Referred				
SB 1104 - Bean	Specifies that drivers shall stop at railroad crossings for "any on-track equipment" in addition to trains	Monitor	Second Read and Referred				
SB 1126 - Coleman	Requires the Commissioner of Administration to report on state property that have been abandoned and authorizes the Governor to convey such properties	Monitor	Hearing Cancelled				
SB 1146 - Gregory	Modifies provisions relating to port authorities	Monitor	Hearing Conducted				
SB 1161 - Crawford	Modifies provisions relating to outdoor advertising	Monitor	Second Read and Referred				
SB 1166 - Moon	Enacts provisions relating to the use of automated traffic enforcement systems	Monitor	Second Read and Referred				
SB 1179 - Fitzwater	Provides that local taxes and fees on motor fuel shall expire five years after enactment unless reauthorized by a two-thirds vote of the political subdivision	Monitor	Second Read and Referred				
SB 1181 - Trent	Modifies provisions relating to automobile theft	Monitor	Second Read and Referred				
SB 1182 - Trent	Authorizes counties to provide vehicle weight exemptions for certain vehicles	Monitor	Second Read and Referred				
SB 1184 - Schroer	Requires the general assembly to approve proposed administrative rules with a fiscal note over \$250,000	Monitor	Second Read and Referred				
SB 1197 - Gregory	Enacts the "Alexander Whalen Safe Highways Act" pertaining to wrong-way vehicle detection systems	Monitor	Second Read and Referred				
SB 1251 - Hudson	Modifies provisions relating to alternative county highway commissions	Monitor	Second Read and Referred				

SB 1257 - Nurrenbern	Modifies provisions relating to drivers' duty to secure child passengers	Support	Second Read and Referred				
SB 1299 - Brattin	Modifies provisions relating to traffic offenses	Monitor	Second Read and Referred				
SB 1355 - Brattin	Allows for certain motor vehicles to be registered permanently	Monitor	Second Read and Referred				
SB 1356 - Washington	Modifies provisions relating to criminal records	Monitor	Second Read and Referred				
SB 1369 - Nicola	Enacts provisions relating to motorcycle operation	Monitor	Second Read and Referred				
SB 1408 - Burger	Increases the maximum speed limit from 70 to 75 miles per hour on rural interstates and freeways	Oppose	Second Read and Referred				
SB 1414 - Bernskoetter	Conveys certain state property	Monitor	S First Read				
SB 1416 - Trent	Modifies provisions relating to the use of electronic communication devices while driving	Monitor	S First Read				
SB 1426 - Gregory	Modifies provisions relating to towing of commercial vehicles	Oppose	S First Read				
SB 1452 - Fitzwater	Establishes provisions relating to construction contracts	Monitor	S First Read				
SB 1460 - Schnelting	Modifies provisions relating to towing	Monitor	S First Read				
SB 1461 - Gregory (21)	Authorizes a tax credit for certain railroad infrastructure investments	Monitor	S First Read				
SB 1462 - Gregory (21)	Authorizes a tax credit for certain railroad infrastructure investments	Support	S First Read				
SB 1484 - Henderson	Creates new provisions relating to progressive design-build contracts	Monitor	S First Read				
SB 1494 - Schroer	Establishes procedures for the automatic expungement of certain criminal offenses	Monitor	S First Read				
SB 1516 - Gregory (21)	Creates provisions relating to fences and enclosures	Monitor	S First Read				
SB 1579 - Gregory (15)	Modifies provisions relating to driving while intoxicated	Support	S First Read				
SJR 67 - O'Laughlin	Provides that the Director of the Department of Transportation shall be appointed by the Governor	Oppose	Second Read and Referred				
SJR 106 - Schroer	Transfers authority over the state highway system to the Department of Transportation	Oppose	S First Read				
Memorial Designations							
Bill/Sponsor	Description	MoDOT Position	First Chamber	First Chamber Passed	Second Chamber	Second Chamber Passed	Signed/Vetoed

HB 1848 - Hruza	Designates the "Army SSG Salvatore Palazzolo Memorial Bridge" in St. Louis County	Monitor	Read Second Time				
HB 2094 - Crossley	Designates the "WWII Robert Earl Sauls Memorial Highway" Jackson County	Monitor	Read Second Time				
HB 2117 - Owen	Designates the "Gary D McCormach Nemo Macto Unus Memorial Highway" in Greene County	Monitor	Read Second Time				
HB 2219 - Riggs	Designates the "James Thompson Highway" in Ralls County	Monitor	Read Second Time				
HB 2576 - Black	Designates the "Dr Tommy Macdonnell Memorial Bridge" in Webster County	Monitor	Voted Do Pass				
HB 2701 - Christensen	Designates the "Dr Scott Hall Memorial Highway" in Harrison County	Monitor	Read Second Time				
HB 2845 - Durnell	Establishes the "Jarrad Bennett Memorial Bridge" in Howell County	Monitor	Referred				
HB 2873 - Phelps	Designates the "Captain Vernon Collett Memorial Highway" in Johnson County	Monitor	Read Second Time				
SB 1343 - Schroer	Designates "President Donald J Trump Highway" in St. Charles County	Monitor	Second Read and Referred				
SB 1544 - Nurrenbern	Designates "Firefighter Paramedic Graham J Hoffman Memorial Highway" in Platte County	Monitor	S First Read				