



**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes**

**TABLE OF CONTENTS
April 8, 2026**

COMMISSION/DIRECTOR ITEMS

Approval of Minutes 5
 Consent Agenda 5
 Commission Committees and Commission Related Boards 6
 Director’s Report 7

PUBLIC COMMENTS

Bucklin Junction on Highway 36 9
 Support of Active Transportation Plan 10
 Concerns About Litter, I-70 Construction Zones, and Utility Relocation Legislative Proposals 11

MODOT PRESENTATIONS

Work Zone Awareness 12
 MoDOT Improve I-70 Program Report 16
 Maintenance Operations Update 19

BUSINESS ISSUES

Fiscal Year 2026 Budget Amendment 22

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements 22
 Approval of Plans for Condemnation 27

PROPERTY ACQUISITION AND CONVEYANCES

Consideration of Disposal of Excess Property, Route 61 in Cape Girardeau County,
 Excess Parcel Numbers SE-200526 and SE-277268 27

REPORTS

Medical and Life Insurance Plan: Missouri Department of Transportaton and Missouri State
Highway Patrol Medical and Life Insurance Plan Report 29

MoDOT Briefing Report 30

Missouri Department of Transportaton Financial Report – Fiscal Year 2026 30

Consultant Services Contract Report..... 30

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

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, April 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.

* * * * *

* * * * *

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

* * * * *

*“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 meeting held on March 4, 2026, and the special meeting held March 3, 2026.

* * * * *

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 April 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.

* * * * *

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 April 8, 2026, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next Audit Committee meeting will be in June.

Legislative Committee – Commissioner Boatwright provided an update on several key legislative activities at both the state and federal levels.

He reported at the state level, House Bill 2014, the supplemental budget request, was passed and was signed by the Governor on March 11. The Commission's request of \$643 million was included to complete fiscal year 2026 funding and there is an action item on the agenda later today to amend the budget to incorporate these funds.

Senate Bill 1408, sponsored by Senator Jamie Burger (R-Benton), would raise the maximum speed limit on rural interstate highways from 70 miles per hour (mph) to 75 mph. The bill crossed chambers and was heard in the House Transportation Committee last week. Director Hassinger testified on the proposal, sharing the department's estimated safety impacts of this 5 mph increase. Speed remains the leading contributing factor to fatal crashes in Missouri. While the proposal would save approximately five minutes of travel time on a 100-mile trip, it is projected to result in an eight percent increase in fatalities.

House Bills 2069 and 2208, sponsored by Representative Brandon Phelps (R-Warrensburg), crossed chambers and is scheduled to be heard in the Senate Transportation Committee later this morning. This legislation would establish a framework, administered by the Department of Public Safety, for the operation of autonomous motor vehicles (AVs) in Missouri. The House added an amendment prohibiting the use of AV technology in commercial motor vehicles.

House Bill 1740, sponsored by Representative Dave Griffith (R-Jefferson City), would increase penalties for Driving While Intoxicated (DWI) offenses and enact an all-offender ignition interlock requirement for drivers with a blood alcohol content above .15. Known as Melanie's Law, named for Representative Griffith's friend and constituent, Melanie Wankum, the bill received broad bipartisan support in the House and now moves to the Senate. Representative Griffith noted that conversations on

this issue will continue and encouraged future lawmakers to consider lowering the .15 threshold to better protect Missourians.

On the federal side, Congressman Sam Graves recently announced that he will not seek re-election. He has been a tremendous advocate for transportation in Missouri, and his leadership in Congress will be greatly missed.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next board meeting will be May 6.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Hegeman stated that there was no report. The next board meeting is scheduled for April 17, if needed, otherwise the board will not meet again until June 25, 2026.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that as of April 1, traffic fatalities in Missouri were down 16 percent compared to this same time last year. As a reminder, Missouri has an opportunity to have four years in a row of declining traffic fatalities, something that has not happened in Missouri since 2011. This is a good start, but the margins will get slimmer as the year progresses, so everyone needs to stay focused and do what they can to keep the highways safe.

As part of that effort, the department will be kicking off Work Zone Awareness Week later this month, with a media event planned for April 20 in Kansas City alongside many highway safety and construction industry partners. The message will be simple: **work with us** to keep Missouri work zones safe. Later in today’s meeting, there will be a presentation on what the department is doing to improve work zone safety in Missouri.

On April 28, the Coalition will be partnering with AAA and other safety advocates to continue raising awareness of distracted driving. The annual Distracted Driving Awareness Day will take place at the Capitol Rotunda at 10:00 a.m. This will be a great opportunity to remind Missourians about the state’s hand-free law and promote simple strategies, like Buckle Up Phone Down, that everyone can take to make a difference.

* * * * *

DIRECTOR’S REPORT

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

Improve I-70 Groundbreaking – Director Hassinger reported last week, the department gathered with local leaders and department contracting partners to officially break ground on the Improve I-70: Boonville to Rocheport project, marking the fourth project under construction across the corridor. It was a wonderful event with key stakeholders in the area. The Director shared a video of a brief recap. He stated this program is truly moving at unprecedented speeds. The department’s I-70 team and contracting partners are doing all they can to deliver these projects, as it has been heard across the entire corridor: “Hurry up and complete the work.” He assured everyone that the department is. But that means lots of work underway at once: The department will have five Improve I-70 work zones active by the end of this year, plus a truck parking project. The department cannot stress enough how important it is that the traveling public work with MoDOT to keep those work zones safe. Pack a little patience, stay alert, lay off the accelerator, and rest assured that this is only a temporary disruption that will bring decades of benefits.

Don Welge Memorial Bridge Project Milestone – Director Hassinger reported in other big project news, the department is nearing the finish line on the Don Welge Memorial Bridge down in the Southeast District. A slide was shown. Department contractors Ames Construction hoisted the final pieces of the bridge’s structural steel into place last month, connecting the two halves of the bridge over the main Mississippi River channel that separates Missouri and Illinois. The cable-stayed portion of this bridge is 2,500 feet long, so this is no small task. They are now hard at work filling the gap in the deck so this new bridge can be open to traffic this summer. The Director understands this project is taking place in a more rural part of the state, but he does not want this to fly under the radar. The department is delivering a pretty amazing major bridge over the Mississippi, and he looks forward to cutting a ribbon later this year.

ACEC Awards – Director Hassinger reported last month, several MoDOT project and consulting teams were recognized at the American Council of Engineering Companies (ACEC) Missouri’s Annual Awards Banquet in Kansas City. The Director was honored to be there and help present a few awards to MoDOT team members and consulting partners for their excellence in engineering. This is quite the list; the department clearly delivered some high-quality projects lately.

MoDOT’s I-70 National Environmental Policy Act (NEPA) Re-evaluation effort was recognized with an Honor Award in the Studies, Research, and Consulting Engineering Services category, with help from consultants CDM Smith. In that same category, the department’s Forward 44 Purpose and Need Study also earned an Honor Award, thanks to partners at Garver and Hg Consult. Three MoDOT projects received Honor Awards in the Transportation category. The first was a project to replace one of the state’s most complex water crossings, Route 86 Bridge over Table Rock Lake. MoDOT worked with partners at Burns and McDonnell and Crawford, Murphy, and Tilly to deliver a new 1,800 plus foot bridge and significant benefits to the community. The department had many discussions about the hundreds of thousands of signs on Missouri’s system, and the St. Louis District worked with partners at Civil Design Inc. to tackle that challenge. Their efforts to inspect nearly 1,700 structural and overhead signs and help streamline the reporting process earned them the honor. Finally, a project in Christian County with department partners at Olsson earned recognition for delivering the state’s first continuous green T and continuous flow intersection design. That effort was part of the department’s Route 160 at Routes AA and CC intersection improvements.

The Buck O’Neil Bridge Design-Build Project won a Grand Award in the Transportation category. The department has done its share of celebrating this massive project, so he offered another congratulations to the project team and the team at HNTB for delivering critical connections for Kansas City. Lastly, another MoDOT project earned a Grand Award; this one in the Special Projects category thanks to partners at SCI Engineering. Route W in Jefferson County was damaged by a landslide last year, and together the conditions were quickly evaluated and a sustainable repair was delivered. All this recognition just goes to show the quality of work the engineers entrusted with Missouri’s transportation system. Director Hassinger congratulated and thanked all the department’s partners and team members for their well-deserved recognition from the industry.

TEAM Recap – Director Hassinger reported that last month he had the privilege to join many of those partners and hundreds of engineers at the Transportation Engineers Association of Missouri (TEAM) annual conference. As usual, this was a really great event with important discussions around safety enhancements, innovation and new technologies, and project delivery techniques. A lot of the MoDOT

team are involved in this organization and event, and many of them presented, sharing insights, updates, and best practices on projects and processes being worked on across the state. Presentations covered topics like various road and bridge design considerations, Improve I-70 updates, multimodal plans and partnerships, corridor safety improvements, and lots of others. The Vice Chairman headlined day one with some great insights on building trust to build investments. It was three days packed with engaging and educational opportunities for staff to make sure MoDOT is maintaining that world-class standard in engineering. Director Hassinger thanked the hard work of the TEAM Governing Board as the department has a few different employees represented on that board with external partners, and they did a fabulous job pulling this event together.

Women’s History Month Recap – Director Hassinger provided a brief recap of a powerful event the department held last month. A slide was shown and he stated March was Women’s History Month. The department’s Employee Engagement team put together a panel of some of its incredible women in leadership positions across the department, representing maintenance, highway safety, information systems, and more. They shared their experiences, insights, and advice for others navigating this historically male-dominated industry. The Director stated he was thankful not just for these women stepping up and sharing, but for every day they show up to lead, inspire, and motivate those around them. There are some world-class team members here at MoDOT, many of them women, and he is thankful for the chance to work alongside them every day.

* * * * *

PUBLIC COMMENTS

BUCKLIN JUNCTION ON HIGHWAY 36

Reverend Richard Casady, concerned citizen, previously presented to the Commission at the February 5, 2025 and September 5, 2024 commission meetings about this grassroots effort. The Bucklin junction at Highway 36 project has been moved from a Tier Two unfunded project to a Tier One funded project. He stated he still has concerns about the intersection as it sits on an outdated 1950s highway corridor and has become extremely dangerous, especially for school buses and other frequent users who refer to the nearby grade as “Suicide Hill.” When drivers try to merge on the east bound lane of US 36 from Bucklin, they have little time to decide whether to pull out due to the heavy commercial motor vehicle trucks Highway US 36. He is still worried about crashes at this location, and the safety of students on school buses that go through this intersection.

Reverend Casady noted that flashing lights were installed at the junction to raise awareness along with additional signage to slow down traffic. He believes current plans for a J-turn are not suitable because of short sight distances, hills, and fast-moving traffic. He asked the Commission and MoDOT to take another look at the project and consider extending both merge and turn lanes by about 3/8 of a mile to give drivers more time to react safely. He noted the project is scheduled for 2028 and requested reconsideration before it moves forward, emphasizing that local residents feel overlooked but are working respectfully within the process.

Commissioner Erdman thanked Reverend Casady for his comments and public testimony.

* * * * *

SUPPORT OF ACTIVE TRANSPORTATION PLAN

Jackson Hotaling, Community Engagement Director at Missourians for Responsible Transportation, stated they are a nonprofit working to build streets, roads and trails that work for all Missourians. He noted he rode his bike to Jefferson City and acknowledged and appreciated the partnership to extend the Katy Trail on the U.S. Highway 54 bridge over the Missouri River.

Mr. Hotaling noted the Missourians for Responsible Transportation fully supports the addition of a statewide active transportation plan to Missouri's transportation planning framework. He thanked the MoDOT Planning Team for releasing the Long-Range Transportation Plan (LRTP), which helps guide the department's strategic direction, funding priorities, and overall investments for the coming decades. He noted 46 states have dedicated plans that guide active transportation funding. Mr. Hotaling stated in early 2000, MoDOT released the bicycle and pedestrian document called the Missouri Trail Map for Non-Motorized Transportation. Unfortunately, this document was not adopted by the Commission.

He stated that Missouri has reported its highest ever pedestrian fatality rate in 2025, which surpassed 2024. At the same time, Missouri is facing imminent crises with fuel prices and a potential 85 percent reduction in state transit funding over a two-year period, which is straining already limited

transportation options for Missourians that do not drive. Mr. Hotaling says they support the LRTP short term goals that advance safety strategies and improve active transportation coordination.

In conclusion, Mr. Hotaling highlighted that more than 2,200 Missourians surveyed in the LRTP update highlighted the three most important transportation issues that MoDOT should focus on: road and bridge maintenance, access to transportation options, and safety. As follow up to the commission meeting today, he stated he will share issue briefs that have been developed over the last few months. They have also compiled letters of support for this campaign from 112 different organizations across the state, including a majority of MoDOT, Metropolitan Planning Organization (MPO) and Regional Planning Commission (RPC) planning partners, as well as from municipalities, social service organizations, business groups, and others. While the 112 organizations vary in reach and mission, the letters highlight a shared vision for Missouri to adopt appropriate needs for all road users through planning, funding, and implementation.

Commissioner Erdman thanked Mr. Hotaling for his testimony.

* * * * *

CONCERNS ABOUT LITTER, I-70 CONSTRUCTION ZONES, AND UTILITY RELOCATION LEGISLATIVE PROPOSALS

Arnie Dienoff thanked the Commission for addressing his concerns about the guest wi-fi account in the building, as it is cumbersome to join. He stated the litter should be reported; it is very important that when citizens see somebody committing a crime of throwing bags of trash or debris or littering on the public highways, they call law enforcement as a witness to report it.

Mr. Dienoff stated he saw two different law enforcement vehicles driving at excessive speeds without lights or sirens in an I-70 construction zone and requested the Commission or staff follow up on the vehicle information provided.

Mr. Dienoff concluded by highlighting legislative proposals that require reimbursement for non-regulated utilities for site relocation costs incurred due to road maintenance. He stated these are ludicrous

bills that are going to cost Missouri a lot of money over the next five years of the Statewide Transportation Improvement Program (STIP). He noted that utilities are allowed in right of way, free of charge with no lease or maintenance obligations to mow that property. They are getting it for free and at taxpayers' expense. Mr. Dienoff read the following resolution:

A resolution expressing opposition to Senate Bill 1065, House Bill 2429, and House Bill 2155, relocating to the reimbursement of non-rate regulated utility providers for facility relocation costs.

Whereas, the Missouri General Assembly is considering Senate Bill 165 and the House Bills, which would require county, cities, incorporated towns and villages, and the Missouri Department of Transportation to reimburse certain non-rate regulated utility providers for labor costs associated with relocating facilities within public right of way due to road maintenance or construction projects.

And whereas the Missouri Department of Transportation and local governments have long relied upon established principles governing public rights of way, including the expectation that utilities occupying such right of way subject to the obligation to relocate the facilities at their own expense, when necessary, for public infrastructure improvements.

And whereas Senate Bill 1065 and the House Bills would create an unfunded mandate on state and local governments by requiring reimbursement of private utilities relocation costs without providing a dedicated and sufficient revenue source to offset these new expenditures.

And whereas Senate Bill 1065, House Bill 2429, and House Bill 2155 required that local governments and state governments notify utility providers and coordinate relocation schedules within the prescribed timeframes introduces additional administrative burdens that may delay critical infrastructure projects.

Now, therefore, be it resolved that the State Transportation Commission of the State of Missouri as follows. Section one that the State Transportation Commission hereby formally opposes Senate Bill 1065, House Bill 2429, and House Bill 2155, and any similar legislation that shifts the cost of utility relocation from private providers to governments and taxpayers.

Commissioner Erdman thanked Mr. Dienoff for his comments and for advocating for MoDOT and the Commission on utility relocation proposals. Additionally, he noted that the Commission has established opposition to these bills.

* * * * *

MODOT PRESENTATIONS

WORK ZONE AWARENESS

On behalf of the Director, Jon Nelson, State Highway Safety and Traffic Engineer, and Alex Wassman, Traffic Liaison Engineer, presented to raise awareness of work zone and previewed plans for Work Zone Awareness Week. Mr. Nelson began his presentation by reporting that overall, traffic fatalities

in Missouri have decreased each of the last three years: a 5 percent reduction last year, a 4 percent reduction in 2024, and a 6 percent reduction in 2023. Cumulatively, that adds up to more than 300 lives have been saved over the past three years combined. In 2026, Missouri has an opportunity to do something that has not been done in 15 years and that is have four years in a row of traffic fatality declines. For the beginning of 2026, fatalities are down about 15 percent compared to the same time last year. He highlighted that the greatest improvements typically occur between April and September, when most work zones are active.

Mr. Nelson emphasized the scale of ongoing construction, stating that more than 1,000 work zones are expected to be active statewide each day during peak season, necessitating vigilance from both MoDOT crews and the public. Between MoDOT maintenance crews and external partners in the construction industry, historic levels of work will continue happening across the state in every community. These work zones are a necessary component of having a transportation system that is safe, reliable, and efficient. He outlined key safety concerns, including frequent crashes into MoDOT protective vehicles, 50 such impacts occurred in 2025, and the continued occurrence of fatal and serious-injury crashes in work zones, with 24 fatalities and 113 serious injuries recorded last year. The sole purpose of these protective vehicles is to shield a highway worker from an errant out of control vehicle. Unfortunately, protective vehicles and construction barriers alone cannot prevent all work zone injuries.

Mr. Nelson noted that aggressive and distracted driving contributes significantly to these incidents. The remedies for these concerns are simple. They are everyday things that every driver can do: put the phone down, pay attention whenever drivers see orange and construction signs and flashing lights, give other vehicles room to operate, and take turns when there are merge points or lane closures.

Mr. Nelson reaffirmed the department's commitment to improving work zone setups and exploring additional protective measures while underscoring that driver behavior remains the most critical factor. MoDOT continues to share the message to buckle up, phone down, slow down, and drive sober.

Additionally, he shared his excitement for a new program called Work Zone Safe, which is an online course that began in Oklahoma with a specific goal to educate teen drivers on what they should expect and how they can safely traverse through work zones. Two weeks ago, MoDOT launched the Missouri version of Work Zone Safe.

Mr. Wassman shared some of the safety focus strategies and solutions the department is using to protect roadway workers and motorists. MoDOT updated its Engineering Policy Guide (EPG) by incorporating the most recent Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices, a process that required reviewing approximately 2,500 pages of state and federal policy over two years.

In addition to policy, MoDOT strives to improve equipment, especially when the equipment helps to reduce exposure to risk by removing workers from the roadway and reducing the time needed to finish the work. An example is the pavement marking truck with the robotic arm, which was shown in a video and on display. This truck allows workers to put down intersection markings from the safety of a truck cab, rather than having to apply them by hand. The operator parks the vehicle and uses a touch screen to select the type of marking to put down. The arm moves on its own using cameras and sensor arrays for guidance. The robotic arm lays down the marking in multiple passes while keeping the arm confined within a single lane to always keep it out of traffic. After some successful testing with the demo truck last summer, the St. Louis and Kansas City districts have purchased trucks for use this fiscal year, and at least two other districts are also investigating it in their own trucks.

Mr. Wassman highlighted speed management strategies and work zones with increasing levels of cost and effort required to implement. Trailers are a common low-cost solution that have shown moderate results of speed reduction in the single digits, approximately 2 to 8 miles per hour. However, based on a study conducted by the University of Missouri in active I-70 work zones last year, almost 6 in 10 vehicles on the roadway exceeded the speed limit by 10 or more miles per hour. With speeds that excessive over

the work zone speed limit, the reduction provided by speed trailers may not be enough on its own. Another solution is work zone enforcement with law enforcement agencies. Each year, the Highway Safety division makes funds available for police presence and enforcement on construction projects. For fiscal year 2026, the department programmed around \$3 million, which is a large increase over the previous year's budget of \$2.2 million. This increase is largely due to anticipated usage on the I-70 projects, but the money is available statewide. Missouri has also investigated innovative approaches from other states to address the problem of speeding within work zones. One of those solutions, which is not currently in use in Missouri, is speed safety cameras. While these can be used on a standalone automated basis, other states like Arkansas utilize them as a tool to enhance traditional enforcement. The cameras are monitored by officers in their vehicle beyond the end of the work zone to identify vehicles speeding through work zones. This is similar to the concept used for aerial enforcement or when one vehicle operates radar while a second vehicle makes the stops. The speed safety cameras allow the officers to work more effectively and safely in police work zones, as they can wait at the end of the work zone.

Mr. Wassman also reported that for major projects, MoDOT has been reaching out to various mapping and navigation providers to make sure they are aware of changes to roadway alignment before they happen. Additionally, MoDOT has the travel time advisory systems that provide valuable information to the public, so drivers know how long to expect their trip to take. It can help reduce frustration and aggression levels and help drivers make better route choices. MoDOT is also utilizing construction vehicle warning systems. These are a valuable addition to projects where slow-moving construction vehicles need to frequently enter high speed roadways. The construction vehicle approaches the roadway. A sensor detects its presence and triggers flashing warning signs or a changeable message sign to alert the drivers of a vehicle about ready to merge into the roadway.

Mr. Wassman shared that National Work Zone Awareness Week is April 20 through 24. MoDOT's goal is zero fatalities in work zones. Only through continued improvement from everyone will that happen.

This year's Work Zone Awareness theme is the same as last year, "Work with Us: You Play a Role in Work Zone Safety," highlighting the important role workers and motorists each play in work zone safety. The department will continue to emphasize the Buckle Up Phone Down initiative, educating the public to put their phones down and wear their seat belts in work zones.

Commissioner Smith thanked Mr. Nelson and Mr. Wassman for their presentation and noted how the department is doing everything possible to make work zones safe, from innovative vehicles to messaging. He stated it is a team effort to keep messaging to slow down. Commissioner Boatwright stated it is exciting to see the traffic fatality numbers decreasing. He noted that there has not been an improvement in driver behavior, and that it has probably gotten worse over time. He acknowledged that improved technology on vehicles has probably assisted with driving fatalities down. He concluded that drivers need to slow down, make an effort when traveling through work zones, do not be distracted, and to also teach the youth these better driving behaviors.

* * * * *

MODOT IMPROVE I-70 PROGRAM REPORT

On behalf of the Director, Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission an update regarding the Improve I-70 Program. The segment of I-70 within the state of Missouri holds both regional and national significance and connects the two largest cities of Kansas City and St. Louis. Additionally, I-70 carries more rural daily traffic in Missouri than any other route in the state. The nearly 250 miles across the state have been an engine for economic growth and prosperity since 1956. Missouri has the distinction of being the birthplace to the interstate with the first interstate project under construction on I-70 in St Charles County between Fifth Street and Route 94/First Capitol Drive. This project broke ground on August 13, 1956. Construction of the Missouri portion of I-70 was completed in 1965 making it the oldest interstate in U.S. history.

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. MoDOT has been formally studying the I-70 corridor for over 30 years as there have been many concepts and ideas; it came down to funding. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles. Mr. Kopinski noted that of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) to directly pay for project costs and the remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program.

Mr. Kopinski stated the funding was approved in June 2023 and the first groundbreaking celebration was in Columbia in June 2024. Since then, a lot of work has been accomplished. Currently, with winter season about done, work is now accelerating for the coming year. He also highlighted that Missouri would commemorate the seventieth anniversary of Interstate 70 this year. Mr. Kopinski reported the importance of the historic funding approved by the General Assembly three years ago and described recent efforts to leverage additional federal support. A \$25 million BUILD grant request was submitted to replace the Blackwater and Lamine bridges, both near the end of their useful life, that would be great to new structures as the third lanes are added. Whether or not the grant is awarded, construction is scheduled to begin next summer, demonstrating Missouri's readiness to deliver projects at a pace unmatched by other states.

Mr. Kopinski stated a key component of the I-70 team is communication with the public, industry members, and internal team members. Staff are holding formal public meetings on a quarterly basis somewhere in some capacity to keep everyone informed of updates to the project, introduce a new project, how these projects will benefit them, and how drivers can navigate the area while MoDOT makes these

much-needed improvements. The I-70 team also communicates with industry partners almost daily. For road closures, staff have held additional public meetings. This summer, seven overpasses that travel north south over Interstate 70 will be closed, which will impact many local communities. The team is making flyers, going door to door to the local businesses, having monthly check-in meetings with the first responders and local businesses, and even the school bus routes that are impacted by these projects. Mr. Kopinski said they want to make sure that those in the know have firsthand access to the team and information. Additionally, the department maintains transparency by listing project leaders and direct contact information on the program website, a practice other states consider unusual.

As the program enters its third year, the team reiterated its core goals: successful delivery of a third lane across the state while maintaining focus on safety, modernization, and long-term resilience. Minor but meaningful improvements, such as raising vertical bridge clearances to modern interstate standards and lengthening entrance-ramp acceleration lanes by up to 2,000 feet, will create significant safety benefits for motorists and freight operators. The Improve I-70 program started with six projects and based on industry feedback, the team adjusted the schedule both when the projects are procured and how many projects there will be. There will be eight projects across the state, and one statewide truck parking project. All nine projects are expected to be fully procured within the next eleven months, totaling approximately \$1.3 billion in awards. The team also continues partnering with Missouri research universities to rapidly apply engineering solutions to help solve problems quickly.

Mr. Kopinski highlighted one of the key successes to this unusually fast pace is attributed to decisive executive leadership, experienced design-build use, strong industry partnerships, and clear communication with the public. He concluded by reporting that as construction season begins, more than 600 workers from MoDOT and contracting teams will be active daily and nightly along the corridor. The department has increased coordination with law enforcement and first responders to support work-zone

safety. He reaffirmed that the program remains on time and on budget, consistent with commitments made when funding was announced.

Commissioner Slay commended Mr. Kopinski for his leadership on this project, how quickly the projects have moved, and the leadership, partnership, and great work and talent that is working on this project. Director Hassinger commended the team for setting the bar for a project of this magnitude. He stated money usually trains speed, and there is not that constraint because the money is in place. Additionally, credit should be given to Missouri's political leadership. Furthermore, the commission form of governance has allowed MoDOT to have free rein to do what is needed and that should not be overlooked. Lastly, the foresight on the program director to think carefully about how this gets procured, talking with industry about that before the program began, receiving feedback, and putting together all those pieces.

* * * * *

MAINTENANCE OPERATIONS UPDATE

On behalf of the Director, Darin Hamelink, State Maintenance Director, presented to the Commission a high-level overview of maintenance operations, from winter weather to spring season. He noted the 2025-2026 winter is over and MoDOT responded to seven statewide events; four of the seven events had a greater impact on the northern part of the state. The department spent \$37 million this winter season, with 45 percent of the costs due to the January 2026 storm that lasted a full 10 days and covered every route in the state with snow. Despite its severity, crews performed exceptionally well. The average winter cost is \$50 million with 4 million miles driven. This season, employees drove 3 million miles plowing snow. Winter weather required 340,000 labor hours to clear the roads and used 67,000 tons of salt.

Mr. Hamelink outlined several pre-winter planning efforts, including coordination with the State Emergency Management Agency (SEMA), the Missouri State Highway Patrol (MSHP), and MoDOT staff

to prepare for incidents in constrained construction areas. These exercises helped improve detour strategies, treatment plans, and staffing levels, resulting in successful operations throughout the season. Continuous improvement efforts included adding design-build teams to 24- and 48-hour coordination calls and regularly evaluating treatment strategies, timing, and application rates. Mr. Hamelink also highlighted training efforts, which are critical. Despite turnover, 87 percent of the department's snowplow drivers are trained. That is an amazing statistic, considering the highest turnover rates are from employees who have 5 years or less experience. About 50 percent of snowplow drivers have less than 3 years of experience, and 25 percent have less than one year of experience. Training is crucial to ensure drivers have the skills and know-how to get the job done.

Shifting to windshield items for this spring, maintenance staff focus on 5 major work activities: signing, potholes, sweeping, dead animals, and litter. Winter weather damages roadways, so potholes are generally the number one customer concern in March and April. Additionally, the first mowing cycle is typically in mid-May, so litter pickup is emphasized ahead of the first mowing cycle. Signing work continues to be a major focus, with 11 percent of signs currently needing replacement. The department spent a combined \$35 million last year on in-house and contracted signing work. Maintenance staff are currently replacing 40,000 signs per year with in-house forces, which is roughly 6 percent of the total inventory. The department is working to close the gap to reach the internal goal of 7 percent insufficient signs on the system. Pothole repair accounted for another \$20 million and more than 245,000 labor hours. This is a year-round activity that requires constant attention. Sweeping operations, dead animal removal, and litter cleanup were also reviewed, with litter continuing to grow as a statewide issue. Litter removal costs rose from \$11 million in 2024 to \$13 million last year, accompanied by significant labor hours and reliance on communication efforts, volunteer programs, school partnerships, and social media outreach. Work-release labor has sharply declined, resulting in fewer available cleanup crews. MoDOT is supportive of legislation that would hold trash haulers accountable and impose fines on those that litter. Lastly, the

department is expanding the “Sponsor A Highway” program that allows private entities or groups to sponsor a section of roadway, which would pay for a contractor to pick the trash along the right-of-way. Overall, litter is one area where there is work to be done. However, MoDOT cannot win this war on trash without help from the citizens of Missouri and all road users.

Mr. Hamelink noted the increased labor hours for signing and litter this year, with slight decreases in pothole repair and sweeping. Improvements in roadway condition and investment in automated pothole patchers contributed to those reductions. The department also incurred an additional \$1 million in costs related to unsheltered cleanup activities. He emphasized that maintenance activities operate within a fixed labor pool, meaning increases in litter and homeless camp cleanup reduce available time for other essential work. Winter operations and windshield items together accounted for more than one million hours last year.

Mr. Hamelink expressed appreciation for the mild winter, noting the savings in salt, fuel, equipment wear, and time that could be redirected to other maintenance tasks. He concluded by previewing the summer work plans, which include \$186 million in planned maintenance activities including asphalt repair, bridge work, signing, striping, seal coats, pipe work, concrete repair, crack sealing, and intersection marking. Lastly, he thanked all of the boots on the ground employees for their efforts and customer service.

Commissioner Hegeman thanked Mr. Hamelink for his presentation and noted his appreciation for employees being able to address some of these windshield issues that had not been able to be addressed. He noted some of that is by the goodwill of the legislature, helping the department get more funding to hire more employees to address the windshield issues. He also appreciated the brush cutting and right of way clearing as it helps maintain the roadways. Commissioner Baker noted that the work the maintenance staff do is critically important, it is a safety issue, and it also shapes and defines the experience of the driving public.

* * * * *

BUSINESS ISSUES

FISCAL YEAR 2026 BUDGET AMENDMENT

On behalf of the Director, Doug Hood, Financial Services Director, recommended increasing the budget for fiscal year 2026 by \$642.7 million. The budget increase is for personal services, expense and equipment, and program appropriations for Administration, Safety Operations, and Program Delivery, as authorized in the Supplemental Appropriations Truly Agreed to and Finally Passed by the General Assembly and signed by the Governor. Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2026 budget amendment described above.

* * * * *

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month.

Ms. Kleinschmit recommended: (1) award of contracts to the lowest responsive bidders for bids received at the March 20, 2026, letting, as recommended, and noted in Table I below; (2) no bids were received on Call C07 and therefore could not be awarded as noted in Table II below; (3) rejection of Call C08 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table III below; (4) concur in award for Route 66 lighting received by the City of Jackson at the March 17, 2026, bid letting as noted in Table IV below; (5) concur in award for the Route 84 bridge replacement received by the County of Pemiscot at the February 18, 2026, bid letting as noted in Table V below; (6) concur in award for the ADA improvements on Route 100 from Baxter Road to Route 141 received by the City of Manchester at the February 19, 2026, bid letting as noted in Table VI

below; and (7) ratify the award of Job Number JSL0181 that was let by the City of Olivette at the February 4, 2026 meeting. The award amount was incorrect due to a tabulation error. The corrected bid letting is noted in Table VII below.

**Table I
Award of Contracts
March 20, 2026, Bid Opening**

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	65	Livingston	JNW0143	\$316,397.18	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
A02	J, UU, P, D, W, P, C	Andrew, Daviess, Gentry, Harrison, Nodaway	JNW0164	\$5,191,104.51	\$0.00	Emery Sapp & Sons, Inc.	Resurface
B03	24	Monroe	JNE0047	\$3,124,716.86	\$0.00	Magruder Construction Co., Inc.	Culvert Extensions
B04	VV	Macon	JNE0139	\$3,532,046.46	\$0.00	Louis-Company, LLC	Bridge Replacement
B05	Various	Audrain, Ralls, Pike, Lincoln, Monroe, Montgomery, Randolph, Warren	JST0139	\$1,296,669.43	\$0.00	James H. Drew Corporation	Guardrail Improvements
B06	Various	Adair, Clark, Knox, Lewis, Macon, Marion, Schuyler, Shelby	JST0139B	\$869,278.54	\$0.00	James H. Drew Corporation	Guardrail Improvements
C04	I-70, I-35, I-29/I-670/71, I-470/I-435/I-49	Jackson	JKU0034	\$792,278.46	\$0.00	James H. Drew Corporation	Sign Replacements
C05	24	Jackson	JKU0038	\$3,486,971.47	\$0.00	Louis-Company, LLC	2 Bridge Redecks
C06	169	Clay	JKU0099	\$40,522,896.31	\$0.00	Hawkins Construction Company DBA Hopco Construction, Inc.	Bridge Replacement and MSE Wall
D01	8	Washington	J5P3558	\$4,050,487.98	\$0.00	Louis-Company, LLC	3 Bridge Deck Replacements
	185		J5S3557				

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	W		JCD0032				Bridge Deck Replacement
D02	H	Callaway	JCD0073	\$621,376.51	\$0.00	E & C Bridge, LLC	Bridge Deck Replacement
D03	54	Callaway	JCD0170	\$4,191,212.26	\$0.00	Don Schnieders Excavating Company, Inc.	Interchange Ramp Reconstruction
D04	8	Crawford	JCD0342	\$297,145.50	\$0.00	BuildTec Construction, LLC	Bridge Rehabilitation
F01	100	St Louis	J6P3510D	\$5,596,819.02	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
F02	D	St Louis City	J6S3438	\$9,252,376.91	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, ADA, Signal Improvements, and Sign Improvements
F03	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	JSL0184	\$2,235,400.91	\$101,051.40	Gerstner Electric, Inc.	ITS Improvements
G01	123	Greene	JSR0165	\$773,704.19	\$0.00	Branco Enterprises, Inc.	ADA Improvements
	32, 39	Cedar	J7P3397				
G03	BU 13, BU 65	Stone, Taney	JSR0057	\$1,025,005.09	\$0.00	Branco Enterprises, Inc.	ADA Improvements
	Various	Jasper, Lawrence, Newton	JSR0337				
H02	67	Madison	JSE0069	\$2,744,662.45	\$0.00	Lappe Cement Finishing, Inc.	J-Turns
H03	Various	Butler, Cape Girardeau, Dunklin, Howell, Perry, St Francois, Scott, Texas, Wright	JSE0133	\$580,822.00	\$0.00	Gerstner Electric, Inc.	Signal Improvements
H04	I-57	Mississippi	JSE0332	\$1,937,887.44	\$0.00	Iowa Civil Contracting, Inc.	Pavement Repair
Total				\$92,439,259.48	\$101,051.40		

* Call D07 – Contingent upon receiving the fund transfer from the Office of Administration I-70 Project Fund

**Table II
No Bids Received
March 20, 2026, Bid Opening**

Call No.	Route	County	Job No.	Description
C07	40	Jackson	JKU0201	Intersection Improvements

**Table III
Rejection of Bids
March 20, 2026, Bid Opening**

Call	Route	County	Job No.	Description
C08	Various	Various	JKU0313	Job Order Contract for Fence Repair

**Table IV
Concurrence in Award of Contract
March 17, 2026, Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
61	Cape Girardeau	JSE0247	\$895,247.00*	KT Power Systems, Inc.	Lighting

*MoDOT Cost Share Maximum Contribution \$934,552.00

**Table V
Concurrence in Award of Contract
February 18, 2026, Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
84	Pemiscot	JSE0167	\$2,007,216.50*	Robertson Contractors, Inc.	Bridge Replacement

*Governor's Cost Share \$822,834.00, Delta Regional Authority \$400,000.00, CDBG-Industrial \$500,00.00 and MoDOT Maximum

**Table VI
Concurrence in Award of Contract
February 19, 2026, Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
100	St. Louis	J6P3602	\$2,821,900.54*	Gershenson Construction Co., Inc.	ADA Improvements

**MoDOT Cost Share Maximum Contribution \$1,134,125.00

**Table VII
Ratify Award for Corrected Amount
January 13, 2026, Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
340	St. Louis	JSL0181	\$570,600.55*	Infrastructure Management, Inc.	Roadway Improvements

*Corrected – MoDOT Cost Share Maximum Contribution \$645,000.00

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

1. Awarded contracts to the lowest responsive bidders for bids received at the March 20, 2026, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Noted no bids were received on Call C07 and therefore could not be awarded as noted in Table II above.
3. Rejected Call C08 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table III above.
4. Concurred in award for the Route 61 cost share project for bids received by the City of Jackson at the March 17, 2026, bid letting as noted in table IV above.
5. Concurred in award for the Route 84 cost share project for bids received by the County of Pemiscot at the February 18, 2026, bid letting as noted in table V above.
6. Concurred in award for the Route 100 cost share project for bids received by the City of Manchester at the February 19, 2026, bid letting as noted in table VI above.
7. Ratified the award of Job Number JSL0181 that was let by the City of Olivette at the February 4, 2026, meeting. The award amount was incorrect due to tabulation error. The correct amount is noted in Table VI above.
8. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls A01 and C07. Commissioner Hegeman abstained from voting on Call A02.

* * * * *

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>
Franklin, Jefferson, St. Charles, St. Louis, and St. Louis City	F, I-70, MO 94, I-64, MO 115, MO 141, I-170, MO 367, and I-55	J6P3510
St. Louis	67	JSL0029

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.

* * * * *

PROPERTY ACQUISITION AND CONVEYANCES

CONSIDERATION OF DISPOSAL OF EXCESS PROPERTY, ROUTE 61 IN CAPE GIRARDEAU COUNTY, EXCESS PARCEL NUMBERS SE-200526 AND SE-277268

In keeping with the Commission’s policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Donnie Brown, Southeast District Engineer, recommended conveyance of 5.53 acres of land located on the north and south sides of Route 61, west of Route 61 and I-55 interchange in the City of Jackson, to MidAmerica Hotels Corporation and James and Wanda Drury Trust for a consideration of \$1.00.

Via approval of the consent agenda, the Commission unanimously approved the property conveyance described.

* * * * *

-- REPORTS --

REPORTS

The Commission received the following written reports.

MEDICAL AND LIFE INSURANCE PLAN: MISSOURI DEPARTMENT OF TRANSPORTATION AND MISSOURI STATE HIGHWAY PATROL MEDICAL AND LIFE INSURANCE PLAN REPORT

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer and Medical and Life Insurance Plan Board Chairman, provided financial and claims data reports for the period July 2025 through December 2025, and for the most recent five calendar years, to update the Commission on the cost and utilization of the Medical and Life Insurance Plan.

Mr. Denkler reviewed the number of claims processed monthly. There was a decrease of 3.5 percent in the total number of claims processed when compared to the calendar year 2024. There was a decrease of 1.7 percent in medical claims, and a decrease of 7.7 percent in pharmacy claims processed.

A review of the claim costs indicates an increase of 1.7 percent in total claims expense when compared to calendar year 2024. Medical claim costs increased 0.7 percent while pharmacy claims increased 2.8 percent when compared to the same time frame in 2024. The specialty drug cost has increased to 55.82 percent over the past calendar year 2025, while the volume continues to account for just under 2 percent of all pharmacy claims.

The total operating revenues increased 8.1 percent compared to 2024. This is primarily the result of there being a medical premium increase in 2025. The medical plan had a loss of \$3,746,088 in 2025, resulting in a net position of \$23,731,731 as of December 31, 2025.

* * * * *

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.

* * * * *

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date February 28, 2026, with budget and prior year comparisons.

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of February 2026, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 668 active contracts held by individual engineering consultant firms prior to March 1, 2026. Twenty-one engineering consultant services contracts were executed in March 2026, for a total of \$30,262,941. There were zero non-engineering consultant contracts executed in March 2026.

* * * * *

* * * * *

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

* * * * *

* * * * *

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.

* * * * *