



**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes**

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June 3, 2026**

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN SPRINGFIELD, MISSOURI
WEDNESDAY, JUNE 3, 2026**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, June 3, 2026, at the White River Conference Center, Dogwood Canyon, 600 West Sunshine Street, Springfield, 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; Jason Saey, Assistant Chief Counsel–Project Development; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, June 3, 2026.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, a quorum of Commission members present approved the minutes of the regular meeting held on May 6, 2026, and the special meeting held May 5, 2026.

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CONSENT AGENDA

Consent Agenda Process

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

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

Consideration of June 3, 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 June 3, 2026, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next Audit Committee meeting will be June 9, 2026.

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 the legislative session concluded with substantial activity; more than 1,000 bills were filed in the Senate, over 2,000 in the House, and MoDOT processed more than 1,000 fiscal note requests. Of all bills filed, 100 were passed, including the budget. The Commission's legislative priorities are centered on the supplemental budget. House Bill (HB) 2014, passed in March included the Commission's full request of \$643 million to complete Fiscal Year 2026 funding.

Through regular appropriations process, HB 2004 – passed on May 6 – provided key funding for Fiscal Year 2027, including:

- \$2.17 billion worth of appropriations for the construction program
- \$585 million worth of appropriation for the maintenance program
- 75 additional FTEs for maintenance forces
- \$20 million of general revenue for continued investment into low-volume, rural roads

On the policy front, one of the Commission's priority safety proposals – ignition interlock devices – passed this year. HB 1740, sponsored by Representative Dave Griffith, increases penalties for Driving While Intoxicated (DWI) offenses and establishes an all-offender ignition interlock requirement for drivers with a blood alcohol content of above 0.15.

Two bills that passed this session are causes for concern. Senate Bill (SB) 1408, sponsored by Senator Jamie Burger, authorizes that Commission to increase speed limits in rural interstates from 70 to 75 miles per hour. Speed is already Missouri's leading contributing factor in fatal crashes, and many state roads were not engineered for higher speeds. The department will need to carefully evaluate rural interstate corridors before any adjustments are made. SB 916, also sponsored by Senator Jamie Burger, changes contractor liability for tort claims by establishing "before, during, and after" phases of construction

projects. Contractors will no longer be liable before or after construction, and the bill removes MoDOT's ability to require contractors to indemnification during construction. This is expected to increase litigation exposure for the Commission and ultimately reduce the amount of road work that can be delivered to Missouri taxpayers.

Protecting the Commission's authority and operational flexibility is essential. The department successfully defended against numerous proposals that did not pass, including provisions related to releasing confidential engineer's estimates, modifying eminent domain, shifting utility relocation costs, and altering the Commission's organizational structure and authority.

The Governor has until the end of June to sign or issue line-item vetoes on budget proposals. For all other bills, he has until July 15 to sign or veto them. As bills, unless otherwise specified, will take effort on August 28.

Election season is approaching, with the primary on August 4 on the general election on November 3. Voters will select the State Auditor, all 163 members of the House of Representatives, and 17 members of the Senate. Additionally, the Governor has placed four constitutional amendments on the August primary ballot.

On the federal side, the current federal transportation authorization expires on September 30, 2026. The House Transportation and Infrastructure Committee marked up its reauthorization proposal, Build America 250 (Building Unrivaled Infrastructure and Long-Term Development for America 250), on May 21. The bill passed the committee by a vote of 62 – 2 after a 14-hour hearing during which more than 65 amendments were rejected, 17 amendments were adopted, and several others were withdrawn with assurances of future consideration.

BUILD America 250 proposes \$580 billion in transportation funding. Missouri would see modest increase compared to Infrastructure Investment and Jobs Act (IIJA), which is positive given earlier concerns about potential reductions.

Key highlights include:

- Increased formula funding and reduced reliance on discretionary grants
- A new \$9.2 billion per year bridge formula program
- Project Delivery and environmental streamlining provisions
- Consolidation or elimination of some discretionary grant programs
- Changes affecting MPOs and local governments including:
 - Codifying Safe Streets for All (SS4A)
 - Allows for a 2-year obligation window for planning funds
 - A process for MPOs to qualify as direct recipients of planning funds
 - Expanded uses for planning funds
- New Freight and Multimodal provisions, including a discretionary truck parking grant program that is important to Missouri.

The process is still in its early stages. The House Bill must receive floor consideration, and the Senate has not yet released a proposal. With election season underway progress may slow as the year continues.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next meeting will be on August 6, 2026.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that there was no report. The next board meeting is scheduled for June 25, 2026.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that as he shared last month, the margins in safety gains for 2026 have begun to shrink and, unfortunately, that trend continued through the month of May. The Memorial Day weekend itself included 8 traffic fatalities, twice as many as the holiday weekend from 2025.

This puts Missouri in excess of 300 road deaths for the year and just mere percentage points ahead of last year's pace. The state will need to make considerable gains this summer if Missouri is to experience four years in a row of decline.

The Coalition Executive Committee met this past Monday to discuss these trends, public outreach campaigns, legislative outcomes, and other opportunities to increase awareness during the remainder of 2026.

The Coalition will continue to pursue improvements through a combination of education, engineering, enforcement, and emergency response

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DIRECTOR'S REPORT

During the June 3, 2026, Commission meeting, Director Ed Hassinger provided the following report:

Improve I-70 – Director Hassinger shared another I-70 milestone, which feels like a regular occurring update, but is a testament to how much the department is getting done. Last month Governor Mike Kehoe, Congressman Mark Alford, and other local leaders joined the department for the fifth Improve I-70 groundbreaking ceremony. This event celebrated the start of construction of the Rocheport to Columbia Design-Build project. The Director shared videos highlighting the celebration. It was great to bring together all the pieces that helped make this project possible, from the federal, state, and local levels and the department's contracting team. But now the department is looking at five projects underway across the corridor (six counting the Improve I-70 KC project). And as the department prepares to host hundreds of thousands of visitors across the state this month and next, he cannot say it enough: we need people to stay vigilant behind the wheel. These Improve I-70 work zones are only some of the 1,000 plus work zones drivers can expect at any point this summer. Stay alert, slow down, and watch for those in the work zones, so everyone can enjoy a safe summer.

FARM Bridge Award – Director Hassinger reported the department's Fixing Access to Rural Missouri, or FARM, Bridge Program was recently recognized by the American Institute of Steel Construction. The program received top honors as the National Winner in the Short Span category of the 2026 Prize Bridge Awards. As a reminder, the FARM Bridge Program delivered 31 short-span rural bridges across 15 counties in under two years. The program's hallmark was its innovative use of galvanized structural steel for a 100-year service life. Ultimately, it provided rural communities with safer, wider lanes, and better connectivity. Director Hassinger shared his excitement to see it recognized at the national level.

Fuel/Asphalt Index Update – Director Hassinger provided an update on the fuel and asphalt indexes. He presented a slide depicting fluctuation over the past couple decades, but what he really wanted to draw attention to is a dramatic spike on the slide. He explained indexes as of today, and the impact they have. Up until now, wage growth had surpassed inflation, but that is not the case anymore. Inflation is still high, gas prices are high, and everybody must do less of something to compensate. So, the department is facing an unexpected liability for projects that are already under contract. If this index continues to rise, projects are already committed may cost the department more, which can diminish the department's ability to deliver those projects in the later years of the Statewide Transportation Improvement Program (STIP). He

stated the department is watching the situation carefully, but there is a lot out of control that could impact the price of projects moving forward.

Federal Reauthorization Update – Director Hassinger reported a little good news on the federal front. Last month, the House Transportation and Infrastructure Committee released and approved its draft surface transportation reauthorization bill. The bill is called the BUILD America 250 Act, and as drafted, is a \$580 million proposal. The department team has been studying it closely, and are pleased with the recommendations, which include the desired emphasis on formula funding. The bill is with the full House now that it has been voted out of committee, so the department will be watching as it progresses.

Leadership Coin – Brittany Mitchell – Director Hassinger reported a couple months ago he shared a recap of the department’s annual TEAM conference, where the department brings its engineers and engineering partners together to share insights, updates, and best practices on projects and processes across the state. That conference is made possible by a board of volunteers. Brittany Mitchell is the Traffic Operations Engineer in the Southwest District, and she also serves as the executive director of TEAM. He recognized Ms. Mitchell with a Leadership Coin for all the hard work she has put into TEAM while maintaining the standard of excellence in her day job.

St. Louis District Engineer Announcement – Director Hassinger stated it was his pleasure to introduce the newest member of the department’s Senior Management Team. Deputy Director and Chief Engineer Eric Schroeter announced Tom Evers has accepted the position of St. Louis District Engineer. Mr. Evers has spent 27 years in the St. Louis District in various roles, most recently as the assistant district engineer overseeing program delivery. Throughout his career with MoDOT, he has contributed to numerous major initiatives in the St. Louis area, including the I-70 Westbound Blanchette Bridge over the Missouri River and the Route 364 Page Extension projects. The department is thrilled to see Mr. Evers step up to lead the St. Louis team, and Mr. Schroeter firmly believes Mr. Evers’ experience, relationships, and commitment to the community will position the district for continued success.

Recognition of Service: Lester Woods – Director Hassinger shared on the other end of the hiring spectrum, the department invited now former Chief Administrative Officer, Lester Woods, to join the meeting today, three days into his retirement. Mr. Woods served the department for the last 24 years in various roles, most recently on the department’s executive leadership team. The Director shared stories of Mr. Woods accomplishments. Mr. Woods has made a lasting impression on this MoDOT team, and the team is thankful for all his years of dedicated service. Director Hassinger wished him well in his retirement.

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PUBLIC COMMENTS

COMMENTS REGARDING THE SUNSHINE STREET MEDIAN PROJECT

Bill Owen, Missouri State Representative, thanked the Commission, the Director, and MoDOT staff for their effective delivery of current projects and for their stewardship of recent funding allocations.

He noted that his remarks were not related to those accomplishments but to concerns regarding the proposed Sunshine Street project.

Representative Owen stated that he and several legislative colleagues, from both sides of the aisle, have expressed reservations about the project. Drawing on more than 70 years of personal experience traveling Sunshine Street, he emphasized the functionality of the existing configuration particularly the continuous left-turn lane, which allows ample space for vehicles to transition without being constrained by a raised median.

He also raised concerns about operational challenges for local businesses, especially restaurants and commercial establishments relying on deliveries. He noted that semitrailer drivers may be forced to navigate residential neighborhoods or make long detours to complete right-turn movements if the project proceeds as currently envisioned.

Rep. Owen stated that, unlike some who have reported mixed feedback, he has not received a single comment in favor of the proposed changes from business owners or neighborhood residents. He reiterated that the concerns he shared reflect the views of multiple stakeholders.

He concluded by expressing appreciation for the Commission and MoDOT, noting his positive experience working with the agency since returning to the legislature.

Commissioner Erdman thanked Representative Owen for his comments and for his leadership in Springfield.

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COMMENTS REGARDING THE SUNSHINE STREET MEDIAN PROJECT

Curtis Trent, Missouri State Senator, expressed ongoing and significant concerns regarding the proposed Sunshine Street project and its potential regional economic impacts. He emphasized risks related to the degradation of existing economic corridors, noting that similar declines elsewhere in the state have led to business departures, population loss, and long-term fiscal strain on cities left maintaining

infrastructure without adequate revenue. He warned that such shifts can trigger inefficient sprawl into surrounding counties, resulting in duplicated services and broader regional disruption.

While acknowledging that stakeholders do not intend such negative outcomes, Senator Trent stressed that proceeding with the project could cause permanent harm to the affected economic corridor. He encouraged continued work to improve the plan and urged consideration of whether the project should move forward at all, citing longstanding concerns raised by elected officials and community members. He concluded by thanking the Commission for its time and attention.

Commissioner Erdman thanked Senator Trent for his comments and leadership in Springfield.

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COMMENTS REGARDING THE SUNSHINE STREET MEDIAN PROJECT

Brandon Jenson, City of Springfield, Zone 3 Councilman, addressed the Commission to express appreciation for its public service and for MoDOT's longstanding partnership with the City of Springfield. He spoke in support of the proposed Sunshine Street median project, noting that the initiative aligns closely with the city's comprehensive planning efforts. He highlighted that Springfield's comprehensive plan, adopted after extensive public engagement, identifies corridor improvements as one of the city's top ten long-term priorities. He also referenced the Transportation and Mobility chapter, which directs the city to identify and address system safety deficiencies through data-driven approaches. According to Mr. Jenson, MoDOT's work on the Sunshine Street project follows this guidance exactly.

Mr. Jenson then discussed the role of the Ozarks Transportation Organization (OTO), on whose board he serves. He noted that OTO adopted a safety action plan that incorporates the same types of mitigation strategies being proposed by MoDOT for Sunshine Street, demonstrating regional alignment among elected officials and administrative staff. He added that the Springfield City Council has also adopted public safety transformation priorities and legislative actions that support proactive implementation of the OTO's safety recommendations.

He emphasized the balance MoDOT has taken between public safety and economic development. Mr. Jensen reiterated that MoDOT staff significantly scaled back the original proposal to include only 18 percent of the initially proposed medians, focusing solely on the corridor’s four highest crash clusters. He described this as a responsible, targeted approach that prioritizes community safety while still considering business and travel impacts. He further noted that corridor efficiency is itself an economic development issue, as congestion on Sunshine Street currently discourages travel along the route.

In closing, Mr. Jensen encouraged the Commission to remain focused on protecting the public and reassured members that they are not acting alone. Local and regional partners support the project, and the proposed improvements reflect broad, data-driven planning to address safety and congestion along the corridor.

Commissioner Erdman thanked Mr. Jensen for his comments and public service.

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COMMENTS REGARDING THE SUNSHINE STREET MEDIAN PROJECT

Bruce Adib-Yazdi, City of Springfield, Zone 4 Councilman, thanked the Commission for the opportunity to speak and provided his perspective on the Sunshine Corridor project. He emphasized that, unlike some colleagues, he approaches issues from a broad, long-range viewpoint informed by his background as an architect, developer, city council member, and neighborhood association president.

He noted that half of the south Sunshine corridor lies within his zone and that the city is also evaluating the use of its own portion of the corridor for similar improvements. He shared personal observations about traffic changes affecting his neighborhood, explaining that he and his family have already altered their driving habits in anticipation of future roadway changes. He underscored that such adaptations are a normal part of evolving infrastructure.

Councilman Adib-Yazdi referenced the City Council’s priorities of economic growth and vitality, public safety, housing, and development processes, and highlighted their close connection to a safe,

efficient transportation system. While acknowledging that some businesses may experience short-term inconveniences, he stated that residents and customers generally adjust, and the broader benefits justify a forward-looking approach.

He expressed confidence in the safety review process conducted by the project team and supported continued adjustments as needed. He urged decision-makers to focus not only on immediate impacts but on the next 20 years of community needs. He agreed with Councilman Jensen that the corridor plans align with the city's comprehensive plan.

In conclusion, Councilman Adib-Yazdi reiterated the importance of long-term planning for community benefit and invited questions or comments from the Commission.

Commissioner Erdman thanked Mr. Abid-Yazdi for his comments and public service.

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COMMENTS REGARDING THE SUNSHINE STREET MEDIAN PROJECT

Tom Fowler III, Senior Vice President of State Bank of Southwest Missouri, expressed strong opposition to the proposed construction of a median or “wall” along Sunshine Street. He noted that after 27 years working near the corridor, he routinely observes traffic patterns, emergency access, and crash occurrences. According to his observations, the majority of crashes are related to line-of-sight issues that the proposed project will not solve.

He reported that local businesses, including Walmart and Rabbit Roberts, have voiced concerns that the project will negatively affect customer access and reduce sales. Mr. Fowler also stated that emergency services personnel (including EMS and the County Sheriff) have voiced objections, citing concerns over reduced maneuverability in emergencies.

He referenced prior discussions dating back to 2018 and stated that community members, businesses, and emergency responders have repeatedly opposed the project. He emphasized that 94 businesses in the immediate area have formally expressed disapproval.

Mr. Fowler urged the Commission to return to the earlier compromise supported by the City Council in 2023, which included sidewalk improvements and addressing water issues without installing a center median. He suggested exploring emerging technologies or alternative safety treatments rather than building a permanent barrier that would hinder access and harm local commerce. He concluded by requesting the Commission not pursue the current plan and reconsider the previously agreed-upon compromise solution.

Commissioner Erdman thanked Mr. Fowler for his comments.

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COMMENTS REGARDING THE SUNSHINE STREET MEDIAN PROJECT

Tom Fowler, President and Chief Executive Officer of State Bank of Southwest Missouri, addressed the Commission and expressed clear opposition to the proposed idea, describing it as a “bad idea.” He referenced Representative Owen’s statement that he had not heard support for the proposal despite speaking with many individuals.

Mr. Fowler noted that additional speakers would also share concerns. He reported that a city councilman conveyed that the only action previously taken by the city council, several years earlier, was an approval to complete the remainder of the project excluding medians, with the understanding that the issue would be revisited in three years. Mr. Fowler endorsed this approach as reasonable.

Commissioner Erdman thanked Mr. Fowler for his comments.

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COMMENTS REGARDING THE SUNSHINE STREET MEDIAN PROJECT

Neil Stenger, Relator at Murney Associates Relators, provided testimony drawing upon his extensive business background, including serving as president of a family-owned auto parts company with 28 retail locations and associated distribution operations from 1964–1990, and his work as a licensed

commercial real estate broker since 1990. He stated that this experience informs his perspective on the current project under discussion.

Mr. Stenger observed that MoDOT, Springfield Public Works, and Greene County generally evaluate projects with a focus on safety, traffic volume, and crash metrics, an approach he believes is appropriate for interstates and non-urban roads. However, he emphasized that the Sunshine Street corridor functions as an urban street, where economic impact should carry significant weight.

He noted that when he inquired about MoDOT’s consideration of economic impact, he was told it is not measured. He expressed concern that current follow-up evaluations prioritize crash and fatality data but omit economic outcomes of project decisions.

Mr. Stenger acknowledged that MoDOT staff conducted individual outreach to business owners during the redesign process and incorporated input when staff deemed it relevant. However, he argued that relying on safety-oriented personnel to determine which economic factors matter is flawed. He recommended assembling a collective business community group to provide broader, structured feedback rather than relying solely on one-on-one conversations.

Mr. Stenger clarified that his comments were not a criticism of staff effort but a concern that their operating framework is not best suited for urban street development. He concluded by requesting that the Commission direct MoDOT to revisit the project design and formally solicit business-community input, with specific attention to potential economic impacts.

Commissioner Erdman thanked Mr. Stenger for his comments.

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PUBLIC PRESENTATIONS

“BUILDING WHAT’S NEXT,” PRESENTATION BY SPRINGFIELD DELEGATION

David Cameron, City Manager of Springfield; Matt Morrow, President of Springfield Area Chamber of Commerce; and Sara Fields, Executive Director of Ozarks Transportation Organization

(OTO), shared with the Commission their appreciation for being partners in transportation and for their intentional investments across the state.

Mr. Morrow highlighted that infrastructure improvements, including widening and pavement rebuilds, have significantly enhanced safety, capacity, and economic opportunity for the region. He also expressed his gratitude to the Missouri Legislature for its essential role in supporting these advancements.

Mr. Morrow noted that the Springfield metro area recently surpassed 500,000 residents and remains the fastest-growing metropolitan area in Missouri. This growth is matched by strong job creation, which serves both as a driver of regional prosperity and as an indicator of future infrastructure needs. To support continued economic development, the region has identified key industrial sites and is collaborating with the Missouri Department of Economic Development and MoDOT on several important initiatives, including studies and projects designed to support long-term transportation efficiency and economic expansion.

Increasing population and economic activity have placed added pressure on the transportation network. Mr. Morrow noted that beginning in 2022, traffic volumes on U.S. 65 south of Highway 60 became the highest in the region. Recent and ongoing MoDOT projects, including the widening of U.S. 63, new roundabouts, airport-area improvements, and interchange upgrades, have been critical in accommodating growth. Air travel volumes have also reached record levels, adding to the importance of coordinated investments.

The strong collaboration with the City of Springfield and Greene County on local transportation priorities such as the Kansas Expressway extension, Grant Parkway, and the widening of South Campbell are so important to the region. Regional success depends on partnerships, noting that the area is “big enough to do almost anything, but small enough to know each other,” making coordinated planning especially effective. Mr. Morrow highlighted the public involvement on the Sunshine Street corridor project and recognized the number of perspectives of the project. He thanked the Commission and

MoDOT leadership for taking a careful, measured approach, gathering stakeholder input, and evaluating all perspectives to ensure the best possible outcome. Expanding roadway capacity in the corridor is expected to support continued growth and reduce congestion as the region develops.

Mr. Cameron expressed appreciation for ongoing collaboration with MoDOT and federal partners. And highlighted recent joint activities, including Route 66 events and site visits along I-44, noting the importance of visible state engagement and partnership.

Mr. Cameron discussed the Sunshine Street project and emphasized that the corridor spans multiple jurisdictions and requires unified planning. He referenced Springfield's May 14 letter supporting MoDOT's amended approach and acknowledged the complexity of public input, noting both support and concerns.

He cited key safety data as justification for advancing the project:

- Seven fatalities and doubled serious crashes in the last three years along the segments studied.
- An average of 130 accidents per year within the city-owned section.
- Four fatalities and over 1,000 crashes within the last four years in that same portion.

Mr. Cameron reiterated that the corridor carries approximately 34,000 vehicles daily, stressing that the scope of safety and congestion issues extends from Springfield through Republic and beyond. The city has completed its own corridor study for its portion, including public engagement sessions that showed strong community support for proposed streetscape concepts. He emphasized the need for joint action between the City and MoDOT given the intertwined ownership.

Mr. Cameron also stated that the city has applied for a federal BUILD grant totaling \$25 million, with a \$10 million local match, and expressed willingness to pursue shared funding strategies. In closing, he thanked the Commission for continued partnership and underscoring the shared priority of safety and transportation efficiency.

Ms. Fields presented an overview of transportation safety conditions across both the state and local systems. She noted that the general public often cannot distinguish which entity owns a roadway, and therefore safety concerns must be addressed comprehensively. Crash patterns, including fatalities and severe injuries, are similar on state and local networks. To meet regional safety and efficiency goals, improvements must span both systems.

She reported that in 2022, Ozarks Transportation Organization (OTO) received a safety grant to develop a Regional Safety Action Plan. Through this effort, the organization identified locations where fatalities and serious crashes were occurring, with the majority concentrated on arterial corridors, cycling sections, and areas with multimodal activity. Several of these high-crash corridors had already been prioritized before the pandemic. MoDOT has begun implementing Phase 1 safety treatments on various corridors, including access changes and pedestrian enhancements, due to persistent crash issues involving pedestrians and bicyclists. Ms. Fields highlighted improvements on Bryan Avenue and noted that Springfield received a \$13 million implementation grant focused on access and pedestrian safety.

She discussed new opportunities associated with the Build America 250 Act, which supports continued applications for Safe Streets for All funding. Additional provisions related to bridge funding and metropolitan planning, such as direct funding and a 90 percent match, were described as positive developments. She expressed optimism that changes separating obligation limitations might provide more flexibility for the region moving forward.

Ms. Fields then outlined OTO's current priorities for the state system. Intersection safety remains a major concern, as do corridors suffering from increased traffic volumes. She described ongoing work on the U.S. 60/65 interchange study, which launched in May and included a public meeting that drew over 200 attendees. A survey and informational materials are available on the project website, with preliminary analysis expected in the fall. Although environmental factors may affect the schedule, the goal is to complete work in the spring.

She also reported that the region has obligated 98 percent of its available federal funds, amounting to more than \$154 million. Approximately one-third of that total has supported MoDOT projects. She acknowledged the value of partnership with MoDOT on shared needs, cost-share projects, and enhancements, noting that the department consistently collaborates effectively with OTO.

Ms. Fields closed by expressing appreciation for the Commission's and department's investment in the region and for the daily collaboration between MoDOT and local partners. She emphasized the organization's readiness to continue moving forward on upcoming projects and invited questions.

Commissioner Baker thanked the presenters for their thorough presentation and highlighted strong regional performance in job growth, population growth, and future projections. She emphasized that these positive metrics reflect years of collaboration, planning, and partnership. Infrastructure is central to future economic development and quality of life, and that long-range planning is essential due to the time required to deliver major projects. Commissioner Baker commended the team for their ongoing collaboration and effectiveness and acknowledged that disagreements naturally occur but stressed that open communication and working together, rather than in silos, lead to better outcomes.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S SOUTHWEST DISTRICT

On behalf of the Director, Stacy Reese, Southwest District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Southwest (SW) District. The SW District is comprised of 21 counties in the southwest portion of the state, with a population of just over one million residents. The district maintains 14,889 lane miles of road and 1,850 bridges. The district will undertake 217 projects in the 2026-2030 Statewide Transportation Improvement Program (STIP) worth over \$1.045 billion. The draft 2027-2031 STIP includes 233 projects worth \$1.094 billion.

Ms. Reese noted the district collaborates with six planning partners and highlighted several major efforts, including work on the Springfield expressway, recent sidewalk facility improvements, and research initiatives expected to conclude during the summer. Additional updates included progress on the Route 60 and Route 8 interchange in Webster County; new roundabouts and realignment on Route 60 in Newton County; ongoing projects in Republic County; and a \$40 million overpass project. Work also continues along Route 66, focused on pavement rebuilding, ADA upgrades, and signalized intersection improvements. She also provided an update on phase one of construction on Interstate 44 between Kansas Expressway and Route 165, which includes adding lanes and replacing bridges, supported by more than \$13 million in available revenue.

Ms. Reese emphasized the districts' commitment to restoring operations and safety, citing recent work by crews in Anderson County to remove substantial debris obstructing a river crossing. Litter control remains a priority, with more than 58,000 pounds collected and over 9,500 signs replaced. Customer service response figures indicate a continued increase in requests, projected to exceed 1,376 for the year.

Ms. Reese stated that while the goal is to have zero fatalities, there have been both increases and decreases in crash indicators when compared to the previous year. The team utilized spring meetings to review strategies and update the program, while expanding public engagement through frequent meetings and participation in regional events. The district hosted federal officials for project tours and media outreach and took part in youth education activities impacting students from 25 counties.

The Innovation Challenge recognized three Southwest District teams for their contributions, one of each of the categories. Additionally, the district currently hosts 16 interns gaining practical experience across several disciplines and represent six different universities. Recognition programs continue to highlight outstanding employee service, and the district emphasized its strong family-oriented culture. Ms. Reese concluded her presentation with appreciation for the Commission's support and acknowledgement of the essential work carried out across the system.

Commissioner Smith thanked Ms. Reese for her presentation and expressed his gratitude to the Southwest District team. He commended the team for making the roadways look clean especially as people are coming to Missouri for Route 66 and World Cup events. Commissioner Baker expressed her appreciation for the amount of sign replacements and noted many people underestimate the size of those signs and the ability to replace them. She also reminded drivers not to drive distracted and to not speed. Commissioner Hegeman also applauded the district for tackling the large job of replacing signage.

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CONSIDERATION OF PROPOSALS FOR THE FORWARD 44: SOUTHWEST I-44 IMPROVEMENTS DESIGN-BUILD PROJECT

On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, and Project Director Kristi Bachman described the project that will provide reliability, safety, and durability improvements at various locations along the I-44 corridor in the Southwest District.

Project Goals

MoDOT has established the following goals for the project which were used in evaluating and determining the Best Value Proposal:

1. Deliver the project within the programmed budget.
2. Maximize safety and reliability with innovative improvements that reduce crashes and promote economic development.
3. Construct a durable transportation facility that is compatible with freight movement and future expansion.
4. Minimize and mitigate delays to the traveling public while ensuring the highest level of safety for both workers and the public.
5. Deliver the project on or before November 15, 2031.

MoDOT's Business Development and Compliance Office established a zero percent disadvantaged business enterprise goal for construction work and a zero percent disadvantaged business enterprise goal for professional services for the project.

Procurement Process

By Commission action on May 7, 2025, the Missouri Highways and Transportation Commission approved the use of Design-Build for the Forward 44: SW I-44 Improvements Project in Newton, Jasper, Lawrence, Greene, Webster and Laclede counties. Since then, MoDOT's design-build team has been working through the procurement process. Four teams were pre-qualified on January 16, 2026, to compete for the contract. The Request for Proposals was issued January 26, 2026. The MoDOT Design-Build team held eight confidential discussions with each team over a period of ten weeks to discuss their proposal ideas. Final proposals were submitted by the teams on May 6, 2026. The MoDOT design-build team reviewed and evaluated the proposals. The four teams that submitted responsive proposals include:

- *Ames Millstone Weber – Joint Venture*
- *Capital – CMT Team*
- *The ESS Team*
- *The MasTec Design-Build Team*

Evaluation

The items that were evaluated by the MoDOT Design-Build team included: Project Definition (75 points available), and Maintenance of Traffic (25 points available), for a total of 100 points. Project Director Bachman provided a summary of the proposals submitted by each team.

- Ames Millstone Weber Joint Venture – 70.2 points
- Capital – CMT – 86.9 points
- The ESS Team – 77.8 points
- The MasTec Design-Build Team – 58.7 points

Commission Consideration and Action

Project Director Bachman recommended the Capital – CMT Team as the best value proposer.

Their proposal included:

- Application of High Friction Surface Treatment in both directions of I-44 east of the Range Line Road interchange in Newton County.
- Interchange improvements at the I-44/I-49N (Fidelity) interchange with dual turbine ramps to serve the interstate-to-interstate movements.

- The conversion of the MO59 and Burr Oak Road intersection to a roundabout.
- Pavement improvement to 4.5 miles of the inside lane and inside shoulder in Lawrence County with 10' inside shoulder widths.
- Construction of 15 miles of new 6-lanes through the Greater Springfield Area.
- Construction of durable mainline pavement.
- Rehabilitation and widening of the BNSF RR bridges.
- Replacement of Route EE bridge with space for a future trail.
- Removal of 2 access points on Route EE.
- Shortening, widening and replacement of the Kearney Street bridges.
- Narrowing Kearney Street from 4 lanes to 2 lanes under I-44 and providing space for a future trail.
- Removal of the redundant Kearney Street westbound on-ramp.
- Conversion of the US160 interchange to a Diverging Diamond Interchange.
- Interchange improvements at MO13 with a flyover ramp serving the SB to EB movement.
- Converting the signalized intersection of MO13 and Norton Road to a grade-separated dog-bone interchange that provides east-west connectivity without entering MO13 traffic.
- Construction of a partial interchange at Grant Avenue.
- A one-way collector-distributor road from Grant Avenue to MO13 with a slip-ramp to westbound I-44.
- Add a ramp lane for the EB to SB movement at US65.
- Relocate and expand the truck parking area in Webster County to the horizontal curve location.
- Realign the horizontal curve between MO125 and Route B to accommodate a 70-mph design.
- Grading at Route B to improve sight distance in the southwest quadrant.
- Pavement improvements from MO125 to 2 miles west of Route A in Laclede County, including replacing the westbound pavement between MO125 and Route B.
- Extension of 26 ramps in Webster County.

Commissioner Slay thanked Project Director Bachman for her presentation and the MoDOT Design-Build team for their work on this project to date.

After consideration, Commissioner Baker moved that the Commission adopt staff recommendations to award the Capital – CMT Team the best value proposal for the Forward 44: Southwest I-44 Improvements Design-Build Project; authorize the Director, Deputy Director/Chief Engineer, or their designee to negotiate and execute a contract with the best value proposer subject to approval as to form by the Chief Counsel's Office and contingent on the transfer of funds to the State

Road Fund I-44 Improvement Fund (SRF I-44 Improvement Fund); and authorize payment of the agreed stipend to the three unsuccessful proposing teams. This motion was seconded by Commissioner Smith. Upon motion duly made and seconded, 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 unanimously approved the motion.

* * * * *

FORWARD 44 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Brenda Morris, Chief Financial Officer, explained Interstate 44 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 35,500 vehicles travel on I-44 daily, 29 percent of which are commercial vehicles. Improving I-44 fulfills a critical need for the state. During the 2024 Missouri legislative session, the Missouri General Assembly addressed a top transportation need in the state, improving I-44. The General Assembly and Governor Parson's provided General Revenue for the cost to plan, design, construct, reconstruct, rehabilitate, and repair specific portions of I-44. These funds were reappropriated for fiscal year 2026.

One of the conditions for the transfer of General Revenue into the State Road Fund I-44 Improvement Fund for the Forward 44 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Ms. Morris presented the Forward 44 contracts listed below for the Commission's consideration and award, contingent upon the transfer of funds from the Office of Administration I-44 Improvement Fund to the State Road Fund I-44 Improvements Fund.

- The amount of \$102,665,000 for a construction contract with Capital – CMT Team with contract number 260603-G01. This construction contract includes Job Number JST0089, which constructs safety and capacity, and pavement improvements on I-44 in the Southwest District. The total construction contract is \$98,915,000 to be funded with funds from the State Road Fund I-44 Improvement Fund, the State Road Fund I-44 Project Bond Proceeds Fund and the State Road Fund.

Ms. Morris also recommended the Commission authorize (1) the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-44 Project Fund to the State Road Fund I-44 Improvement Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Forward 44 Program, subject to approval as to form by the Chief Counsel’s Office.

Following discussion, and upon motion by Commissioner Baker, seconded by Commissioner Slay, 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 unanimously took the following action.

1. Awarded the contracts listed above contingent upon the transfer of funds from the Office of Administration I-44 Project Fund to the State Road Fund I-44 Improvement Fund.
2. Authorized the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-44 Improvement Fund to the State Road Fund I-44 Improvement Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Forward 44 Improvement Fund, subject to approval as to form by the Chief Counsel’s Office.

* * * * *

MISSOURI DEPARTMENT OF TRANSPORTATION FISCAL YEAR 2027 BUDGET

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented the \$7.4 billion operating budget for fiscal year 2027 for the Commission's consideration and approval. This budget is \$533.5 million, or 6.7 percent, less than the fiscal year 2026 budget. The majority of the decrease is for reduced appropriations for the Improve I-70 Program for prior year expenditures. The Commission's priority was the passage of the supplemental budget to restore core appropriations for administration, safety and operations, and program delivery through the supplemental process for fiscal year 2026, allowing the department to enter fiscal year 2027 with full authority and without requiring a supplemental request. Ms. Morris credited staff across MoDOT, including Governmental Relations and Leadership, for their significant support throughout the legislative process.

Ms. Morris explained that as part of the financial planning model, there are three important financial documents including the financial forecast, the Statewide Transportation Improvement Program (STIP), and the budget. A pie graph was shown with an overview of the department's \$7.4 billion budget. Ms. Morris reviewed the state's required budget planning documents and noted the General Assembly's passage of the department's fiscal year 2027 appropriations on May 6.

Under the Commission's financial policies, approval was requested at the budget-category level. Program delivery remains the largest category, accounting for 80 percent of the budget, which includes \$412 million for General Assembly designated and funded projects. Additional previously restricted projects were re-appropriated, and several new, smaller projects were approved, demonstrating continued legislative investment in infrastructure. Most of the budget is put toward transportation work and projects including funds for program delivery; safety and operations; fleet, facilities, and information systems; and multimodal. The budgeted funds from these areas are approximately 95 percent of the entire budget, the remaining budget is for administration, refunds, and fringe benefits.

For operations, the restored appropriation supports essential maintenance activities, and 75 new maintenance positions were approved, with corresponding personal service and fringe benefit funding included. Safety and operations funding increased by \$2.9 million to support roadway repair and maintenance, along with \$3 million designated for equipment replacement. Customer-focused investments were maintained through multimodal funding, including support for transit providers and \$18.1 million for Amtrak passenger rail service.

Ms. Morris reported the key investments for the Fiscal Year 2027 budget are:

- Program Delivery – \$5,926,357,000
- Safety and Operations – \$614,532,000
- Multimodal – \$348,030,000
- Fleet, Facilities, and Information Systems – \$135,813,000
- Administration – \$31,512,000
- Fringe Benefits – \$316,921,000

Ms. Morris emphasized the complexity of the budget and noted that final enactment remains contingent upon the Governor's signature. She recommended approval of the budget as presented, contingent upon the governor's approval, and all General Assembly designated the budget being vetted through the process.

Commissioner Baker thanked Ms. Morris for her presentation and explanation of the robust and complicated budget categories and appreciated the work of the entire team. Additionally, she noted the appreciation of the approval of the legislature and Governor for the new 75 positions, which is so important for taking care of the system.

Following discussion, and upon motion by Commissioner Smith, seconded by Commissioner Slay, 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 unanimously approved the Fiscal Year 2027 Budget as noted in the table below.

Any necessary revisions to the Fiscal Year 2027 budget will be presented to the Commission by request for a budget amendment. The Commission also authorized the expenditures of the operating budget in accordance with Commission policies.



	Fiscal Year 2024 Actual	Fiscal Year 2025 Actual	Fiscal Year 2026 Budget ¹	Fiscal Year 2027 Budget ²
Administration				
Personal Services	\$ 21,606	\$ 22,548	\$ 24,865	\$ 24,865
Expense and Equipment	2,970	3,342	6,647	6,647
Total Administration	24,576	25,890	31,512	31,512
Safety and Operations				
Personal Services	161,977	174,950	194,435	198,421
Expense and Equipment	264,343	281,763	328,348	331,246
Program	25,001	27,883	31,401	35,401
Low Volume Roads	38,999	33,633	86,367	49,464
Total Safety and Operations	490,320	518,229	640,551	614,532
Program Delivery				
Personal Services	80,040	86,226	99,688	99,688
Expense and Equipment	25,612	25,430	41,117	41,117
Program	2,185,848	2,182,364	2,771,408	2,623,449
Improve I-70 Program	50,670	177,603	2,622,397	2,299,476
Forward 44 Program	0	49	577,500	577,192
Gen. Assembly Designated/Funded Projects	581	73,584	295,540	285,435
Total Program Delivery	2,342,751	2,545,256	6,407,650	5,926,357
Fleet, Facilities, and Information Systems				
Personal Services	12,680	13,652	15,356	15,356
Expense and Equipment	97,825	102,886	117,457	120,457
Total Fleet, Facilities, and Information Systems	110,505	116,538	132,813	135,813
Multimodal				
Personal Services	2,415	2,611	3,358	3,358
Expense and Equipment	376	428	1,119	1,166
Program	117,745	159,879	275,123	265,830
Railroad Grade Crossing Safety Program	2,061	2,170	25,000	20,641
Gen. Assembly Designated/Funded Projects	1,734	13,026	74,844	57,035
Total Multimodal	124,331	178,114	379,444	348,030
Fringe Benefits				
Retirement & Long-Term Disability	156,120	150,897	193,706	190,082
Medical, Life Insurance, and EAP	46,819	53,579	59,769	60,521
Retiree Medical Insurance	17,950	19,650	21,865	23,840
Workers' Compensation	9,000	9,000	9,447	12,573
Other Fringe Benefits ³	24,095	25,848	29,922	29,905
Total Fringe Benefits	253,984	258,974	314,709	316,921
Subtotal MoDOT Disbursements	3,346,467	3,643,001	7,906,679	7,373,165
Motor Carrier Refunds	24,316	23,378	41,000	41,000
Total MoDOT Disbursements	\$ 3,370,783	\$ 3,666,379	\$ 7,947,679	\$ 7,414,165

¹ Fiscal year 2026 budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for vetoes, restrictions, reverted, and supplemental amounts.

² Fiscal year 2027 budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for restrictions.

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

* * * * *

2026 LONG-RANGE TRANSPORTATION PLAN AND STATE FREIGHT AND RAIL PLAN

On behalf of the Director, Britni O'Connor, Planning and Programming Coordinator, and Levi Woods, Administrator of Freight and Waterways, presented the final Long-Range Transportation Plan (LRTP) and the State Freight and Rail Plan (SFRP). The update process for both plans has been underway since October 2024. MoDOT has engaged Missourians all over the state with online surveys and in-person events to learn what their priorities are for the state's transportation system over the next 25 years.

A public comment period from March 4 to April 3, 2026, was provided for the draft plans, and all feedback was reviewed and incorporated. Ms. O'Connor and Mr. Woods described three public-facing resources: the full 135-page detailed plan, a 30-page executive summary, and an interactive online map, all intended to make the information accessible to a broad audience. They highlighted the six long-term transportation goals, noting that five were carried over from the previous plan and one new goal emphasizing innovation was added to reflect technological needs and alignment with national transportation priorities.

Financial projections were presented showing that, beginning in 2031, inflation is expected to outpace revenue growth, leading to a widening funding gap estimated at approximately \$590 million annually by 2050, not including the existing \$1.2 billion annual unfunded needs gap. Similar long-term imbalances were noted in multimodal funding. Public outreach generated 80 comments from 33 individuals, centered largely on funding concerns, project-specific feedback, transit priorities, and bicycle and pedestrian safety. Additional themes included strong support for active transportation planning, concerns about interstate safety, and the importance of maintaining existing infrastructure. Based on this

input, several refinements were made to the final plan, including stronger emphasis on transit funding, acknowledgment of the ongoing statewide intercity bus study, enhanced coordination with regional partners, and minor editorial updates across recommendations.

Mr. Woods provided further detail on freight-specific findings, including projected significant growth in freight volumes and value by 2045, Missouri’s continued role as a major pass-through state for freight, and emerging regional distribution trends influenced by e-commerce and supply-chain restructuring. He noted ongoing shortages in rural interstate truck parking, with anticipated needs continuing to rise, and referenced the recent Commission approval of a truck-parking design-build project intended to help address the gap. He also emphasized the importance of freight infrastructure in economic development, noting that freight conditions are a key factor for industrial site selectors, medical supply chains, and the affordability of consumer goods.

Ms. O’Connor and Mr. Woods concluded by requesting the Commission approve the 2026 Long-Range Transportation Plan and adopt the 2026 State Freight and Rail Plan. Commissioner Boatwright expressed appreciation for the extensive work involved in preparing the plans, which contain a great deal of information. Director Hassinger noted the amount of work with planning partners, industry partners, and citizen feedback is crucial to a successful plan.

Following discussion, and upon motion by Commissioner Smith, seconded by Commissioner Hegeman, the Commission unanimously approved the 2026 Long-Range Transportation Plan and State Freight and Rail Plan. Commissioner Erdman abstained from voting on the State Freight and Rail Plan.

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THIRD LIEN STATE ROAD BONDS, SERIES A 2026 PRICING SUMMARY

On behalf of the Director, Brenda Morris, Chief Financial Officer, reminded the Commission at the May 6, 2026, Commission meeting they authorized the sale of bonds to finance projects in the Statewide Transportation Improvement Program (STIP). Ms. Morris was pleased to report on the

competitive sale of the Third Lien State Road Bonds, Series A 2026 took place on May 19, 2026. The Commission issued \$608.52 million of bonds to receive proceeds of \$650.0 million.

The bonds were sold at a premium because investors were willing to pay more for the bonds to ensure they received the coupon rate that was on the bonds. The bond proceeds will be deposited on June 16, 2026. The interest rate on the bonds was 2.97 percent, which is a good rate given the current market conditions.

The financing attracted significant attention with five bids received. While some banks placed individual bids, some formed syndicates and bid as a group. Altogether, 18 banks placed bids, this included six members of the Commission's pre-qualified investment banking pool. Competition was tight with the winning bid coming from BofA Securities. The sale was very competitive with the spread between all bids being less than three basis points. The newly issued debt follows the parameters established in the Commission's Debt Management Policy.

Commissioner Erdman congratulated Ms. Morris on a job well done. Commissioner Hegeman complimented Ms. Morris and her team for the competitive bidding process.

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING FINAL ORDERS OF RULEMAKING – CONTRACTOR PERFORMANCE RATING

On behalf of the Director, Mark Croarkin, Assistant Chief Engineer, presented to the Commission final orders of rulemaking for 7 CSR 10-10, Contractor Performance Rating to Determine Responsibility. Changes in the rules are being made to streamline and minimize the regulations regarding the contractor performance rating. Under Section 536.175 RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*. As a result of this review, these rule changes are being proposed for implementation.

The public had an opportunity to submit comments in support of or in opposition to the proposed,

permanent, amended and rescinded rulemaking during the March 15, 2026, to April 16, 2026, public comment period. No public comments were received.

After consideration, the Commission, via approval of the consent agenda, unanimously approved the final orders of rulemaking to complete the rulemaking process, and authorized the Secretary to the Commission to file the notice of proposed final orders of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute the documents necessary to complete the rulemaking process.

* * * * *

BUSINESS ISSUES

MISSOURI TRANSPORTATION FINANCE CORPORATION (MTFC) ELECTION OF AT-LARGE BOARD MEMBER

On behalf of the Director, Doug Hood, Financial Services Director, reported in keeping with the Commission’s policy regarding the Missouri Transportation Finance Corporation (MTFC), at-large members of the MTFC Board of Directors are elected by the Commission and the President of the Board of Directors is appointed by the Commission Chairman. Mr. Hood recommended the Commission elect Michael T. Waters, Jr., to the MTFC Board of Directors for a two-year term expiring on June 30, 2028. The current term for at-large member Michael T. Waters, Jr., expires on June 30, 2026. The department appreciates that Michael T. Waters, Jr. is a successful farmer and businessman with knowledge of finance and transportation and has agreed to continue to be a great asset to the MTFC Board of Directors.

Via approval of the consent agenda, the Commission unanimously elected Michael T. Waters, Jr., to serve on the MTFC Board of Directors as an at-large member for a two-year term beginning July 1, 2026, and expiring on June 30, 2028.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Calls A02, C04, and D03 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 May 15, 2026, letting, as recommended, and noted in Table I below; and (2) rejection of Call C04 due to the construction of the project being no longer required per Section 102.15(c) of the Missouri Standard Specifications for Highway Construction as noted in Table II below;

**Table I
Award of Contracts
May 15, 2026, Bid Opening**

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02*	71	Nodaway	JNW0165	\$3,067,645.65	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Intersection Improvements
C02	Various	Johnson, Lafayette, Pettis, Saline	JKR0309	\$1,000,000.00	\$0.00	Superior Bowen Asphalt Company, LLC	Job Order Contract for Asphalt Pavement Repair
C03	Various	Various	JKR0317	\$2,000,000.00	\$0.00	Realm Construction Inc.	Job Order Contract for Concrete Repair
C05	9	Clay	JKU0031	\$1,803,685.46	\$0.00	Ideker, Inc.	Coldmill and Resurface
		Clay, Jackson	JKU0465				
C06	1	Clay	JKU0096	\$986,497.15	\$0.00	Realm Construction Inc.	Coldmill, Resurface and ADA Improvements
C07	69	Clay	JKU0097	\$621,908.95	\$0.00	Realm Construction Inc.	ADA Improvements
C08	150	Jackson	JKU0147	\$150,857.00	\$0.00	Widel, Inc.	Slide Repairs
C09	Rhodus Rd	Clay	JKU0236	\$297,806.80	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Intersection Realignment

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C11	Various	Various	JKU0316	\$5,000,000.00	\$0.00	Realm Construction Inc.	Job Order Contract for Concrete Pavement Repair
C12	Various	Jackson	JKU0424	\$237,323.00	\$0.00	Capital Electric Line Builders, LLC	Signal Repair
C13	65	Pettis	J3P3206	\$2,824,492.28	\$0.00	E & C Bridge, LLC	1 Bridge Deck Replacement and 1 bridge Rehabilitation
C14	40	Jackson	JKU0201	\$1,044,860.97	\$10,000.00	Realm Construction Inc.	Intersection Improvements
C15	Various	Various	JKU0319	\$4,000,000.00	\$0.00	Superior Bowen Asphalt Company, LLC	Job Order Contract for Asphalt Pavement Repair
D02	87	Cooper	JCD0023 JCD0024	\$515,468.20	\$0.00	Widel, Inc.	Bridge Rehabilitation
D03**	47	Washington	JCD0135	\$6,356,214.41	\$1,173.26	H.R. Quadri Contractors, LLC	Grading, Pavement, Drainage and Bridge
D05	A	Washington	JCD0228	\$2,283,758.17	\$0.00	Robertson Contractors, Inc.	Bridge Replacement
D06	119 72 FF	Dent	JCD0338 JCD0339 JCD0341	\$169,986.00	\$0.00	H.R. Quadri Contractors, LLC	Scour Repair
F01	Various	Various	J6P3510	\$7,897,560.50	\$0.00	R. V. Wagner, Inc.	ADA Improvements, 2 MSE Walls, and Bridge Rehabilitation
F02	340	St Louis	JSL0076B	\$4,119,819.98	\$0.00	Lamke Trenching & Excavating, Inc.	Coldmill, Resurface and ADA Improvements
F03	67	St Louis	JSL0029	\$7,097,000.00	\$25,000.00	N.B. West Contracting Company	Coldmill, Resurface and ADA Improvements
F04	47	Franklin	JSL0033	\$1,397,000.00	\$0.00	N.B. West Contracting Company	Coldmill and Resurface
F05	Various	Various	JSL0100	\$325,000.00	\$0.00	Freedom Fence, LLC	Job Order Contract for Fence Repair

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F06	Various	Various	JSL0101	\$500,000.00	\$0.00	Freedom Fence, LLC	Job Order Contract for Guard Cable Repair
F07	Various	Various	JSLM0083	\$41,000.00	\$0.00	Reinhold Electric, Inc.	Job Order Contract for Signal Repair
F08	Various	Franklin, Jefferson	JSL0103	\$1,000,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Repair
G01	Various	Vernon	J7P3518	\$1,471,013.40	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
		Henry, St Clair	J7S3399				
G02	Various	Various	J7P3529	\$2,944,668.23	\$0.00	Midwest Traffic Signal Services, LLC	Signal Replacements and ADA Improvements
G05	NN, H	Newton	JSR0075	\$362,240.90	\$0.00	Branco Enterprises, Inc.	1 Bridge Replacement and 1 Bridge Removal
G06	7	Benton	JSR0110	\$3,760,000.00	\$0.00	Hartman and Company, Inc.	Roundabout and ADA Improvements
G07	13	Stone	JSR0132	\$1,148,771.06	\$0.00	Gemstone, LLC dba Gemstone, LLC MO	Bridge Rehabilitation
G08	D	Bates	JSR0134	\$3,499,999.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
G09	E	Vernon	JSR0140	\$1,346,524.96	\$0.00	Emery Sapp & Sons, Inc.	Bridge Replacement and Replace Guardrail
G10	H	McDonald	JSR0143	\$1,075,000.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
G11	Various	Various	JSR0272	\$1,750,000.00	\$0.00	Mar-Jim Contracting, LLC	Job Order Contract for Guard Cable and Guardrail Repair
G12	Various	Christian, Greene	JSU0273	\$750,000.00	\$0.00	Mar-Jim Contracting, LLC	Job Order Contract for Guard Cable and Guardrail Repair
H01	84	Dunklin	J9P3839	\$844,593.80	\$0.00	Apex Paving Co.	Coldmill and Resurface
H02	61	Ste Genevieve	J9P3855	\$789,456.72	\$0.00	Fronabarger Concreters, Inc.	Rebuild Pavement and ADA Improvements
H03	C	Perry	JSE0056	\$3,366,393.23	\$0.00	Penzel Construction Company, Inc.	Bridge Replacement
	K		J9S3671				

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H04	U	Butler, Stoddard	J9S3779	\$1,097,924.50	\$0.00	Apex Paving Co.	Resurface
H05	W	Butler	J9S3781	\$824,696.73	\$0.00	Apex Paving Co.	Resurface
H07	D	Pemiscot	JSE0075	\$3,656,381.58	\$0.00	Apex Paving Co.	Resurface
	DD		JSE0074				
	J		JSE0105				
H08	MM	Butler	JSE0114	\$469,202.87	\$0.00	Robertson Contractors, Inc.	Bridge Deck Replacement
H6A	A	Wright	J9S3805	\$4,744,500.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
	B	Shannon, Texas	J9S3803				
H6B	V	Wright	J9S3804				
	PP		JSE0005				
			Total	\$88,639,251.50	\$36,173.26		

* Call A02 – Funded by Evergy Missouri West

** Call D03 – Funding by Union Pacific Railroad - \$124,231.24

**Table II
No Bids Received
March 15, 2026, Bid Opening**

Call No.	Route	County	Job No.	Description
C04	40	Jackson	JKU0201	Intersection Improvements

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

1. Awarded contracts to the lowest responsive bidders for bids received at the May 15, 2026, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected Call C04 due to the construction of the project being no longer required per Section 102.15(c) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

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

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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>
Jasper	66	J7S2185B, J7S2185F
Jasper	66	J7S2185C
Jasper	66	J7S2185D
Jasper	66	J7S2185E, J7S2185G

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. Commissioner Erdman and Commissioner Smith abstained from voting on the Approval of Plans for Condemnation.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

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

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date April 30, 2026, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of April 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 674 active contracts held by individual engineering consultant firms prior to April 1, 2026. Fourteen engineering consultant services contracts were executed in April 2026, for a total of \$4,684,742. There were zero non-engineering consultant contracts executed in April 2026.

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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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