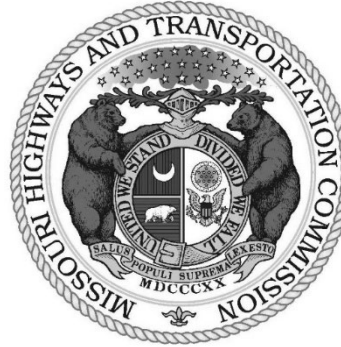




MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN CLINTON, MISSOURI
WEDNESDAY, JULY 1, 2026**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 1, 2026, at the Benson Expo Center, Multi-Purpose Room, 1004 East Sedalia Avenue, Clinton, Missouri, and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, July 1, 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 June 3, 2026, and the special meeting held June 2, 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 July 1, 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 July 1, 2026, meeting.

Audit Committee – Commissioner Slay stated the Audit Committee met on June 9, 2026. They met with Ted Williamson, external auditor from RubinBrown, LLP, for the Fiscal Year 2026 financial statement audit. The audit is required annually, per Section 21.795.3, RSMo. The Audit Committee reviewed and approved the Fiscal Year 2027 Internal Audit Plan, which identifies the audits the internal audit staff will be working on during the next fiscal year.

Legislative Committee – Commissioner Boatwright reported Governor Kehoe signed the fiscal year 2026 state budget, totaling approximately \$50 billion. MoDOT's funding requests were fully included in the enacted budget.

While the Governor has constitutional authority to issue line-item vetoes and expenditure restrictions, there were no line-item vetoes affecting the department. However, the Governor did impose spending restrictions on 19 budget items. A full list of vetoes and restrictions is available on the Governor's website.

During the regular legislative session, approximately 90 House and Senate bills were Truly Agreed and Finally Passed 9TAFP), excluding budget bills. To date, the Governor has signed or approved 17 of those measures. Governor Kehoe has until July 15 to act on the remaining legislation. Unless otherwise specified, all TAFP bills will take effect on August 28.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next meeting will be in October 2026.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman reported the board met on June 25, 2026. Nick Mestres from Williams-Keepers was present to remind the committee of the requirements for the audit and when it will take place. The annual audit will begin in July. The Board accepted the budget for Fiscal Year 2027. The terms of Mr. Todd Tyler, Lieutenant Colonel Wallace Ahrens, Ms. Sue Cox, and Mr. Bill Seibert will expire on June 30, 2026. The Board adopted to certify the election results as presented: Mr. Todd Tyler as the MoDOT Active Representative, Lieutenant Colonel Wallace Ahrens as the MSHP Active Representative, Ms. Sue Cox as the MoDOT Retiree Representative, and Mr. J. Bret Johnson as the MSHP Retiree Representative. Senate Bill 1572 and House Bills 907 and

2198 were the only pension related bills that was passed during the 2026 legislative session. The next Board meeting is September 17, 2026.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported at the halfway point of the year, traffic fatalities in Missouri remains a few percentage points below the pace from last year.

July will be critical in determining whether or not the state will see traffic fatalities decline for the fourth consecutive year. There were more than one hundred people killed in Missouri traffic crashes last July, and gaining ground this month would go a long way in ensuring Missouri finishes 2026 with fewer fatalities than last year.

As the department's historic construction program continues, it is a good time to remind everyone to please slow down and put the phones down when approaching a work zone. There have been 23 instances this summer of someone striking a MoDOT protective vehicle. It takes everyone to help keep the highways safe so everyone can go home at the end of the day.

Finally, registration for the annual Missouri Highway Safety Traffic Conference has opened up. The conference will take place September 9-11 in Columbia and will include a diverse agenda reflecting the state's strategic highway safety plan. Any partners or organizations who are interested in learning how to be more involved are encouraged to register and attend.

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DIRECTOR'S REPORT

During the July 1, 2026, Commission meeting, Director Ed Hassinger provided the following report:

Lefholz Bridge ribbon Cutting – Director Hassinger provided an Improve I-70 update about a significant project that was celebrated. In June, the department joined local leaders and contracting partners to cut the ribbon on the Lefholz Road bridge. This is first bridge completed in the Improve I-70: Blue Springs to Odessa Project, and Director Hassinger provided a video to help recap the excitement. He stated he never takes for granted how cool it is to stand on the deck of a brand-new bridge. He highlighted it was great to hear some of the local leaders reinforcing all the good it will bring. This is just the first of many more improvements to come, and he looks forward to sharing as progress continues on this historic program.

Gene Field Road Bridge Ribbon Cutting – Director Hassinger reported that last week, the MoDOT team in the Northwest District joined local leaders in St. Joseph to cut the ribbon on the new Gene Field Road bridge over I-29. The bridge was originally planned to be replaced by the end of next year but was accelerated after it was struck by an oversized load last fall. This is an important connection for travelers in St. Joseph, so when it was closed unexpectedly, the local region felt the impact. Director Hassinger thanked the contracting partners and MoDOT team who worked diligently to expedite the improvements and get this critical connection back open for the community.

Intern Conference/Speed Networking/ALD Graduation – Director Hassinger provided highlights from this past month that showcase the work the department is doing to retain the current workforce. Last week, he joined close to 150 interns at the annual Intern Conference in Jefferson City. This conference is their chance to see how all of the pieces of MoDOT work together to bring the programmed projects to life, done through a hands-on approach. It is a really fun way for the interns to network with each other and members of the leadership team here at MoDOT. The one-on-one conversations with these students are

always enlightening, and hearing their passions and goals gives him a lot of confidence in the future of this industry, hopefully right here at MoDOT. Director Hassinger noted that once those interns are in the door, the focus is on keeping them. Additionally, MoDOT had a really unique exercise last month to help in that retention effort. The team hosted a “speed networking” event for employees to meet potential mentors across the department. Leaders were brought in from various districts and divisions to sit and chat with those looking for mentors, in a setup similar to speed dating. It was a really fulfilling afternoon talking with team members who are looking for that connection to help guide them through a career here at MoDOT. Leadership looks forward to watching the benefits of those relationships take shape for the team and customers. Lastly, a graduation ceremony was held for the latest Accelerated Leadership Development (ALD) class. This is a two-year professional development opportunity to help prepare talented employees for senior leadership roles. Director Hassinger noted he has had the privilege to speak directly with the future leaders of this department and noted it is worth sharing all the hard work and critical work this team is putting in to recruiting the next generation of this workforce, and to give them a home at MoDOT.

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PUBLIC PRESENTATIONS

“CONNECTING COMMUNITIES THROUGH REGIONAL PARTNERSHIP” PRESENTATION BY KAYSINGER BASIN REGIONAL PLANNING COMMISSION

Ashley Swartz, Executive Director of Kaysinger Basin Regional Planning Commission (RPC), thanked the Commission for the continued partnership with regional planning commissions across the state and provided an overview of Kaysinger Basin RPC located in West Central Missouri, which serves Bates, Benton, Cedar, Henry, Hickory, St Clair, and Vernon counties. As a planning organization, Kaysinger Basin RPC aids communities in transportation planning, hazard mitigation planning, economic and community development, grant writing and administration, and infrastructure investment opportunities. Staff connect communities to opportunities because vibrant, thriving communities lead to better-lived lives for all citizens.

Ms. Swartz stated the Transportation Advisory Committee (TAC) role is to support local project prioritization, coordination of the State Transportation Improvement Program (STIP), the High Priority Unfunded Needs process, long-range transportation planning, public outreach, and multimodal coordination. She noted that the partnership with MoDOT is critical to ensuring local communities have a voice in transportation planning. Through close collaboration with MoDOT, local officials and

stakeholders have the opportunity to identify transportation needs, share local knowledge, and help shape priorities. That local input leads to better decisions and transportation investments that truly reflect the needs of the communities that the Kaysinger Basin RCP serves.

Ms. Swartz reviewed the Safe Streets for All (SS4A) Safety Action Plan focus areas, which include rural roadway safety, pedestrian safety, bicycle connectivity, near-miss reporting, intersection concerns, and data-driven safety improvements. She noted that local input collected through near-miss reports and community engagement helps identify safety concerns that may not appear in traditional crash datasets, enabling proactive improvements.

The high priority unfunded needs process continues to provide an important avenue for local communities to elevate transportation concerns and advocate for future development and investment. The U.S. 65 and Route 7 corridor improvement through Henry into Benton counties through Warsaw is the highest transportation priority identified by the region and the Transportation Advisory Committee. Through these improvements, it will improve safety, expand two lane corridors to four lanes, allow for better freight movement, support tourism, and improve access to Truman Lake and Lake of the Ozarks. It includes bicycle and pedestrian improvements and connects with Warsaw's Complete Streets initiative. This corridor represents one of the region's greatest opportunities to improve safety, mobility, and economic vitality in west central Missouri.

Ms. Swartz closed by expressing appreciation for the Commission's and department's continued partnership and investment in rural Missouri and the opportunity to address current and future needs. She emphasized that transportation is more than roads and bridges. It connects residents to opportunity, strengthens communities, and supports the long-term success of rural Missouri. It is essential to economic growth, health care access, education, emergency services, and overall quality of life.

Commissioner Smith thanked Ms. Swartz for her presentation and expressed appreciation for the partnership with the Kaysinger Basin RPC and all of the regional planning commissions across the state.

Commissioner Smith stated that MoDOT looks forward to continuing to work together to navigate many challenges and emphasized the importance of persistence.

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MODOT PRESENTATIONS

2027-2031 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented the 2027-2031 Statewide Transportation Improvement Program (STIP), which is developed in coordination with the budget and financial forecast. The STIP is a proposed list of transportation projects for the next five years. This document is an essential part of communication with customers sharing how their transportation dollars are being invested and represents MoDOT's commitment to Missourians.

The development of the STIP was a collaborative effort involving staff from multiple divisions, district planning managers, and planning partners such as Metropolitan Planning Organizations and Regional Planning Commissions. The planning framework emphasized bottom-up decision-making, ensuring local voices were integral in identifying regional priorities. Financial planning was guided by a robust forecasting model, which determined available funds for project delivery. Mr. Taylor was pleased to announce that the final STIP for 2027-2031 totals \$13.0 billion including 1,279 STIP projects, reflecting a slight decrease from previous years as general revenue funds are expended. The Commission's funding distribution policy provides predictable funding levels to all areas of the state and allows for multi-year planning.

Missouri's transportation system is very large, including nearly 78,000 lane miles and over 10,400 bridges, which takes a combination of highway and bridge construction along with the operations and maintenance plan to take care of the system. Asset management is the focus of the 2027-2031 STIP, it is what customers requested and ensures Missouri's roads and bridges are in good condition. He then

described how the first three years of this STIP focuses 86 percent of the funding on asset management, 9 percent on capital improvements, and 5 percent on other projects.

Mr. Taylor described some of the key changes for the 2027-2031 STIP. He noted that existing projects increased about \$144 million, approximately 2.35 percent is due to inflation, and 2.89 percent due to other cost drivers. There was schedule adjustments made to 114 projects to align the program with availability or to accommodate processes. There were 393 projects added, the majority of which are asset management projects. There were 9 projects deleted due to the work being incorporated into other projects, work being addressed by MoDOT forces, or cost share projects being withdrawn by the partnering entity.

The multimodal portion of the STIP has \$1.1 billion in funding for the 2027-2031 STIP. The multimodal program has grown significantly since 2020. These funds are federal pass-through funds and designated funds for the other modes. Mr. Taylor noted that the funds decrease over the five-year span.

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

The department held a thirty-day public comment period on the draft STIP. As a result of the public comment period, MoDOT received 65 comments regarding the draft STIP. Twenty-seven comments offered support for the STIP and included projects. Twenty comments requested additional road and bridge improvements. Ten comments addressed project implementation, timing, and current conditions. Three comments related to how funds are used. Two comments expressed appreciation. Two comments noted technical errors. One comment requested implementation of a statewide active transportation plan. Each comment was responded to and shared with the districts and corresponding planning organization.

There were several minor changes made to clean up language, make technical corrections, and modify links.

Mr. Taylor then recommended the Commission:

- approve the 2027-2031 STIP;
- certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.220;
- delegate to the Deputy Director/Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases, and urgent or emergency projects; and
- delegate to the Deputy Director/Chief Engineer authority to approve fiscally constrained revisions to projects.

Commissioner Slay thanked Mr. Taylor for the presentation and commended him on the teamwork on this large STIP, and number of projects included, as well as his leadership. The Commission appreciates the hard work of the staff in Central Office and all the Districts who worked with local planning partners to develop this plan. After further discussion and consideration, and upon motion by Commissioner Hegeman, seconded by Commissioner Slay, the Commission unanimously approved the recommendations as outlined above.

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STATE OF THE SYSTEM

On behalf of the Director, Mark Croarkin, Assistant Chief Engineer, and Bill Dunn, Structural Resource Manager, presented a comprehensive report on the condition of Missouri's pavements and bridges, emphasizing the importance of asset management and the planning framework that guides maintenance and improvement efforts. Mr. Croarkin highlighted that maintaining existing assets remains the top priority, as reflected in the long-range planning process and customer expectations. He provided historical context, noting that prior to 2005, pavement conditions and goals were not publicly shared. Since then, the department has established clear targets: 90% good for major roads, 80% for minor roads,

70% for low-volume roads, and keeping poor bridges below 900. These goals are tracked rigorously, with asset management plans driven by district-level expertise and local conditions.

Recent years have seen significant progress, particularly due to the Governor's Rural Route Program, which invested \$320 million in improving rural roads. Data collected for 2025 shows substantial improvements, with low-volume roads reaching 85.5% good, which is well above the target. Minor roads improved to 86.2% good, and major roads are at 89.8% good, just shy of the 90% goal. The program's impact was acknowledged by the Commission, with thanks extended to the General Assembly and supportive legislators.

Mr. Croarkin presented the rising cost of pavements over the last eight years. The 11 percent increase in the cost of pavements and bridges has exceeded the cost of inflation. Sustained investment, both financial and operational, is required to meet asset management goals and prevent deferred maintenance from becoming more costly.

Mr. Dunn presented the detailed 2026 National Bridge Inventory submission. Missouri's state system includes 10,423 bridges, with MoDOT staff also overseeing county bridge inspections. The number of poor bridges has decreased to 726, comfortably below the target of 900, thanks to focused programs such as the Fixing Access to Rural Missouri (FARM) Bridge Program and the Governor's Focus on Bridge program. Urban areas have higher bridge densities, but recent efforts have reduced poor condition bridges in rural regions. He noted that about half of the current bridge structures are older than their intended 50-year lifespan, especially those built during the interstate construction era. Weight-restricted bridges, currently numbering 790, are mostly concentrated in urban areas and often overlap with poor condition bridges.

Mr. Dunn also noted that rising costs for pavements and bridges have outpaced inflation over the past decade. The cost to replace all 211 major bridges is estimated at \$8.5 billion, and closures or weight restrictions can result in lengthy detours. Mr. Dunn concluded by stressing the importance of ongoing

investment and preservation activities, as maintaining assets in good condition is more cost-effective than addressing deterioration.

Commissioner Hegeman thanked Mr. Croarkin and Mr. Dunn for their presentation and showing the condition of the routes across the system. He expressed appreciation for these achievements and reiterated the need for ongoing focus to maintain and enhance Missouri's transportation infrastructure.

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KAYSINGER BRIDGE BUNDLE DESIGN-BUILD PROJECT UPDATE

On behalf of the Director, Matt Koppitz, Deputy Project Director, provided a comprehensive update on the Kaysinger Bridge Bundle Design-Build Project. On February 14, 2024, the Missouri Highways and Transportation Commission approved the use of Design-Build for the Kaysinger Basin Bridge Bundle Design-Build Project in Bates, Benton, Cedar, Henry, Hickory, St. Clair, and Vernon Counties. MoDOT established the following goals for the project: safely deliver the project within the programmed budget of \$38 million; maximize the number of locations to be addressed while providing quality, low maintenance structures, and roadway approaches; minimize impacts to the public through diligent construction efforts, flexibility in scheduling, and proactive communication; deliver the project utilizing a diverse work force; and complete the project on or before November 15, 2027.

Mr. Koppitz noted that this region, characterized by its rural landscape and a population exceeding 100,000, supports both agricultural and recreational activities, notably around Truman, Stockton, and Pomme de Terre lakes. Prior to this project, there were 80 poor condition bridges located within the seven counties of this project.

In March 2025, the Commission awarded the contract to the Emery Sapp and Sons Team, whose proposal included four redecks, two redecks with superstructure replacement, twelve full replacements, and two bridge eliminations, totaling over 103,000 square feet of bridge deck replaced. Mr. Koppitz reported that six of the bridges have been completed and opened to traffic: Cedar County Route 97 over

Horse Creek, Cedar County Route B over Cedar Creek, St. Clair County Route 82 over Bear Creek, Henry County Route 2 over Tebo Creek, St. Clair County Route H over Monegaw Creek, and Henry County Route 2 over East Tebo Creek. These new structures have replaced older, single-lane or load-posted bridges, improving safety and accessibility. Three bridges are currently under construction: Henry County Route U redeck over Truman Reservoir, Benton County Route E replacement over Barker Creek, and Vernon County Route W replacement over Medigener Creek.

Mr. Koppitz concluded by reporting that through this project, multiple bridges have been replaced that limited movement of agriculture and commerce by building land bridges. The remaining eleven will be started in 2027. Currently the team is ahead of schedule, with 37 percent of the work completed in just 34 percent of the allotted time, and overall completion anticipated by spring 2027.

Commissioner Baker thanked Mr. Koppitz for his presentation and highlighted how design can positively impact rural and low-volume roads. The presentation illustrated the positive outcomes of design-led improvements and reinforced the value of persistent asset management efforts. These initiatives not only enhance safety and reliability for Missouri's travelers but also reflect the department's dedication to ongoing progress.

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BUSINESS ISSUES

CITY OF EL DORADO SPRINGS – EL DORADO SPRINGS MEMORIAL AIRPORT STATE TRANSPORTATION ASSISTANCE REVOLVING (STAR) LOAN REQUEST

On behalf of the Director, Doug Hood, Financial Services Director, and Jerica Holtsclaw, Multimodal Operations Director, presented to the Commission the City of El Dorado Springs – El Dorado Springs Memorial Airport State Transportation Assistance Revolving (STAR) fund loan request to finance an airport improvement project for the construction of a new runway and taxiway.

The STAR fund loan would not exceed \$320,000 with a fixed interest rate of 3.29 percent for a term of ten years. The City of El Dorado Springs will make annual principal and interest payments on

October 1 of each year, beginning on October 1, 2027, through October 1, 2036. The City pledges to repay the loan from revenues generated by its one-half cent Capital Improvement sales tax (no sunset). The City also pledges its General Fund income to augment any unexpected shortfalls. The loan was reviewed and approved by the Cost Share Committee, consisting of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and Governmental Relations Director on June 11, 2026.

Via approval of the consent agenda, the Commission unanimously approved the requested changes to the City of El Dorado Springs STAR fund loan request described above and authorized the execution of the loan agreement pursuant to the Commission's policy.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Assistant 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 June 18, 2026, letting, as recommended, and noted in Table I below.

**Table I
Award of Contracts
June 18, 2026, Bid Opening**

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-35	Harrison	JNW0052	\$4,730,908.23	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
A02	Various	Grundy, Linn, Livingston, Putnam, Sullivan	JNWM0115	\$5,194,745.68	\$0.00	Above And Below Contracting, LLC	Scrub Seal
A03	Various	Carroll, Chariton, Livingston	JNWM0116	\$3,620,674.53	\$0.00	Above And Below Contracting, LLC	Scrub Seal

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A04	Various	Caldwell, Chariton, Grundy, Linn, Livingston	JNWM0131	\$6,267,342.38	\$0.00	Emery Sapp & Sons, Inc.	Resurface
C01	Various	Cass, Johnson, Pettis	JKRM0089	\$1,379,795.96	\$0.00	Vance Brothers, LLC	Seal Coat
C02	150	Jackson	JKU0140	\$4,191,737.23	\$0.00	Louis-Company, LLC	2 Bridge Rehabilitations
C03	Various	Cass, Clay, Jackson, Platte, Ray	JKU0423	\$1,000,000.00	\$0.00	Diamond Fence, LLC	Job Order Contract for Sign Replacement
D01	BU 70	Boone	JCD0124	\$313,549.38	\$0.00	Watson Concrete, Inc.	ADA Improvements
D02	HH, K, PP	Callaway	JCDM0093	\$758,497.31	\$0.00	Vance Brothers, LLC	Seal Coat
D03	J, N, CC	Gasconade, Osage	JCDM0094	\$899,384.90	\$0.00	N.B. West Contracting Company	Seal Coat
D04	JJ, NN, BB	Moniteau, Morgan	JCDM0095	\$431,812.86	\$0.00	Vance Brothers, LLC	Seal Coat
D05	63	Boone	JCD0204	\$1,510,984.15	\$0.00	Capital Paving & Construction, LLC	Pavement Widening
F01	I-270	St Louis	J613020D	\$40,763,060.70	\$0.00	Millstone Weber, LLC	Add Lanes, Bridge Replacement, and ADA Improvements
			J613580B				Coldmill and Resurface
			JSL0021				4 Bridge Replacements, 2 Walls and Pavement Widening
G01	Various	Bates, Benton, Dallas	JSRM0124	\$2,555,978.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
H01	114	Stoddard	J9S3725	\$2,490,038.13	\$0.00	Robertson Contractors, Inc.	Bridge Replacement and Bridge Deck Replacement
H03	Z	Cape Girardeau	J9S3738	\$3,381,856.75	\$0.00	Robertson Contractors, Inc.	2 Bridge Replacements
			TOTAL:	\$79,490,366.19	\$0.00		

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 June 18, 2026, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Boatwright abstained from voting on Call H01.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

IMPROVE I-70 PROGRAM REPORT

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

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. That is why the Missouri Department of Transportation is working to improve I-70. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles.

Funding. Of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) to directly pay for project costs. As MoDOT is ready to issue contracts for work on I-70, the funding is transferred into the SRF. MoDOT and the Office of Administration (OA) executed a formal funding agreement similar to the funding agreement utilized for

the Governor's Focus on Bridges Program. The remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program. A maximum allocation of \$136 million per year is allocated for debt service payments. With this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP), the Improve I-70 Program is fully funded.

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

Schedule Update. MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. To date, six of the nine projects have been awarded and are under contract. For each project the Improve I-70 team performs a risk assessment and project delivery determination. Based on the findings from these two exercises, MoDOT determines if Design-Build or traditional design bid build is the method of delivery. MoDOT plans to have all Improve I-70 projects awarded by May of 2027.

Columbia to Kingdom City Project Update. The Improve I-70: Columbia to Kingdom City Project was awarded at the February 2024 Commission meeting. Last year crews were able to complete the concrete paving for the three eastbound lanes and three westbound lanes I-70 in the seven-mile stretch between Callaway County Routes J and M. This summer the project team continues with an aggressive schedule to complete a four mile between Route M and U.S. 54 in Kingdom City. The new interchange at I-70 and U.S. 54 in Kingdom City was open in May. Crews also continue with progress at the Route 63 interchange in Columbia. This project remains on budget and on schedule to be completed by late 2027.

Wentzville to Warrenton Project Update. MoDOT awarded the Improve I-70: Warrenton to Wentzville project at the November 2024 Commission meeting; this project includes adding an additional lane on I-64 from I-70 to Route K. The design for the project has recently been completed. In the field,

paving crews have made excellent progress with considerable amounts completed along I-64. Paving work has also continued in several sections of I-70. Every night this project plans to have some paving taking place on I-70 to meet the aggressive schedule. Interchange work has continued and significant progress has been made with the improvements at I-64 and I-70, I-70 and Route T/W interchange in Foristell, and I-70 at Route 47 in Warrenton. This project remains on budget and on schedule to be completed by late 2028.

Blue Springs to Odessa Project Update. The Improve I-70: Blue Springs to Odessa project was awarded at the May 2025 Commission meeting. Since the award, the design team and contractor have been working quickly to make progress. By the end of this year crews are scheduled to have the I-70 concrete paving completed for the eastbound and westbound between Blue Springs and Grain Valley. In addition, the four-mile segment between Route M/O and Route H is scheduled to have all concrete paving completed for both directions of I-70. This project remains on budget and on schedule to be completed by late 2028.

Rocheport to Columbia Project Update. This project was awarded in December of 2025. Design work is progressing and is scheduled to be completed later this year. Construction began with early work taking place between Rocheport and Midway. Concrete paving is expected in this segment later this summer. Crews have also been busy working on the bridge replacements at Route J/O and at Providence Road. This project remains on budget and on schedule to be completed by late 2029.

Boonville to Columbia Project Update. MoDOT utilized the traditional design-bid-build procurement process for this project. By utilizing both Design-Build and design-bid-build, it allows the department to maximize value based on risk profile of the various segments along I-70. This project was awarded at the February 2026 Commission meeting. This 13-mile project has already started work and plans to begin concrete paving later this summer. This project on budget and on schedule to be completed by late 2028.

Statewide Truck Parking Project Update. This project was awarded in May of this year. This innovative project will add 255 truck parking spaces at existing locations around the state. With this project it will allow nearly double the truck parking locations while rebuilding the pavement at four locations. In addition to the parking improvements there will also be lighting upgrades and minor improvements to the facilities at Wright City and Concordia locations. Construction is scheduled to begin later this fall. This project remains on budget and on schedule to be completed by late 2028.

Kingdom City to Warrenton. The procurement for the 44-mile project between Kingdom City and Warrenton has started. In May, MoDOT shortlisted four highly qualified teams to move forward with pursuit of the project. This project is scheduled to be awarded at the November Commission meeting. Construction for the project will start in Spring of 2027. The completion of the project is scheduled for December 2030.

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DEBT MANAGEMENT REPORT

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

Between December 2000 and June 2026, the MHTC issued \$6,004,435,000 in new money bonds

and \$1,528,955,000 through refunding bonds. As of June 30, 2026, the amount of outstanding bonds is \$1,842,335,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety, and addressing congestion. MoDOT staff will continue to work with the Bond Trustee to ensure: (1) bondholders are paid on time; (2) certain financial and operational information is disclosed on an ongoing basis as required; and (3) the MHTC stays in compliance with its Master Bond Indentures.

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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 May 31, 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 May 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 681 active contracts held by individual engineering consultant firms prior to May 1, 2026. Nineteen engineering consultant services contracts were executed in May 2026, for a total of \$5,681,917. There were zero non-engineering consultant contracts executed in May 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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