MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI
THURSDAY, AUGUST 6, 2026

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, August 6, 2026, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri, and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Thursday, August 6, 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 –

<u>COMMISSION/DIRECTOR ITEMS</u>

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 July 1, 2026, and the special meeting held June 30, 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 August 6, 2026, Consent Agenda

Consent agenda item Number 6, Rest Areas, Welcome Centers and Truck Parking Management Services, was pulled for later consideration. Upon motion by Commissioner Hegeman, seconded by Commissioner Slay, the remaining 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 August 6, 2026, meeting.

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

Legislative Committee – Commissioner Boatwright stated the August 4 primary election marked an important turning point as Missouri voters gave early shape to the political landscape heading into the fall. In the statewide ballot measures, voters approved Amendments 1 and 2, while Amendments 4 and 5 did not advance.

The legislative races also signaled significant change. The Missouri Senate is guaranteed to welcome at least 12 new senators, reflecting a notable shift in the chamber's makeup. In the House, voters secured the return of 21 incumbents, while the remainder of the cycle points to substantial turnover, with at least 67 newcomers expected to join the chamber.

With the primary results now settled, attention turns to the General Election on November 3. Voters will finalize the makeup of the legislature and determine the full impact of this year's changes across Missouri's legislature.

On the federal side, Congressional action is needed on a surface transportation program extension and annual appropriations. The current surface transportation bill expires on September 30. The House passed a continuing resolution in July that would fund the federal government through December 4.

The Senate proposed a continuing resolution earlier this week to fund government through December 11. The Senate is expected to pass their continuing resolution yet this week. The Senate continuing resolution also includes an extension of the expiring surface transportation programs through December 11. After the Senate passes their continuing resolution, there will need to be negotiations between the House and Senate to decide the final details of a continuing resolution.

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

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that there was no report. The next board meeting is scheduled for September 17, 2026.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that in a little less than five weeks, the 2026 Missouri Highway Safety and Traffic Conference will be held. The conference brings together more than five hundred partners of the Missouri Coalition for Roadway Safety to discuss the latest challenges, successes, and opportunities for advancing highway safety. The conference planning committee has put together a great agenda, and registration is currently open. The conference will take place September 9-11 in Columbia.

Commissioner Boatwright also reported some good news on the safety front. After a strong performance in July, traffic fatalities in Missouri are down approximately eight percent compared to this time last year. That equates to 45 fewer fatalities through the first seven months of the year.

While this is encouraging news, there is still a long way to go in 2026, and in order to see a reduction for the fourth year in a row, MoDOT, coalition partners, and all Missourians will need to remain diligent in the efforts to keep roadways safe for the remainder of the year. If successful, it will be the first time in 15 years that Missouri has experienced a decline in traffic fatalities for four straight years.

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DIRECTOR'S REPORT

During the August 6, 2026, Commission meeting, Director Ed Hassinger provided the following report:

Governor's Awards for Quality and Productivity – Director Hassinger reported that two teams of MoDOT employees have been recognized with the prestigious 2025 Governor's Award for Quality and Productivity. The team who put together the Safety Assessment for Every Roadway – or SAFER – tool earned the top honor in the Efficiency and Process Improvement category. The SAFER tool is the department's way of incorporating safety more widely throughout projects. It asks specific safety questions early in the project development process and helps estimate the benefit of safety strategies that could be implemented. As a result, projects with a safety line item in the Statewide Transportation Improvement Program (STIP) have increased from 25 percent to 72 percent. This has been a wonderful tool to have more and more meaningful conversations around safety as the department works to deliver a historic program.

The Southwest District team that put together the Crowder College Collaboration was awarded in the Innovation category. In the face of technician shortages and rising repair costs, the team in the Southwest District established a hands-on program allowing a local college's diesel technology students to diagnose and repair MoDOT equipment. This collaboration has saved the department more than $35,000 in labor costs and brought turnaround time from weeks down to just days. It has also created a pipeline for those students to work for MoDOT as interns and full-time employees, so it has been a success for MoDOT in more ways than one. Director Hassinger noted that these two efforts ought to sound familiar, as they were both recognized with wins at the past Innovations Showcases at MoDOT. These teams took their efforts to the next level of Missouri government to show the significant and lasting impact these efforts have on the citizen experience and really help set a standard for agencies across the state. Director Hassinger noted that these distinctions are a real testament to each team's dedication to innovation and public service.

Don Welge Memorial Bridge Ribbon Cutting – Director Hassinger reported that last month he joined hundreds of excited people down near Perryville, Missouri to help cut the ribbon on the new Don Welge Memorial Bridge. This bridge is a massive cable-stayed bridge over the Mississippi, connecting Perryville to Chester, Illinois. Director Hassinger shared with the crowd his experience inspecting that bridge with the dive team 30 years ago. He said it was a great way to spend the morning, alongside hundreds of people thrilled to welcome this upgraded connection for the community. Director Hassinger commended Brian Okenfuss and the project team, the contractors, and partners in Illinois for making this possible and bringing such a huge project to life. He noted that as everyone stood on that bridge celebrating with some of the Southeast District team, many were just a few miles west actively responding to what has been called a one in a 1,000-year flooding event. MoDOT is there for both celebration and destruction, sometimes at the exact same time. He thanked the Southeast District team for their dedication and service to communities impacted by that devastation.

World Cup Recognition – Director Hassinger provided an updated on the effort that went into Kansas City playing host on a global stage. The World Cup came and went without major incident in Missouri, and there are a lot of MoDOT staff to thank for that. The Kansas City District, from the maintenance efforts to the extra emergency response help and constant communications, did a terrific job. He also highlighted the department's safety team, who logged more than 600 hours over in Kansas City at the regional coordination center, and another 300 plus hours here in Jefferson City at the State Emergency Management Agency (SEMA). Their efforts were central in keeping hundreds of thousands of additional visitors moving safely across the state. Director Hassinger recognized another team who helped make that possible, whose efforts were *off* the highways. The Multimodal Operations Rail team recognized the demand for multimodal options for global visitors, and they worked hard to secure some form of expanded capacity to meet that need. Thanks to the collaboration between Amtrak and Union Pacific, as well as the generosity from the Illinois and Michigan departments of transportation, MoDOT was able to add rail cars to the Missouri River Runner Amtrak line during the time as World Cup host. This increased capacity and proved to be a critical addition, as ridership was up 15 percent surrounding match days, and 20 percent of the trains exceeded their normal capacity. Three of those days saw more than 1,000 riders, which is close to double the average daily ridership. Overall, this effort contributed to what amounted to a record high ridership total for the Missouri River Runner this year, placing it first in both ridership and revenue for all Midwest Amtrak routes. Director Hassinger recognized the dedication and success of these teams and their efforts ahead of and throughout the World Cup.

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PUBLIC COMMENTS

COMMENTS ABOUT REST AREAS, WELCOME CENTERS AND TRUCK PARKING MANAGEMENT SERVICES

Linda Kimrey, CEO and Executive Director of Laclede Industries, provided public testimony about the involvement of sheltered workshops in managing rest areas and focused on contract procedures and compliance with state regulations. The commission works with prime contractors who subcontract janitorial services to sheltered workshops. Price negotiations are permitted after contracts are accepted, aligning with the requirements of the Request for Proposal. Contractors are expected to seek proposals from sheltered workshops, and if the costs are deemed excessive, specifically more than 10 percent above what they could perform the work for, the contractors have the option to seek services from the private sector. Despite this, sheltered workshops are consistently utilized in practice.

Ms. Kimrey described overcoming disability through opportunities provided by Missouri Department of Transportation and Missouri Vocational Rehabilitation. Her testimony highlighted the profound impact of sheltered workshops, which offer meaningful employment to individuals with disabilities, enabling them to earn wages ranging from $12 to $19 per hour and achieve independence. She concluded by thanking the Commission for their partnership and emphasizing that these jobs provide much more than financial compensation; they foster dignity, integration, and hope for people who have faced lifelong challenges.

Chairman Erdman thanked Ms. Kimrey for her comments.

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COMMENTS ABOUT REST AREAS, WELCOME CENTERS AND TRUCK PARKING MANAGEMENT SERVICES

Geoff Shackelford, Director of Boonslick Industries, stated that speaking on behalf of 14 workshops that have served the Missouri traveling public under the five-year contract, he expressed gratitude to the Commission and MoDOT for their recognition and support. He highlighted the importance of allowing members of the community, specifically individuals with intellectual and developmental disabilities, to perform custodial tasks at rest areas, welcome centers, and truck parking lots across Missouri.

Mr. Shackelford explained that as director of the Extended Employment Center in Boonville, he employs seven individuals with such disabilities who maintain two recently renovated rest areas at mile marker 104 on I-70. These custodial contracts provide not only meaningful employment for these individuals but also a reliable revenue stream for the workshop, enabling pursuit of additional employment opportunities. He emphasized that the Commission and MoDOT have prioritized these workshops, and the opportunity to bid for work sites is crucial for offering public-facing jobs that raise awareness about intellectual and developmental disabilities. Mr. Shackelford concluded by thanking the Commission for their ongoing partnership and support over the years.

Chairman Erdman thanked Mr. Shackelford for his comments.

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COMMENTS ABOUT HIGHWAY 63 PROJECT IN OSAGE COUNTY

Dale Logan, Osage County Commissioner, shared concerns and frustration regarding the Highway 63 realignment project around Westphalia. The heart of the issue is the potential loss of the south entrance to Westphalia, which is seen as vital for the town’s survival and identity. The community, nearing its 200th anniversary, feels overlooked in the planning process, especially as century farms and local businesses face disruption or closure due to the bypass.

Mr. Logan emphasized the importance of executing the project correctly, advocating for the preservation of the south entrance despite the significant financial and logistical challenges. His comments highlight the historical significance of the land, the impact on local families, and the perceived disparity in investment compared to larger cities like St. Louis and Kansas City. Mr. Logan recognized that some improvements were made based on community input. He requested the Commission and department invest in Westphalia’s future, preserve its unique heritage, and ensure that the project does not permanently diminish the town’s viability.

Director Hassinger provided insight into the technical considerations, such as floodplain issues and safety concerns related to road design and bridge enhancements. Chairman Erdman thanked Mr. Logan for his comments.

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MODOT PRESENTATIONS

MEDICAL PLAN FUNDING RECOMMENDATIONS FOR CALENDAR YEAR 2027

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, shared the contribution recommendations for the medical and life insurance plan. Contributions are based on projected funding necessary to provide medical and life insurance benefits to employees, retirees, vested annuitants, and the dependents of these groups of MoDOT, the Missouri State Highway Patrol (MSHP), and the MoDOT and Patrol Employees' Retirement System (MPERS). The Medical and Life Insurance Plan Board of Trustees (Board) provides recommendations based upon an actuarial review. AON Hewitt Consulting conducted an actuarial review and analysis of medical plan funding on a semi-annual basis. Based upon the June 24, 2026, review, the Board made recommendations for plan funding for calendar year 2027. The recommendations are projected to maintain adequate funding for medical plan costs.

Mr. Denkler noted the plan has provided employer sponsored health benefits since 1978. The plan is governed by a Board of Trustees composed of four active MoDOT employees, two active Patrol employees, and one retiree from each agency. These Board members are recommended by either the MoDOT Director or the MSHP Superintendent, respectively, and require approval by the Commission. MoDOT's Assistant to the Chief Administrative Officer-Employee Health and Wellness serves as the Chairman of the Plan Board of Trustees. One task of the board is to recommend contracting with third-party administrators. Currently, that includes Anthem for medical claims, Carelon Rx for pharmacy administration, and United Healthcare for the Medicare advantage plan.

The plan offers two options. One option is the Preferred Provider Organization (PPO) with a $600 annual deductible; as of July 1, 2026, there are 7,336 subscribers in the PPO option. There is also a High-Deductible Health Plan (HDHP) offered in conjunction with a health savings account (HSA). As of July 1, 2026, there are 768 subscribers in the HDHP option. Additionally, there is the Medicare Advantage

Plan offers insurance for retirees that are eligible for Medicare. About 60 percent of the plan serves active employees and their dependents.

Mr. Denkler stated the goal is to maintain a financially stable, and sustainable health care plan for the active employees and retiree groups. In calendar year 2025, the Commission contributed $113 million in healthcare premiums, and the employees and retirees contributed $29 million. For active employees, the Commission contributes 86 percent of the total premium. The contribution varies for the retiree group depending on their year of retirement and their years of service to the employers. For calendar year 2026, the Commission is being asked to absorb the entire premium increase for active employees and subscribers in the work-related disability categories.

The report explained the number of medical claims decreased 0.35 percent and the cost of the medical claims increased 0.7 percent. The number of medical claims decreased to 506,663 claims in 2025 compared to 508,445 claims in 2024. He noted in 2025 thus far, there has been a 14.7 percent increase in the amount paid for medical claims through the first five months as compared to the same time last year.

The report also noted the prescription drug plan costs continue to rise, largely due to the cost of specialty medications. Specialty drugs are prescriptions that generally have unique uses, may require special dosing or administration, and are used to treat diagnoses such as cancer, rheumatoid arthritis, multiple sclerosis, and hepatitis C. Specialty drugs are 1.92 percent of total claims, but account for 55.8 percent of total drug plan spending. This trend is a serious issue for health insurance plans nationwide with no apparent strategy to combat the trend in the foreseeable future.

Mr. Denkler expressed concern that the plan funding has been decreasing and the costs have been increasing. Due to the Commission's continued support, a stable medical plan has been maintained over the years. However, that is slowly trending downward. As a result, the reserve funds are at a level that it is necessary to seek additional funding for premiums. Mr. Denkler reported the total net position as of May 31, 2026, was $49.4 million and is down compared to $50.6 million at the same time last year.

Mr. Denkler recommended the Commission continue offering two plan options, the Preferred Provider Option (PPO) and the High-Deductible Health Plan (HDHP) with a Health Savings Account (HSA), with no changes in Plan design. He also recommended an increase of 7 percent in total medical plan premiums for all rate categories in calendar year 2027. He also recommended the employers absorb the entire premium increase for active employees and subscribers in the work-related disability categories.

After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Slay, the Commission unanimously approved the medical and life insurance plan recommendations to: (1) increase medical plan premiums by 7 percent for all rate categories in calendar year 2027; (2) continue offering two plan options PPO and HDHP with a HSA with no changes in Plan design; and (3) absorb the entire premium increase for active employees and subscribers in the work related disability categories.

Commissioner Erdman thanked Mr. Denkler for his presentation and the work it takes to manage this benefit. He noted this benefit is expensive and stated the plan has stayed consistent for at least the last five years. Additionally, this is the tenth year in a row that the commission has absorbed the premium increase with no personal increase to active employees.

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MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2028 APPROPRIATIONS AND FISCAL YEAR 2027 SUPPLEMENTAL APPROPRIATIONS SUBMITTAL

On behalf of the Director, Doug Hood, Financial Services Director, presented the fiscal year 2028 appropriations request for $5.4 billion for House Bill 4, $3.2 billion for House Bill 17 and House Bill 19, and $52.4 million for House Bill 20, and the fiscal year 2027 supplemental appropriations request for $94.3 million. Mr. Hood explained the department is required by law to submit both the appropriations request and supplemental appropriations requests to the Office of Administration (OA) by October 1 of each year. This appropriations request is the basis of the Governor's recommendation, which is submitted to the Missouri General Assembly within thirty days of when the legislature convenes the regular session.

Mr. Hood briefly explained the budget timeline beginning in March, when the districts and divisions submit their budget requests. Then, the Financial Services Division reviews and compiles the appropriations request. In August, the Commission potentially approves the appropriations and supplemental appropriations requests. From October to May, the budget is submitted to OA and the department's Financial Services staff supports the request through the legislative process. In May, the Commission will review the budget request. In June, the budget request is submitted to the Commission for final approval. On July 1, the new fiscal year begins.

He then reviewed the breakdown of the appropriation submittal by category. The majority of the department's budget is for program delivery and safety and operation, which is 76.9 percent. Refunds and transfers, which makes up 13.2 percent, are mainly needed for accounting purposes, to move monies between funds. The largest transfer moves motor fuel taxes and a portion of the motor vehicle and driver's license fees from the State Highways and Transportation Department fund to the State Road Fund. The smallest category is administration at 0.4 percent.

Mr. Hood noted that to achieve the mission and deliver meaningful results, the department and Commission have recognized the importance of competitive pay and benefits. In July 2022, the department implemented a portion of a market plan within the appropriation authority approved by the legislature. The market adjustments for employee salaries included modifying the salary structure to optimize it and being more competitive with market; establishing competitive market midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure and performance. This submittal includes a department requested pay plan that includes a market adjustment of 3 percent for all employees. In addition, the submittal includes the personal service dollars and related fringe benefits for 3 new positions in maintenance associated with large scale projects as well as one attorney to assist with the implementation of Senate Bill 916.

This submittal also includes additional monies totaling $11.7 million for Safety and Operations, which is responsible for striping, pavement repair, mowing right-of-way, and plowing snow and ice. It includes $8.3 million for 2.5 percent inflationary increases in fuel, salt, and roadway material costs.

In addition, the department is requesting for the reappropriations of the funds for low volume roads minor roads that was appropriated in fiscal year 2027. Mr. Hood also noted that the submittal includes a request for a new rural bridge program that would improve approximately 100 bridges around the state. The final debt service payment that is on the existing Focus on Bridges program, which is about $45.6 million, will be made in May of 2027. He noted appreciation of the additional general revenue funds dedicated by the Governor and General Assembly for transportation.

Program Delivery is the largest appropriation category, and it is used to pay consultants to design projects, purchase right-of-way, pass federal monies through to local entities, and pay contractors who build the construction projects. MoDOT requested an increase of $256.2 million, compared to the fiscal year 2027 TAFP budget. The department requested a decrease of $2.1 for expenditures made on the Jefferson Avenue Footbridge project, and a $50.0 million decrease for debt service in the State Road Fund due to the debt service increase in the State Road Bond Fund revenue.

MoDOT requested a multimodal appropriation increase of $5 million, in general revenue money for the State Transit Assistance Program. These funds can be used for operating and capital expenditures by transit agencies to provide mobility services in their communities.

Mr. Hood recommended approval of the proposed fiscal year 2028 appropriations submittal totaling $5.4 billion. He also recommended approval of the proposed fiscal year 2028 appropriations submittal totaling $3.2 billion, for all MoDOT appropriations associated with House Bill 17 and House Bill 19. He also recommended approval of the proposed fiscal year 2028 appropriations submittal totaling

$52.4 million, for all MoDOT appropriations associated with House Bill 20. Lastly, he also recommended approval of the proposed fiscal year 2027 supplemental appropriations submittal totaling $94.3 million.

Following discussion, and upon motion by Commissioner Hegeman, seconded by Commissioner Baker, the Commission unanimously approved the Missouri Department of Transportation Fiscal Year 2028 Appropriations Submittal, as noted in the tables below, and authorized staff to release the request to OA – Division of Budget and Planning; and approved the proposed Fiscal Year 2027 Supplemental Appropriations Submittal totaling $94.3 million. The Commission also approved the Fiscal Year 2028 appropriations submittal totaling $3.2 billion, for all MoDOT appropriations associated with House Bill 17 and House Bill 19. The Commission also approved the Fiscal Year 2028 appropriations request totaling $52.4 million, for all MoDOT appropriations associated with House Bill 20.

Fiscal Year 2028 Appropriations Submittal
House Bill 4 By Appropriation Detail
(Dollars in Thousands)

Appropriations	Fiscal Year 2026 Actual Expenditures	Fiscal Year 2027 TAFP[1] Budget	Fiscal Year 2028 Appropriations Request
Administration	$ 26,689	$ 31,512	$ 32,286
Safety and Operations[2]	$ 532,633	$ 582,242	$ 596,946
Program Delivery[2,3]	$ 2,452,740	$ 2,710,392	$ 2,966,567
Fleet, Facilities, and Information Systems (FFIS)	$ 130,166	$ 135,813	$ 136,274
Multimodal[2, 5]	$ 160,516	$ 253,907	$ 242,378
Fringe Benefits	$ 204,684	$ 287,016	$ 290,465
Refunds and Transfers[4]	$ 972,611	$ 1,084,796	$ 1,143,796
Total MoDOT Appropriations Request	**$ 4,480,039**	**$ 5,088,678**	**$ 5,408,712**

1 Fiscal year 2027 Truly Agreed to and Finally Passed (TAFP) budget is prior to any vetoes or restrictions occurring.

2 The full name of the fund is Missouri State Capitol Commission Capitol Preservation Fund.

3 The full name of the fund is Missouri State Capitol Commission Capitol Preservation Fund.

4 The full name of the fund is Missouri State Capitol Commission Capitol Preservation Fund.

5 The full name of the fund is Missouri State Capitol Commission Capitol Preservation Fund.

Fiscal Year 2028 Appropriations Submittal
House Bill 17 and 19 Capital Improvements
(Dollars in Thousands)

Appropriations	Fiscal Year 2026 Actual Expenditures	Fiscal Year 2027 TAFP[2] Budget	Fiscal Year 2028 Appropriations Request
Safety and Operations			
Program			
Low-Volume Routes FY25 - General Revenue (GR)	$ 61,945	$ 9,488	$ 4,422
Low Volume Routes FY26 - GR	7,094	19,976	12,905
Total Safety and Operations	**$ 69,039**	**$ 29,464**	**$ 17,327**
Program Delivery			
Program			
Low-Volume Routes FY24 - Budget Stabilization Fund	$ 4,655	$ 0	$ 0
Improve I-70 Program from Bond Proceeds	419,608	925,662	789,423
Improve I-70 Program from GR	14,879	1,373,813	1,347,808
Forward I-44 Program from Bond Proceeds	0	363,750	363,750
Forward I-44 Program from GR	6,248	213,442	207,453
Transportation Cost-Share Program - Budget Stabilization Fund	8,752	55,920	48,315
I-44 Environmental Study - GR	8,290	8,957	4,765
I-55 Outer Service Road - GR	980	8,868	8,200
Highway BB Engineering Study Cameron County - GR	409	780	528
Highway 67 Improvements Butler County - GR	8,446	58,527	53,259
US 67 Butler County - State Road Fund	0	90,000	90,000
LeCompte Road Industry Upgrade - Budget Stabilization Fund	2,955	1,698	445
I-70 Improvements Warren County - Budget Stabilization Fund	6,229	31,710	29,469
US 65 & Route B - GR	358	4,700	4,342
I-49 & US 58 Improvements Cass County - GR	595	19,860	19,350
Highway 63 Columbia - GR[1]	21	4,000	4,000
Highway 65 Additional Lanes - Budget Stabilization Fund	857	37,880	37,034
Environmental Assessment Buchanan County - GR[1,4]	0	25	25
Route 60 Road Spur in Seymour - GR[1,4]	0	250	250
Route 5 Highway 54 Intersection Improvements - GR[1,4]	0	4,000	4,000
US Highway 60 Ingram Ramps and Outer Roads - GR[1,4]	0	5,000	5,000
Lewis County Improvements - GR[1,4]	0	2,366	2,366
Highway 76 Road Improvements in Branson - GR[1,4]	0	4,000	4,000
Kansas City International Airport Roundabout - GR[1]	0	4,500	4,500
Climbing Lane in Joplin - GR[1,4]	0	11,915	11,915
Route N Improvements Jasper County - GR[1,4]	0	2,197	2,197
Sugar Creek Road Improvements - GR[1,4]	0	700	700
Route 63 Improvements in Moberly - GR[1,4]	0	2,100	2,100
Butler County Road 321 - GR[4]	0	2,780	2,780
City of Thayer Right of Way - GR[4]	0	220	220
US Highway 412 - GR[4]	0	1,000	1,000
Bolivar Road - GR[4]	0	1,500	1,500
Seymour Road - GR[4]	0	6,400	6,400
Total Program Delivery	**$ 483,282**	**$ 3,248,520**	**$ 3,057,094**

Appropriations	Fiscal Year 2026 Actual Expenditures	Fiscal Year 2027 TAFP[2] Budget	Fiscal Year 2028 Appropriations Request
Multimodal			
Program			
Warrensburg Airport - Budget Stabilization Fund	$ 87	$ 763	$ 763
Railroad Grade Crossing Hazards - GR	3,061	20,640	20,640
DeSoto Train Stop - GR	73	1,000	926
Rosecrans Airport Capital Improvements - GR	2,207	8,368	6,269
Cape Girardeau Airport - GR[3]	348	350	0
Airport Capital Improvements and Maintenance - GR	1,034	1,998	1,223
Rosecrans Airport 139th - Budget Stabilization Fund	0	7,500	7,500
Rosecrans Airport Farm Fuel - Budget Stabilization Fund	0	2,000	2,000
Kirksville Airport - GR	0	1,200	1,200
Federal Aviation Assistance JC Airport - Multimodal Federal Fund	0	3,400	3,400
Federal Aviation Assistance St. Joe Airport - Multimodal Federal Fund	0	8,800	8,800
Jefferson County Port Authority - Budget Stabilization Fund	1,031	4,478	3,846
Pemiscot County Port - GR[3]	3,667	3,667	0
Grade Crossing in Phelps County - GR[1,4]	0	500	500
Branson Airport Roadwork - GR[1]	1,905	200	95
Monett Airport AWOS - GR[1]	0	600	600
Farmington Airport Improvements - GR[1,4]	0	2,000	2,000
Perryville Airport Improvements - GR[1,4]	0	3,700	3,700
St. Louis Airport Improvements - GR[1]	0	7,000	7,000
KCATA World Cup Ambassador Program - GR[1,3]	834	1,000	0
Spirit of St. Louis Airport Runway Improvements - Multimodal Federal Fund	0	0	71,000
Total Multimodal	**$ 14,247**	**$ 79,164**	**$ 141,462**
Total MoDOT Disbursements	**$ 566,568**	**$ 3,357,148**	**$ 3,215,883**

[1] In previous years, these appropriations were in House Bill 4.
[2] Fiscal year 2027 Truly Agreed to and Finally Passed (TAFP) budget is prior to any vetoes or restrictions occuring.
[3] These projects will be fully expended by the end of fiscal year 2027.
[4] These items have been restricted by the Governor.

Fiscal Year 2027
Supplemental Appropriations Submittal
House Bill 14
(Dollars in Thousands)

Appropriations	Fiscal Year 2026 Actual Expenditures	Fiscal Year 2027 TAFP[1] Budget	Fiscal Year 2027 Supplemental Appropriations Request
Multimodal			
Support to Multimodal Transfer			
State Transportation Fund (STF)	$ 35	$ 70	$ 136
Aviation Trust Fund (ATF)	133	205	143
Total Multimodal	**$ 168**	**$ 275**	**$ 279**
Refunds and Transfers			
Improve I-70 Program - Interest on Bond Proceeds Transfer	0	0	30,000
Forward 44 Program - Interest on Bond Proceeds Transfer	0	0	7,000
Improve I-70 Program - Interest on Project Funds Transfer	0	0	50,000
Forward 44 Program - Interest on Project Funds Transfer	0	0	7,000
Total Refunds and Transfers	**$ 0**	**$ 0**	**$ 94,000**
Total MoDOT Supplemental Appropriations Request	**$ 168**	**$ 275**	**$ 94,279**

This schedule lists each individual appropriation as prescribed by the Office of Administration - Division of Budget and Planning's (OA) budget instructions. The appropriations have been organized into the categories used in MoDOT's budget.

[1] Fiscal year 2027 Truly Agreed to and Finally Passed (TAFP) budget is prior to any vetoes or restrictions occurring.

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MOTOR CARRIER SERVICES DIVISION – OVERSIZE AND OVERWEIGHT / SUPERLOAD PROGRAM UPDATE

On behalf of the Director, Aaron Hubbard, Motor Carrier Services Director, provided an overview of its Oversize and Overweight (OSOW) permitting program, emphasizing its unique role within MoDOT and the importance of specialized carriage to Missouri's economy. Legal truck and trailer combinations generally do not exceed 8 feet 6 inches in width, 13 feet 6 inches in height, and 80,000 pounds, and may tow up to a 53-foot unit without permits or routing restrictions. At the opposite end, superloads include shipments exceeding 16 feet in width or height, 150 feet in length, and/or 160,000 pounds, requiring intensive advance coordination, specialized equipment, and oversight during travel. Routine movements comprise non-reducible, non-divisible cargo such as heavy equipment, boats, manufactured housing, sealed ocean containers, and agricultural implements, typically accompanied by pilot cars and safety flaggers.

Special permits are issued by Motor Carrier Services, but coordination extends beyond the division. Applications are evaluated against MoDOT's Transportation Management System data and routing engine to determine the most direct and appropriate connectivity, prioritizing roadway classifications to limit exposure on smaller facilities. For very large loads, cross-border coordination with adjacent states is needed. For superloads, the Missouri State Highway Patrol prepares applicable escorts; MoDOT bridge and district traffic staff assess weight-limited structures and local traffic impacts; carriers conduct physical route surveys to attest navigability. If a route is denied or cannot be certified, alternatives may include mechanical deconstruction, deferment until restrictions lift, or consideration of other modes such as rail or barge. Where routes include non-MoDOT facilities, carriers coordinate with municipal leadership and make arrangements for any necessary infrastructure repair.

Overheight superloads travel with a lead height-detection vehicle and secure approvals from potentially impacted utility providers. Carriers and utilities work jointly to prevent disturbance to overhead lines; when necessary, a licensed bucket truck and qualified electrician accompany the convoy. Law enforcement conducts final safety checks prior to movement and provides mission control oversight while in motion.

Mr. Hubbard noted that recent years have seen explosive growth in permit activity, with 2026 on pace to surpass approximately 180,000 routine loads and 5,000 superloads, setting up potential record highs if current activity continues.

Mr. Hubbard explained that regulatory changes have been made, including administrative rule revisions in March 2025 to maximize off-peak capacity (weekend and limited nighttime travel), streamline holiday restrictions, update escort requirements for overlength vehicles, and clarify outmoded terminology, efforts primarily impacting routine loads. In January 2026, MoDOT and the Missouri State Highway Patrol initiated a pilot program to adjust thresholds for law enforcement escorts, extending applicability to loads exceeding 200 feet in length and 18 feet in height; smaller superloads remain accompanied by civilian escorts to maintain traffic control and motorist awareness.

He presented some current challenges including a decline in driver experience and system restrictions arising from record-setting construction activity, complicating routing and resulting in bottlenecks and increased reliance on non-preferred lettered and numbered roadways where necessary. Vertical clearance constraints and designated prohibitions further limit connectivity. While these conditions present near-term obstacles, they reflect future capacity enhancements.

Mr. Hubbard concluded by explaining that given Missouri's strategic location and rising volumes, loads are expected to grow in size and complexity. Despite the potential for delays, pavement wear, and occasional infrastructure impacts, cooperative planning and vigilance aim to mitigate hazards. The presence of these movements is interpreted as a positive indicator of statewide economic activity. He also thanked key partners including the Missouri State Highway Patrol, industry associations, and multistate committees, for their role in supporting safe, efficient movement and economic vitality.

Commissioner Hegeman thanked Mr. Hubbard for his presentation and noted how interesting and insightful it is that the department coordinates this movement and works with external partners such as law enforcement and utilities. He commended the Motor Carrier Services team for streamlining the process.

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ADMINISTRATIVE RULES/POLICIES

COMMISSION POLICY REVISION – HIGHWAYS – NAMING HIGHWAYS – HEROES WAYS INTERCHANGE DESIGNATION COMMENTARY

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission's periodic review, there are occasions where a policy may need to be updated. The department is revising this policy due to passage of Truly Agreed to and Finally Passed (TAFP) Conference Committee Substitute (CCS) for Senate Substitution (SS) for Senate Bill (SB) 139, and TAFP CCS for SS for Senate Committee Substitute (SCS) for SB 127 during the legislative session in 2023.

On behalf of the Director, Jennifer Jorgensen, Secretary to the Commission, recommended the HIGHWAYS – Naming Highways – Heroes Way Interchange Designation Commentary policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category:	**HIGHWAYS**
Subcategory:	**Naming Highways**
Sub-Subcategory:	**Heroes Way Interchange Designation**

HEROES WAY INTERCHANGE DESIGNATION PROGRAM
(Section 227.297, RSMo effective 2009, Revised in 2011)
The Heroes Way Interchange Designation Program legislation is intended to honor the fallen Missouri heroes who have been killed in action while performing active military duty with the armed forces in Afghanistan or Iraq on or after September 11, 2001. The provisions for implementation of the program are included in Section 227.297, RSMo, effective 2009. MoDOT is responsible for receiving the application and giving notice of the proposed signing; the Joint Committee on Transportation Oversight is responsible for approving the application~~; the applicant is responsible for the cost of constructing and maintaining the signs~~.

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

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COMMISSION POLICY REVISION – HIGHWAYS – NAMING HIGHWAYS COMMENTARY

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission's periodic review, there are occasions where a policy may need to be updated. The department is revising this policy due to passage of Truly Agreed to and Finally Passed (TAFP) Conference Committee Substitute (CCS) for Senate Substitution (SS) for Senate Bill (SB) 139, and TAFP CCS for SS for Senate Committee Substitute (SCS) for SB 127 from the 2023 legislative session.

On behalf of the Director, Jennifer Jorgensen, Secretary to the Commission, recommended the HIGHWAYS – Naming Highways Commentary policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category: **HIGHWAYS**
Subcategory: **Naming Highways**

Related Statute:
Section 226.440 through 226.465 RSMo 2000, Mississippi River Parkway Commission/Great River Road
Section 226.792 and 226.796 RSMo, Route 66
Section 226.800 RSMo – National Historic Trails
Section 227.295 RSMo - Drunk driving reduction awareness program established – placement of signage (David's Law) (2009)
Section 227.296 RSMo – FA Paul Akers, Jr. and LCPL Jered Schmitz memorial sign funding act (2023)
Section 227.297 RSMo – Heroes Way interchange designation program established – signage (Honors Missourians killed in action while performing active military duty in Afghanistan or Iraq on or after September 11, 2001.) (2009)
Section 227.299 RSMo Memorial bridge or highway designations, procedure (2005)
Sections 227.300 through 227.500 RSMo– These sections name highways or bridges in honor of a specific person, group, or event.

In the 1920's the Commission endorsed the decision of the states to use numbers and letters to designate highways. Although the Commission received many requests to name highways in honor of persons, events, or organizations, it has broken with tradition only six times: Jay B. Dillingham Freeway (May 4, 1984); C. F. "Red" Whaley Expressway (June 1, 1990); Harry Darby Memorial Highway (June 1, 1990); Heart of America Bridge (June 1, 1990); Danny Staples Bridge (September 4, 2003); Chicago-Kansas City Expressway (August 8, 2012). In addition the Alexander Doniphan Memorial Highway (1998) was named under Commission policy requiring only local initiation and support thereof, and the Huckaba Family and Willingham Family Memorial Highway (2009) was named in keeping with a lawsuit settlement.

In 1996, however, the legislative process was first used to name a highway. Since that time, over 200 sections of highway have been legislatively named for specific persons, events, or organizations. (See Sections 227.300 through 227.514, RSMo (2012).)

In 2023, the General Assembly modified responsibility for the cost of named highways.

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

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COMMISSION POLICY REVISION – STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM-APPROVAL PROCESS POLICY

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission's periodic review, there are occasions where a policy may need to be updated. The department is revising this policy to better align with department process by delegating authority to the Multimodal Operations Director to execute documents necessary to carry out the approved Multimodal Work Program.

On behalf of the Director, Jennifer Jorgensen, Secretary to the Commission, recommended the Statewide Transportation Improvement Program (STIP)-Approval Process policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category: **STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**
Subcategory: **Approval**

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM APPROVAL
The Statewide Transportation Improvement Program (STIP), which includes the Five-Year Highway and Bridge Construction Schedule, the Multimodal Operations Work Program, and the Maintenance Operations Plan must be approved by the Commission. **Revisions to the STIP must also be approved by the Commission.**

Delegation of Contingent Authority
The Director may approve the STIP and/or revisions to it, after consultation with the Commission Chair, or the Vice-Chair if the Chair is unavailable, effective whenever the Commission lacks sufficient members for a statutory quorum of members, or the Commission has less than six statutory members and the incapacity of a member contributes to the Commission being unable to achieve a statutory quorum, for a regular monthly or specially scheduled meeting due to delays in the appointment and confirmation process for Commission members. This delegation of contingent authority exercised by the Director shall be subject to ratification by the Commission at the next regular monthly meeting a statutory quorum is attained.

Executive Committee
For purposes of this policy the term Executive Committee includes the individuals who fill the positions of Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, Chief Safety and Operations Officer, Chief Administrative Officer, and Chief Financial Officer.

Highway Right-of-Way and Construction Program
The Commission will be furnished a monthly report showing the aggregate final cost of completed highway and bridge projects compared to the respective program estimates and must authorize additional funds for the program should the annual aggregate final costs exceed the program estimate by more than two percent (2%).

Multimodal Work Program

Any member of the Executive Committee or the Multimodal Operations Director may execute ~~all~~ documents necessary to carry out the approved Multimodal Work Program LIMITED TO the amounts noted below:

a. **Greater than $100,000** - All agreements or single transactions greater than $100,000 shall be approved by a member of the Executive Committee.

b. **$100,000 or Less** – A member of the Executive Committee, and the Multimodal Operations Director are authorized to approve agreements or single transactions of $100,000 or less.

Effective Date: August 6, 2026
Supersedes Policy Dated: February 6, 2019
Last Reaffirmed:
Date of Origin: January 11, 2011 – EOD

Related Commission Minutes:
January 11, 2011-EOD; April 3, 2012-EOD, Paragraph B and Paragraph B8, Multimodal Work Program; November 7, 2013 – Comprehensive Policy Review; January 8, 2014 – Suspended additions to STIP with exceptions; May 16, 2014 added delegation of contingent authority; June 25, 2014 – revised suspension of projects to allow for other entities to fund TCOS projects or expansion projects if maintenance paid for as well; October 15, 2014 – revised suspension of projects to allow flexibility in using available funds in the Safety and TCOS categories or MoDOT Operations funds to address emerging Safety and TCOS needs; January 6, 2016 – rescind the suspension of adding new projects.
January 4, 2017 – Re-activated the suspended Cost Share Program at $10 million starting in Fiscal Year 2018, $15 million in Fiscal Year 2019, and increasing to $25 million in Fiscal Year 2020 and thereafter.
February 6, 2019 – added maintenance operations plan to the policy but it had already been included in the 2018-2022 (approved in July 2017) and 2019-2023 (approved in July 2018) STIPs, changed authority for execution of documents related to the Multimodal Work Program. August 6, 2026 – added limited delegation of authority to the Multimodal Operations Director.

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

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REPORT AND RECOMMENDATION REGARDING UNIFORM RELOCATION ASSISTANCE PROGRAM RULEMAKING – STATEMENT OF THE ACTUAL COST

On behalf of the Director, Brenda Harris, Assistant to State Design Engineer, presented to the Commission a Statement of Actual Cost for 7 CSR 10-4.020, which reflects the actual public cost for the first full fiscal year the amended Uniform Relocation Program was in effect, which exceeded the estimated public cost submitted by the Commission by more than ten percent. Ms. Harris recommended approval of the Statement of Actual Cost for filing with the Joint Committee on Administrative Rules and the Office of the Secretary of State. She further recommended the Director, Chief Engineer, Assistant Chief Engineer, Chief Financial Officer, or Chief Safety and Operations Officer be authorized to execute any document appropriate and necessary for completing this rulemaking process.

After consideration, the Commission, via approval of the consent agenda, unanimously approved filing the Statement of Actual Cost as described above.

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BUSINESS ISSUES

FISCAL YEAR 2027 BUDGET AMENDMENT

On behalf of the Director, Doug Hood, Financial Services Director, recommended decreasing the budget for fiscal year 2027 by $162.4 million. The budget decrease is for items restricted by the Governor during the state's fiscal year 2027 budget and for expenditures incurred in fiscal year 2026. Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2027 budget amendment described above.

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REST AREAS, WELCOME CENTERS AND TRUCK PARKING MANAGEMENT SERVICES

On behalf of the Director, Ben Reeser, General Services Director, explained the department outsources management services for rest areas, welcome centers and truck parking facilities. Management services include building maintenance, grounds maintenance and janitorial services. The contract also provides snow removal services, as needed. The current contract expires on September 30, 2026.

A Request for Proposal (RFP) was issued on May 18, 2026, with responses due by July 6, 2026. Three firms responded to the RFP: Interstate Business Solutions, LLC, Roy Jorgensen Associates, Inc. and U.S. Facilities, Inc.

As part of the Commission's rest area policy, the commentary specifies in 2004, the Commission expressed its endorsement of agreements with Sheltered Workshops to provide meaningful, productive work for Missourians whose employment opportunities may be limited. The Request for Proposal (RFP) required offerors to ensure all Sheltered Workshops, registered with the Missouri Department of Elementary and Secondary Education, are offered the opportunity to provide janitorial services through competitive bids. MoDOT staff received concerns from some sheltered workshops. MoDOT procurement staff and the Chief Counsel's Office reviewed their bidding process and determined it did not violate the RFP requirements.

This item was removed from the consent agenda for presentation and discussion. Mr. Reeser recommended the Commission authorize the Director, Deputy Director/Chief Engineer or the Chief Financial Officer to execute a three-year contract with the option for two 1-year extensions between the Missouri Highways and Transportation Commission and Roy Jorgensen Associates, Inc., subject to approval as to form by the Chief Counsel's Office. After further discussion and consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner Smith, the Commission unanimously approved the contract for rest areas, welcome centers and truck parking facilities as described above.

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MEDICAL AND LIFE INSURANCE PLAN: RE-APPOINTMENT OF BOARD MEMBER

The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan for employees of the Department and the State Highway Patrol on November 9, 1977. The guidelines established a board of trustees to manage the operations of the Plan. Potential board members, and the board chairman, are recommended by either the Department Director or the State Highway Patrol Superintendent and are subject to Commission approval.

On behalf of the Director, Brandon Denkler, Medical and Life Insurance Plan Board Chairman, recommended approval of the re-appointment of Javal Burton as a Missouri Department of Transportation (MoDOT) active employee representative. Ms. Burton's has served as an active employee representative since November 2015, and has been recommended by Ed Hassinger, Director of MoDOT.

Via approval of the consent agenda, the Commission unanimously approved the re-appointment of Javal Burton as a Missouri Department of Transportation (MoDOT) active employee representative, for a term ending November 2031 or until a successor is named.

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CITY OF COLUMBIA, ECONOMIC DEVELOPMENT

The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent of participation costs. Twenty percent of the cost share program funds are set-aside for projects that demonstrate economic development through job creation. In June 2021, the Cost Share Committee revised its program guidelines. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director. This committee revised its guidelines to require Commission approval for projects that use the cost share economic development funds. This action is required to occur prior to the project being included in the Statewide Transportation Improvement Program (STIP).

The City of Columbia submitted a $1,529,500 request for cost share economic development funds to construct a new signalized intersection on Route B at the site of the future extension of Stark Avenue, including a new pedestrian crossing and modify or remove existing entrances. The project is located in the Central District.

The total project costs of $1,544,500 will be funded by the following sources: $1,529,500 cost share economic development funds available in state fiscal years 2026, and $15,000 of Central District funds for preliminary engineering and construction engineering reviews. The City of Columbia will be responsible for any additional project costs. The project construction is estimated to begin in spring of 2027. The project is estimated to create 427 new jobs at Schneider Electric.

The Cost Share Committee approved the County's request at their August 6, 2026, meeting. On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, recommended approval of the award of $1,529,500 in Cost Share Economic Development to set-aside funds to the City of Columbia to construct a new signalized intersection on Route B at the site of the future extension of Stark Avenue, including a new pedestrian crossing and modify or remove existing entrances. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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MARTIN ENERGY GROUP SERVICES, ECONOMIC DEVELOPMENT

The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent of participation costs. Twenty percent of the cost share program funds are set-aside for projects that demonstrate economic development through job creation. In June 2021, the Cost Share Committee revised its program guidelines. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director. This committee revised its guidelines to require Commission approval for projects that use the cost share economic development funds. This action is required to occur prior to the project being included in the Statewide Transportation Improvement Program (STIP).

Martin Energy Group submitted a $1,997,540 request for cost share economic development funds to construct dedicated left and right turn lanes on Route 50 east of Tipton at the entrance to Martin Energy Group's plant. The project is located in the Central District.

The total project costs of $2,012,540 will be funded by the following sources: $1,997,540 cost share economic development funds available in state fiscal years 2026, and $15,000 of Central District funds for preliminary engineering and construction engineering reviews. Martin Energy Group will be responsible for any additional project costs. The construction project is estimated to begin in December of 2026. The project is estimated to create eighty-three new jobs at Schneider Electric.

The Cost Share Committee approved the County's request at their August 6, 2026, meeting. On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, recommended approval of the award of $1,997,540 in Cost Share Economic Development to set-aside funds to Martin Energy Group to construct dedicated left and right turn lanes on Route 50 east of Tipton at the entrance to Martin Energy Group's plant. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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MONTGOMERY COUNTY, GOVERNOR'S TRANSPORTATION COST SHARE PROGRAM

On behalf of the Director, Eric Schroeter, Chief Engineer, reported that the legislature included $75 million in Budget Stabilization funds for the Governor's Transportation Cost Share Program in fiscal year 2023. MoDOT worked collaboratively with the Department of Economic Development (DED) to create a transportation cost-share program focusing on projects that create an economic benefit. This program is separate from the Commission's Cost Share program. MoDOT and DED developed program guidelines that outline the types of eligible projects, level of participation, application process, and the review and approval process.

The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director, which are currently the Chief Administrative Officer and Governmental Relations Director.

On January 4, 2023, the Commission approved the award of $1,832,000 of Governor's Transportation Cost Share Program funds to Montgomery County to improve Ellis Road which includes intersection improvements at the I-70 North Service Road and to improve Stave Mill Road, which is located south of Interstate 70 along Route 19 and is the western boundary of the mega site development. The project is located in the Northeast District.

The county submitted a request to revise the project scope to remove the Ellis Road improvement components from the project scope and to reduce total project costs from $3,664,000 ($1,832,000 Governor's Transportation Cost Share Program funds) to $1,594,500 ($797,250 Governor's Transportation Cost Share Program funds). The award amount of the Governor's Transportation Cost Share Program funds will be reduced to $797,250, a decrease of $1,034,750.

The county will be responsible for any additional project costs. The project construction is estimated to begin in August of 2026. The project is estimated to create twenty-five new jobs at the county.

The Montgomery County request was re-evaluated by the department and Department of Economic Development (DED) and found no changes to the economic impact, applicant's share of total project cost, transportation need or public benefit as a result of the revised project scope

On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, recommended approval of the revised scope and reduced award of $797,250 in Governor's Transportation Cost Share Program funds to Montgomery County to construct the project. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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POLK COUNTY, GOVERNOR'S TRANSPORTATION COST SHARE PROGRAM

On behalf of the Director, Eric Schroeter, Chief Engineer, reported that the legislature included $75 million in Budget Stabilization funds for the Governor's Transportation Cost Share Program in fiscal year 2023. MoDOT worked collaboratively with the Department of Economic Development (DED) to create a transportation cost-share program focusing on projects that create an economic benefit. This program is separate from the Commission's Cost Share program. MoDOT and DED developed program guidelines that outline the types of eligible projects, level of participation, application process, and the review and approval process.

The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director, which are currently the Chief Administrative Officer and Governmental Relations Director.

On January 4, 2023, the Commission approved the award of $2,000,000 of Governor's Transportation Cost Share Program funds to Polk County to widen the existing Parkview Street and 430th Road, correct the vertical alignment, and realign the horizontal curves on the east end of the project. The project is located in the Southwest District.

The county submitted a request to revise the project scope to remove the realignment of the horizontal curves from the project scope and to reduce total project costs from $ 4,000,000 ($1,657,850 Governor's Transportation Cost Share Program funds) to $ 1,594,500 ($797,250 Governor's Transportation Cost Share Program funds). The award amount of the Governor's Transportation Cost Share Program funds will be reduced to $828,925.

The county will be responsible for any additional project costs. The project construction is estimated to begin in the fall of 2027. The project is estimated to create one hundred new jobs at the county.

The Polk County request was re-evaluated by the department and Department of Economic Development (DED) and found no changes to the economic impact, applicant's share of total project cost, transportation need or public benefit as a result of the revised project scope.

On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, recommended approval of the revised scope and reduced award of $828,925 in Governor's Transportation Cost Share Program funds to Polk County to construct the project. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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THE BOEING COMPANY, ECONOMIC DEVELOPMENT

The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent of participation costs. Twenty percent of the cost share program funds are set-aside for projects that demonstrate economic development through job creation. In June 2021, the Cost Share Committee revised its program guidelines. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director. This committee revised its guidelines to require Commission approval for projects that use the cost share economic development funds. This action is required to occur prior to the project being included in the Statewide Transportation Improvement Program (STIP).

The Boeing Company submitted a $2,435,972 request for cost share economic development funds to modify the existing layout to improve the traffic flow on Airport Road and widen the on ramps to Interstate 70. The project is located in the St. Louis District.

The total project costs of $2,435,972 will be funded completely by the Cost Share Economic Development set-aside funds available in the state fiscal year 2026. The Boeing Company will be responsible for any additional project costs. The construction project is estimated to begin in 2028. The project is estimated to create five hundred new jobs at The Boeing Company.

The Cost Share Committee approved the County's request at their August 6, 2026, meeting. On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, recommended approval of the award of $2,435,972 in Cost Share Economic Development to set-aside funds to The Boeing Company to modify the existing signal layout to improve the traffic flow on Airport Road and widen the on ramps to Interstate 70. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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.

County	Route	Job Number
St. Francois	C	JSE0050

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

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PROPERTY ACQUISITION AND CONVEYANCES

CONSIDERATION OF DISPOSAL OF EXCESS PROPERTY, ROUTE 30 IN ST. LOUIS COUNTY, EXCESS PARCEL NUMBER SL-11335

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

On behalf of the Director, Tom Evers, St. Louis District Engineer, recommended conveyance of 1.19 acres of land located south of Route 30 and west of Weber Hill Road, in the city of Sunset Hills, to Friendship Village of South County, for a consideration of $950,000.

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

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-- REPORTS --

REPORTS

The Commission received the following written reports.

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MISSOURI DEPARTMENT OF TRANSPORTATON FINANCIAL REPORT – FISCAL YEAR 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date June 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 June 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 695 active contracts held by individual engineering consultant firms prior to June 1, 2026. Eight engineering consultant services contracts were executed in June 2026, for a total of $5,565,556. There were zero non-engineering consultant contracts executed in June 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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