Posted: August 26, 2026, at 9:35 a.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
Jennifer Jorgensen
Secretary to the Commission
(573) 751-2824

Missouri Highways and Transportation Commission
Tentative Agenda

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

Hotel Live! By Loews
Cardinals A
799 Clark Street
St. Louis, MO

September 2, 2026

Open Meeting 9:00 a.m.

Est. Time

COMMISSION ITEMS.

1. **Action Item – Consideration of Minutes:** Regular Meeting on August 6, 2026, and Special Meeting on August 5, 2026. — 9:05 – 9:10

2. **Action Item – Consideration of Items on the Consent Agenda.** — 9:10 – 9:15
   a. **Removals.** *Items removed from the consent agenda will be discussed under "Items Removed from the Consent Agenda" below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.*
   b. **Abstentions.** *A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and their desire to abstain prior to the vote.*

3. **Non-Action Item – Committee and Board Reports.** — 9:15 – 9:30
   a. Audit (Boatwright, Slay, and Baker)
   b. Legislative (Boatwright and Erdman)
   c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker)
   d. MoDOT and Patrol Employees' Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman)
   e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright)

4. **Non-Action Item - MoDOT Director's Report.** — 9:30 – 9:45

Est. Time

PUBLIC PRESENTATIONS.

1. **Non-Action Item – St. Louis Region Regional Freightway.** 9:45 – 10:00
Mary Lamie, Executive Vice President of Multimodal Enterprises for Bi-State Development Agency
Bi-State Development
One Metropolitan Square
211 North Broadway, Suite 700
St. Louis, MO 63102
(314) 982-1400

2. **Non-Action Item – East-West Gateway Council of Governments.** 10:00 – 10:15
Jim Wild, Executive Director, East-West Gateway Council of Governments
East-West Gateway
3745 Foundry Way, Suite 253
St. Louis, MO 63110
(314) 436-7009

MODOT PRESENTATIONS.

3. **Action Item – Consideration of Bids for Transportation Improvements.** 10:15 – 10:30
Mark Croarkin, Assistant Chief Engineer
Consideration of award or rejection of bids on individual projects that will be presented, which is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.

4. **Non-Action Item – Update from MoDOT's St. Louis District.** 10:30 – 10:45
Tom Evers, St. Louis District Engineer
This presentation will provide a brief overview of the current state of the make-up of the district, projects, upcoming events, and other critical issues in the St. Louis (STL) District.

5. **Non-Action Item – Update on Safety Design Build II Project / Results from Safety Design Build 1 Project.** 10:45 – 11:00
Eddie Watkins, Traffic Operations
This presentation will share the results from Safety Design-Build 1, and will provide an update on the progress, and upcoming milestones for Safety Design Build 2.

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

PUBLIC COMMENT PERIOD.

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

COMMISSION CONCERNS.

ADJOURN.

-- CONSENT AGENDA --

All items on the Consent Agenda require Commission Action.

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

RESOLUTIONS.

1. **Resolution Expressing Appreciation to Rhonda Hamm-Niebruegge for Outstanding Service to the State of Missouri.**

BUSINESS ISSUES.

2. **Fiscal Year 2027 Budget Amendment.**
Staff is recommending adjustments to the fiscal year 2027 budget on both Attachment 1 and Attachment 2. Specifically, we recommend increasing Attachment 1 and decreasing Attachment 2 by a net total of $33.9 million.
Doug Hood, Financial Services Director

3. **Medical and Life Insurance Plan: Appointment of Board Member.**
Consideration to approve the appointment of Lieutenant Bryan Hamerle as a Missouri State Highway Patrol active employee representative, for a term ending November 2028 or until a successor is named.
Brandon Denkler, Medical and Life Insurance Plan Board Chairman

4. **Pre-Qualification of Investment Banking Firms.**
Consideration of investment banking firms for a pre-qualified pool to be used for potential negotiated sales for an initial period ending June 30, 2026, with an option to renew for two additional one-year periods.
Brenda Morris, Chief Financial Officer

5. **Resolution Declaring the Intent to Issue State Appropriations Mega Projects State Road Bonds, Series B 2026.**
Adopt a resolution declaring the intent to issue the State Appropriations Mega Projects State Road Bonds, Series B 2026. Authorize the Secretary to the Commission to execute the Reimbursement Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel's Office.
Brenda Morris, Chief Financial Officer

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).

6. **2027 - 2031 Statewide Transportation Improvement Program Amendment.**
Consideration to revise the 2027-2031 Statewide Transportation Improvement Program (STIP) approved in July 2026 for the implementation of twenty-six Highway and Bridge projects.
Eric Schroeter, Deputy Director/Chief Engineer

7. **Approval of Plans for Condemnation.**

Sarah Kleinschmit, State Design Engineer

Request for ratification of staff approval of detailed right of way plans on various routes.

County	Route	Job Number
Cape Girardeau	61, I-55, 74	J9P3122
Audrain, Boone	22, 151	JNE0151

-- REPORTS --

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

1. **Missouri Department of Transportation Financial Report – Fiscal Year 2027.**
   Year-to-Date. Period ending July 31, 2026.
   Doug Hood, Financial Services Director

2. **Consultant Services Contract Report.**
   Sarah Kleinschmit, State Design Engineer

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

Minutes

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

TABLE OF CONTENTS
August 6, 2026

COMMISSION/DIRECTOR ITEMS
Approval of Minutes 5
Consent Agenda 5
Commission Committees and Commission Related Boards 6
Director's Report 7

PUBLIC COMMENTS
Comments about Rest Areas, Welcome Centers and Truck Parking Management Services 8
Comments about Rest Areas, Welcome Centers and Truck Parking Management Services 9
Comments about Highway 63 Project in Osage County 10

MODOT PRESENTATIONS
Medical Plan Funding Recommendations for Calendar Year 2027 11
MIssouri Department of Transportation Proposed Fiscal Year 2028 Appropriations and Fiscal Year 2027 Supplemental Appropriations Submittal 13
Motor Carrier Services Division – Oversize and Overweight / Superload Program Update 19

ADMINISTRATIVE RULES/POLICIES
Commission Policy Revision – HIGHWAYS – Naming Highways – Heroes Ways Interchange Designation Commentary 21
Commission Policy Revision – HIGHWAYS – Naming Highways Commentary 22
Commission Policy Revision – Statewide Transportation Improvement Program-Approval Process Policy 23
Report and Recommendation Regarding Uniform Relocation Assistance Program Rulemaking – Statement of the Actual Cost 24

BUSINESS ISSUES
Fiscal Year 2027 Budget Amendment 25
Rest Areas, Welcome Centers and Truck Parking Management Series 25
Medical and Life Insurance Plan: Re-appointment of Board Member 26
City of Columbia, Economic Development 27
Martin Energy Group Services, Economic Development 28
Montgomery County, Governor's Transportation Cost Share Program 29
Polk County, Governor's Transportation Cost Share Program 30
The Boeing Company, Economic Development 32

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Approval of Plans for Condemnation 33

PROPERTY ACQUISITION AND CONVEYANCES
Consideration of Disposal of Excess Property, Route 30 in St. Louis County,
Excess Parcel Number SL-11335 33

REPORTS
Missouri Department of Transportaton Financial Report – Fiscal Year 2026 35
Consultant Services Contract Report 35

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 –

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 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 commented 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 SERIES

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 improvement sat 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.

* * * * * * *

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.

*** * * * * * ***

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

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.

* * * * * * *

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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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

TABLE OF CONTENTS
August 5, 2026

VOTE TO CLOSE MEETING..... 4
COMMISSION/DIRECTOR ITEMS..... 5
COMMISSION WORKSHOP – RESEARCH AND PAVEMENT INNOVATIONS..... 5

MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI, WEDNESDAY, AUGUST 5, 2026

A special meeting of the Missouri Highways and Transportation Commission was held on Wednesday, August 5, 2026, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 11:45 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, August 5, 2026.

* * * * * * *

"Department" or "MoDOT" herein refers to Missouri Department of Transportation.
"Commission" or "MHTC" herein refers to Missouri Highways and Transportation Commission.

-- CLOSED MEETING –

VOTE TO CLOSE MEETING

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

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.

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

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

The Commission met in closed session on Wednesday, August 5, 2026, at 2:45 p.m. and adjourned at 5:35 p.m.

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"Department" or "MoDOT" herein refers to Missouri Department of Transportation.
"Commission" or "MHTC" herein refers to Missouri Highways and Transportation Commission.

-- OPEN MEETING –

COMMISSION/DIRECTOR ITEMS

COMMISSION WORKSHOP – RESEARCH AND PAVEMENT INNOVATIONS

The Commission held a special meeting to research and pavement innovations. The purpose of the workshop was to provide the Commission with an overview of MoDOT's research program and highlight pavement innovations progressing from evaluation to field implementation. The department emphasized the value of demonstrating practical, Missouri-specific outcomes alongside industry partners—the American Concrete Pavement Association (ACPA), the Missouri Asphalt Pavement Association (MAPA), and the Missouri Center for Transportation Innovation (MCTI), who provide essential perspectives on field deployment, contractor readiness, industry capabilities, and national benchmarking.

Brandi Baldwin, State Materials and Construction Engineer, and Willie Johnson, Construction and Materials Liaison Engineer, highlighted that MoDOT's research program is designed to deliver practical, implementable solutions that improve safety, performance, and system value for Missourians. Current pavement initiatives are producing measurable, Missouri-specific benefits. MoDOT's research approach was described as intentionally practical and implementation-oriented, with federal planning and research funding structured to ensure a minimum research investment and a portfolio of projects sized from approximately $50,000 to over $500,000. The team manages roughly 35–40 projects at a time, conducted through external partners, with clear deliverables and a post-completion review to determine implementation readiness. Since 2020, outcomes have ranged from full and partial implementation to informational results and follow-on phases, reflecting a deliberate balance between innovation and system-ready solutions.

Arij Humeida, Executive Director of Kansas/Missouri American Concrete Pavement Association, presented about asphalt innovations and explained the progression of balanced mix design and performance testing, the collaborative development of job special provisions, and the forthcoming specification update slated for the October lettings. She highlighted ongoing calibration work to properly model improved mixes within mechanistic-empirical design tools and introduced "highly modified binder" (Hi-Mod) concepts under development. Additionally, she reinforced that the Association works in partnership with the department and provides updates on research, performance trends, and innovations affecting specifications and construction practices.

Dale Williams, Executive Director of Missoui Aspahlt Pavement Association, outlined how the department and the association collaborate year-round through technical discussions, training, specification development, and knowledge sharing, stressing that quality must be embedded throughout design, materials selection, construction, inspection, and communication. A recent topic involved Type IL cement, where finishing practices require adjustment to avoid surface defects, and where shared research and experience from other states help support successful implementation in Missouri. He also described the industry's continuous collaboration with MoDOT on evolving specifications and training, noting that balanced mix design is moving toward full implementation and that highly modified binders could be a "game changer" by enabling substantial thickness reductions without sacrificing performance. They cited the need for Missouri-specific pilot sections and calibrated models to locate the optimal design "sweet spot," recognizing that building pavements too thick or too thin wastes resources and underscoring the importance of data-driven decisions.

Glenn Washer, Director for the Missouri Center for Transportation Innovation, presented an overview of the center's vision, governance, and growing portfolio, reporting that MCTI has secured 130 projects totaling $28,924,447 in cumulative external research funding as of fiscal year 2026, with progress across the four University of Missouri System campuses and strong national partnerships. He outlined

ongoing and planned work, including multi-campus friction and mixture testing, a National Cooperative Highway Research Program project on recycled agents in production, and featured studies such as evaluation of colloidal silica-based finishing aids to improve finish ability in concrete pavements without compromising performance, and sustainable, organic-based anti-icing agents to reduce chloride damage while maintaining safety. He also highlighted coordination mechanisms with MoDOT's lab to avoid duplication, share equipment and calibration costs, and leverage Missouri's roadway network as a large-scale testbed. Finally, MCTI noted plans to strengthen team building, workforce development, cabinet leadership, external advisory engagement, and pursue conferences to elevate transportation innovation statewide.

Throughout the workshop, the Commission inquired about and discussed the subjects brought before them. Chairman Erdman thanked all of the presenters for their presentations and expertise and noted that the workshop was useful and helpful. He commended them for their continued innovation and partnership with the department, industry, and universities.

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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:

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Director's Report

Director’s Report

SEPTEMBER 2, 2026

Improve I-70: Columbia to Kingdom City

ST. CHARLES ROAD BRIDGE RIBBON CUTTING

ROUTE 47 BRIDGE RIBBON JOINING

Improve I-70: Warrenton to Wentzville

Improve I-70: Truck Parking

GROUNDBREAKING

70 Years of I-70

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

70 Years of I-70

Forward 44: Southwest I-44 Improvements

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

Don Welge Memorial Bridge

RECOGNIZING THE SOUTHEAST DISTRICT TEAM

Missouri State Fair
Highway Gardens

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

Director’s Report

SEPTEMBER 2, 2026

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

ST. LOUIS REGION REGIONAL FREIGHTWAY
-- Presented by Mary Lamie, Executive Vice President of Multimodal Enterprises for Bi-State Development Agency.

ISSUE: Presentation will provide information regarding the freight needs in the St. Louis Region.

The City of St. Louis is at the heart of the largest metropolitan area in the state of Missouri and the 21st largest metropolitan area in the country.

Bi-State Development is an interstate compact agency existing pursuant to an agreement between the states of Missouri and Illinois and created by an act of the United States Congress. Their business operations include the Gateway Arch Riverfront, Metro Transit, St. Louis Downtown Airport, St. Louis Regional Freightway, and Bi-State Development Research Institute.

MoDOT STAFF POSITION:

- MoDOT has a good working relationship with Bi-State Development.

St. Louis Regional Freightway Infrastructure for Competitiveness

Mary Lamie, P.E.

Executive Vice President – Multi Modal Enterprises, Bi-State Development

The Freightway Mission and Goals

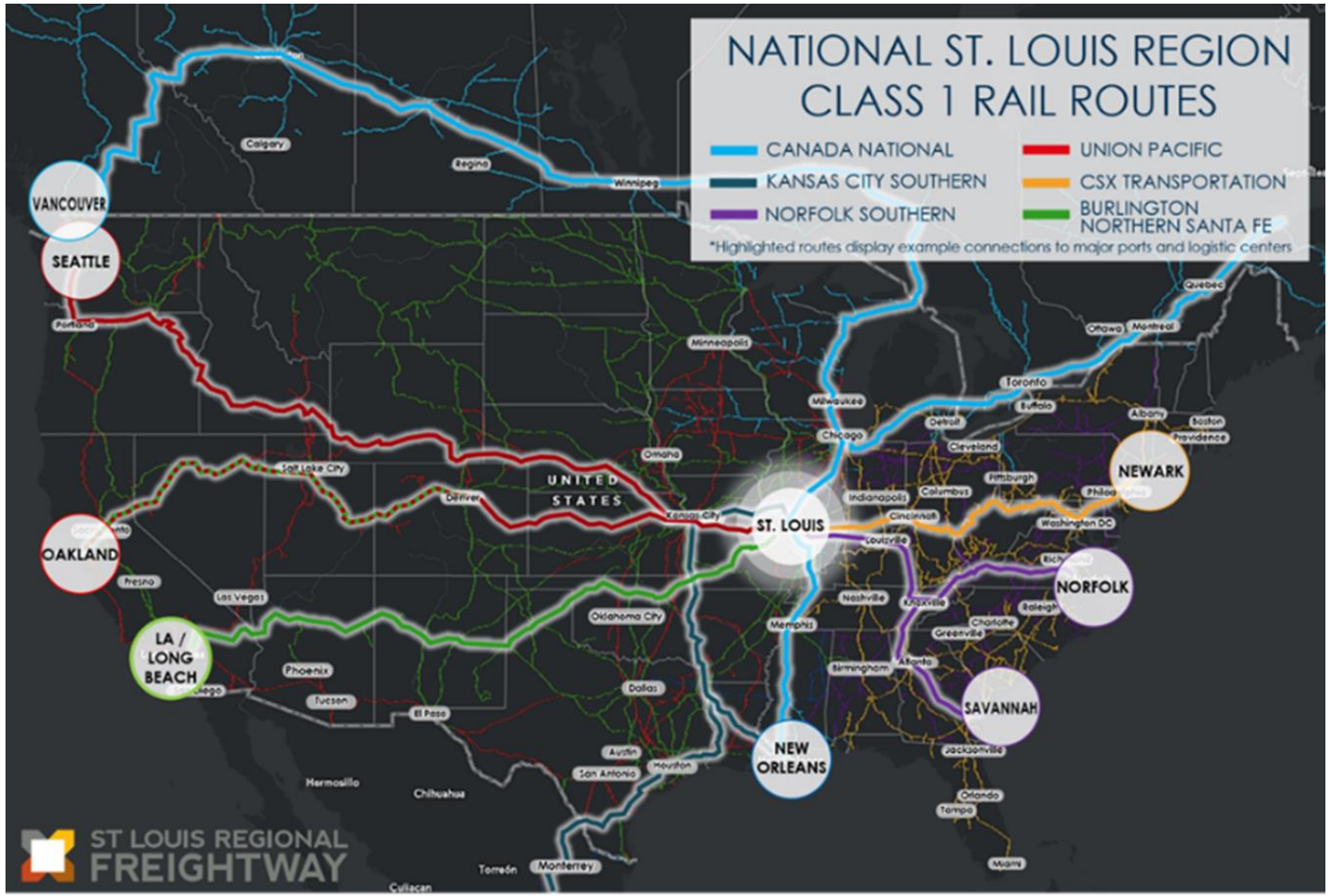
- **Optimize** the region's freight transportation network through public-private partnerships.
- **Produce results** that strengthen the St. Louis region by increasing job growth through manufacturing and logistics and improving the local economy.
- Develop Regional Freight Needs Analysis and Development Plan – **Maximize funding** opportunities through public-private partnerships and improving multimodal capabilities.
- Develop and implement a Marketing Plan – **Position STL region** as a national/global freight hub.

St. Louis Region – Epicenter of the Midwest!

Why the STL region? This graphic answers the question.

St. Louis Region's Rail Competitive Advantages

Class 1 Rail Routes



St. Louis Region's Inland Water Competitive Advantages

STL Region – Home to The Ag Coast of America & Most Efficient Inland Port

Why is this area called the Ag Coast of America?

- 16 barge transfer facilities within a 15-mile section of the Mississippi handling agricultural and fertilizer products
- Capacity: Over 150 barges in a day - the highest level of barge handling capacity ANYWHERE along the Mississippi River.

STL Region Remains Home to the Nation's Most Efficient Inland Port

- #1 Ports of Cincinnati-Northern KY (225 miles)
- #2 Mid-Ohio Valley Port District (217 miles)
- #3 Huntington-Tristate, KY, OH, WV (199 miles)
- #4 Southern Indiana District Port (356 miles)
- #5 St. Louis Metro Port, IL and MO (70 miles)

the WATERWAYS JOURNAL
Weekly
SINCE 1887

FreightWeekSTL Tours give lawmakers firsthand look at Inland Waterways' Economic Impact

AJOT
American Journal of Transportation

posted by AJOT | Jun 16 2026 at 12:40 PM | Maritime

FreightWeekSTL Highlights Industry Needs

JUNE 19, 2026 • BY AMELIA KINGMAN

ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

TheFreightway.com

Streamlining the Site Selection for Multimodal Shippers

Updates: Featured Industrial Real Estate Sites

Map | Site List | Criteria

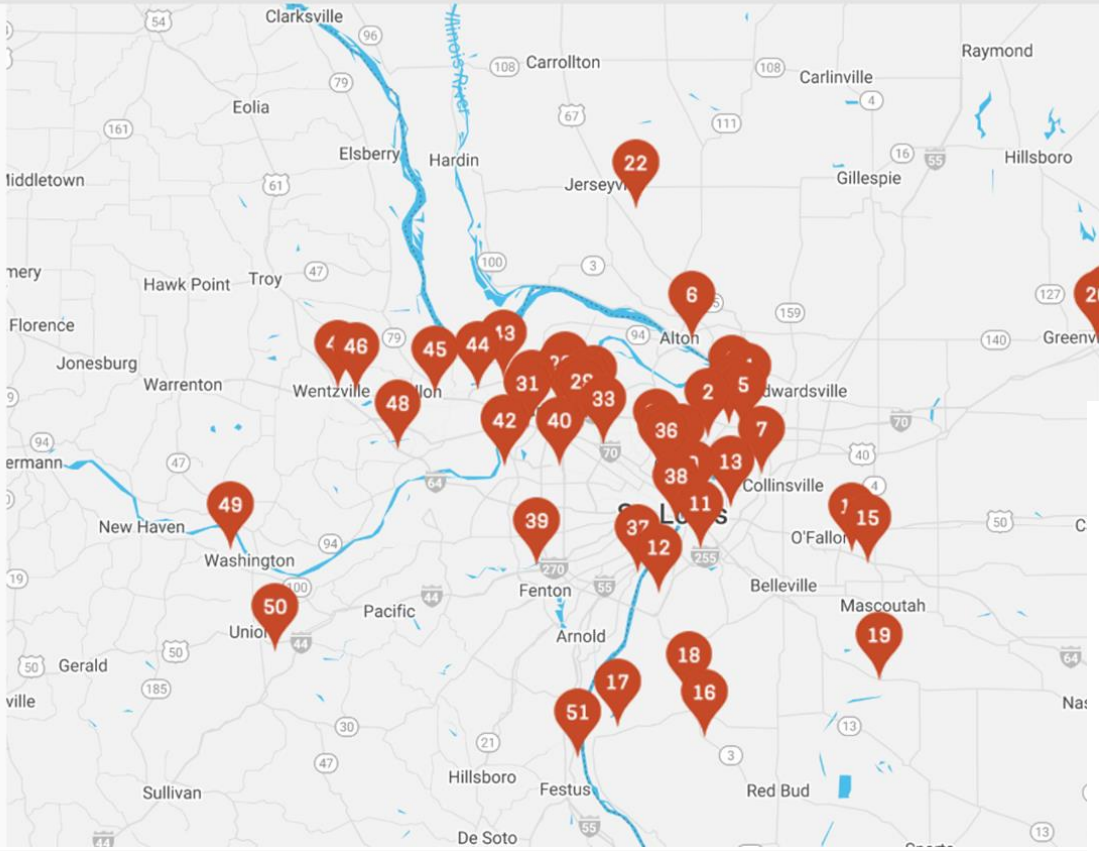
Available Sites

REAL ESTATE THAT'S READY FOR YOU

The St. Louis region is rich with industrial parks and development-ready land for all types of industrial or corporate use.

View Real Estate on the Interactive Map →

View Sites with Rail Service Potential →



INTERSTATE COMMERCE CENTER

93 Acres – Wentzville, MO

Rail potential: Norfolk Southern

Infrastructure Collaboration, Priority Projects List, and Fact Sheets

2027 Priority Projects Criteria

- **Economic Impact –** To improve the region's overall competitiveness (i.e. new business development, job creation, 1st-order economic benefits).
- **Multimodal Impact –** To improve the flexibility, reliability, and connectivity of the region's freight network (i.e. speed of freight, lowering cost, improved reliability).
- **Efficiency Impact –** To increase the efficient use of the region's assets.
- **Safety in Travel –** To advance safety of the region's transportation assets.
- **Project Readiness –** Approved purpose & need, environmental feasibility and funding eligibility.

Infrastructure for Competitiveness

Site selection definition: Measuring the needs of a new project against the merits of potential locations. Compare markets based on the following.

Site Selection Criteria:

- Supply chain flexibility in industrial market
- Accessibility – Companies want to be in the middle of the action and connected to major markets, transportation routes and resources.
- Transportation Costs (Efficient and reliability)
- Labor, Labor, Labor

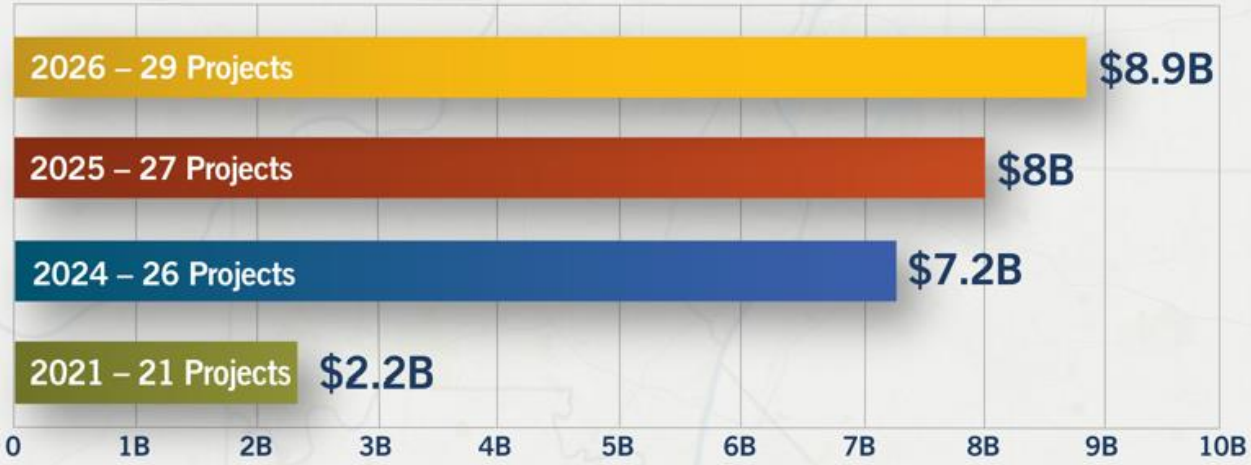
ST LOUIS REGIONAL FREIGHTWAY

Tracking STL Region Impact – Infrastructure

Chain of Rocks Bridge over the Mississippi River

Priority Freight Projects Funding Growth

(in billions)



2026 Priority Freight Projects Funding

(in billions)

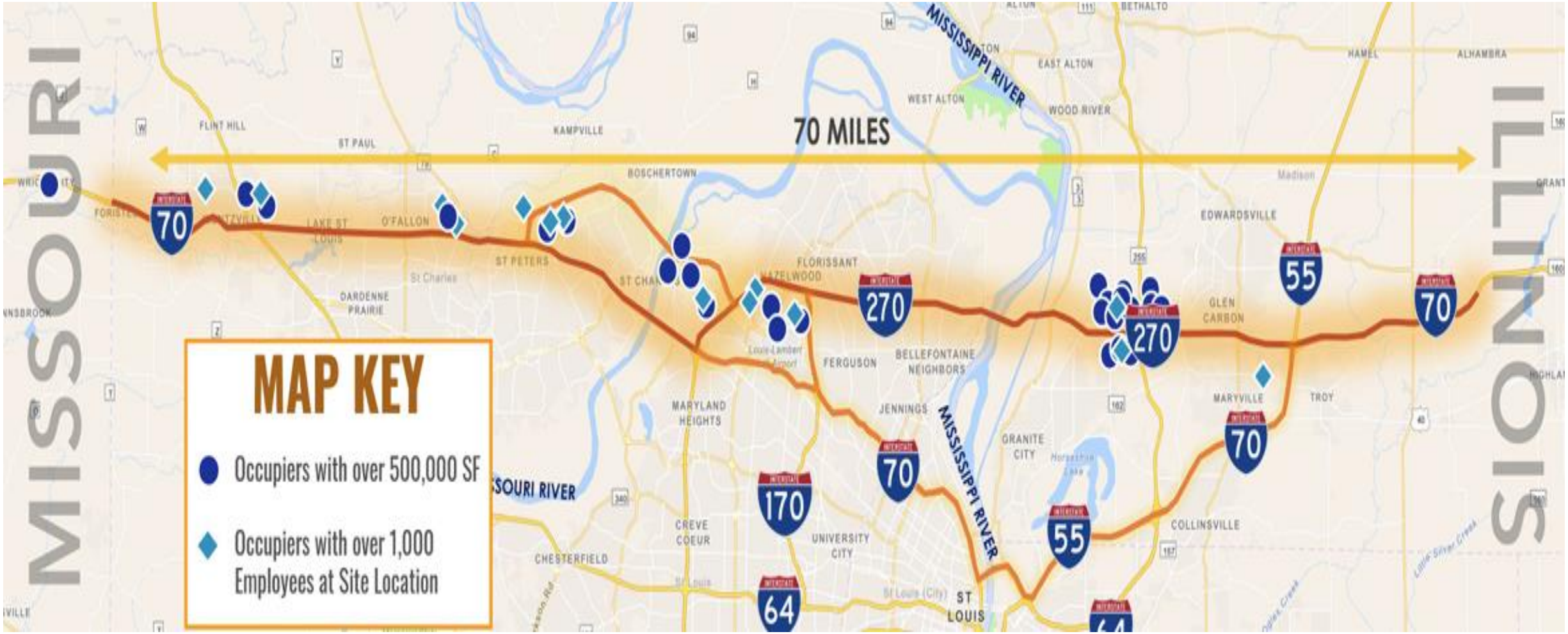
FW25047

PRIORITY FREIGHT PROJECTS

2027

The St. Louis Regional Freightway's 2027 Priority Projects List includes 29 projects representing a total investment topping $9.2 billion. As of May 2026, almost $3.8 billion in total funding had been secured and more than $581 million in projects on the list had been completed. Construction was underway on projects totaling more than $1.6 billon, and given that 41% of the total project costs on the list are funded, additional projects will soon be advancing to construction.

Infrastructure is helping drive economic development



2027 UPDATES Priority Projects List

I-70 Improvements from Wentzville to Stan Musial Memorial Bridge

Comments from Dec 1, 2025, Freight Development Committee meeting:

Committee Proposal: I-70/Salisbury Interchange has conflict points, operational deficiency and negatively impacts high truck volumes of freight movements between IL 3 and I-70 via the McKinley Bridge.

Recommendation: Freightway will add this interchange to the Freightway 2027 I-70 Priority Project List fact sheet.

Committee Proposal: I-70 Express Lanes modifications could provide connectivity to the Stan Musial Veterans Memorial Bridge (I-70) for improved traffic operation within the I-70 corridor.

Recommendation: In collaboration with MoDOT, the Freightway will evaluate the level of freight benefit for this proposed connection with the freight industry.

New Terminal for St. Louis Lambert International Airport (MO) and I-70 Improvements from MO River to Hanley Rd

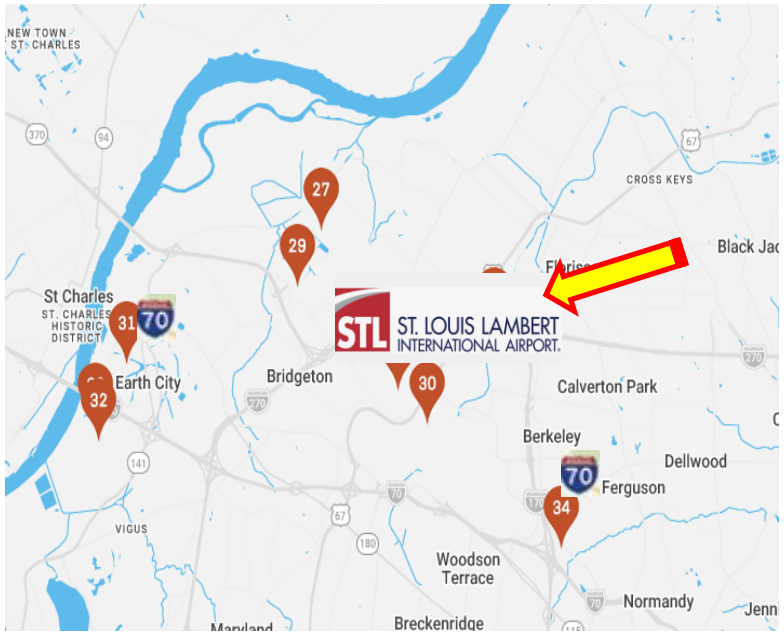
New Terminal STL Lambert Airport

River to Hanley Rd

Estimated Cost: $3 billion

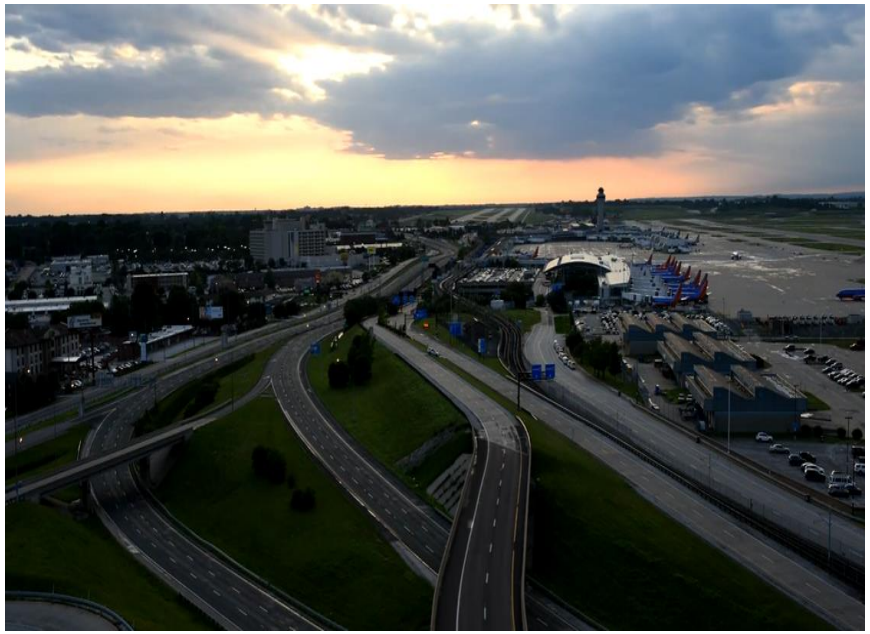
million

Economic Development



I-70 from MO

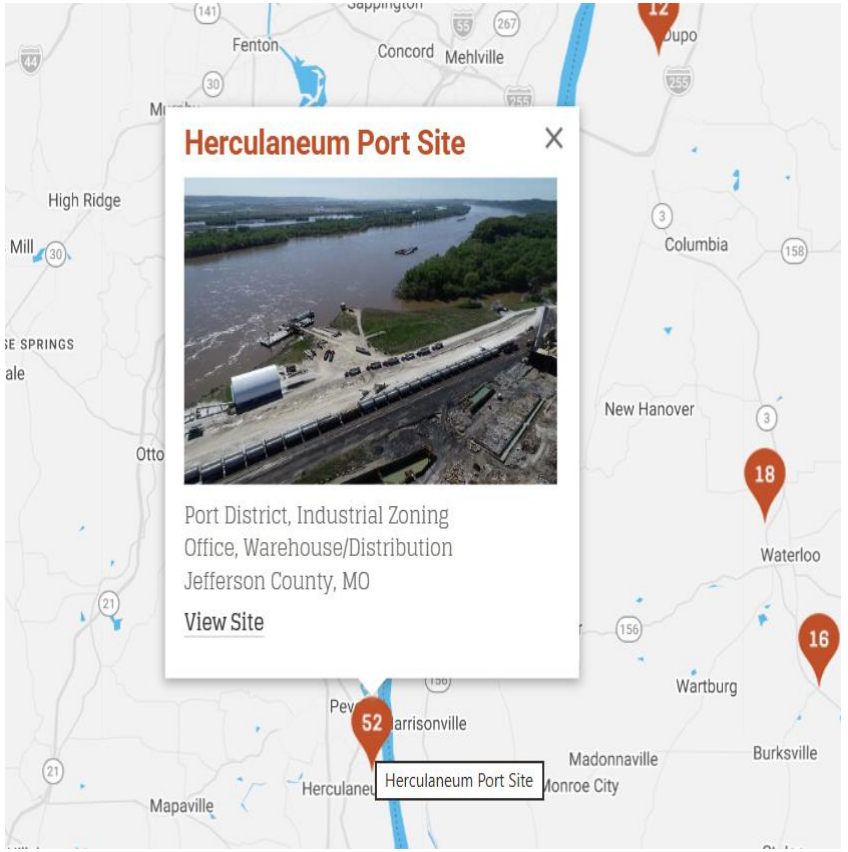
Estimated Cost: $175



2027 UPDATES Priority Projects List
Continue to track progress!

I-55 from Rte Z to 67 Jefferson Co.

Herculaneum Port Site



2027 UPDATES Priority Projects List
MacArthur Bridge Improvements over the Mississippi River and STL Multimodal Freight Yard Expansion at Madison Yard and Rail Improvements St. Clair Co.

MacArthur Bridge Improvements

- **Construction could start early 2027**

MacArthur Bridge just south of downtown St. Louis

Madison Freight Yard Expansion and Rail Improvements in St. Clair Co.

- Construction of Phase I farm field expansion begins winter 2026.

View of Site Looking NW towards new Merchants Bridge over Mississippi River

Media Coverage Sample for Priority Projects from print edition of Midwest Contractor

MIDWEST CONTRACTOR

OPPORTUNITIES ABOUND

Projects in Bi-State Region Expand Construction Opportunities *By Julie Devine*

The East-West Gateway Council of Governments recently approved the 2026 Priority Projects List featuring the top infrastructure needs for manufacturing and logistics industries in eastern Missouri and southwestern Illinois.

The 2026 list includes 29 projects that represent a total investment of nearly $8.9 billion. As of May 2025, more than $560 million in projects on the list had been completed and more than $2.6 billion in funding was allocated for additional projects on the list, with many already in construction or soon to be.

"The numbers highlighted in this year's report, which continue to grow year over year, underscore the tremendous commitment to improving freight infrastructure in the bi-state St. Louis region by securing funding and advancing major projects through the development pipeline," said Mary Lamie, Executive Vice President of Multimodal Enterprises for Bi-State Development and head of the St. Louis Regional Freightway.

Projects on the list include construction or rehabilitation of critical interstates, roads, rail infrastructure, and bridges, as well as port and airport facility enhancements.

Lamie noted that many of the projects support access to the growing number of industrial parks and the region's continued ranking as the most efficient inland port in the nation.

"We're thrilled with the progress revealed in this year's list," she said. "We also are confident it is just the beginning of a sustained period of significant infrastructure investment for our region."

The priority projects are identified by the St. Louis Regional Freightway's Freight Development Committee. On that committee are representatives from the Illinois Department of Transportation (IDOT), Missouri Department of Transportation (MoDOT), East-West Gateway Council of Governments, all modes of transportation (river, roads, rails, and runways), the manufacturing and logistics industries, and academia.

The Priority Projects List is compiled annually and used to align advocacy for funding of critical infrastructure improvements. Three high-priority projects from the 2026 list are highlighted below. *(See "2026 Priority Freight Projects" sidebar for the full list of projects.)*

I-55 Improvements, Jefferson County, Missouri

"Interstate 55 is a critical north-south corridor," said Justin Wolf, MoDOT's Project Director. "Closely paralleling the Mississippi River, I-55 supports a region experiencing significant port expansion and increasing freight movement. In Jefferson County, the I-55 Corridor Improvement Project represents a $246 million investment to improve safety, capacity, and reliability."

Extending from Route Z to U.S. Route 67, the project began construction in early 2024, with completion expected by December 2026. MoDOT selected the KCI Team — comprised of KCI Construction Company, Bartlett & West, and Wilson & Company — for the 12-mile-long, design-build project.

"The project extends the existing six-lane section 8 miles south to the U.S. 67 interchange, a key freight route also seeing rapid growth in truck traffic," Wolf said.

In addition, the KCI Team will replace 14 bridges, rehabilitate 12 bridges, and build a new Route CC bridge over U.S. Route 67.

I-44 Improvements, Missouri

New to the Priority Projects List this year, MoDOT's Forward 44 program stretches from the Oklahoma state line through Franklin County, Missouri. Statewide, MoDOT estimates that I-44 carries more than 1.3 billion tons of freight annually at an estimated value of over $3.7 billion. Originally completed in 1966, the corridor's capacity is becoming inadequate for expected demand.

An estimated $200 million of I-44 improvements in the St. Louis region will improve capacity and operations. For instance, the U.S. 50 interchange project will increase safety while improving roadway conditions to meet current design standards. MoDOT plans to start design-build procurement and proposal development for the U.S. 50 interchange work in 2026.

"This project will have a significant impact on Franklin County and its residents, as well as those who travel through it, by providing safety improvements for all system users," said Jordan Dalaveras, MoDOT's Franklin/Jefferson Counties Area Liaison.

Throughout the state, one project in the Forward 44 program has been completed, with three others in progress or wrapping up. Four other projects are in the planning phase.

Route 3 Improvements, Illinois

IL Route 3 is the backbone of a nearly 60-mile-long, 5-mile-wide economic corridor in southwestern Illinois. The corridor provides access through the industrial heart of the region and is responsible for 215,000 jobs and a $9.2 billion annual payroll.

Although the state made significant investments in recent years, IL Route 3 still needs improvements to support long-term job growth, improve access, and accelerate the redevelopment of brownfield sites and underutilized properties along the corridor.

To help achieve that, the 2-mile-long, $305.5 million IL Route 3 Relocation project includes construction of a new four-lane corridor from Riverpark Drive in East St. Louis, south to Monsanto Avenue in Sauget. The project will decrease congestion, improve safety, and enhance regional and local mobility with improved access to existing and future Mississippi River bridge crossings and the riverfront.

Final design is anticipated to begin in fall 2026. IDOT's 2025-2030 Multi-Year Plan provided funding for the project.

On the eastern edge of Sauget, a separate $30 million project would construct a new structure on Falling Springs Road over the intersection of Alton & Southern Railroad and the Terminal Railroad Association of St. Louis railroads. The new structure will provide a loop that allows commuters to avoid gridlock on IL Route 3 caused by rail traffic. That project is partially funded.

This project in Springfield, Missouri, is part of an estimated $200 million of I-44 improvements that will improve capacity and operations.

GROWTH AND COLLABORATION

During the Freight Summit hosted earlier this year by the St. Louis Regional Freightway, leaders from Illinois and Missouri outlined historic transportation investments and their strategies to advance development in the region.

IDOT Secretary Gia Biagi shared the vision for Illinois' $40 billion multi-year program — part of the biggest capital plan in state history.

"We see our investments in transportation as a fundamental of economic development," she said.

Biagi also underscored the importance of aligning infrastructure investments with community needs, noting that a recent $400 million funding opportunity drew $5 billion in project requests from across Illinois, showing where needs exist.

In a pre-recorded video address, MoDOT Director Ed Hassinger highlighted Missouri's record $13.2 billion five-year plan, made possible by increased federal and state funding, including general revenue dedicated to transportation for the first time in state history.

"We have been entrusted with more money than we've had in a really long time," he said. "That's going to allow us to take care of some huge priorities that we've been talking about for years."

Both Biagi and Hassinger talked about the importance of collaboration, with the I-270 improvement project serving as a prime example. For that project, the two agencies used a Required Combination Bid process for construction, where contractors bid on both the Chain of Rocks Bridge across the Mississippi River and Missouri's Riverview Interchange project adjacent to the bridge. Walsh Construction Company II, LLC, was awarded the $496.2 million bridge contract by IDOT and the $34.4 interchange contract by MoDOT.

"There's a saying that the speed of trust is slow, and we have built trust across our organizations slowly — over many, many decades really — collaborating and finding wins together," Biagi said. "Think about that. Two states doing a well-timed mutual procurement for the same project to make sure there's alignment when we get to the other side and we need to make an award, and it's the same contractor. I don't know a lot of states that could pull that off. I see here a great template for how we could do things all across our borders."

In Jefferson County, the I-55 Corridor Improvement Project is improving safety, capacity, and reliability. (Photo courtesy of KCI Construction/MoDOT)

ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

AJOT

The industry's trusted trade and transportation news resource for o

Top News of the Day

Once an Arab oil embargo victim, US becomes world's top oil exporter

The United States has become the world's largest oil exporter, upending a decades-old order long dominated by Saudi Arabia and Russia, a shift that tightens…

St. Louis Region advances multibillion-dollar strategy to strengthen freight network

2027 Priority Projects List tops $9.2B, with nearly $3.8B secured and $1.6B under construction across 29 projects

CEVA Logistics, Chery Auto and CMA CGM sign MoU

CMA CGM Group, CEVA Logistics, and Chery Auto have

BI·STATE DEVELOPMENT

ST LOUIS REGIONAL FREIGHTWAY

St. Louis Regional Freightway Freight Rail Efficiency Study

presented to

St. Louis Regional Freight Development Committee

presented by

Cambridge Systematics, Inc.

AJOT
American Journal of Transportation

June 11, 2026 | News

FreightWeekSTL Showcases Infrastructure Investments and Rail Innovation Driving St. Louis Logistics Growth

Illinois Business Journal

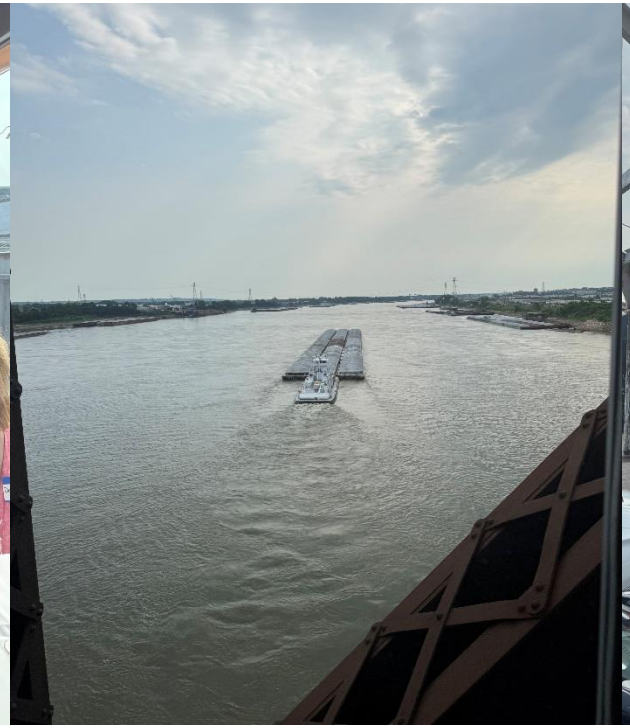
Freight Summit highlights urgency for inland waterways investment to strengthen U.S. supply chains

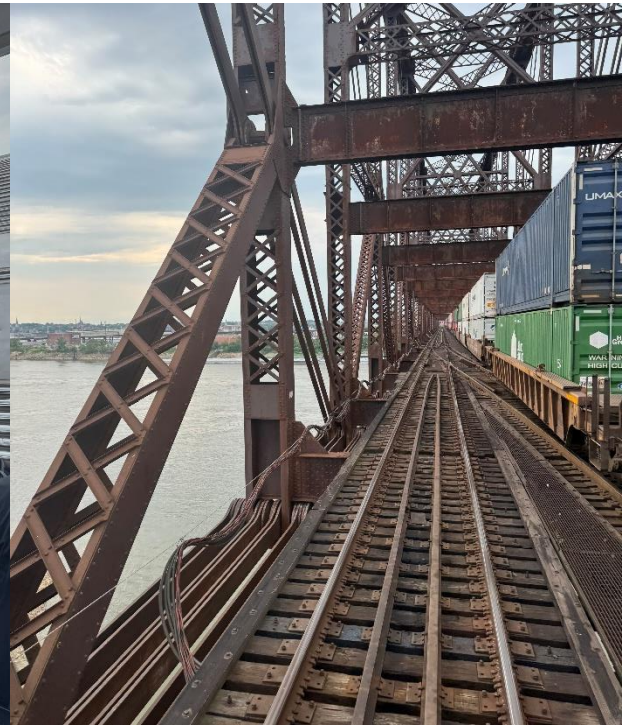
By Managing Editor | June 22, 2026 | 0

ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

Freight Rail Tour 2026

Highlights transportation assets within the St. Louis Region's freight network and available industrial sites



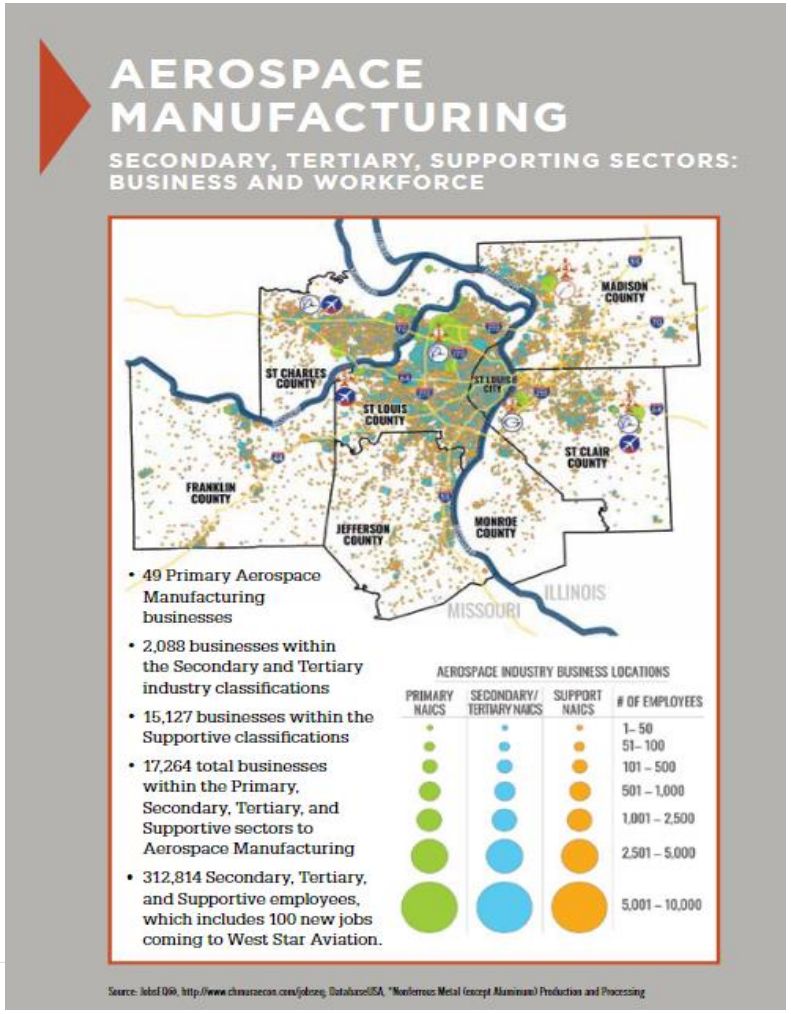


Aerospace and Aviation

Strategic Location for Aerospace & Aviation Investment

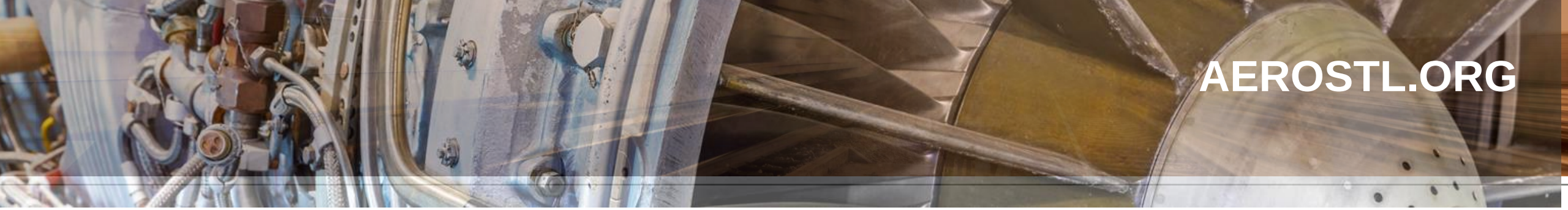
Proven manufacturing ecosystem that supports global production

- **$5 billion** in projects planned over the next five to 10 years
- **62** aerospace manufacturing businesses supporting 18,330 employees, plus 330,780 primary, secondary tertiary, and supportive employees
- **4X** more aerospace manufacturing employees than similar-sized markets
- Aerospace manufacturing is nearly **4X** more concentrated than the national average
- Boeing, Gulfstream Aerospace Corp., and West Star Aviation are actively expanding, adding nearly 1,000 new jobs — reinforcing market confidence and long-term stability.

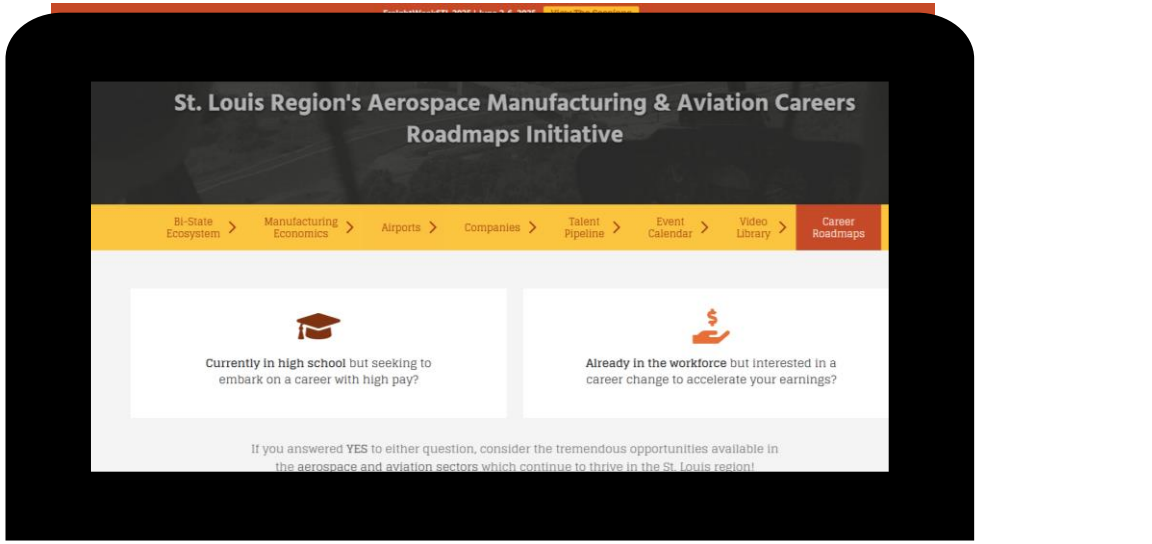


ST LOUIS REGIONAL FREIGHTWAY

ST LOUIS REGIONAL
AEROSPACE and AVIATION
Taskforce
ST LOUIS REGIONAL
FREIGHTWAY



AEROSTL.ORG



Bi-State Ecosystem

Bi-State Ecosystem | Manufacturing Economics | Airports | Companies | Talent Pipeline | Event Calendar | Video Library | Career Roadmaps

New ADA Compliant Roadmap Format

- Median salary high to low
- Pulled back some info to simplify
- Less copy reversed out of dark text for easier readability
- 7 Roadmaps

AEROSPACE: High School Diploma/GED

AVIATION: High School Diploma/GED

AEROSPACE: Post High School

AEROSPACE: 4-Year Degree

AVIATION: Post High School or 4-Year Degree

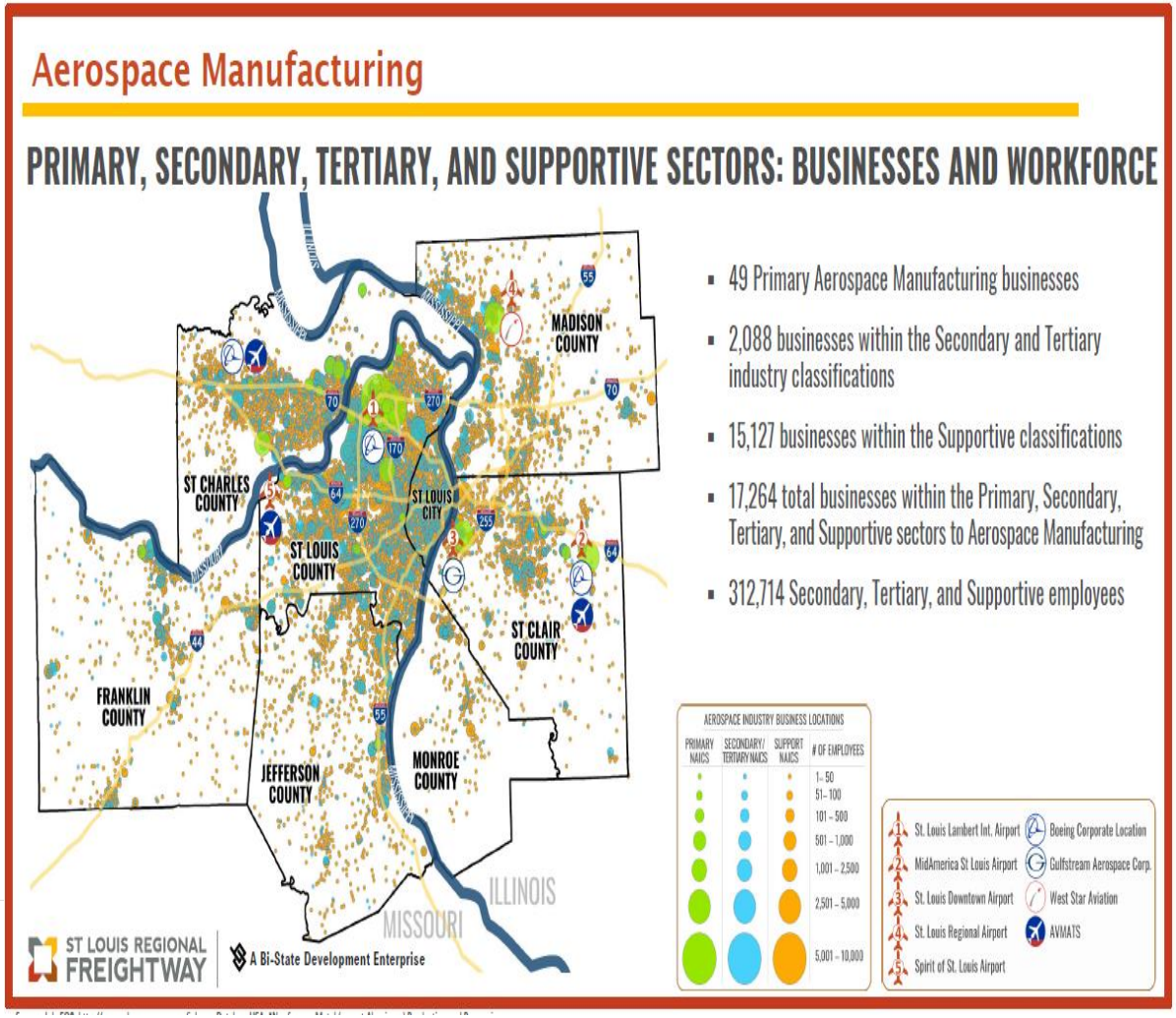
AEROSPACE: New Career Seeker

AVIATION: New Career Seeker

Infrastructure supporting Economic Development

Aerospace and Aviation Ecosystem

- New Terminal for St. Louis Lambert Inter Airport (MO)
- I-270 Impr from I-70 to IL 157 (MO-IL)
- I-70 Impr from Wentzville to Musial/Veterans Bridge (MO)
- Merchants Bridge Repl & MacArthur Bridge Impr (MO-IL)
- I- 44 Corridor (MO)
- Hall St Impr from Adelaide Ave to Grand Ave (MO)
- IL 158 (Air Mobility Dr) from IL 161 to IL 177 (IL)
- I-55/70 lane additions from I-255 to I-270 (IL)



ST LOUIS REGIONAL FREIGHTWAY

Macro trends affecting Aerospace & Defense in St. Louis region

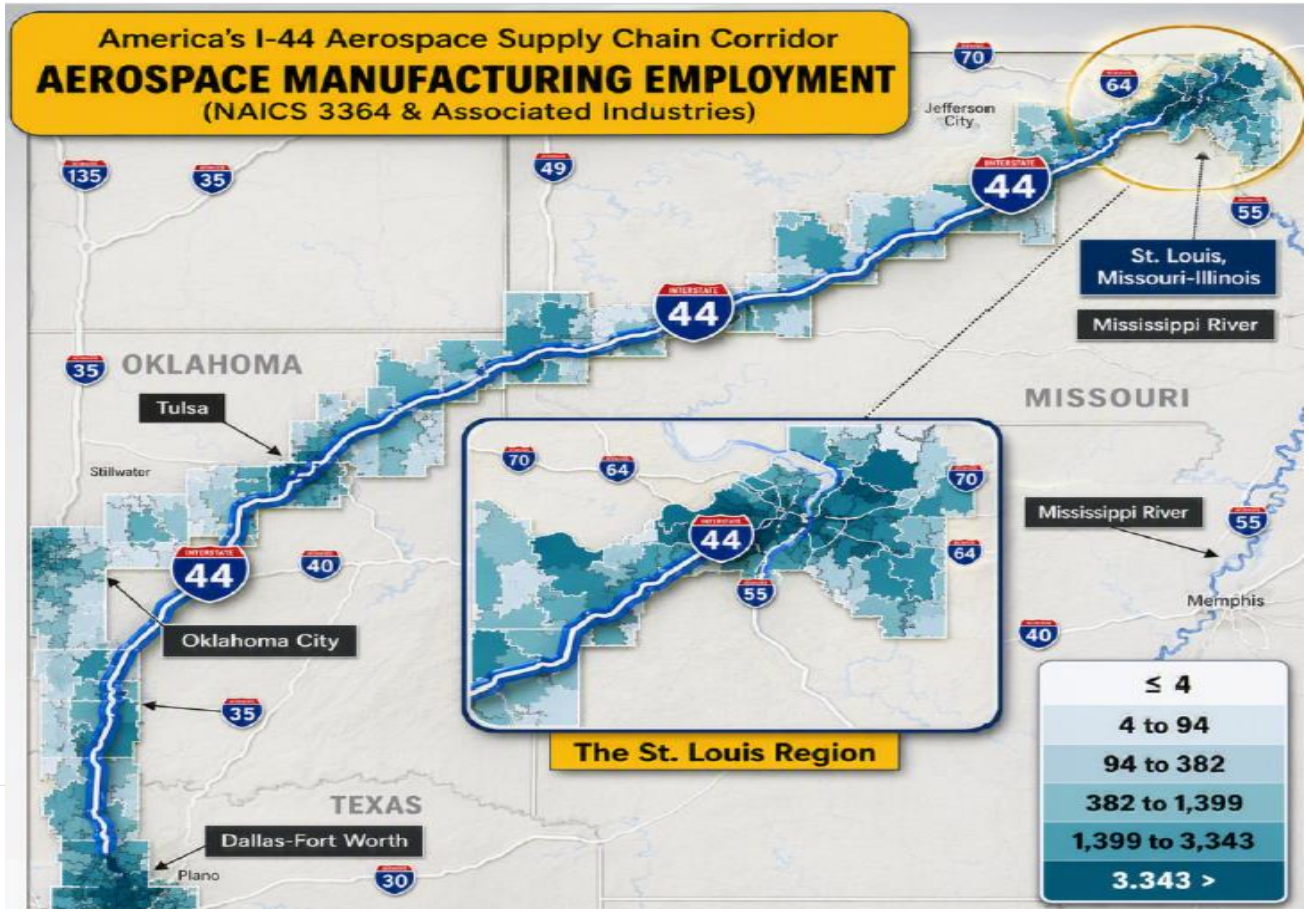
- Boeing Expansions: Two project announcements in the region expanding operations in the St. Louis region, in North St. Louis County and at MidAmerica Airport, totaling $2 billion in investment and adding to an existing regional workforce of more than 18,000.
- Deloitte Insights: Industry outlook: U.S. Aerospace & Defense (A&D) spending on AI is expected to reach $5.8 billion by 2029, 3.5x higher than 2025 levels. Additionally, A&D supply chains are under pressure to build more resiliency and efficiency due to demand, an opportunity for the St. Louis region.
- Drones & Robotics: There is pressure for the U.S. to ramp up drone production to compete with China. St. Louis-based companies like Boeing and WingXpand could make the region competitive for developing unmanned defense systems.
- Aerospace Industries Association: In 2024, U.S. A&D companies exported $139 billion, showing American products are favored over other countries.

Infrastructure Collaboration, Priority Projects List, and Fact Sheets

Introducing: I-44 Aerospace Supply Chain Corridor

I-44 Aerospace Supply Chain Corridor is one of the most concentrated cluster of aerospace manufacturers, defense contractors and suppliers to the aerospace and aviation industry in the U.S.

- Corridor – running from STL region through Tulsa, Okla., and Okla. City and into Dallas-Fort Worth metro area (via I-35 to the south from Oklahoma City)
- Corridor is home to more than 1.6 million aerospace manufacturing and related jobs.
- One in five of those jobs is located in STL

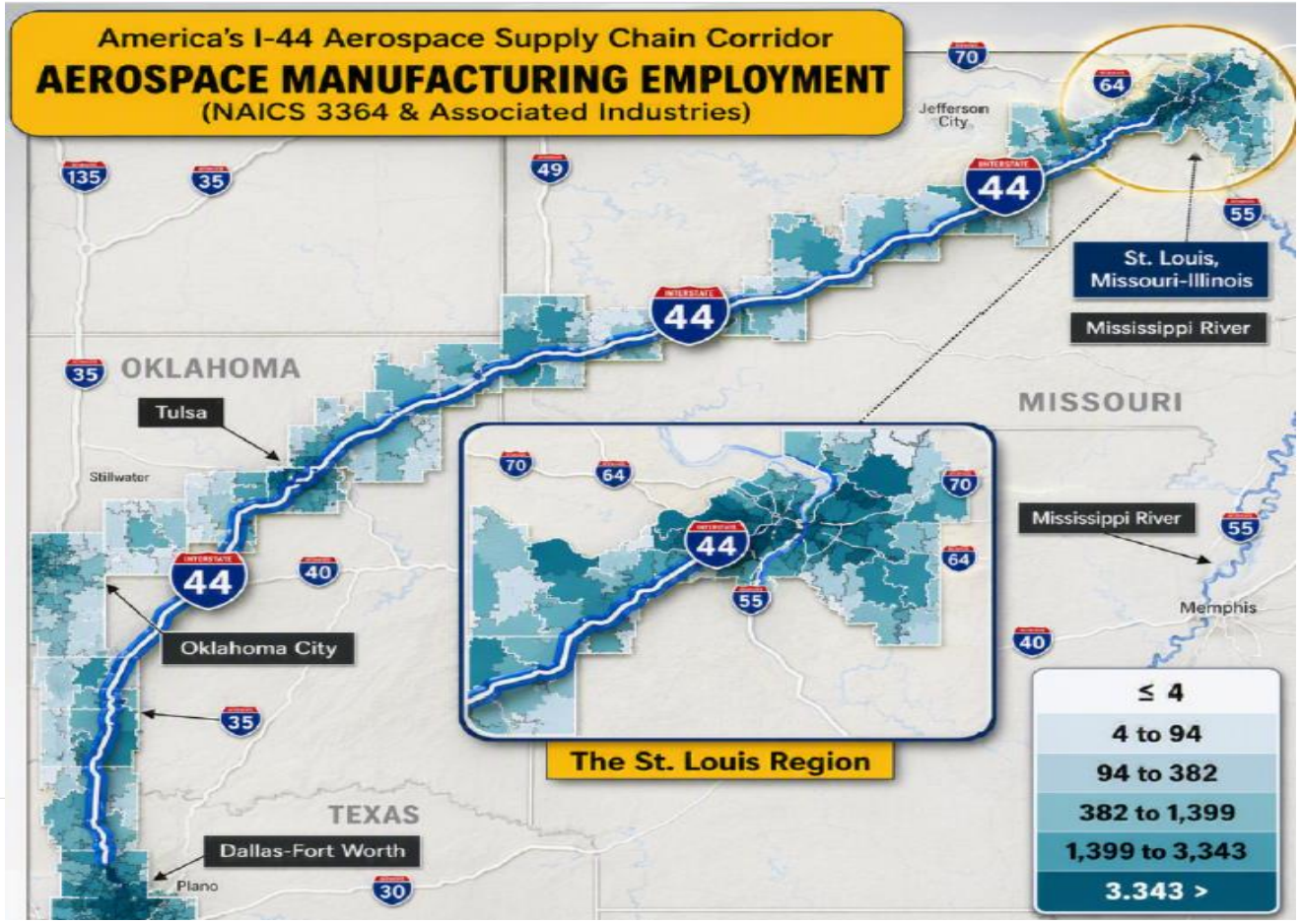


ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

Introducing: I-44 Aerospace Supply Chain Corridor

I-44 Aerospace Supply Chain Corridor is one of the most concentrated cluster of aerospace manufacturers, defense contractors and suppliers to the aerospace and aviation industry in the U.S.

- Aerospace manufacturing GDP along this corridor has grown by nearly 40% over the past 5 years, signaling continued reinvestment, with total jobs impact in the corridor is now 2,150 per mile.
- More than $1 billion in funded and planned improvements along I-44 across MO , a key factor for aerospace manufacturing supply chains.



ST LOUIS REGIONAL FREIGHTWAY | A Bi-State Development Enterprise

Introducing: I-44 Aerospace Supply Chain Corridor

I-44 Aerospace Supply Chain Corridor

- Sonaca North America (formerly LMI) has nine factories. Plants in Washington, Mo., Cuba, Mo. and Tulsa, OK., and 2 plants and the company's headquarters all in St. Charles, MO just north of I-44.

- Customers include industry giants such as Boeing and Gulfstream as well as other suppliers like Patriot Machine, Inc. and Spirit AeroSystems.

"Easy access and easy connections along I-44 were factors as the company expanded through acquisitions and they continue to support movement of our products between our facilities. It's the closest we can get to being a one-stop shop."

AJOT
American Journal of Transportation

St. Louis region anchors emerging I-44 aerospace supply chain corridor

posted by AJOT | Jun 17 2026 at 09:06 AM | Logistics

AIR FREIGHT NEWS
AFN - News at the speed of Air Freight

ST. LOUIS BUSINESS JOURNAL

Home Airlines Airports Charters Freighters Economics Technology Air Freight Events

St. Louis region anchors emerging I-44 aerospace supply chain corridor

Educators Explore the Ag Coast of America and Career Pathways in Logistics and Aviation

Jun 19, 2026 0

TheFreightway.com and mclamie@TheFreightway.com

Thank you!

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

2

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS
-- Presented by Jim Wild, Executive Director, East-West Gateway Council of Governments

ISSUE: Presentation will provide information regarding St. Louis region's past, present, and future transportation priorities.

East-West Gateway Council of Governments (EWG) is a regional council of governments (COG). As a COG, EWG provides a forum where local governments in the bi-state St. Louis region can coordinate and work together to address and solve problems that cross jurisdictional boundaries. EWG facilitates cooperative planning and problem-solving among and between any of its member local governments that believe they can accomplish better things by working together than by acting separately.

EWG is also the federally designated metropolitan planning organization (MPO) for the St. Louis region, which includes the city of St. Louis, Franklin, Jefferson, St. Charles, and St. Louis counties in Missouri and Madison, Monroe, and St. Clair counties in Illinois. As the St. Louis region's MPO, the federal government and the states of Missouri and Illinois have vested EWG with legal authority and responsibility for implementing the federal metropolitan transportation planning process in the St. Louis Metropolitan Planning Area.

MoDOT STAFF POSITION:

- MoDOT has a good working relationship with our municipal planning organization, East-West Gateway Council of Governments (EWG)

CONNECTING THE DOTS

TRANSPORTATION AND ITS LINK TO THE REGION'S ECONOMIC VITALITY

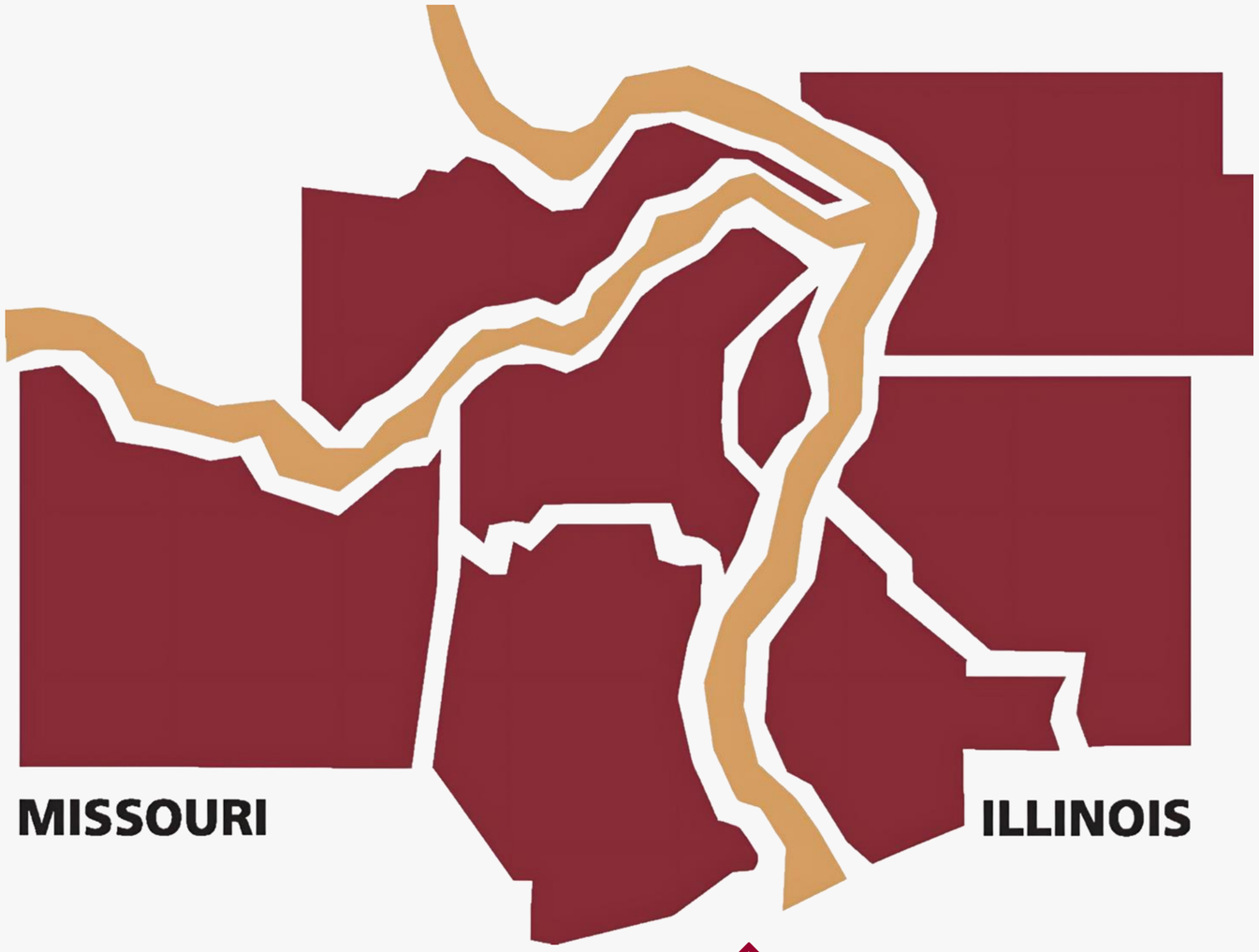
EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Jim Wild, Director
September 2, 2026

EWG REGION: 2.6 MILLION PEOPLE

40% of Missouri's population

- City of St. Louis
- St. Louis County
- St. Charles County
- Franklin County
- Jefferson County
- Madison County
- Monroe County
- St. Clair County



EWG BOARD OF DIRECTORS

Illinois Department of Transportation

MoDOT

BI·STATE DEVELOPMENT

GREATER ST. LOUIS INC.

RBC REGIONAL BUSINESS COUNCIL

EAST-WEST GATEWAY Council of Governments

METROPOLITAN PLANNING ORGANIZATION

- Created in mid-20th century to deal with the complexity of interstate highway system
- Federally designated to oversee regional transportation planning
- Allocates federal transportation funding and ensures long-term mobility plans

COUNCIL OF GOVERNMENTS

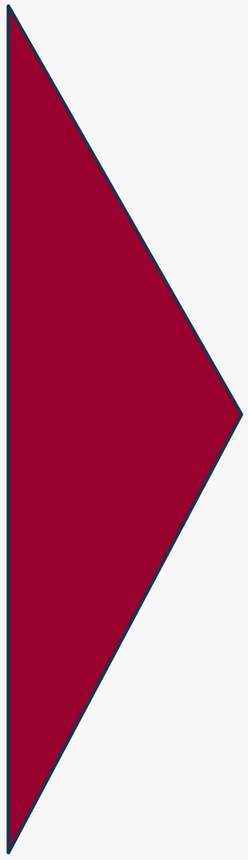
- Regional government leadership works together on shared issues
- Coordinates planning, funding, and policy across jurisdictions
- Convenes and empowers collective regional action on issues, including sustainability, violent crime, homelessness, economic vitality, housing, and others as needed

METROPOLITAN PLANNING ORGANIZATION

COUNCIL OF GOVERNMENTS

$30+Billion in Federal Funding for Transportation

- **Planning**
- **Maintenance**
- **Safety**
- **Innovation**
- **Placemaking**



- Population Growth
- Economic Growth
- Future Housing
- Downtown Vitality
- Regional Identity
- Worldwide Accessibility
- National and International Reputation

ST. LOUIS BI-STATE REGION
MISSOURI'S ECONOMIC POWERHOUSE

$229 Billion 8-COUNTY GDP

Outsizes KC, Nashville, Indianapolis, Cincinnati, Columbus, Cleveland

43% Share of Missouri's Entire GDP

40% of All Jobs in Missouri

1.07 million jobs

44.8% of Total Wages in Missouri

$88 billion in wages

EAST-WEST GATEWAY
Council of Governments

ST. LOUIS REGION
EDUCATED, INNOVATIVE, EQUIPPED

40 Colleges and Universities

40% of workforce holds bachelor's or higher

National Leader in Innovation Hubs

Bio-tech, Agri tech, Meditech, and Geospatial Intelligence

Among the Nation's Largest STEM Workforces

Region has 6% of all U.S. STEM professionals

Second Largest Spend on Health Care Innovation in the nation

ST. LOUIS REGION
CONNECTIVITY AND GROWTH

Inland Water Freightway (4 Ports)

- Largest ice-free inland port in the U.S.
- 1.05 billion tons of cargo annually
- Moves 4x the U.S. Average in Tons per Mile

Road and Rail Linking All Parts of the Nation

- Intersection of N, S, E, W Interstate Highway System
- Six Fully Functioning Railway Terminals

Air Access and Connection

- International and national flights
- Two major airports connected by MetroLink
- Scott U.S. Air Force Base

St. Louis is Missouri's economic driver, but its GDP is growing slower than the state's other regions

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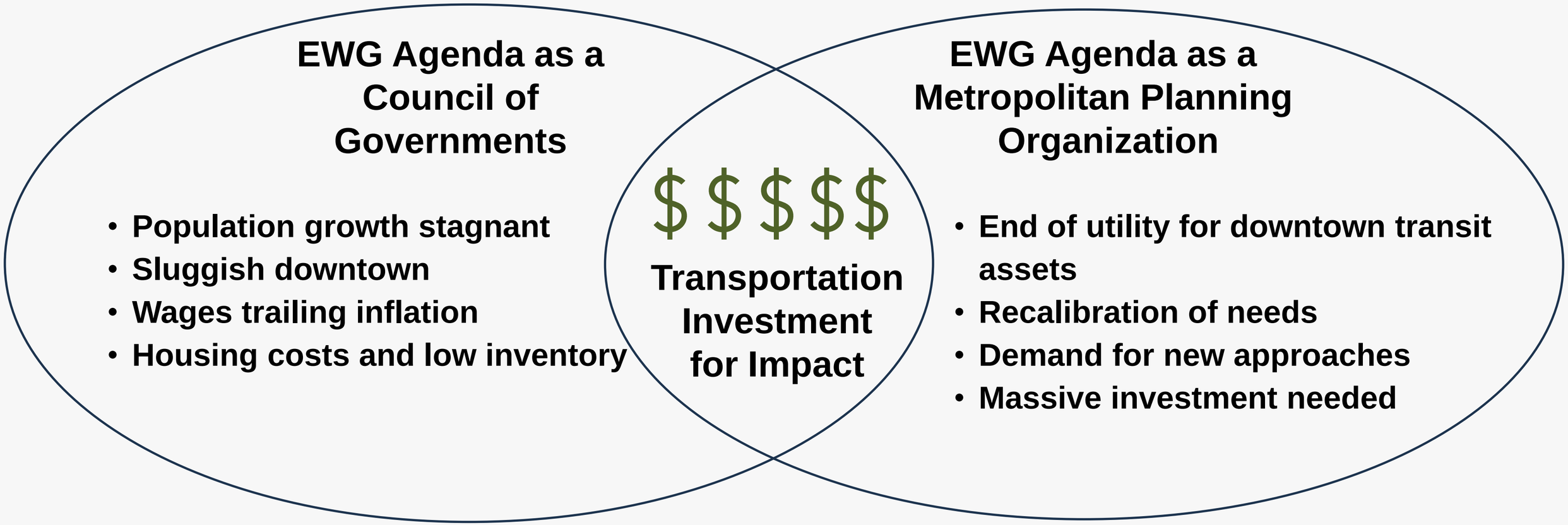
Even if growth has slowed, the Missouri side of the St. Louis metro area remains the engine driving the state economy. Now it's time to ask: Is the state doing enough to keep it running?
ACBJ ILLUSTRATION; GETTY IMAGES

Even if growth has slowed, the Missouri side of the St. Louis metro area remains the engine driving the state economy. Now it's time to ask: Is the state doing enough to keep it running?

LOCAL, STATE, NATIONAL CONCERNS

SLUGGISH GROWTH

AGING INFRASTRUCTURE



DOUBLING DOWN ON ST. LOUIS
THE TIMING IS RIGHT

Federal Reauthorization IIJA
Jobs and Housing

Regionalism is a hot topic

Partnership for Regional Alignment

Discussion of City-County divide solutions

Significant regional investment, private and public

Calls to action: crime, homelessness, demographics, vision

Inside a $1.3M effort to get St. Louis to act regionally

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The skyline of St. Louis shot from the Illinois side of the Mississippi River from an altitude of about 800 feet. A proposed spending plan for the city's Rams settlement funds includes $15 million toward projects to improve engagement along the downtown riverfront.
ART WAGER VIA GETTY IMAGES

By Erik Siemers – Editor, St. Louis Business Journal
May 27, 2026 **Updated** May 27, 2026 4:29pm CDT

PARTNERSHIP FOR REGIONAL ALIGNMENT
STARTING NOW!

A regional initiative to unite civic leaders across sectors around a shared vision and collective action plan for a growing and thriving St. Louis region.

- East-West Gateway and Greater St. Louis, Inc.
- $1.3 million invested so far
- Extensive facilitated engagement over 18 months
- Experts across all disciplines at the table
  Business, Realtors, Government, Tech, Science, Research, Economic Development Philanthropy, Non-Profit, Arts, Entertainment, Culture, Civic, Higher Education…

REGIONAL VISION → **SHORT & LONG-TERM GOALS** → **ENDURING PARTNERSHIP**

PARTNERSHIP FOR REGIONAL ALIGNMENT

ALIGNED REGIONS WHO DO THE WORK PROSPER

Nashville
Detroit
Columbus
Kansas City
Indianapolis

ALIGNMENT

- Transportation planning
- Regional vision
- State and federal lawmakers
- State and federal advocacy
- Investment
- The system to move it forward

REGIONAL VISION → SHORT & LONG-TERM GOALS → ENDURING PARTNERSHIP

TRANSPORTATION: CATALYST FOR STL GROWTH

STL Urban-Suburban Transportation Infrastructure Needs

Poplar Street Bridge ● Interstate 64/40 repair/ replacement ● Interstate 44 downtown

Investment for Impact

$ $ $ $ $

Strategic Regional Initiatives

Partnership for Regional Alignment
Greater St. Louis, Inc. Big Ideas
RBC city-county solution
JSM Foundation, Inclusive Prosperity Partnership
Arch Park Foundation, expansion
Explore St. Louis, STL experience

Downtown Development

Riverfront Expansion
Millenium Hotel Redevelopment
America's Center
Downtown West
Mansion House Redevelopment
Jefferson Arms Redevelopment
Brickline Greenway
Repurposing Vacant Towers

Federal, State, Local Policy

MODESA
Downtown Innovation District
Angel Tax Credits for Start-Ups
Rams Settlement Money

MILLIONS IN TRANSPORTATION INITIATIVES AHEAD

Upcoming for East-West Gateway

2026: Transportation & Economic Vitality Assessment
2026: NEW! Corridor and Subarea Initiative
2027: Connected 2050 Long Range Transportation Plan
2027: Regional Freight Study
2028: Freight Rail Efficiency Plan
2029: Downtown Infrastructure and Connectivity Study
2029: Regional Transportation Infrastructure Assessment
2029: Transit Master Plan

Ongoing East-West Gateway Projects

Great Streets Initiative
Blueprint for Arterials
Gateway to Safer Roadways

SETTING THE TABLE FOR THE WORK AHEAD

2026 Work

- Held Peer Exchange with MPOS from Columbus, Detroit, Kansas City, and Nashville
- Completed Regional Transportation and Economic Vitality Assessment of the region
- Developed transportation investment strategies and metrics to drive economic growth with regional leaders and economic development professionals

2027 Work

LONG-RANGE TRANSPORTATION PLAN

- Connected 2050 update in 2027
- Focusing on regional transportation investment and planning to spark economic development

PARTNERSHIP FOR REGIONAL ALIGNMENT

- Focusing on action and investment to spark economic development

WHAT MAKES A “WINNING” REGION

From our Research

- Regional alignment of leadership, resources, and expertise for greater outcomes
- Public-private partnerships
- Long-range vision unique to the region
- Decades of work behind the overnight success
- Consistent and enduring action through an enduring structure
- Federal, state, and local policy alignment
- Regional champions

STAY INFORMED

- Subscribe to Briefings
- WWS newsletter
- OneSTL newsletter
- Facebook, Instagram, X, LinkedIn
- ewgateway.org

EAST-WEST GATEWAY

Council of Governments

Creating Solutions Across Jurisdictional Boundaries

THANK YOU!

WWW.EWGATEWAY.ORG

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
UNITED WE STAND DIVIDED WE FALL
MDCCCXX

3

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS
-- Presented by Mark Croarkin, Assistant Chief Engineer, 573-751-2876.

ISSUE: The Commission approves contracts for transportation improvements.

RECOMMEND that the Commission:

- A recommendation for award or rejection of bids on emergency project will be presented orally.

DEPARTMENT VIEW:

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

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Construction – Contract Awards.

OTHER PERTINENT INFORMATION:

- Low Bid Summary of the Emergency Contract, (Attachment 1).
- A summary of the Official MoDOT Awards (Attachment 2).

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

SUMMARY OF BID OPENING

Emergency Work Awarded by Donnie Brown on August 12, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SE		REYNOLDS	21	WRRE021A	507	CULVERT REPLACEMENT, SLIDE STABILIZATION AND PAVEMENT REPAIR						
	LOW	H.R. QUADRI CONTRACTORS, LLC					$224,268.00			$230,000.00	1	0

OFFICIAL MoDOT AWARDS

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

July 17, 2026 Letting (August 6, 2026 Awards, SFY 2027)

	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS				
STIP PROJECTS				
FUNDING BY OTHERS				

	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS				
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT				

Awards Year-to-Date for SFY 2027

	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	18	$91,128,840	$81,080,174	-11.0
STIP PROJECTS	10	$69,891,420	$59,549,777	-14.8
FUNDING BY OTHERS	0	$0		

* Includes Design Build Projects

Completed Projects Year-to-Date for SFY 2027

	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	$383,167,000	$404,260,000	$21,093,000	5.5

Completed Projects as Reported in the Annual Accountability Report

	No. of Projects	Program Construction Estimate	Final Project Cost	Difference	% Difference
STIP PROJECTS SFY 2026	497	$1,758,751,000	$1,439,525,000	($21,387,000)	-18.2
STIP PROJECTS SFY 2025	461	$1,220,317,000	$1,317,531,000	$96,925,000	8.0
STIP PROJECTS SFY 2024	389	$794,917,000	$813,402,000	$18,485,000	2.3
STIP PROJECTS SFY 2023	377	$859,306,000	$834,472,000	($24,834,000)	-2.9
STIP PROJECTS SFY 2022	505	$972,133,000	$928,421,000	($43,712,000)	-4.5
STIP PROJECTS SFY 2021	440	$997,692,000	$954,892,000	($42,800,000)	-4.3
STIP PROJECTS SFY 2020	458	$947,494,000	$860,529,000	($86,965,000)	-9.2
STIP PROJECTS SFY 2019	368	$763,405,000	$732,075,000	($31,330,000)	-4.1
STIP PROJECTS SFY 2018	381	$897,599,000	$843,780,000	($53,819,000)	-6.0
STIP PROJECTS SFY 2017	385	$1,245,006,000	$1,238,314,000	($6,692,000)	-0.5
ALL PROJECTS TOTAL	4261	$10,456,620,000	$9,962,941,000	($196,129,000)	-4.7

Program vs. Award SFY 2017 to SFY 2026 (STIP PROJECTS ONLY)

	No. of Projects	Program Construction Estimate	Award Amount	Difference	% Difference
STIP PROJECTS SFY 2026	406	$2,265,177,200	$2,119,413,322	($145,763,878)	-6.4
STIP PROJECTS SFY 2025	429	$2,615,828,983	$2,514,056,445	($101,772,538)	-3.9
STIP PROJECTS SFY 2024	416	$1,513,886,000	$1,544,214,165	$30,328,165	2.0
STIP PROJECTS SFY 2023	440	$1,541,154,038	$1,829,466,011	$288,311,973	18.7
STIP PROJECTS SFY 2022	378	$1,196,528,100	$1,334,617,879	$138,089,779	11.5
STIP PROJECTS SFY 2021	417	$947,553,080	$886,655,637	($60,897,443)	-6.4
STIP PROJECTS SFY 2020	483	$1,140,034,580	$1,123,411,535	($16,623,045)	-1.5
STIP PROJECTS SFY 2019	425	$754,917,088	$725,101,495	($29,815,593)	-3.9
STIP PROJECTS SFY 2018	443	$924,996,126	$831,467,050	($93,529,076)	-10.1
STIP PROJECTS SFY 2017	389	$768,067,900	$706,240,778	($61,827,122)	-8.0
STIP PROJECTS TOTAL	4226	$13,668,143,095	$13,614,644,317	($53,498,778)	-0.4

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

4

UPDATE FROM MODOT'S ST. LOUIS DISTRICT
-- Presented by Tom Evers, St. Louis District Engineer, 314-453-1801.

ISSUE: This presentation will provide a brief overview of the current state of roads, bridges, projects, operations, and other critical issues in the St. Louis (SL) District.

RECOMMEND that the Commission:
- This item is for information only and no action is required.

DEPARTMENT VIEW:
- The SL District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, completing American's with Disability Act (ADA) plan, limited safety improvements and limited system improvements.
- The SL District's operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, traffic signal operations, mowing, litter removal, sweeping, signing and striping, in addition to maintaining roads and bridges.

OTHER VIEWS:
- Not applicable.

MHTC POLICY:
- Commission – Staff Presentation.
- Organization – District Structure.
- STIP – General.
- STIP – Funding Allocation.

OTHER PERTINENT INFORMATION:
- The St. Louis District serves 2.6 million residents and manages:
  - 6,000 lane miles of roadway
  - 1,167 non-major and 55 major bridges
  - 1,070 signalized intersections
  - Major Route pavement rated 81 percent good, and bridge conditions at 70 percent fair, 26 percent good

- The district is currently delivering 80 active construction projects valued at $850M, including several large-scale improvements:
  - I-55 Jefferson County: $246M expansion and interchange improvements; expected completion in 2027
  - I-64 St. Charles County: Added lanes and pavement repairs, tied to the Improve I-70 design-build project
  - I-270 North County: $40M project adding lanes and replacing multiple bridges
  - Route 370: Discovery Bridge rehabilitation and pavement resurfacing

    - US 67 Safety Enhancements: J-turns, at-grade crossing removals, and curve/grade improvements (construction through 2028)
- Upcoming projects include Route 47, Route N, Route 30, Route 367, and I-70 corridor improvements.

- Safety Initiatives:
    - Route 367 Safety Project (beginning 2027) will pilot operational changes—lane reduction and temporary barrier—to reduce crashes, speeding, and aggressive driving.

- District crash trends show:
    - 2025 fatalities: 235 (30 percent bike/pedestrian)
    - 2026 YTD: 107 fatalities, with 23 percent bike/pedestrian
    - Work-zone crashes and systemwide crash volumes remain high.

- Employee safety measures include:
    - 38% of statewide Truck Mounted Attenuators (TMA) strikes occur in St. Louis
    - Emphasis on visibility improvements (Changeable Message Signs, third brake lights) and deployment of cameras on TMAs.

- Operations & Maintenance: The district conducts major restoration and maintenance activities, including:
    - Litter pickup: 14,000 hours, $1.5M
    - Shoulder sweeping: 12,300 hours, $1.2M
    - Pothole repair: 28,325 potholes filled
    - Bridge maintenance: 1.1M sq ft of deck sealing
    - Graffiti removal: St. Louis performs 84 percent of statewide removal
    - Encampment cleanup: 120 sites cleaned in 2025; 525 percent increase since 2019

- Traffic Management & Customer Service: The St. Louis TMC serves as MoDOT's 24/7 statewide hub for after-hours calls and incident management:
    - Over 21,700 incidents handled to date
    - Significant increases in lane-blocking incidents, emergency responses, and customer calls compared to prior years
    - St. Louis manages more lane-blocking incidents than any other Midwest TMC

  St. Louis Team: The district is 86 percent staffed, with goals toward community connection and leadership development.

SOURCE OF FUNDING: Not applicable.

St. Louis District Update

Tom Evers
District Engineer

WELCOME TO STL

Roadways
6,000 lane miles
26% of all vehicle miles traveled

Bridges
1,167 non-major bridges
55 major bridges
70% Fair / 26% Good

Signalized Traffic Intersections
1,070 locations

Pavement Conditions
Major Routes – 82% Good

2.6 Million

DELIVER THE PROGRAM

ONGOING MAJOR PROJECTS

MAJOR PROJECTS

- I-55 Jefferson County
- $246 million
- Third lane, interchange improvements
- Completion: Summer 2027

- I-64 St. Charles County
- $39 million
- Third lane, pavement repair
- I-70 to Route K

MAJOR PROJECTS

- I-270 St. Louis County
- $40 million
- Bridge replacements: Route 367, Bellefontaine & Lilac

- Route 370 Discovery Bridge
- $58 million
- Discovery Bridge rehab and resurfacing

COMING SOON

- I-44 Franklin and St. Louis County
- Route 47 Franklin County
- I-64 St. Louis City
- Route N St. Charles County
- Route 30 (Gravois) St. Louis City

ROUTE 367 SAFETY

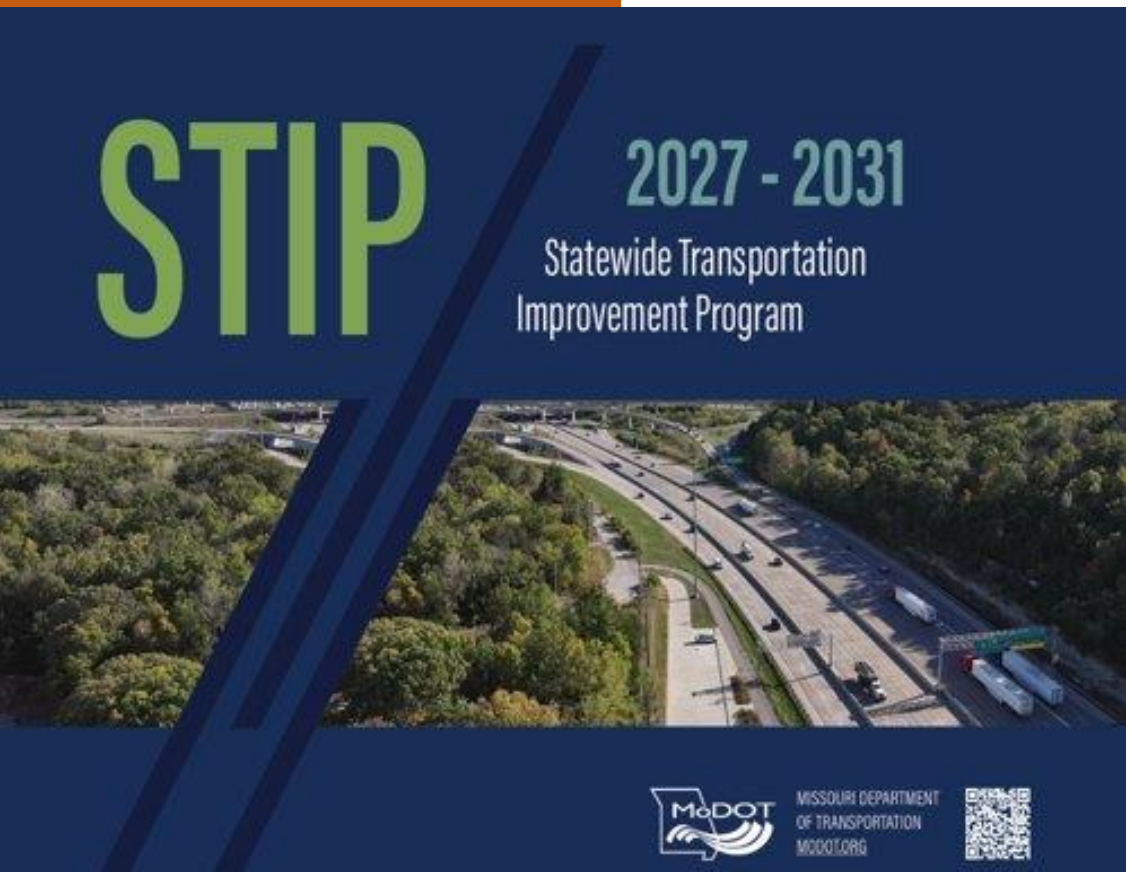
- Construction planned for Summer 2027
- I-270 to Halls Ferry Circle
- $10 million

I-64 PROJECT: MID TOWN

ST. LOUIS CITY

- $120 million – 12 bridges, interchange improvements
- Boyle Avenue to Compton Avenue
- Closure of Eastbound I-64 **for a year**

STL HIGHLIGHTS



- 224 projects valued at $1.5 billion
- 73 bridge projects affecting 285 total structures
- 72 pavement projects on 1,920 lane miles
- Structural sign replacements: 125 centerline miles

RESTORING OPERATIONS

SL DISTRICT

ASSET CONDITIONS

- **Arterial Management**
  - 42% of MoDOT's signals
  - Majority of DMS (168)
  - Crew hours up 26%

- **Signing**
  - 88,600 signs
  - District replaced 1500
  - I-64 Corridor underway

VISIBLE RESULTS

- **Litter Pickup**
  - 14,000 hours spent
  - Cost: $1.5 million
- **Shoulder Sweeping**
  - 12,300 hours
  - Cost: $1.2 million
  - FY '25 Dump fees: $700k

VISIBLE RESULTS

- **Pothole Patching**
  - 28,325 potholes filled
- **Bridge Maintenance**
  - Deck Sealing: 1.1 million square feet
  - Plan is 73% complete

VISIBLE RESULTS

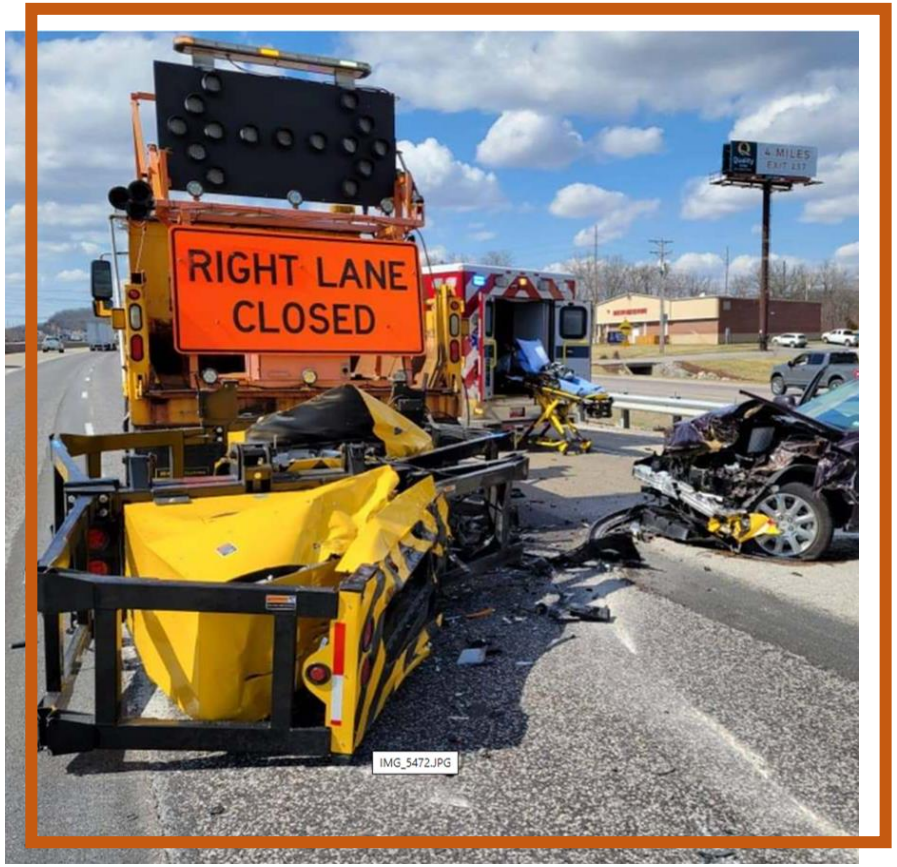
- **Graffiti Removal**
  - 84% statewide total occurs in the STL core

- **Encampment Cleanup**
  - 120 sites in 2025 ($250k)
  - 525% increase since 2019
  - 82% of statewide efforts are concentrated in STL

SAFETY FOR ALL

CUSTOMERS

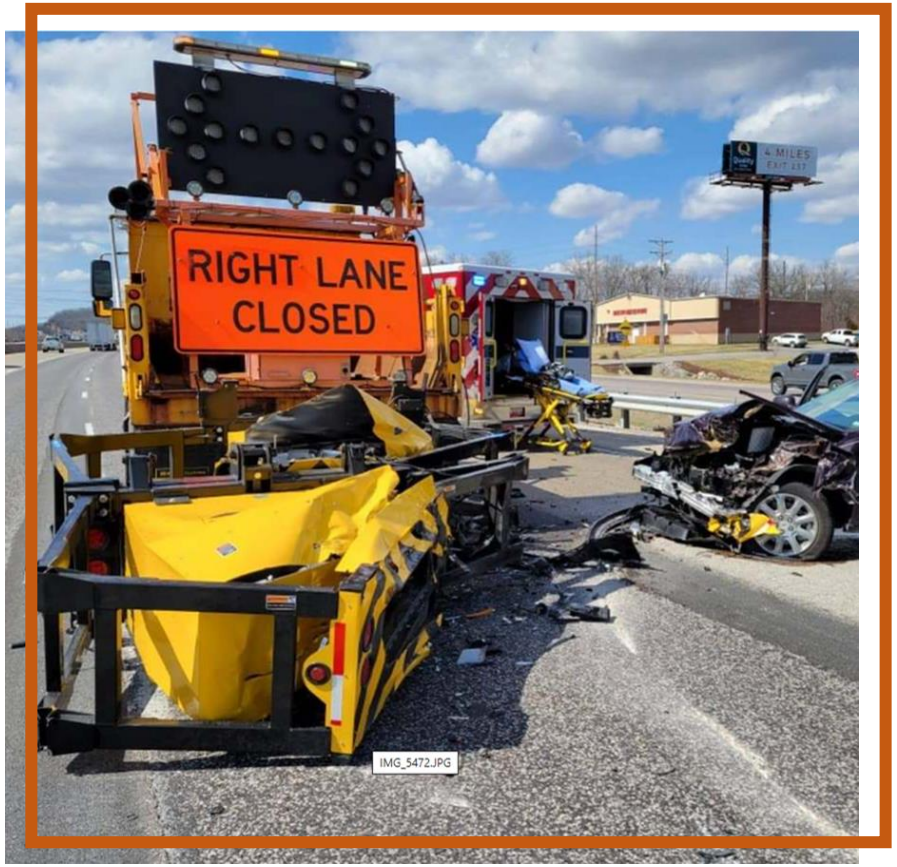
- **Traffic Crashes**
  - 235 fatalities (2% increase)
  - 30% of fatalities to bike/ped
- **Work Zone Crashes**
  - 2,055 crashes
  - 8 fatalities / 33 serious injury



SAFETY FOR ALL

EMPLOYEES

- 38% of all MoDOT TMA strikes happen in St. Louis



CUSTOMER FOCUS

TMC LEADERSHIP

- **24/7 Hub for after-hours**
  - 21,700 incidents YTD
  - 15,000 call reports in 2025
  - 15% decrease in 2026

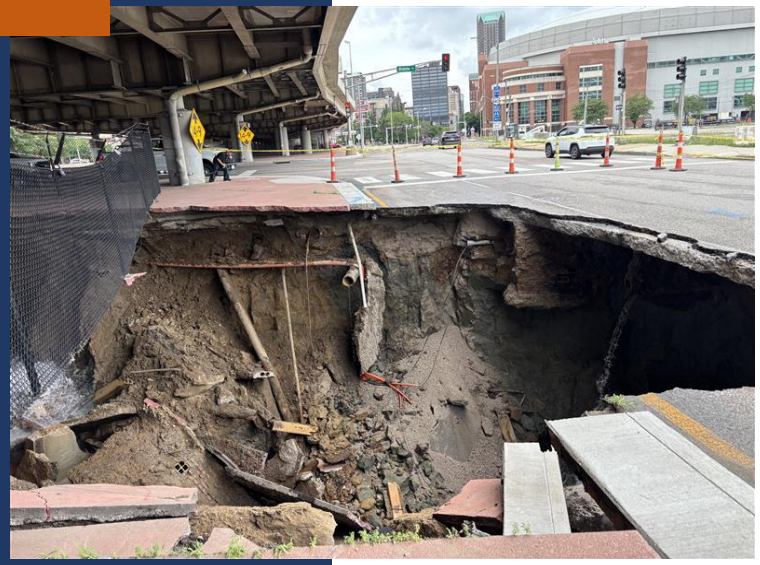
- **More than 72,000 phone calls in 2025**
  - 40% bucket calls

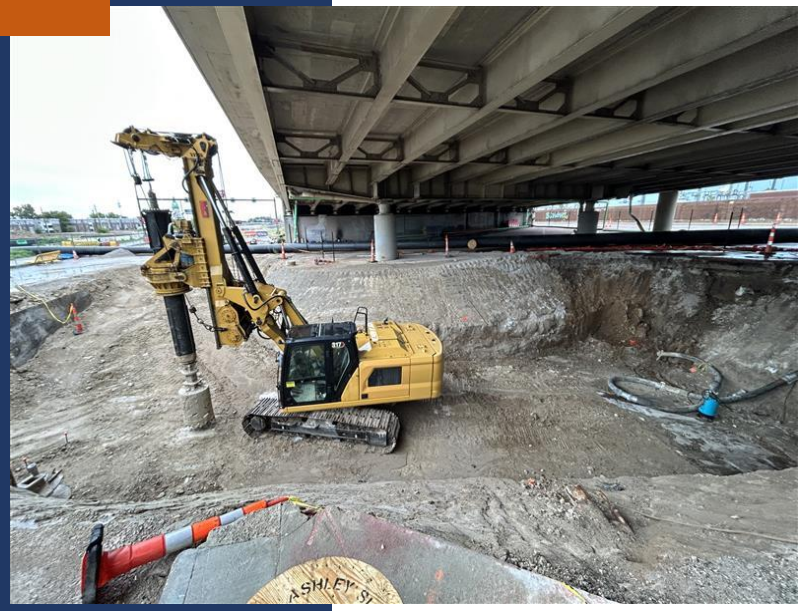
ST. LOUIS TEAM

INVESTING IN LEADERS

- 86% staffed
- Investing in Leaders
- Connecting with the Community
- 21 public engagements this year, engaging **over 1,400** customers!

SINKHOLE RESPONSE





- Water main break on June 13 that threatened I-44
- *Amazing response by the MoDOT team!!!*
- I-44 reopened on June 26

THANK YOU

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5

RESULTS FROM SAFETY DESIGN BUILD 1.0 PROJECT / UPDATE ON SAFETY DESIGN BUILD 2.0 PROJECT

-- Eddie Watkins, Traffic Operations, 314-650-5461

ISSUE: MoDOT used an innovative approach to address safety in the St. Louis District. Through the use of the Design Build procurement method the district was able to implement safety measures at several locations across the district. With the completion of the first design build project the department is able to evaluate the before and after effectiveness of the improvements. In addition, the second safety design build project underway, the district will provide an update and progress of this project.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- In an effort to reduce crashes, the St. Louis district has completed two safety design build projects. This approach allows the district to make data-driven decisions to prioritize and implement safety improvements quickly with the available funding to reduce fatalities and injury crashes.

OTHER VIEWS:

- On the Safety Design Build 2.0 project, the City of Clarkson Valley and St Louis County have recently expressed concerns regarding improvements (bump-outs) on Clarkson Road (Route 340) and as a result these improvements were removed from the project.

MHTC POLICY:

- Highways-Highway Safety-General; Highways-Construction-Project Size and Phase

OTHER PERTINENT INFORMATION:

Safety Design Build 1.0

- Project Goals: Deliver improvements on time and within budget, reduce fatal/serious injuries, ensure reasonable service life, minimize disruption to the traveling public, and complete all work by October 2019.
- Locations & Improvements: Work occurred across multiple sites, implementing a wide range of safety countermeasures including high-friction surface treatments, rumble strips, improved pavement markings, flashing signs, enhanced signal warning systems, guard cable, guardrail upgrades, and geometric improvements.
- Study Parameters & Factors: Evaluation accounted for crash randomness, evolving transportation systems, and fluctuations in statewide traffic volumes and risk-taking behaviors.
- Results: Visual results were presented indicating positive safety impacts. Jefferson County and St. Charles County both provided valuable support for the improvements implemented within their respective jurisdictions.

Safety Design Build 2.0

- Purpose: Continue advancing safety improvements—explicitly focused on saving lives.
- Updated Goals:
  - Reduce fatal and serious injury crashes using a $52M budget.
  - Provide equitable safety enhancements for all roadway users, including pedestrians.
  - Maintain low lifecycle costs.
  - Emphasize worker and public safety during construction.
  - Deliver the project by June 30, 2026, while using a diverse workforce.
- Project Scale:
  - 416 initial locations offered; design-build teams selected sites strategically.
  - Final selection includes 247 total locations (176 intersections and 71 segments) across MoDOT and St. Louis County.
- Expected Impact:
  - Estimated 170 fatal and serious injury crashes reduced over ten years.
  - Approx. $1.2 billion in societal savings due to crash reduction.
- Concerns:
  - Residents in St. Louis County have recently expressed concerns regarding MoDOT's installation of bump-outs within their neighborhoods. The concerns noted potential issues related to traffic flow, driver confusion, and emergency response vehicle maneuverability.

- **SOURCE OF FUNDING:** Not Applicable

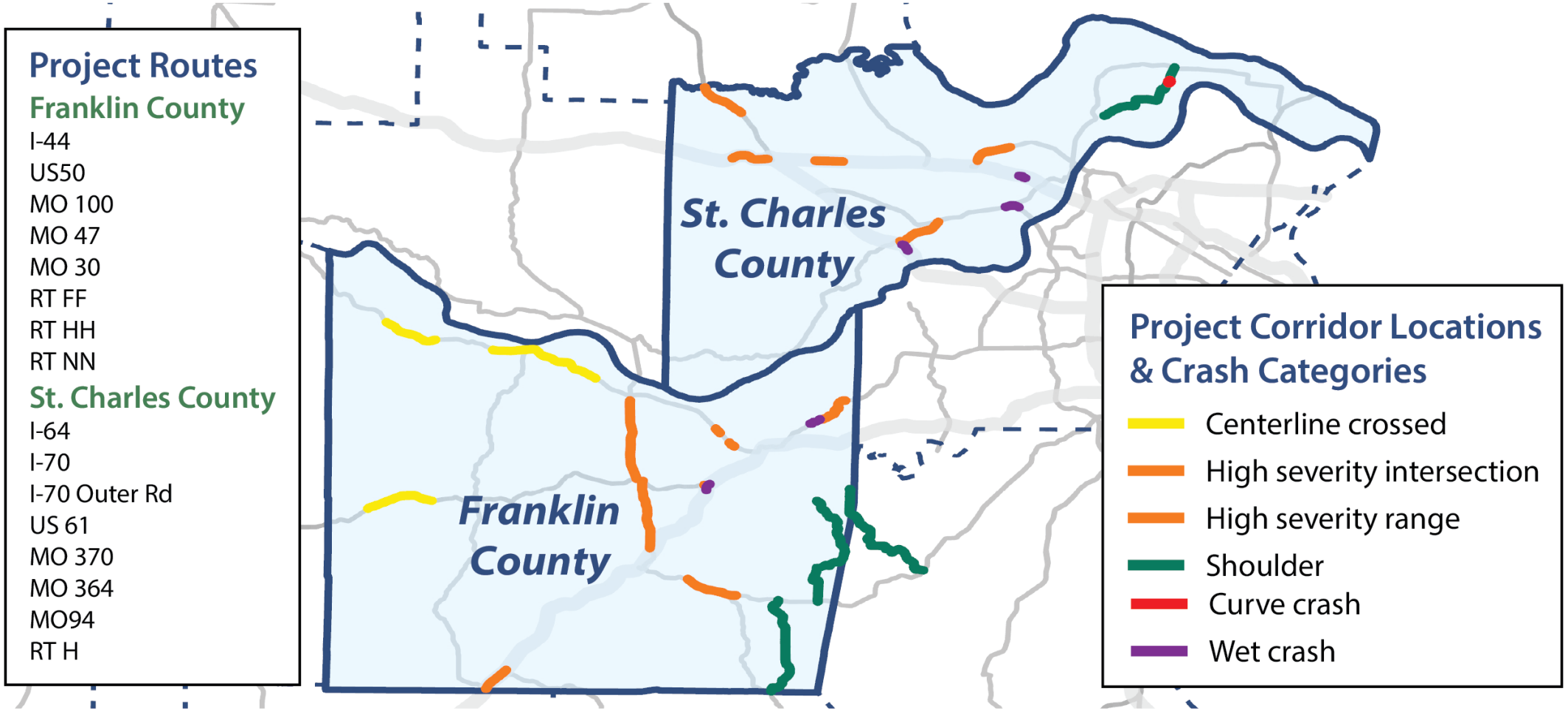
Safety Design Build 1.0 Results

Eddie Watkins
Traffic Operations

PROJECT GOALS

- Deliver the project within budget
- Reduce fatal and serious Injuries
- Reasonable service life and low maintenance Cost
- Minimize impacts to traveling public
- Complete construction by October 1, 2019

PROJECT LOCATIONS



PROJECT IMPROVEMENTS

High Friction Surface Treatment (HFST) | Diamond Grinding	Centerline Rumble Strips | Transverse Rumble Strips	Inlaid Pavement Markers | Wet Reflective Pavement Markings	Flashing Stop Signs | Flashing Stop Ahead Signage
Retroflective Backplates | Realign Right Turn Lane	Chevrons | Curve Warning Signs	Dynamic Signal Warning Flashers | Intersection Conflict Warning Systems	Guard Cable | Guardrail

STUDY PARAMETERS

STUDY PERIODS

Before Period 2013 - 2016

After Period 2020 - 2023

OTHER FACTORS

Randomness of Crashes

Transportation Systems and Users are Dynamic over Time

Statewide traffic volume fluctuations and increased risk-taking behaviors

RESULTS

St. Louis Safety Design-Build 1.0 Before and After Effectiveness Study

PROJECT METRIC	AS PROMISED	AS DELIVERED
Budget/Cost	$24.1 million	$22.8 million
10-yr. Fatal & Serious Injury Crash Reduction	73 F&SI crashes reduced	87 F&SI crashes reduced
10-yr. Estimated Lives Saved	13 lives saved	44 lives saved
Societal Benefit	$172 million	$245 million
Benefit-Cost Ratio	7.6 BCR	10.7 BCR

Safety Design Build 2.0 Update

Safety Improvements Project

Safety Design Build 2.0

SAFETY
IMPROVEMENTS PROJECT
A LIFESAVING PARTNERSHIP

SAINT LOUIS COUNTY
Missouri

MoDOT

PROJECT GOALS

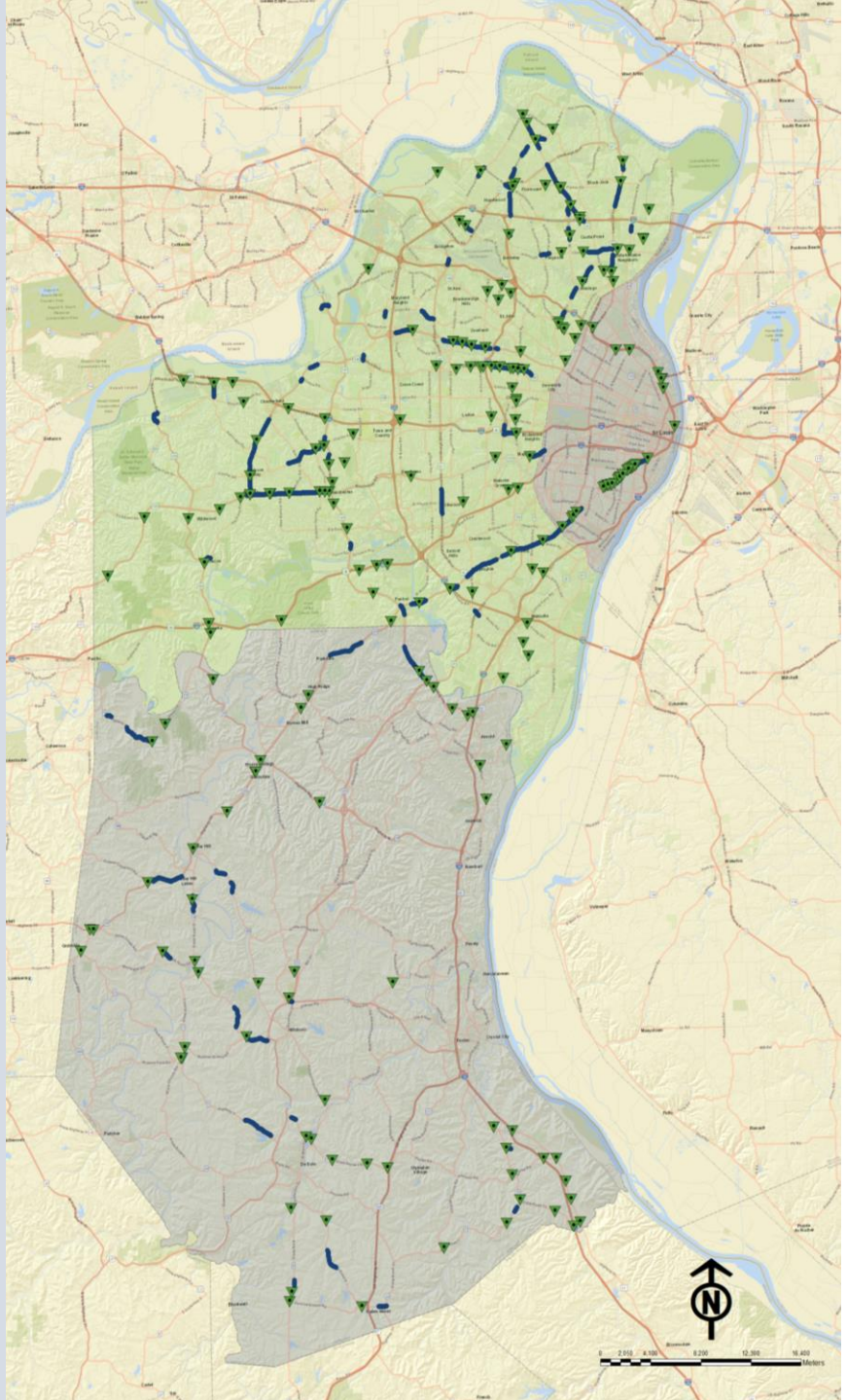
Reduce **fatal and serious injury crashes** within the budget of $52 million. *

Maximize safety improvements for **pedestrians and roadway users** distributed equitably across the project area.

Provide improvements with **reasonable maintenance** and service life.

Construct improvements with an emphasis on safety for workers and the traveling public.

Deliver the project by June 30, 2026, using a diverse workforce.



PROJECT STATISTICS

MoDOT provided 416 locations and allowed Design-Build teams to manage risk by careful selection of locations

MAKING A DIFFERENCE

Owner	Intersections	Segments	Total Locations
MoDOT	146	66	212
St. Louis County	30	5	35
Total	**176**	**71**	**247**

$1.2 Billion

In estimated societal savings due to crash reduction

Source: Missouri Department of Transportation and Federal Highway Administration

170

Fatal and Serious Injury Crashes Reduced

(Estimated) over ten-year period

Source: *The Highway Safety Manual*

SAFETY IMPROVEMENTS PROJECT
A LIFESAVING PARTNERSHIP

SAINT LOUIS COUNTY
Missouri

MoDOT

THANK YOU

Eddie Watkins

- Eddie.watkins@modot.mo.gov

Safety Design Build 1.0

- https://www.modot.org/projects/st-louis-safety-design-build-project

Safety Design Build 2.0

- https://www.modot.org/projects/SLSafetyProject

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1

RESOLUTION EXPRESSING APPRECIATION TO RHONDA HAMM-NIEBRUEGGE FOR OUTSTANDING SERVICE TO THE STATE OF MISSOURI

RECOMMENDATION: Adoption of the following Resolution.

WHEREAS, Rhonda Hamm-Niebruegge retired from her position as Director of St. Louis Lambert Airport after serving with distinction and excellence for over 16 years, and over 25 years in aviation management positions with American Airlines, Trans World Airlines and Ozark Air Lines, a majority of her career has been based in St. Louis; and

WHEREAS, Ms. Hamm-Niebruegge led the airport through natural disaster, helped secure new international flight service, and has put in motion a plan to transform the airport in the coming years; and

WHEREAS, Ms. Hamm-Niebruegge has been a tremendous partner with the Missouri Department of Transportation and the St. Louis region; and

WHEREAS, Ms. Hamm-Niebruegge performed her duties with the highest degree of integrity, innovation, and passion for aviation and transportation improvements in the region; and

WHEREAS, Ms. Hamm-Niebruegge worked tirelessly guiding the plan to transform the airport into a modern new, single-terminal facility; securing new nonstop service to new international destinations, including Frankfurt, Germany, and London, England on Lufthansa and British Airways, respectively; restoring operations after the April EF4 2011 tornado, which caused approximately $25 million in damage to the airport, including significant damage to Concourse C of Terminal 1; and strengthening relationships with the business community to ensure the airport continues to grow its economic footprint; and

WHEREAS, Ms. Hamm-Niebruegge was a leader who transformed the airport into not only the transportation center the region needs, but also the modern front door St. Louis deserves; and

WHEREAS, Ms. Hamm-Niebrugge generously gave her time to contribute to the betterment of Missouri’s transportation system; and

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Rhonda Hamm-Niebruegge for her service to the citizens of Missouri.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to Rhonda Hamm-Niebruegge so she will know of the high esteem in which she is held by the members of the Missouri Highways and Transportation Commission and the Missouri Department of Transportation.

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2

FISCAL YEAR 2027 BUDGET AMENDMENT
-- Presented by Doug Hood, Financial Services Director, 573-526-3955.

ISSUE: Staff is recommending adjustments to the fiscal year 2027 budget on both Attachment 1 and Attachment 2. Specifically, we recommend increasing Attachment 1 by $33.9 million and decreasing Attachment 2 by $33.9 million.

House Bill 20 originally only included projects funded through the American Rescue Plan Act (ARPA) with the Office of Administration (OA) making payments for those projects and MoDOT providing oversight for its respective projects. The General Assembly added projects to House Bill 20 that were funded with Budget Stabilization funds, which function similar to General Revenue funds. With the completion of the ARPA projects in the near future, OA has determined that MoDOT is responsible for paying invoices for the projects included in House Bill 20 funded with Budget Stabilization dollars. The two projects listed below, which are funded with Budget Stabilization monies, must be shifted from Attachment 2 to Attachment 1, where agency-paid projects are reported.

This adjustment ensures the FY27 budget accurately reflects all the projects the Department is responsible for.

RECOMMEND that the Commission:

- Approve the fiscal year 2027 amended budget totaling $7,285,650,000 as shown on Attachment 1 and $13,725,000 as shown on Attachment 2.

DEPARTMENT VIEW:

- This adjustment reallocates $33.9 million from Attachment 2 to Attachment 1 to correct the reporting categories for General Assembly Designated and Funded Projects. The following projects, administered and overseen by MoDOT, are included in this reallocation:
  - $4.2 million for road improvements on Highway 76 in Branson.
  - $29.7 million for road improvements on I-35, I-29, and US 169.

OTHER VIEWS:

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

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

- No known controversy.

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

Fiscal Year 2027 Budget Amendment

(Dollars in Thousands)

	Fiscal Year 2027 Current Budget[1]	Recommended Budget Adjustments	Fiscal Year 2027 Amended Budget[2]
Administration			
Personal Services	$ 24,865	$ 0	$ 24,865
Expense and Equipment	6,647	0	6,647
Total Administration	31,512	0	31,512
Safety and Operations			
Personal Services	198,421	0	198,421
Expense and Equipment	331,246	0	331,246
Program	35,401	0	35,401
Low Volume Roads	37,327	0	37,327
Total Safety and Operations	602,395	0	602,395
Program Delivery			
Personal Services	99,688	0	99,688
Expense and Equipment	41,117	0	41,117
Program	2,623,430	0	2,623,430
Improve I-70 Program	2,187,641	0	2,187,641
Forward 44 Program	577,192	0	577,192
Gen. Assembly Designated/Funded Projects	255,313	33,863	289,176
Total Program Delivery	5,784,381	33,863	5,818,244
Fleet, Facilities, and Information Systems			
Personal Services	15,356	0	15,356
Expense and Equipment	120,457	0	120,457
Total Fleet, Facilities, and Information Systems	135,813	0	135,813
Multimodal			
Personal Services	3,358	0	3,358
Expense and Equipment	1,169	(3)	1,166
Program	264,736	0	264,736
Railroad Grade Crossing Safety Program	20,641	0	20,641
Gen. Assembly Designated/Funded Projects	49,864	0	49,864
Total Multimodal	339,768	(3)	339,765
Fringe Benefits			
Retirement & Long-Term Disability	190,082	0	190,082
Medical, Life Insurance, and EAP	60,521	0	60,521
Retiree Medical Insurance	23,840	0	23,840
Workers' Compensation	12,573	0	12,573
Other Fringe Benefits[3]	29,905	0	29,905
Total Fringe Benefits	316,921	0	316,921
Subtotal MoDOT Disbursements	**7,210,790**	**33,860**	**7,244,650**
Motor Carrier Refunds	41,000	0	41,000
Total MoDOT Disbursements	**$ 7,251,790**	**$ 33,860**	**$ 7,285,650**

[1] Fiscal year 2027 current budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for restrictions as of June 3, 2026.

[2] Fiscal year 2027 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for restrictions and reverted

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

State Administered ARPA[1] of 2021 and General Assembly Designated and Funded Projects[2] Fiscal Year 2027 Budget Amendment

(Dollars in Thousands)

	Fiscal Year 2027 Current Budget[4]	Recommended Budget Adjustments	Fiscal Year 2027 Amended Budget[5]
Projects[3]			
Carrollton Amtrak Station[1]	954	0	954
Washington County Airport[1]	144	0	144
Buffalo Municipal Airport Improvement[1]	260	0	260
Port Capital Improvement Projects[1]	7,618	0	7,618
New Madrid County Port Authority[1]	1,161	0	1,161
Elderly and Disabled Transit Assistance[1]	3,588	0	3,588
Highway 76 Road Improvements in Branson[2]	4,168	(4,168)	0
I-35, I-29, and US 169 Road Improvements[2]	29,695	(29,695)	0
Total Disbursements	**$ 47,588**	**$ (33,863)**	**$ 13,725**

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

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

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

[4] Fiscal year 2027 current budget is Truly Agreed to and Finally Passed appropriation amounts.

[5] Fiscal year 2027 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for restrictions.

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3

MEDICAL AND LIFE INSURANCE PLAN: Appointment of Board Member
-- Presented by Brandon Denkler, Medical and Life Insurance Plan Board Chairman, 573-751-7463.

ISSUE: The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan (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 MoDOT Director or the Missouri State Highway Patrol Superintendent and are subject to Commission approval.

RECOMMEND that the Commission:

- Approve the appointment of Lieutenant Bryan Hamerle as a Missouri State Highway Patrol active employee representative, for a term ending Novmeber 2028 or until a successor is named.

DEPARTMENT/PATROL VIEW:

- Lt. Hamerle is being appointed to fill the unexpired term of Lt. Stephen Burgun. Lt. Hamerle's appointment has been recommended by Colonel Michael Turner, Superintendent of the Missouri State Highway Patrol.

OTHER VIEWS:

- Employees and retirees have an interest in this appointment. However, no opposition has been expressed.

MHTC POLICY:

- Employees – Medical and Life Insurance – Guidelines for Board of Trustees.

OTHER PERTINENT INFORMATION:

- Lt. Hamerle is the Division Assistant Director for the Human Resources Division in Missouri State Highway Patrol's General Headquarters.
- Active employees serve six-year terms.
- Active employees may be recommended to serve multiple terms on the board.

SOURCE OF FUNDING: Not applicable.

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4

PRE-QUALIFICATION OF INVESTMENT BANKING FIRMS
-- Presented by Brenda Morris, Chief Financial Officer, 573-751-2803.

ISSUE: The Commission's current authorization for a pre-qualified pool of investment banking firms expired on June 30, 2026. Maintaining a pre-qualified pool of investment banking firms allows the Commission to make a timely selection if the need arises to issue new state road bonds and the Commission desires to do a negotiated rather than a competitive sale.

RECOMMEND that the Commission:

- Approve the following investment banking firms for a pre-qualified pool to be used for potential negotiated sales for an initial period ending September 30, 2029 with an option to renew for two additional one-year periods: BofA Securities, Inc.; J.P. Morgan Securities LLC; Morgan Stanley; Siebert Williams Shank & Co., LLC; Stern Brothers & Co.; Stiefel, Nicolaus & Co., Inc.; and Wells Fargo Bank, N.A.
- Authorize the Director, Deputy Director/Chief Engineer or the Chief Financial Officer to select the investment banking team from the approved eligible pool to participate in any Commission state road bond issuances for the duration of the pool's effective date.
- Authorize the Director, Deputy Director/Chief Engineer or the Chief Financial Officer to exercise the discretion to determine the need for and execute future renewals of the pre-qualified pool of investment banking firms through September 30, 2031. The Director, Deputy Director/Chief Engineer or the Chief Financial Officer shall also be authorized to remove a firm from the pre-qualified pool, if appropriate.

DEPARTMENT VIEW:

- Establishing this eligible list of pre-qualified investment banking firms allows the Commission to take advantage of favorable market conditions in a timely manner.
- The Commission may, at any time, and in its sole and absolute discretion, competitively sell its state road bonds without utilizing any firm from the pre-qualified pool.

OTHER VIEWS:

- The Commission's financial advisor, PFM Financial Advisors LLC, assisted MoDOT staff with reviewing the responses to the Investment Banking Services Request for Proposal (RFP) and concurs with the recommendation.

MHTC POLICY:

- Financial – Debt Management – Debt Management Policy.

OTHER PERTINENT INFORMATION:

- The RFP was issued on May 20, 2026, with responses due by June 18, 2026.
- Nineteen firms responded to the RFP. Four of the responding firms are headquartered in Missouri.
- The recommended eligible list includes:

  - Large Firms: BofA Securities, Inc.; J.P. Morgan Securities LLC; Morgan Stanley; and Wells Fargo Bank, N.A.
  - Medium Firms: Stiefel, Nicolaus & Co., Inc.; and Siebert Williams Shank & Co., L.L.C.
  - Small Firms: Stern Brothers & Co.
- The criteria for selecting the pre-qualified pool of investment banking firms was set forth in the RFP and consisted of the following: personnel assigned to the Commission; experience and expertise; retail and institutional capabilities; commitment to public finance in Missouri; financial condition and litigation; and distinguishing attributes.

SOURCE OF FUNDING: Any future cost for investment banking services would be paid from the related bond proceeds.

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5

RESOLUTION DECLARING THE INTENT TO ISSUE STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES B 2026

-- Presented by Brenda Morris, Chief Financial Officer, 573-751-2803.

ISSUE: To adopt a resolution by the Commission declaring the intent to issue the State Appropriations Mega Projects State Road Bonds, Series B 2026 permitting reimbursement of certain costs paid prior to bond issuance with proceeds of such bonds.

RECOMMEND that the Commission:

- Adopt a resolution (the **"Reimbursement Resolution"**) declaring the intent to issue the State Appropriations Mega Projects State Road Bonds, Series B 2026 (hereinafter, "**Forward 44 Program Bonds**"), in an aggregate principal amount not to exceed $363,750,000, to pay certain costs incurred by the Commission for planning, designing, constructing, reconstructing, rehabilitating, and repairing Interstate Highway 44 and related projects (the **"Forward 44 Program"**) (**Attachment 1**).
- Authorize the Secretary to the Commission to execute the Reimbursement Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel's Office.

DEPARTMENT VIEW:

- The proposed Reimbursement Resolution is intended to assist the Commission in complying with certain beneficial exemptions relating to arbitrage yield restrictions and arbitrage rebate applicable to tax-exempt bonds.
- Proceeds of a tax-exempt bond issue are subject to arbitrage yield restrictions, arbitrage rebate requirements, and other limitations under the Internal Revenue Code of 1986, as amended (the "Code"). When bond proceeds are spent, they are no longer treated as proceeds; and, therefore, are no longer subject to these restrictions.
- Based on current projections, project expenditures for the Forward 44 Program may not occur quickly enough to satisfy certain spending exceptions relating to the arbitrage yield restriction and arbitrage rebate requirements of the Code.
- Adoption of the Reimbursement Resolution will permit, pursuant to Treasury Regulation § 1.150-2 promulgated pursuant to the Code, the Commission to reimburse itself at closing of a tax-exempt bond issue for costs paid prior to the issuance of the bonds.
- By reimbursing itself for prior expenditures previously made from other funds, the Commission can accelerate its expenditure of bond proceeds and minimize the likelihood that the Forward 44 Program Bonds are subject to arbitrage yield restriction and arbitrage rebate requirements. As a result, the Reimbursement Resolution should allow the Commission to maintain flexibility to pursue the most efficient plan of finance for the Forward 44 Program.

OTHER VIEWS:

- During the 2024 Missouri legislative session, the Missouri General Assembly addressed a top transportation need in the state, improving I-44. The General Assembly and Governor Parson provided General Revenue for the costs to plan, design, construct, reconstruct,

rehabilitate, and repair specific portions of I-44, as noted in the appropriations. These funds were reappropriated for fiscal years 2026 and 2027.

- MoDOT's financial advisor, PFM Financial Advisors LLC (PFM), believes investors are ready for new MHTC bonds. A strong demand for municipal bonds and the MHTC's conservative Debt Management Policy should result in the MHTC receiving a favorable True-Interest Cost (TIC).
- Credit rating agencies view MHTC's Debt Management Policy, and its conservative approach to using debt, in a positive manner. The result is credit ratings assigned to the MHTC's outstanding bonds ranging from "AAA" to "AA+".

OTHER PERTINENT INFORMATION:

- An allocation of bond proceeds to reimburse the issuer for an expenditure made before the bond issue date is treated as an expenditure of such proceeds if the issue meets requirements related to the nature of expenditure, the declaration of official intent, and the expenditure occurred and was reimbursed or deemed spent within the required reimbursement period.
- The expenditure to be reimbursed must be a capital expenditure or a cost of issuing bonds.
- The official intent requirement is satisfied if, not later than 60 days after payment of the original expenditure, the bond issuer declares its intent to reimburse the expenditure with proceeds of a borrowing. The declaration of official intent can be in any reasonable form, but is most frequently in the form of a resolution of the governing body of the issuer, and must generally describe the project and state the maximum principal amount of bonds expected to be issued for the project. On the date of the declaration of official intent, the issuer must reasonably expect to reimburse the original expenditures from proceeds of a borrowing.
- Generally, bond proceeds must be allocated to reimburse the original expenditure within 18 months after the later of (1) the date the original expenditure was paid or (2) the date the project was placed in service or abandoned (but in no event more than three years after the original expenditure was paid).

SOURCE OF FUNDING: All costs associated with the bond issue will be paid from bond proceeds. Principal and interest on the Forward 44 Program Bonds will be paid from general revenue transfers pursuant to a financing agreement between the Commission and the Office of Administration, Pledged Revenues as set forth in the Master Bond Indenture dated December 1, 2023. Proceeds of the Forward 44 Program Bonds will be used to reimburse the Commission for costs previously paid out of the State Road Fund and the State Road Fund I-44 Improvement Fund, as well as to pay additional expenditures for the Program.

Gilmore & Bell, P.C.
Draft – August 17, 2026

RESOLUTION

RESOLUTION DECLARING THE INTENT OF THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION TO ISSUE STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS.

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1. The Commission is duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.005 to 226.191 of the Revised Statutes of Missouri, as amended, with authority over all state transportation programs and facilities as provided by law, and is vested with the powers and duties specified in Chapters 226 and 227 of the Revised Statutes of Missouri, as amended (collectively, the **"State Highway Act"**), including the general supervision and control over the Missouri Department of Transportation (**"MoDOT"**) and the construction, reconstruction and repairs of the statewide connected system of public roads, highways and bridges which are acquired, constructed, reconstructed, improved and maintained by the State of Missouri in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto (the **"State Highway System"**).

2. The Commission is authorized by the Missouri Constitution and the State Highway Act to issue state road bonds for the purpose of providing funds for use in State Highway System construction and reconstruction, which bonds are payable out of the State Road Fund and the State Road Bond Fund as provided in Article IV, Section 30(b) of the Missouri Constitution.

3. The General Assembly of the State of Missouri has appropriated funds to pay certain costs incurred by the Commission for planning, designing, constructing, reconstructing, rehabilitating, and repairing Interstate Highway 44 and related projects (collectively, the **"Forward 44 Projects"**) and appropriated funds to pay debt service on State Appropriations Mega Projects State Road Bonds (the **"Forward 44 Project Bonds"**), the proceeds of which will be used to pay up to $363,750,000 of Forward 44 Projects costs.

NOW THEREFORE, BE IT RESOLVED BY THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION, AS FOLLOWS:

Section 1. Intent to Issue Bonds; Reimbursement. The Commission intends to issue the Forward 44 Project Bonds in a principal amount not to exceed $363,750,000 to pay or reimburse costs of the Forward 44 Projects. The Commission has previously made and expects to make capital expenditures in connection with the Forward 44 Projects after the date of this Resolution and the Commission intends to reimburse itself for such expenditures with proceeds of the Forward 44 Project Bonds.

Section 2. Effective Date. This Resolution shall take effect and be in full force immediately after its adoption by the Commission.

ADOPTED by the Missouri Highways and Transportation Commission this [__] day of [____], 2026.

_____
Secretary of the Missouri Highways and
Transportation Commission

Approved as to form:

_____
Chief Counsel's Office

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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2027-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

ISSUE: In accordance with Commission policy, revisions to the Statewide Transportation Improvement Program (STIP) must be approved by the Commission. MoDOT is requesting approval to revise the 2027-2031 STIP approved in July 2026 for the implementation of twenty-six Highway and Bridge projects.

RECOMMEND that the Commission:

- Approve the attached September 2026 project amendments to the 2027-2031 STIP.

DEPARTMENT VIEW:

- Highway and Bridge Projects:
  - MoDOT requests approval for twenty-four projects (Attachment 1)
    - Twenty-two new projects are being added to improve corridor, intersection, safety, pavement, roadway, and repair slope.
    - Two existing projects' budgets are modified with one also delayed from SFY 2027 to SFY 2028.
  - MoDOT requests approval for two projects (Attachment 2)
    - Two existing 2025 projects, ST0019 and ST0020, are being modified for budget to add additional Grain Valley funds, Wentzville funds, and approved Cost Share funds to expand the scope of work. The projects have already been let and awarded therefore the additional funds will be considered at project closeout.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- A seven day public comment period will be provided from August 26, 2026 to September 1, 2026. MoDOT does not anticipate receiving public comments. If any are received, a summary will be provided.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, and ONEDOT approval.

SOURCE OF FUNDING: All projects will be funded from existing construction funds unless other funding sources are specifically identified in the following attachment**.**

2027 - 2031 STIP
Highway and Bridge Construction Schedule
September Amendment

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
NW	Grundy	US 65	NW0185	2028 CN 2027 RW	Add turn Lane at SE 20th Street south of Trenton. Design and utility relocation by Grundy County. $885,795 Cost Share and $1,107,295 Grundy County funds. **Reason:** To add project to improve safety. **Funding Source:** Cost Share and Grundy County funds.	$1,630	$306
Contingent upon the execution of an agreement							
NW	Grundy	US 65	NW0185B	2027 CN	Payment to Grundy County for design and utility relocation to add turn lane at SE 20th Street south of Trenton. $193,000 Cost Share funds. **Reason:** To add project to improve safety. **Funding Source:** Cost Share funds.	$193	$0
Contingent upon the execution of an agreement							
NW	Mercer	US 136	1S3396	2028 CN 2027 RW	Section 14 streambank protection at bridge over Weldon Fork. Corps of Engineers to design and administer project. Cost shown represents MoDOT's share. Payment to Corps for design work. Project involves bridge A2634. **Reason:** To modify existing project budget and delay from SFY 2027 to SFY 2028 **Funding Source:** Available STIP funds.	$3,219	$1,181

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
KC	Clay	MO 291	KU0521	2027 CN	Payment to Kansas City to add concrete island and lighting at Northeast 108th Street. $207,355 Cost Share funds. ***Contingent upon the execution of an agreement*** **Reason:** To add project to improve safety. **Funding Source:** Cost Share funds.	$207	$29
KC	Clay	MO 291	KU0522	2027 CN	Payment to Kansas City to add signals at North Eastern Road. $1,223,184 Cost Share funds. ***Contingent upon the execution of an agreement*** **Reason:** To add project to improve safety. **Funding Source:** Cost Share funds.	$1,223	$101
KC	Jackson	IS 670	KU0388B	2027 CN	Payment to Kansas City to rebuild pavement from Broadway Boulevard to Grand Boulevard as part of the Roy Blunt Luminary Park in Kansas City. $12,263,342 Cost Share funds. **Reason:** To add project to improve pavement. **Funding Source:** Cost Share funds.	$12,188	$75
CD	Boone	RT B	CD0408	2027 CN	Payment to Columbia to construct new intersection at Starke Avenue. $1,529,500 Cost Share funds. ***Contingent upon the execution of an agreement*** **Reason:** To add project to improve corridor. **Funding Source:** Cost Share funds.	$1,530	$15

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
CD	Camden	US 54	CD0406	2028 CN 2027 RW	Add right turn lane from east of Jack Crowell Road to Rte. 5 in Camdenton. $1,119,408 Cost Share and $1,119,408 Camdenton funds. **Reason:** To add project to improve corridor. **Funding Source:** Cost Share and Camdenton funds.	$1,857	$421
Contingent upon the execution of an agreement							
CD	Moniteau	US 50	CD0407	2028 CN	Payment to private entity to add turn lanes 0.7 miles west of Rte. BB east of Tipton. $1,997,540 Cost Share funds. **Reason:** To add project to improve corridor. **Funding Source:** Cost Share funds.	$1,998	$15
Contingent upon the execution of an agreement							
CD	Osage	US 50	CD0180B	2027 CN	Payment to State Technical College of Missouri to construct intersection east of Rte. CC near Linn. $876,290 Cost Share funds. **Reason:** To add project to improve roadway. **Funding Source:** Cost Share funds.	$876	$15
Contingent upon the execution of an agreement							

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
SE	Cape Girardeau	IS 55	9P3122	2027 CN 2026 RW	Bridge rehabilitation northbound over BNSF Railway and Rte. 74 and Rte. 61 over I-55. Add roundabout at Rte. 61 and Silver Springs Road. Project involves bridges A0628, A0513, and A0514. **Reason:** To modify existing project budget. **Funding Source:** Available STIP funds.	$2,982	$150
SE	Douglas	MO 14	SE0408	2027 CN 2027 RW	Repair slope at Beaver Creek. Project involves bridge A3673. **Reason:** To add project to repair slope. **Funding Source:** Available STIP funds.	$320	$25
SE	Stoddard	CST ONE MILE RD	SE0404	2027 CN	Add center turn lane at south outer road near Rte. 60. **Reason:** To add project to improve intersection. **Funding Source:** Available STIP funds.	$227	$16
ST	Bates	RT B	ST0183	2027 CN	Pavement resurfacing from I-49 to Rte. H, on Rte. C in Vernon County from Rte. M to Rte. 54, and on Rte. C in Bates County from County Road 5002 to Rte. 52. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$3,264	$246

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
ST	Benton	RT UU	ST0184	2027 CN	Pavement resurfacing from beginning of state maintenance to Rte. 7. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$231	$19
ST	Dunklin	RT P	ST0187	2027 CN	Pavement resurfacing from Rte. V to Rte. C, Rte. HH in Dunklin and Pemiscot Counties, Rte. F in Iron County, Rte. D in Scott County, and Rte. O in Perry County from Rte. 51 to the west intersection of Rte. K. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue	$2,397	$283
ST	Franklin	RT D	ST0189	2027 CN	Pavement resurfacing from Rte. WW to north of Christland Drive, Rte. AF from Ridge Road to Rte. 185, and Outer Road 44 from Plaza Drive to Rte. 47. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$1,000	$84
ST	Howell	RT FF	ST0186	2027 CN	Pavement resurfacing from Rte. 160 to Rte. 142 and Rte. YY from Rte. 101 to Rte. 142. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue	$1,104	$130

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
ST	Lafayette	RT T	ST0181	2027 CN	Pavement resurfacing from Higginsville to north of I-70 and on Rte. HH from Rte. Z to Rte. 131. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$1,000	$75
ST	Lawrence	RT TT	ST0185	2027 CN	Pavement resurfacing from Rte. O to Rte. N. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$816	$65
ST	Mercer	RT DD	ST0178	2027 CN	Pavement resurfacing on Rtes. DD, O, and Z in Mercer County, Rtes. EE, N, and YY in Sullivan County, and Rte. B in Sullivan and Putnam Counties. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue	$4,000	$291
ST	Ray	RT DD	ST0180	2027 CN	Pavement resurfacing from Rte. 10 north of Hardin to east of County Road 103 and on Rte. PP from Rte. E to Rte. A. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$1,000	$75

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
ST	Shelby	RT W	ST0182	2027 CN	Pavement resurfacing from Rte. J to Rte. 168 in Shelby County, Rte. V and Rte. V Spur in Knox County, and on Rte. B and Rte. E in Knox and Shelby Counties. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$3,000	$215
ST	Washington	RT C	ST0179	2027 CN	Pavement resurfacing from Rte. Y to Rte. 21 and Rte. Z from end of state maintenance to Rte. C. **Reason:** To add project to improve pavement. **Funding Source:** General Revenue.	$2,300	$136
					Total:	$48,562	$3,968

2027 - 2031 STIP
Highway and Bridge Construction Schedule
September Amendment

Attachment 2

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
ST	Jackson	IS 70	ST0019	2025 CN	Safety and capacity improvements from Blue Springs to Rte. H east of Odessa. Design-Build project. $15,052,990 Infrastructure for Rebuilding America Grant. $300,000 Cost Share funds and $300,000 Grain Valley funds. **Reason:** To calibrate existing Improve I-70 project to account for added Cost Share and Grain Valley funds. **Funding Source:** Cost Share and Grain Valley funds.	$600	$0
					Total:	$600	$0

2027 - 2031 STIP
Highway and Bridge Construction Schedule
September Amendment

Attachment 2

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
ST	Warren	IS 70	ST0020	2025 CN	Safety and capacity improvements from Warrenton to I-64 in Wentzville. Design-Build project. $9,359,554 Cost Share, $540,000 St Charles County funds, $4,819,555 Wentzville funds, and $14,307,210 Infrastructure for Rebuilding America Grant. **Reason:** To calibrate existing Improve I-70 project to account for added Cost Share and Wentzville funds. **Funding Source:** Cost Share and Wentzville funds.	$9,639	$0
						Total: $9,639	$0

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APPROVAL OF PLANS FOR CONDEMNATION
-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

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

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Acquisition.

OTHER PERTINENT INFORMATION:

County	Route	Job Number
Cape Girardeau	61, I-55, 74	J9P3122
Audrain, Boone	22, 151	JNE0151

PROJECT DESCRIPTION:

- Route 61, Cape Girardeau County – A highway improvement project including a roundabout at Route 61 and Silver Springs Road, and bridge rehabilitations on Northbound I-55 over BNSF Railway, Route 74, and Route 61 and over I-55, together with any incidental work on the above state road from Route 61 to I-55.
- Route 22, Audrain and Boone County – A highway improvement project including realignment of Route 22 and construction of a bridge over the CPKC railroad, together with any incidental work on the above state road from 0.77 miles west of the west Route 151 junction to 0.25 miles east of the west Route 151 junction and Route 22 from Route 151 and Dinwiddie School Road.

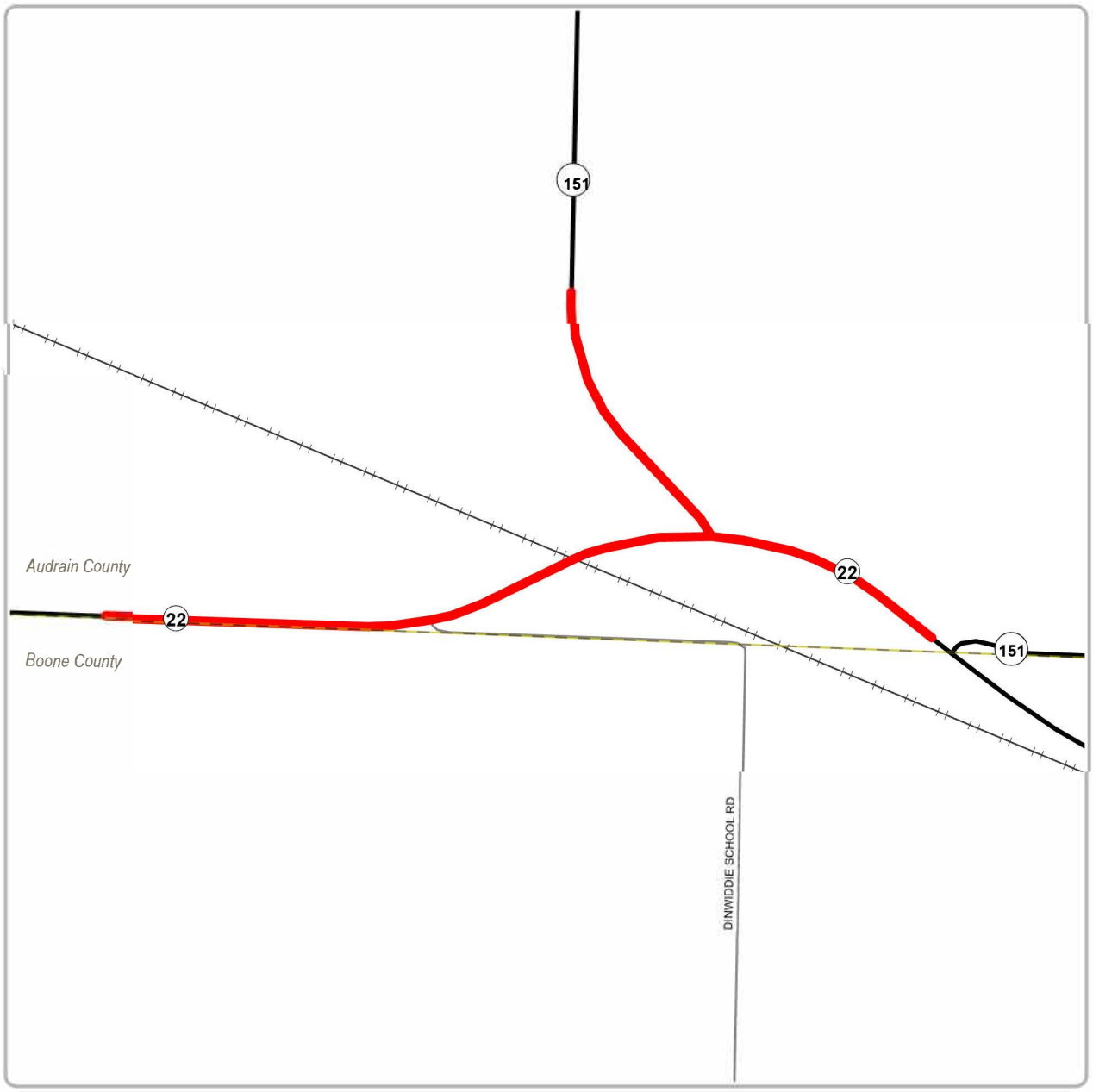
SOURCE OF FUNDING: Funding for these improvements has already been committed in the Commission approved FY2027-FY2031 Statewide Transportation Improvement Program.

Project Location

CERTIFICATION OF RIGHT OF WAY PLANS J9P3122 ROUTES 61, I-55 AND 74 CAPE GIRARDEAU COUNTY

0 0.5 Miles

N



Project Location

CERTIFICATION OF RIGHT OF WAY PLANS JNE0151 ROUTES 22 AND 151 AUDRAIN AND BOONE COUNTY

0 0.4 Miles

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2027

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

ISSUE: Attached is a copy of the Financial Report for fiscal year to date July 31, 2026, with budget and prior year comparisons.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
    - Total MoDOT disbursements are $40.7 million more than the same period last fiscal year. The increase is due to the net effect of increased spending in Personal Services, Expense and Equipment, Improve I-70 and Forward 44 Programs, and Program Delivery General Assembly Designated and Funded Projects and decreased spending in Fringe Benefits, Low Volume Roads, Program Delivery Program, and Multimodal Program.
    - Personal Services disbursements are $917,000 more than the same period last fiscal year, and Fringe Benefits disbursements are $1.2 million less than the same period last fiscal year. The increase in personal services is attributable to the ongoing hiring of the additional 90 full-time equivalent (FTE) maintenance worker positions authorized in the fiscal year 2026 budget, as well as higher overtime costs. The decrease in Fringe Benefits can be attributed to the department's retirement contribution rate decreasing from 37.0 percent in fiscal year 2026 to 33.0 percent in fiscal year 2027.
    - Expense and Equipment disbursements are $7.4 million more than the same period last fiscal year due to an increase in maintenance activities, including chip sealing, striping, pavement repair, and mowing.
    - Disbursements for Low Volume Roads (includes monies first appropriated in fiscal years 2025, 2026, and 2027) are $6.6 million less than the same period last fiscal year. These appropriations will be spent over multiple years. Additionally, disbursements will vary based on the construction season.
    - The Program disbursements for Program Delivery decreased $27.8 million compared to the same period last fiscal year. This decrease is due to shifts in contractor payments as more activity transitions to the larger multi-year construction projects, like Improve I-70 and Forward 44.
    - The Improve I-70 Program disbursements for Program Delivery are $39.9 million more than the same period last fiscal year. As of July 31, 2026, MoDOT has awarded six of the nine projects that make up this program.
    - The Forward 44 Program disbursements for Program Delivery are $21.9 million more than the same period last fiscal year due to the timing and progression of work within this program. Work began near the end of fiscal year 2025. This program has multiple funding sources including those tracked within this budget

category. As of July 31, 2026, MoDOT has awarded 9 of the 14 projects included in the program.
    - The General Assembly Designated and Funded Projects disbursements for Program Delivery are $7.9 million more than the same period last fiscal year, reflecting ongoing progress on these multi-year projects.
    - The Program disbursements for Multimodal decreased by $2.2 million compared to the same period last fiscal year. This change reflects the net effect of several factors: lower rail expenditures due to the completion of Consolidated Rail Infrastructure and Safety Improvements (CRISI) federal grant activities last fiscal year, with no comparable federal spending occurring so far in fiscal year 2027; lower transit expenditures resulting from the timing of federal and state funding reimbursements; and increased disbursements for aviation due to the timing of projects.
- Attachment 2 provides a breakdown of the ARPA (American Rescue Plan Act) and the General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.
- Attachment 4 provides details for the funding of the Forward 44 Program.

OTHER VIEWS:
- Not applicable.

MHTC POLICY:
- Financial – Budget – Operating Budget.

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

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

Fiscal Year 2027 Financial Summary
One Month Ended July 31, 2026 and 2025
Cash Basis (Dollars in Thousands)

	Fiscal Year 2027 Budget[1]	Fiscal Year 2027 Actual	Percentage of Budget-to-Date	Fiscal Year 2026 Actual
Administration				
Personal Services	$ 24,865	$ 1,917	7.7 %	$ 1,915
Expense and Equipment	6,647	220	3.3	215
Total Administration	31,512	2,137	6.8	2,130
Safety and Operations				
Personal Services	198,421	15,241	7.7	14,416
Expense and Equipment	331,246	24,034	7.3	16,950
Program	35,401	3,047	8.6	2,915
Low Volume Roads	49,464	4,239	8.6	10,856
Total Safety and Operations	614,532	46,561	7.6	45,137
Program Delivery				
Personal Services	99,688	7,958	8.0	7,906
Expense and Equipment	41,117	1,721	4.2	806
Program	2,623,449	180,431	6.9	208,216
Improve I-70 Program	2,299,476	64,721	2.8	24,822
Forward 44 Program	577,192	21,962	3.8	105
Gen. Assembly Designated/Funded Projects	285,435	10,185	3.6	2,243
Total Program Delivery	5,926,357	286,978	4.8	244,098
Fleet, Facilities, and Information Systems				
Personal Services	15,356	1,181	7.7	1,151
Expense and Equipment	120,457	2,606	2.2	3,166
Total Fleet, Facilities, and Information	135,813	3,787	2.8	4,317
Multimodal				
Personal Services	3,358	221	6.6	213
Expense and Equipment	1,166	42	3.6	81
Program	265,830	5,369	2.0	7,559
Railroad Grade Crossing Safety Program	20,641	617	3.0	239
Gen. Assembly Designated/Funded Projects	57,035	---	---	41
Total Multimodal	348,030	6,249	1.8	8,133
Fringe Benefits				
Retirement and Long-Term Disability	190,082	8,774	4.6	10,725
Medical, Life Insurance, and EAP	60,521	5,185	8.6	4,609
Retiree Medical Insurance	23,840	1,865	7.8	1,703
Workers' Compensation	12,573	779	6.2	750
Other Fringe Benefits[2]	29,905	2,219	7.4	2,190
Total Fringe Benefits	316,921	18,822	5.9	19,977
Subtotal MoDOT Disbursements	**7,373,165**	**364,534**	**4.9**	**323,792**
Motor Carrier Refunds	41,000	88	0.2	130
Total MoDOT Disbursements	**$ 7,414,165**	**$ 364,622**	**4.9 %**	**$ 323,922**

[1] Fiscal year 2027 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for restrictions.

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

Fiscal Year 2027 Financial Summary
ARPA[1] of 2021 and General Assembly Designated and Funded Projects[2]
One Month Ended July 31, 2026 and 2025
Cash Basis (Dollars in Thousands)

	Fiscal Year 2027 Budget[4]	Fiscal Year 2027 Actual	Percentage of Budget-to-Date	Fiscal Year 2026 Actual
Projects[3]				
Waste Water Improvements[1]	$ ---	$ ---	--- %	$ 176
Carrolton Amtrak Station[1]	954	---	---	---
Washington County Airport[1]	144	---	---	120
Buffalo Municipal Airport[1]	260	4	0.6	---
Port Capital Improvement Projects[1]	7,618	---	---	---
New Madrid County Port Authority[1]	1,161	---	---	---
Elderly and Disabled Transit Assistant[1]	3,588	389	6.5	101
Highway 76 Road Improvements in Branson[2]	4,168	---	---	---
I-35, I-29, and US 169 Road Improvements[2]	29,695	---	---	---
Total Disbursements	**$ 47,588**	**$ 393**	**0.7 %**	**$ 397**

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

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

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

[4]Fiscal year 2027 budget is Truly Agreed to and Finally Passed appropriation amounts.

Fiscal Year 2027 Financial Summary
Improve I-70 Program
One Month Ended July 31, 2026
Cash Basis (Dollars in Thousands)

	Budget	Bond Proceeds To Date	Prior Fiscal Year Disbursements	Fiscal Year 2027 Disbursements	Remaining
Bonding					
I-70 Bonds	$ 1,400,000	$ 907,498	N/A	N/A	$ 492,502
I-70 Construction from Bonds		$ 907,498	$ 610,837	$ 64,718	$ 231,943

	Budget	Transfers To Date	Prior Fiscal Year Disbursements	Fiscal Year 2027 Disbursements	Remaining
Cash					
OA I-70 Project	$ 1,400,000	$ (414,231)	N/A	N/A	$ 985,769
I-70 Construction from General Revenue Transfer		$ 414,231	$ 52,192	$ 3	$ 362,036

Fiscal Year 2027 Financial Summary
Forward 44 Program
One Month Ended July 31, 2026
Cash Basis (Dollars in Thousands)

Bonding	Budget	Bond Proceeds to Date	Prior Fiscal Year Disbursements	Fiscal Year 2027 Disbursements	Remaining
I-44 Bonds	$ 363,750	$ ---	N/A	N/A	$ 363,750
I-44 Construction from Bonds		$ ---	$ ---	$ ---	$ ---

Cash	Budget	Transfers To Date	Prior Fiscal Year Disbursements	Fiscal Year 2027 Disbursements	Remaining
OA I-44 Project	$ 213,750	$ (115,372)	N/A	N/A	$ 98,378
I-44 Construction from General Revenue Transfer		$ 115,372	$ 6,297	$ 21,962	$ 87,113

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

2

CONSULTANT SERVICES CONTRACT REPORT
-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

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

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2027 DBC Budget Status as of August 1, 2026:
  Budgeted: $120 million
  Expenditures: $8.1 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to July 1, 2026. The table indicates the number of contracts held by each consultant, the total value of the contracts and the unexpended contract costs for each consultant. The firms certified as Disadvantaged Business Enterprises (DBE's) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between July 1-30, 2026.

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Not applicable.

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

Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to July 1, 2026			
Consultant	**Number of Contracts**	**Total Contract Cost**	**Unexpended Contract Cost**
Crawford, Murphy & Tilly (CMT)	57	$60,855,795.00	$44,458,063.00
HDR	38	$56,279,371.00	$24,774,395.00
Wilson & Company	23	$35,735,828.00	$24,496,175.00
George Butler Associates, Inc. (GBA)	26	$34,893,616.00	$17,926,505.00
Garver LLC	32	$30,592,456.00	$18,517,104.00
Burns & McDonnell	13	$26,295,893.00	$15,981,525.00
Olsson Assoc.	41	$25,437,480.00	$11,770,416.00
TREKK Design Group, LLC	25	$23,026,475.00	$7,426,953.00
Bartlett & West	41	$19,799,978.00	$11,998,059.00
HNTB	22	$17,761,128.00	$10,461,988.00
Hanson Professional Services, Inc.	11	$14,341,521.00	$4,983,276.00
Jacobs Engineering Group	7	$14,099,461.00	$12,309,009.00
AECOM Technical Services, Inc.	7	$14,050,310.00	$14,101,272.00
WSP USA Inc.	15	$13,775,926.00	$12,232,307.00
HG Consult, Inc.	10	$13,623,182.00	$11,241,212.00
HR Green, Inc.	29	$11,623,481.00	$6,802,359.00
Oates Associates, Inc.	13	$10,587,328.00	$4,188,540.00
Kapsch TrafficCom USA, Inc.	1	$9,763,797.00	$9,763,797.00
Horner & Shifrin, Inc.	16	$9,576,563.00	$6,420,262.00
Bacon Farmer Workman Engineering & Testing	21	$8,720,602.00	$3,562,625.00
Lochmueller Group	19	$7,912,554.00	$3,252,909.00
EFK Moen	29	$7,791,539.00	$2,808,673.00
Gonzalez Companies, LLC	12	$7,540,250.00	$6,173,225.00
TranSystems	13	$7,088,940.00	$4,241,412.00
Thouvenot, Wade & Moerchen, Inc.	8	$6,869,657.00	$4,470,277.00
Engineering Design Source Inc. (EDSI)	3	$4,984,971.00	$4,731,047.00
Alfred Benesch and Company	8	$4,568,914.00	$936,983.00
CDM Smith	2	$4,486,789.00	$4,486,789.00
Kimley-Horn and Associates	7	$4,474,282.00	$1,986,446.00
Transcore ITS, LLC	4	$3,948,254.00	$3,948,254.00
Civil Design	7	$3,869,944.00	$616,694.00
OWN, Inc.	8	$3,619,352.00	$1,105,982.00
Veenstra & Kim	12	$3,314,960.00	$1,252,104.00

Consultant	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Affinis	4	$3,266,979.00	$973,293.00
Klingner & Associates, P.C.	7	$3,050,643.00	$752,922.00
Surveying and Mapping, LLC	12	$2,769,043.00	$2,336,623.00
Modjeski and Masters, Inc.	2	$2,010,223.00	$14,608.00
EXP U.S. Services, Inc.	1	$1,871,551.00	$1,857,175.00
CDG Engineers	3	$1,862,192.00	$1,179,033.00
George L. Crawford & Associates dba CBB	6	$1,335,732.00	$1,163,181.00
Prairie Engineers P.C.	12	$1,236,255.00	$585,350.00
Parsons Transportation Group	1	$1,215,898.00	$1,215,898.00
Anderson Engineering	4	$1,107,145.00	$342,999.00
Powell & Assoc.	2	$1,022,258.00	$655,076.00
Terracon Consultants, Inc.	12	$976,193.00	$757,934.00
CASCO Diversified Corporation	8	$888,780.00	$888,780.00
Access Engineering, LLC	2	$745,758.00	$745,758.00
CB Engineering, Inc. dba Cochran	4	$720,105.00	$598,562.00
Wood Environment & Infrastructure Solutions		$641,533.00	$118,625.00
Pickering Firm, Inc.	5	$482,301.00	$211,737.00
Quigg Engineering, Inc.	5	$469,633.00	$168,029.00
R. Hitt Consulting, LLC	1	$453,886.00	$453,886.00
Engineering Surveys & Services, LLC	4	$376,697.00	$119,907.00
Renaissance Infrastructure Consulting, Inc.	2	$270,562.00	$67,669.00
Cook, Flatt & Strobel Engineers, P.A.	4	$255,616.00	$255,616.00
Powell CWM, Inc.	1	$243,358.00	$22,958.00
GFT Infrastructure, Inc.	2	$232,366.00	$201,059.00
GeoEngineers	3	$230,594.00	$98,126.00
Infrasense, Inc.	2	$227,854.00	$196,522.00
Kaskaskia Engineering	2	$213,845.00	$213,845.00
SCI Engineering, Inc.	5	$187,392.00	$106,490.00
HW Lochner	1	$184,618.00	$3,116.00
UES Professional Solutions 25, LLC f/k/a Geote	1	$178,909.00	$27,773.00
Hutchison Engineering, Inc.	1	$177,658.00	$177,658.00
Geotechnology, Inc.	4	$142,737.00	$39,016.00
ABNA Engineering, Inc.	1	$136,535.00	$18,098.00
Toth & Associates, Inc.	1	$114,182.00	$114,182.00
Farnsworth Group Inc.	3	$106,059.00	$50,573.00
S.H. Smith & Co. Inc. (dba Smith & Co.)	1	$99,705.00	$10,042.00
Bowlby & Assoc.	4	$95,269.00	$45,902.00

Consultant	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
All Civil Engineering, LLC	1	$87,558.00	$87,558.00
Golder Associates Inc.	1	$82,523.00	$118.00
St. Charles Engineering & Surveying, Inc.	1	$71,651.00	$71,651.00
Merge Midwest Engineering	2	$61,346.00	$206.00
HS Smith and Company	1	$56,479.00	$840.00
HDR Engineering, Inc.	1	$55,850.00	$55,850.00
Volkert, Inc.	1	$52,646.00	$12,266.00
Poepping, Stone, Bach & Associates, Inc.	1	$45,975.00	$45,975.00
Midland Surveying	2	$33,223.00	$33,223.00
BioSurvey Group, LLC	1	$23,027.00	$23,027.00
Custom Engineering Inc.	1	$21,415.00	$507.00
Totals	704	$551,502,354.00	$330,545,879.00

Engineering Consultant Services
Contracts Utilizing the DBC Budget
Contracts Executed

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
Bartlett & West	N	2	$107,500	$107,500
EFK Moen	Y	1	$46,162	$46,162
GFT Infrastructure, Inc.	N	1	$2,353,881	$2,353,881
SCI Engineering, Inc.	N	1	$84,906	$84,906
WSP USA Inc.	N	1	$199,990	$199,990
		6	$2,792,440	$2,792,440