



**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes**

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September 2, 2026**

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN ST. LOUIS, MISSOURI
WEDNESDAY, SEPTEMBER 2, 2026**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, September 2, 2026, at the Live! By Loews, 799 Clark Street, St. Louis, 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 Wednesday, September 2, 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 Slay, a quorum of Commission members present approved the minutes of the regular meeting held on August 6, 2026, and the special meeting held August 5, 2026.

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CONSENT AGENDA

Consent Agenda Process

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

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

Consideration of September 2, 2026, Consent Agenda

Consent agenda item Number 1, Resolution Expressing Appreciation to Rhonda Hamm-Niebruegge for Outstanding Service to the State of Missouri, was pulled for recognition. Upon motion by Commissioner Slay, seconded by Commissioner Hegeman, 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 September 2, 2026, meeting.

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

Legislative Committee – Commissioner Boatwright introduced MoDOT's proposed 2027 legislative agenda that is focused on safety, modernization, regulatory efficiency, and long-term infrastructure investment. The department's goal is to ensure these policy recommendations align with Missouri's needs and have the Commission's support as the department begins legislative engagement.

Safety will always be our highest priority. These proposals directly support the department's mission and align with the best national practices. Adopting these safety initiatives will reduce deaths and serious injuries on Missouri's highway system.

One of the safety proposals will update Missouri's child passenger restraint laws for children from birth through the age of eight. Legislation would require infants and toddlers to remain in a rear-facing child restraint system in the back seat from birth through age two or longer. For children transitioning out of the forward-facing seats, booster seats will be required until the child is fifty-seven inches tall, eighty pounds, or age eight. These updates ensure Missouri's laws reflect current safety research and protect the most vulnerable road users.

Another important safety proposal strengthens Missouri's Hands-Free Law. In 2023, Missouri passed the Siddens-Bening Hands-Free Law, which prohibits drivers from using handheld cell phones or other electronic communication devices while driving. The proposed change would allow cities and counties to adopt ordinances that mirror state law, enabling local law enforcement to enforce the law and issue municipal tickets. Restoring local authority will reduce distracted-driving crashes and improve consistency statewide.

Commissioner Boatwright reported that MoDOT is proposing reforms to the memorial designation process. The Missouri Medal of Honor Recipient would be expanded and renamed the Fallen Heroes Memorial Sign Fund. It would include memorial for members of the Armed Forces killed in the line of duty or missing in action, emergency personnel killed while performing duties relating to their employment, or state employees killed while serving the state. Funding would come from private donations rather than diverting construction or maintenance resources. Another change would streamline the Joint Committee process by removing the two-year waiting period and eliminating the one hundred signature requirement. These reforms honor Missouri's heroes while removing procedural barriers and protecting core transportation funds.

MoDOT is also proposing to modernize motor carries intrastate operating authority. MoDOT plans to move forward administratively to exempt most carriers from these requirements. However, statutory changes are needed to exempt the remaining three categories: household goods carriers, certain bulk liquid haulers, and specific passenger operations. This proposal would eliminate fees for carriers and reduce administrative burden for the department. This is a simple, practical modernization that benefits Missouri carriers and reduces unnecessary regulatory steps.

The final item is not a legislative proposal, but a budget recommendation discussed at the August meeting. It extends the Focus on Bridges bonding program with a \$208 million investment to repair or replace an additional one hundred bridges. The request continues debt service payments from General Revenue for five years, maintaining bonding authority. This program supports farmers, the agricultural industry, and rural communities across the state, strengthening rural mobility, supporting economic vitality, and addressing long-standing infrastructure needs.

Commissioner Boatwright reported that each component of this agenda is designed to improve safety, streamline processes, and invest responsibly in Missouri's transportation system. With the Commission's consensus, department staff can move forward in the upcoming legislative session. These initiatives will be shared with the Governor for consideration as part of his 2027 legislative agenda.

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 more than 560 people have registered for the 2026 Missouri Highway and Traffic Conference being held next week in Columbia. The conference brings together safety advocates from multiple disciplines to discuss best practices and new strategies for making Missouri roads safer. The partnerships represented at the conference are a critical component of keeping Missouri moving forward in the mission to end traffic fatalities.

Commissioner Boatwright also reported in terms of this year's data that Missouri remains about seven percent below last year's fatality numbers. In addition to overall traffic fatalities being down, MoDOT is currently seeing reductions in fatalities for pedestrians, bicyclists, motorcyclists, and crashes involving commercial motor vehicles.

With four months to go in the year, Missouri is in position to achieve fewer traffic deaths for the fourth year in a row, but everyone's help is needed to get there. The Coalition will be looking for opportunities to continue highlighting the safety message moving into the fall season. With school back in full swing, now is an especially good time to encourage students, teachers, and parents alike to find ways to emphasize the importance of safe driving habits.

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DIRECTOR'S REPORT

During the September 2, 2026, Commission meeting, Director Ed Hassinger provided the following report:

Improve I-70 Updates – Director Hassinger reported that it has been a full month of progress for the Improve I-70 Program. He noted there were numerous celebrations held in August. Last month MoDOT joined with local officials to cut the ribbon on the new St. Charles Road bridge in Columbia, which were was delivered ahead of schedule. This was a highly impactful closure in the community, but the result is well worth the wait. Thanks to the partnership with the city, it is not just a sound bridge for decades to come, but it is a beautiful one welcoming people to the community of Columbia. The following week celebrations were shifted to the east and held a “ribbon joining” celebration at the Route 47 bridge in Warren County. The town made some fun out of this closure dividing the communities north and south of the bridge, so this celebration was an opportunity to reunite them. Tons of people joined the event on the bridge to celebrate its opening, which was on time, including local leaders and contracting partners. The crowd was energized and the road was open immediately following the ceremony. Another key milestone on active projects was last week MoDOT joined some of the trucking industry partners in Concordia to break ground on the Improve I-70: Truck Parking project. This is a Design-Build project to increase truck parking capacity along the corridor to 474 parking spaces. The project also provides additional car parking and RV stalls, bathroom remodels at Concordia and Wright City, lighting upgrades at each location, and 17 acres of pollinator habitat planting spread across multiple sites. This is an exciting effort made possible by a \$33 million INFRA grant. Director Hassinger also shared a recap of one of the more unique celebrations surrounding Interstate 70. Seventy years ago, MoDOT broke ground on I-70 in St. Charles, and Missouri became the birthplace of the country’s interstate system. This event brought together local and federal leaders, industry partners, and anyone who wanted to be a part of this celebration, to honor its past and highlight all MoDOT and Missouri is doing to expand its future. This was such a special event to reflect back on all that I-70 made possible for local communities, the region, and the country. The timing could not be better, as the department is in the middle of this historic rebuild and expansion program.

Forward 44 Groundbreaking – Director Hassinger reported that last week was the groundbreaking of our Forward 44: Southwest I-44 Improvements project. The Southwest District team gathered with local and state officials and contracting partners to mark the start of construction on this \$470 million Design-Build project. This is a huge project spanning most of the corridor across the southwestern region, so the team is already planning a second groundbreaking event closer to the work that will take place in Fidelity.

Don Welge Memorial Bridge - Recognition – Director Hassinger reported that last month he shared a recap of the Don Welge Memorial Bridge ribbon cutting ceremony down near Perryville. It was a wonderful event surrounded by hundreds of excited community members and partners. Director Hassinger took the opportunity to recognize the man who helped make that project such a success. Brian Okenfuss is the Southeast District Assistant District Engineer and was the project director overseeing the construction of this new cable-stayed bridge over the Mississippi. He joked last month that everything must have been going great as that project developed because staff rarely heard from Mr. Okenfuss. But

it was an undertaking, and a truly successful effort. Director Hassinger also thanked Nicole Thieret and her communications staff in the Southeast District for pulling off such a grand celebration on the deck of the new bridge. As part of that celebration, the team gifted Mr. Okenfuss with a pair of golden scissors to commemorate that ribbon cutting.

State Fair Recap – Director Hassinger reported that in the past month, like every year, the MoDOT team staffed the Highway Gardens as part of the Missouri State Fair. There are a large outdoor area and an indoor space with air conditioning and bathrooms. Director Hassinger had the chance to be at the fair a handful of days this summer and was impressed with the operation the MoDOT team pulled together each day to provide visitors with a full experience. The MoDOT maintenance team has done a wonderful job with the garden grounds; it is really a beautiful place to be. Each day of the fair is an opportunity to engage directly with customers. He noted his appreciation for all of the volunteers who take the time to make that a positive experience for those customers. There is always a steady flow of visitors checking out the department’s various stations, such as where they can learn more about the materials used on the roads, the Buckle Up Phone Down initiative, ongoing major projects, and so much more. Director Hassinger just wanted to highlight how employees take these 11 days to really engage with Missourians and provide them with information, experiences, and positive customer service.

St. Louis Meritorious Safety Award – Director Hassinger recognized the efforts of a motorist assist operator in St. Louis. Last month, Christian Deyermond was driving on the I-70 Blanchette Bridge when he noticed a woman walking on the right shoulder. He pulled over to check on her, but as he approached, she began stepping over the barrier. As she swung her legs over, Mr. Deyermond quickly parked his truck and ran toward her. He spoke with her, trying to get her to return to the bridge deck. But as she leaned further over the edge, he grabbed her and pulled her to safety, holding her until additional help arrived. There is no doubt Mr. Deyermond saved her life. As a motorist assist operator, the responsibility is right there in the name: he was there to help. He saw something that did not feel right, and he did not hesitate. But it is not often that split-second decision can mean life or death. Director Hassinger said he is grateful Mr. Deyermond made the decision not to just drive on by. He clearly went above and beyond to save this woman, and he deserves to be recognized for it. He presented Mr. Deyermond with a Meritorious Safety Award to honor his life-saving actions that day.

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PUBLIC COMMENTS

APPRECIATION OF COST SHARE

Steve Ehlmann, St. Charles County Executive, expressed his gratitude to MoDOT and the Commission for two major infrastructure projects that are significant not only for Wentzville and St. Charles County, but for the entire region. The first project noted is the expansion of the third lane on I-70, including the intersection with I-64 and the new bridge. He highlighted the economic development potential of this project and noted that it is fully financed by MoDOT, with St. Charles County having

previously contributed a loan for engineering that was later returned. He appreciated his communication with Director Hassinger and work with the railroad for a temporary bridge construction and emphasized the timely completion and the positive impact on the community.

The second project is Highway N, described as an extension of the Page Avenue project. Mr. Ehlmann detailed the collaborative funding approach, involving mayors, the county, and the East-West Gateway, which resulted in an additional \$16.5 million for the project. The majority of funding comes from MoDOT. He noted the innovative design approach, moving away from traditional rural or commercial road models to a plan that better accommodates local growth and transportation needs. He concluded by appreciating the work of the MoDOT team.

Chairman Erdman thanked Mr. Ehlmann for his comments and partnership.

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COMMENTS ABOUT PARKING AT COMMISSION MEETINGS, REQUEST FOR RECORDS, TRAFFIC BACKUPS, AND UNSAFE DRIVER BEHAVIOR

Arnie Dienoff, a state public advocate, addressed the commission and shared concerns about county operations, highway planning, and public engagement. Mr. Dienoff expressed dissatisfaction with the current highway plans, particularly for western St. Charles County, arguing that the infrastructure needs to be designed for long-term service and that the process has not adequately involved or satisfied local residents. Mr. Dienoff also noted the importance of transparency, urging the commission to make meeting packets and documents available online ahead of time so the public can comment on contracts and action items. Additionally, he noted that barriers to public participation, such as expensive parking at meeting venues, are limiting access for average Missourians.

Mr. Dienoff also commented about traffic and road maintenance issues, including significant delays caused by incidents on the Daniel Boone Bridge and slow response times from MoDOT emergency crews. Mr. Dienoff described frustration with maintenance practices, noting that hazards are often

neglected and accountability among road crews is lacking. He called for improved patrols and reporting systems to address deterioration and maintenance needs.

Mr. Dienoff criticized the Transportation Management Center for being outdated and unresponsive, calling for a comprehensive overhaul and emphasizing the importance of ownership, accountability, and work ethic among MoDOT staff and leadership. Mr. Dienoff also recounted an incident involving a state employee speeding in a construction zone, which endangered workers and the public. He asked the Commission and Missouri State Highway Patrol to crack down on speeding and reckless driving, especially in construction areas, and to hold state workers accountable for setting a positive example.

Mr. Dienoff concluded by requesting cooperation for traffic studies and intersection improvements involving local businesses and MoDOT, highlighting the need for collaborative efforts to address traffic and safety concerns in areas with new business developments.

Chairman Erdman thanked Mr. Dienoff for his comments.

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COMMENTS ABOUT HIGHWAY 70 EXPANSION, DISASTER IMPACTS, AND AN URBAN TREE CANOPY PROGRAM

Colin Wellenkamp, Missouri State Representative for the 105th House district in St. Charles City, addressed the Commission about the city's rapid growth and its implications. He highlighted the city's excitement about the expansion of Highway 70, which is expected to increase traffic flow by nearly 30 percent. While this growth is seen as positive, Representative Wellenkamp expressed concern that current state-managed roads may not be sufficient to handle the projected traffic. He advocated for mid-project and post-project traffic studies to better manage the impacts of the expanded highway, emphasizing the need for collaboration with the Commission.

Representative Wellenkamp also discussed recent disaster impacts in St. Charles City, noting that the state has experienced over \$6 billion in damages in the past 18 months. His city has faced record main

breaks and damaging landslides, which he attributes to extreme weather patterns. To address these challenges, he proposed increasing the urban tree canopy, citing its benefits for soil retention, stormwater management, air quality, crime reduction, and traffic calming. He suggested that tree-lined highways can slow traffic by up to 20 percent and advocated for a statewide urban tree canopy program.

Representative Wellenkamp praised MoDOT's communication and responsiveness regarding the Highway 70 project, describing public presentations as informative and the agency's engagement as exemplary. He concluded by expressing gratitude for the Commission's work and reiterated his commitment to collaborating on solutions for the city's growth and infrastructure needs

Chairman Erdman thanked Representative Wellenkamp for his comments and Commissioner Slay thanked him for his leadership.

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PUBLIC PRESENTATIONS

ST. LOUIS REGION REGIONAL FREIGHTWAY

Mary Lamie, Executive Vice President of Multimodal Enterprises for Bi-State Development Agency, presented on the freight needs and infrastructure priorities of the St. Louis Region, highlighting the region's role as a critical hub for multimodal transportation and economic development.

Ms. Lamie outlined the Bi-State Development Agency's mission, emphasizing its interstate compact status between Missouri and Illinois and its operations, which include the Gateway Arch Riverfront, Metro Transit, St. Louis Downtown Airport, St. Louis Regional Freightway, and the Bi-State Development Research Institute. The agency's primary goal is to optimize the region's freight transportation network through public-private partnerships, thereby strengthening job growth in manufacturing and logistics and improving the local economy.

She highlighted the competitive advantages of the St. Louis Region, noting its status as the epicenter of the Midwest and its robust multimodal assets. The region is home to six Class 1 rail carriers,

a highly efficient inland port system, and the “Ag Coast of America,” which is a 15-mile stretch along the Mississippi River with the highest barge handling capacity in the nation. The St. Louis Metro Port, along with other regional ports, collectively moves approximately 31 million tons of freight annually, underscoring the area’s significance as a logistics hub.

Ms. Lamie discussed ongoing and planned infrastructure projects, referencing the recently released 2027 Priority Projects List, which includes 29 projects totaling more than \$9.2 billion in upgrades across the Bi-State St. Louis region. As of May 2026, over \$581 million in projects had been completed, with nearly \$3.8 billion in total funding secured and \$1.6 billion in construction underway. The largest single project is the new terminal at St. Louis Lambert International Airport, estimated to exceed \$3 billion, with close to \$1 billion already secured for supporting projects. Other high-priority initiatives include improvements to I-270 in both Missouri and Illinois and access enhancements to Route 3 in Illinois.

She also addressed the interconnectedness of the region’s freight network, emphasizing that improvements to highways, rail, and port facilities benefit all modes of transportation and enhance supply chain reliability. Speakers at FreightWeekSTL, the regional industry conference, highlighted the importance of sustained investment in inland waterways infrastructure, such as Lock and Dam 25 on the Mississippi River, to maximize returns and maintain system performance.

Ms. Lamie reviewed recent expansions and investments in regional port facilities. The Terminal Railroad Association of St. Louis announced an expansion of its Madison Yard facility in Venice, Illinois, adding 500 railcar positions for storage-in-transit service. The Kaskaskia Regional Port District continues to grow, with new rail improvement projects and expanded terminal capabilities supported by state and federal funding. America’s Central Port District, serving a 200-square-mile region, has completed several infrastructure upgrades and continues to attract new tenants and users. The Jefferson County Port Authority is advancing its Container-On-Vessel development, supported by state funding and land acquisitions, positioning the site for multimodal freight operations and potential battery manufacturing.

Throughout the presentation, Ms. Lamie highlighted the importance of regional collaboration was underscored, with public and private sector leaders investing in projects that enhance modal flexibility and connectivity. The Freight Development Committee, comprising representatives from MoDOT, East-West Gateway, and other stakeholders, plays a central role in prioritizing projects based on economic impact, multimodal benefits, efficiency, safety, and project readiness.

Ms. Lamie concluded by recognizing the Bi-State Development Agency's efforts in advocating for infrastructure improvements, marketing the region as a global logistics hub, and supporting economic growth through strategic investments in transportation assets as well as highlighting the agency's commitment to continued collaboration and innovation to maintain the St. Louis Region's status as a premier freight and logistics center.

Commissioner Slay thanked Ms. Lamie for her presentation and noted she brings a really important perspective, not just to today's meeting, but to all the planning for what the St. Louis region is and can be when people think of all modes of transportation collaboratively. It is great to see the dedicated work invested in growing this region, and the Commission and department are happy to help play a part in the effort.

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EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Jim Wild, Executive Director of East-West Gateway Council of Governments, provided an overview on the St. Louis region's transportation priorities, examining past achievements, current challenges, and future strategies. The East-West Gateway Council of Governments (EWG) serves as both a regional council of governments and the federally designated metropolitan planning organization (MPO) for the St. Louis area. EWG's jurisdiction encompasses the city of St. Louis, Franklin, Jefferson, St. Charles, and St. Louis counties in Missouri, as well as Madison, Monroe, and St. Clair counties in Illinois. As the metropolitan planning organization, EWG is responsible for implementing the federal metropolitan

transportation planning process and coordinating efforts across local governments to address issues that transcend jurisdictional boundaries. This collaborative approach enables member governments to achieve greater outcomes collectively than they could individually.

Mr. Wild highlighted the region's demographic and economic significance. The eight-county area comprises 2.6 million residents, representing 40 percent of Missouri's population and generating \$229 billion in gross domestic product, which is 43 percent of the state's total. The region is recognized as Missouri's economic powerhouse, with 1.07 million jobs and \$88 billion in annual wages. St. Louis is also a national leader in innovation, boasting substantial hubs in biotechnology, agriculture technology, medical technology, and geospatial intelligence. The workforce is highly educated, with 40 percent holding bachelor's degrees or higher, and the area is home to 40 colleges and universities.

Transportation infrastructure is central to the region's vitality. The area features an extensive inland water freightway, major road and rail connections, and two international airports. Despite these strengths, the region faces several challenges, including stagnant population growth, sluggish downtown development, wages trailing inflation, and rising housing costs. Aging infrastructure and the end of utility for downtown transit assets necessitate recalibration of needs and demand new approaches, including massive investments in transportation and economic development.

East-West Gateway Council of Governments' agenda as both a council of governments and an MPO is focused on fostering population and economic growth, enhancing future housing, revitalizing downtown, strengthening regional identity, and improving worldwide accessibility. The organization is currently managing over \$30 billion in federal funding for transportation planning, maintenance, safety, innovation, and placemaking.

Mr. Wild discussed a key initiative called the Partnership for Regional Alignment, a \$1.3 million effort launched to unite civic leaders across sectors around a shared vision and collective action plan for a thriving St. Louis region. This partnership involves extensive facilitated engagement over 18 months,

bringing together experts from business, government, technology, science, economic development, philanthropy, arts, entertainment, culture, and higher education. The initiative aims to align short- and long-term goals, foster enduring partnerships, and drive regional prosperity.

He also highlighted knowledge sharing with metropolitan planning organizations from cities such as Columbus, Detroit, Kansas City, and Nashville, emphasizing the importance of learning from other regions' successes in transportation planning and economic development. Strategic regional initiatives include downtown development, riverfront expansion, hotel and convention center redevelopment, and the creation of innovation districts.

Mr. Wild concluded with looking ahead; East-West Gateway Council of Governments is preparing for several major projects, including the 2026 Transportation and Economic Vitality Assessment, new corridor and subarea initiatives, the 2027 Connected 2050 Long Range Transportation Plan, regional freight studies, and ongoing programs like the Great Streets Initiative and Blueprint for Arterials. The region's approach is characterized by alignment of leadership, resources, and expertise, public-private partnerships, a long-range vision, consistent action, and policy alignment at all levels.

Commissioner Smith thanked Mr. Wild for his presentation and noted that East-West Gateway continues to be such a critical partner to the Commission and MoDOT in identifying and prioritizing transportation projects for this region.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S ST. LOUIS DISTRICT

On behalf of the Director, Tom Evers, St. Louis District Engineer, provided to the Commission a comprehensive update on the district's assets, program delivery, major and upcoming projects, safety initiatives, operational performance, customer engagement, and an emergency sinkhole response that affected I-44 in June. The St. Louis District serves approximately 2.6 million residents and manages 6,000

lane miles of roadway, 1,167 non-major bridges, 55 major bridges, and 1,070 signalized intersections, reflecting the scale of assets stewarded by the district. Major route pavement conditions were reported as 82 percent good, while bridge conditions were noted as 70 percent fair and 26 percent good.

Mr. Evers highlighted that the district is currently delivering more than 80 active construction projects valued at over \$850 million, underscoring the breadth of ongoing capital improvements. Key efforts include the I-55 Jefferson County expansion and interchange upgrades, a \$246 million design-build initiative targeted for completion in summer 2027. The I-64 St. Charles County investment, cited at \$39 million and part of a larger \$175 million St. Louis STIP package, has progressed to provide free-flow conditions from Route K to Prospect. The I-270 North County “gap” project, estimated at \$40 million, advances lane additions and multiple bridge replacements to complete the corridor between prior improvements and the Chain of Rocks Mississippi River bridge project. Lastly, Route 370’s Discovery Bridge rehabilitation and resurfacing, at \$58 million, continues to improve a critical Missouri River crossing.

Mr. Evers discussed upcoming corridor transformations. He outlined upcoming work on I-44 in Franklin and St. Louis counties, Route 47 in Franklin County, I-64 in St. Louis City, Route N in St. Charles County, and Route 30 (Gravois) in St. Louis City, with each corridor targeted for safety, capacity, or operational enhancements. The Route 47 project has seen strong local participation, with a recent public meeting attended by more than 250 community members, and Route N is planned to transition from a two-lane rural route to a four-lane facility to address growth and congestion. The I-64 Midtown project, budgeted at approximately \$120 million, will reconstruct bridges and interchanges from Boyle Avenue to Compton Avenue and will necessitate a one-year closure of eastbound I-64 while coordinating with Great Rivers Greenway on related connections.

Mr. Evers focused on safety initiatives and trends and emphasized the Route 367 safety effort, where operational changes including a temporary barrier to mitigate head-on collisions, are being piloted

ahead of a planned construction start in 2027. District crash trends continue to be a concern, with 235 fatalities reported, approximately 30 percent involving bicyclists or pedestrians, and persistent work-zone crash volumes. Employee safety remains a priority given that 38 percent of statewide truck-mounted attenuator strikes occur in the St. Louis District, prompting visibility enhancements and camera deployments on attenuator vehicles.

Mr. Evers reported on concentrated operations to maintain and restore system conditions, including 14,000 hours of litter pickup at a cost of \$1.5 million and 12,300 hours of shoulder sweeping at a cost of \$1.2 million, with fiscal year 2025 dump fees totaling approximately \$700,000. Crews filled 28,325 potholes and sealed 1.1 million square feet of bridge decks, with the annual bridge maintenance plan reported as well underway. Graffiti removal and encampment cleanup were highlighted as disproportionate operational burdens within the St. Louis core, accounting for a substantial share of statewide efforts and involving 120 encampment sites in 2025 with notable growth since 2019. Asset stewardship extends to signals, lighting, and ITS devices, where the district manages a high concentration of arterial signals and dynamic message signs and has increased crew hours by 26 percent, while advancing a systematic replacement program for overhead signs, including focused work on the I-64 corridor.

Mr. Evers highlighted that the St. Louis Traffic Management Center marked its 25th anniversary in September 2026, with the team continuing 24/7 operations to manage incidents and assist the public. Reported activity included 21,700 incidents year-to-date, more than 72,000 phone calls in 2025, and a 15 percent decrease in call reports in 2026, reflecting evolving demand and outreach. The district is 86 percent staffed and has prioritized leadership development and community connection, conducting 21 public engagements with over 1,400 in-person participants, more than 8,700 virtual attendees, and 933 official public comments submitted.

Mr. Evers concluded his presentation by reviewing the June 13 water-main and related infrastructure failure that created a sinkhole threatening I-44; the district coordinated a rapid multi-agency response and reopened I-44 on June 26, a turnaround that was recognized as exemplary. Mr. Evers thanked all of the district staff and every entity that worked with MoDOT to response to this issue.

Commissioner Hegeman thanked Mr. Evers and his team for their presentation and noted how much work is being accomplished in the district and commended the team for their hard work. He also really stressed the public involvement in distracted driving and the unsettling number of TMA accidents.

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UPDATE ON SAFETY DESIGN BUILD II PROJECT / RESULTS FROM SAFETY DESIGN BUILD I PROJECT

On behalf of the Director, Eddie Watkins, St. Louis District Traffic Operations Field Engineering Manager, presented the results and progress of the St. Louis Safety Design Build projects. He focused on two major initiatives: Safety Design Build 1.0 and Safety Design Build 2.0, both aimed at improving roadway safety across the St. Louis District. The Design Build procurement method enabled MoDOT to implement safety measures efficiently at multiple locations. The completion of Safety Design Build 1.0 allowed for a thorough evaluation of the effectiveness of these improvements, comparing crash data before and after implementation. The project goals included delivering improvements within budget, reducing fatal and serious injuries, ensuring reasonable service life, minimizing disruption to the traveling public, and completing all work by October 2019. Locations spanned Franklin and St. Charles counties, with a variety of safety countermeasures such as high friction surface treatments, rumble strips, improved pavement markings, flashing signs, enhanced signal warning systems, guard cable, guardrail upgrades, and geometric improvements.

The study accounted for crash randomness, evolving transportation systems, and fluctuations in statewide traffic volumes and risk-taking behaviors, including impacts from COVID-19. Results demonstrated positive safety impacts, with the project exceeding expectations: 24 lives saved compared

to the predicted 13, and societal benefits surpassing \$225 million. The benefit-cost ratio was notably higher than anticipated, reflecting substantial value to the state.

The Safety Design Build 2.0 project was introduced as a continuation of these efforts, with updated goals to reduce fatal and serious injury crashes using a \$52 million budget, provide equitable safety enhancements for all roadway users, maintain low lifecycle costs, emphasize worker and public safety during construction, and deliver the project by June 30, 2026, utilizing a diverse workforce. The project scale involved 416 initial locations, with final selection including 247 total locations: 176 intersections and 71 segments in St. Louis City, St. Louis County, Jefferson County. The expected impact is a reduction of approximately 170 fatal and serious injury crashes over ten years, resulting in an estimated \$1.2 billion in societal savings.

Commissioner Baker thanked Mr. Watkins for his presentation and his leadership on this project. She noted this is such a wonderful showcase of the payoff of this innovative project approach. The slide with the results of the effectiveness study tells all: this project did what MoDOT intended it to do, and it is saving lives as a result.

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RESOLUTIONS

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

Via approval of the consent agenda, the Commission unanimously approved 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-Niebruegge 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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BUSINESS ISSUES

FISCAL YEAR 2027 BUDGET AMENDMENT

On behalf of the Director, Doug Hood, Financial Services Director, recommended adjustments to the fiscal year 2027 budget. 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. Two projects must be shifted to correct the reporting categories for General Assembly Designated

and Funded Projects.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2027 budget amendment described above.

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MEDICAL AND LIFE INSURANCE PLAN: APPOINTMENT OF BOARD MEMBER

On behalf of the Director, Brandon Denkler, Medical and Life Insurance Plan Board Chairman, recommended approval of 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. Lieutenant Hamerle is being appointed to fill the unexpired term of Lieutenant Stephen Burgun. Lieutenant Hamerle's appointment has been recommended by Colonel Michael Turner, Superintendent of the Missouri State Highway Patrol.

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.

Via approval of the consent agenda, the Commission unanimously approved 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.

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PREQUALIFICATION OF INVESTMENT BANKING FIRMS

On behalf of the Director, Brenda Morris, Chief Financial Officer, reported the Commission's current authorization for a pre-qualified pool of investment banking firms is scheduled to expire on June 30, 2026. In May 2026, the department issued a request for proposal (RFP) from banking firms.

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 or refund outstanding state road bonds, and the Commission desires to do a negotiated rather than a competitive sale.

Nineteen firms responded to the RFP. Four of the firms are headquartered in Missouri. Maintaining a list of pre-qualified investment banking firms allows the Commission to take advantage of favorable market conditions in a timely manner.

On behalf of the Director, Brenda Morris, Chief Financial Officer, recommended 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. Ms. Morris further recommended the Commission 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; exercise the discretion to determine the need for and execute future renewals of the pre-qualified pool of investment banking firms through September 30, 2029; and remove a firm from the pre-qualified pool, if appropriate.

Via approval of the consent agenda, the Commission unanimously approved the pre-qualification of investment banking firms and delegation of authority as described above.

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

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented a resolution 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.

She explained that bond financing allows the department to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allows. Building projects sooner results in cost savings by reducing project inflation costs, while at the same time improving safety, easing congestion, and advancing economic development.

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.

Ms. Morris recommended adoption of the following 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”). Ms. Morris also requested

authority for 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.

RESOLUTION

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

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 2nd day of September, 2026.

Via approval of the consent agenda, the Commission unanimously approved the Resolution Declaring the Intent to Issue State Appropriations Mega Projects State Road Bond, Series B 2026 as described above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Mark Croarkin, Assistant Chief Engineer, presented the following recommendation pertaining to a bid received on an emergency project that was approved as an imminent danger to the public.

Mr. Croarkin recommended: (1) Ratify award of contract for the emergency project award by the District Engineer on August 12, 2026, as recommended and noted in Table I below.

**Table I
Ratification of Award
August 12, 2026**

Call	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
NA	21	Reynolds	WRRE021A	\$224,268.00	\$0.00	H.R. Quadri Contractors, LLC	Culvert Replacement, Slide Stabilization and Pavement Repair
			TOTAL:	\$224,268.00	\$0.00		

Commission Consideration and Action

After consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner Hegeman, the Commission took the following action.\, with no abstentions noted:

1. Ratified award for the emergency project, as recommended and noted in Table I above.
2. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

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2027-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Eric Schroeter, Deputy/Director Chief Engineer, requested approval to revise the 2027-2031 Statewide Transportation Improvement Program (STIP) that was approved in July 2026, for the implementation of twenty-six highway and bridge projects, as noted in Table I below.

2027 – 2031 STIP Highway and Bridge Construction Schedule September 2, 2026, Amendment Project Changes

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Grundy JNW0185	US 65	Add turn Lane at SE 20th Street south of Trenton.	2028 CN 2027 RW	\$1,630	\$306
NW Grundy JNW0185B	US 65	Payment to Grundy County for design and utility relocation to add turn lane at SE 20th Street south of Trenton.	2027 CN	\$193	\$0
NW Mercer JIS3396	US 136	Section 14 streambank protection at bridge over Weldon Fork.	2028 CN 2027 RW	\$3,219	\$1,181
KC Clay JKU0521	MO 291	Payment to Kansas City to add concrete island and lighting at Northeast 108th Street.	2027 CN	\$207	\$29
KC Clay JKU0522	MO 291	Payment to Kansas City to add signals at North Eastern Road.	2027 CN	\$1,223	\$101
KC Jackson JKU0388B	IS 670	Payment to Kansas City to rebuild pavement from Broadway Boulevard to Grand Boulevard as part of the Roy Blunt Luminary Park in Kansas City.	2027 CN	\$12,188	\$75
CD Boone JCD0408	RT B	Payment to Columbia to construct new intersection at Starke Avenue.	2027 CN	\$1,530	\$15
CD Camden JCD0406	US 54	Add right turn lane from east of Jack Crowell Road to Route 5 in Camdenton.	2028 CN 2027 RW	\$1,857	\$421

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
CD Moniteau JCD0407	US 50	Payment to private entity to add turn lanes 0.7 miles west of Route BB east of Tipton.	2028 CN	\$1,998	\$15
CD Osage JCD0180B	US 50	Payment to State Technical College of Missouri to construct intersection east of Route CC near Linn.	2027 CN	\$876	\$15
SE Cape Girardeau J9P3122	IS 55	Bridge rehabilitation northbound over BNSF Railway and Route 74 and Route 61 over I-55. Add roundabout at Route 61 and Silver Springs Road.	2027 CN 2026 RW	\$2,982	\$150
SE Douglas JSE0408	MO 14	Repair slope at Beaver Creek.	2027 CN 2027 RW	\$320	\$25
SE Stoddard JSE0404	CST ONE MILE RD	Add center turn lane at south outer road near Route 60.	2027 CN	\$227	\$16
ST Bates JST0183	RT B	Pavement resurfacing from I-49 to Route H, on Route C in Vernon County from Route M to Route 54, and on Route C in Bates County from County Road 5002 to Route 52.	2027 CN	\$3,264	\$246
ST Benton JST0184	RT UU	Pavement resurfacing from beginning of state maintenance to Route 7.	2027 CN	\$231	\$19
ST Dunklin JST0187	RT P	Pavement resurfacing from Route V to Route C, Route HH in Dunklin and Pemiscot Counties, Route F in Iron County, Route D in Scott County, and Route O in Perry County from Route 51 to the west intersection of Route K.	2027 CN	\$2,397	\$283
ST Franklin JST0189	RT D	Pavement resurfacing from Route WW to north of Christland Drive, Route AF from Ridge Road to Route 185, and Outer Road 44 from Plaza Drive to Route 47.	2027 CN	\$1,000	\$84
ST Howell JST0186	RT FF	Pavement resurfacing from Route 160 to Route 142 and Route YY from Route 101 to Route 142.	2027 CN	\$1,104	\$130

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
ST Lafayette JST0181	RT T	Pavement resurfacing from Higginsville to north of I-70 and on Route HH from Route Z to Route 131.	2027 CN	\$1,000	\$75
ST Lawrence JST0185	RT TT	Pavement resurfacing from Route O to Route N.	2027 CN	\$816	\$65
ST Mercer JST0178	RT DD	Pavement resurfacing on Rtes. DD, O, and Z in Mercer County, Rtes. EE, N, and YY in Sullivan County, and Route B in Sullivan and Putnam Counties.	2027 CN	\$4,000	\$291
ST Ray JST0180	RT DD	Pavement preservation from Route 10 north of Hardin to east of County Road 103 and on Route PP from Route E to Route A.	2027 CN	\$1,000	\$75
ST Shelby JST0182	RT W	Pavement resurfacing from Route J to Route 168 in Shelby County, Route V and Route V Spur in Knox County, and on Route B and Route E in Knox and Shelby Counties.	2027 CN	\$3,000	\$215
ST Washington JST0179	RT C	Pavement resurfacing from Route Y to Route 21 and Route Z from end of state maintenance to Route C.	2027 CN	\$2,300	\$136
ST Jackson JST0019	IS 70	Safety and capacity improvements from Blue Springs to Route H east of Odessa.	2025 CN	\$600	\$0
ST Warren JST0020	IS 70	Safety and capacity improvements from Warrenton to I-64 in Wentzville.	2025 CN	\$9,639	\$0
			TOTAL:	\$58,801	\$3,968

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2027 – 2031 STIP as noted in the tabulations above.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, for filing as necessary for the condemnation of right of way.

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

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

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-- REPORTS --

REPORTS

The Commission received the following written reports.

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date July 31, 2026, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of July 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 704 active contracts held by individual engineering consultant firms prior to July 1, 2026. Six engineering consultant services contracts were executed in July 2026, for a total of \$2,792,440. There were zero non-engineering consultant contracts executed in July 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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