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MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
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Missouri Highways and Transportation Commission Tentative Agenda

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

Department of Transportation Building
105 West Capitol Avenue
Jefferson City, MO

October 7, 2026

Open Meeting 9:00 a.m.

	<u>Est. Time</u>
COMMISSION ITEMS.	
1. <u>Action Item</u> – <u>Consideration of Minutes</u> : Regular Meeting on September 2, 2026, and Special Meeting on September 1, 2026.	9:05 – 9:10
2. <u>Action Item</u> – Consideration of Items on the Consent Agenda. a. Removals. <i>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.</i> b. Abstentions. <i>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.</i>	9:10 – 9:15
3. <u>Non-Action Item</u> – Committee and Board Reports. 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)	9:15 – 9:30
4. <u>Non-Action Item</u> – <u>MoDOT Director’s Report.</u>	9:30 – 9:45

Est. Time**MODOT PRESENTATIONS.**

1. **Action Item** – **Consideration of Bids for Transportation Improvements.** 9:45 – 10:00
Sarah Kleinschmit, State Design 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.
2. **Non-Action Item** – **Update from MoDOT's Central District.** 10:00 – 10:15
Machelle Watkins, Central District Engineer
 This presentation will provide a brief overview of the current state of roads, bridges, projects, and other critical issues in the Central District.
3. **Non-Action Item** – **High-Priority Unfunded Needs.** 10:15 – 10:30
Llans Taylor, Transportation Planning Director
 Missourians have repeatedly established the number one goal for MoDOT is to take care of the existing system; however, many needs still exist that remain unfunded. The Long-Range Transportation Plan identifies \$1.3 billion of annual high-priority unfunded transportation needs under six categories. Unfunded needs prioritization is an annual effort resulting in the High-Priority Unfunded Needs List.
4. **Non-Action Item** – **MoDOT Improve I-70 Program Report.** 10:30 – 10:45
Eric Kopinski, I-70 Project Director
 This presentation will provide a brief overview of the current state of the Improve I-70 Program projects, upcoming events, and other critical issues.
5. **Non-Action Item** – **Patent Issuances on Research Innovations.** 10:45 – 11:00
Terri Parker, Chief Counsel, and Jason Saey, Assistant Chief Counsel-Project Development
 This presentation will provide an update on the issuance of patents from the Innovations developed by MoDOT employees. Technology continues to improve driver behavior and work zone safety. New innovations can help protect crews on the road and the traveling public.

-- 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.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).1. **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.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Lincoln	61	JNE0004
Boone	I-70	JST0017
Butler	67	JST0062 (J9P3661)

-- REPORTS --

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

1. **[Rail Crossing Report.](#)**
Ed Hassinger, Director
This report provides an update on rail crossing safety at public crossings in the state.
2. **[Medical and Life Insurance Plan Report.](#)**
Brandon Denkler, Assistant to the Chief Administrative Officer-Employee Health and Wellness, Medical and Life Insurance Plan Board Chairman
Reports that provide MoDOT and MSHP Medical and Life Insurance Plan (the Plan) financial and claims data including graphs for January through June 2026 and for the most recent five calendar years.
3. **[Missouri Department of Transportation Financial Report – Fiscal Year 2027.](#)**
Doug Hood, Financial Services Director
Year-to-Date. Period ending August 31, 2026.
4. **[Consultant Services Contract Report.](#)**
Sarah Kleinschmit, State Design Engineer
This report represents consultant contracts executed in the month of August for both engineering and non-engineering related projects separated out by two budgets: Design Bridge Consultants (DBC) and MoDOT Operating Budget.
5. **[MoDOT Briefing Report.](#)**
Ed Hassinger, Director
This report represents Issue Briefs that were sent from MoDOT to the Governor to educate and inform the Governor regarding significant matters that the department is addressing.



Minutes



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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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.

* * * * *

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.

* * * * *

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.

* * * * *

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 J1S3396	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.

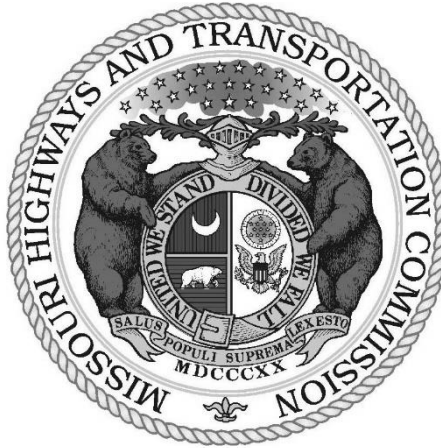
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The Mission of the Missouri Highways and Transportation Commission is to:

- 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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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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September 1, 2026

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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN ST. LOUIS, MISSOURI,
TUESDAY, SEPTEMBER 1, 2026**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, September 1, 2026, at Hotel Live! by Loews, 799 Clark Street, St. Louis, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 12:00 p.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 Tuesday, September 1, 2026.

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

-- 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.
3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

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 Tuesday, September 1, 2026, at 1:45 p.m. and adjourned at 3:35 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: DEBT AND BONDING PROGRAM

The Commission held a special meeting to discuss the Commission’s outstanding debt and proposed bond issuance for the Forward 44 program. A series of events have occurred recently where the department has received additional funding for transportation and authority to issue bonds to fund transportation projects. This workshop reviewed the department’s debt management history, the current events that provided additional funding, and what steps will need to be taken to issue bonds for transportation projects.

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 advancing economic development, improving safety, and easing congestion. The Commission has three bond programs in place: Amendment 3 (Third Lien), Federal Reimbursement (Grant Anticipation Revenue Vehicle (GARVEE) Bonds), and State Appropriations Mega Projects Bonds.

History

The following is a summary of the recent history of Commission bond issuances. In November 2004, Amendment 3 was voter-approved as a constitutional amendment and redirected a portion of the statewide sales tax on motor vehicle purchases from the state’s General Revenue Fund to a newly created State Road Bond Fund. The law mandated the redirected revenue be used to repay bonds until January 1, 2009. After January 1, 2009, the amount not needed for debt service or to maintain a reserve would require a General Assembly appropriation of the unused funds from the State Road Bond Fund to the State Road

Fund, which would then be used on pay-as-you-go projects. Using the new revenue for bond repayment allowed the Commission to deliver projects faster. The final payment date for the Amendment 3 Bonds is May 1, 2033.

From 2008 to 2010, three major projects utilized debt financing: the New I-64 in St. Louis, the Safe and Sound Bridge Improvement Program, and the Stan Musial Veterans Memorial Bridge in St. Louis. The Commission used GARVEE Bonds, which is debt used to finance federal transportation improvements, to pay for all or a portion of the projects. The Commission borrowed a total of \$928 million through five GARVEE Bond series. The final payment date for the GARVEE Bonds is May 1, 2033.

The department added a new bonding program titled “State Appropriations Mega Projects State Road Bonds.” This program is specifically created for when the Governor and General Assembly appropriate state revenues for specific projects like the Improve I-70 program and Forward 44 program. On September 3, 2025, the department proceeded with a competitive sale for the State Appropriations Mega Projects State Road Bonds, Series A 2025. This issuance was in compliance with the Debt Management Policy and below the debt limitations. The bond sale began with a presentation to the rating agencies on October 23. On October 31, the Series A 2025 ratings were released. On November 6, the department received Commission approval of the resolution authorizing the sale of the bonds. At the December 3 Commission meeting, the department reported on the final sale results.

Events

The following is a review of recent events that have led to additional funding and bonding authority. Missouri’s Fiscal Year 2024 budget from the General Assembly and signed into law by former Governor Parson provided \$20 million of General Revenue for an environmental study of 253 miles of the I-44 corridor. This study was a critical step towards preparing for future projects on I-44 as funding is available. Additional study is required across the corridor to environmentally clear the different segments of the corridor and prepare them for design and construction. MoDOT is committed to continuing that

design and construction wherever possible as funding is available, and many improvement projects are underway across the corridor.

Policy

The issuance of new debt by the Commission will be in accordance with the Commission's Debt Management Policy. The Commission first approved its Debt Management Policy in May 2000, with the latest revision approved by the Commission in October 2023. The Commission adopted a Debt Management Policy to ensure each debt financing is completed in the most efficient and effective manner and in accordance with the best practices of the industry to achieve the Commission's fiscal management goals and objectives. The Debt Management Policy limits the amount of debt the Commission can borrow by capping annual debt service to no more than five percent of the annual Total Road and Bridge Revenue, not including Amendment 3 and General Revenue fund monies. New or additional funding sources, such as Amendment 3 or General Revenues, may be designated for the exclusive purpose of covering debt service to advance construction projects and these may be considered beyond and apart from the five percent limit. Debt obligations include debt service on bonds; loan repayments to the State Infrastructure Bank; leases of one year or longer; and repayment to local entities for accelerated program payments. The accelerated program is MoDOT's reimbursement to other entities, usually local governments, for proceeds they provided to accelerate construction projects. When comparing the Commission's estimated debt obligations compared to the estimated debt limitations, the Commission is in compliance with the Debt Management Policy. The Commission's policy is conservative and allows the department to focus on preserving the existing system through asset management and continue to be able to operate and maintain the system.

Proposed Bond Program and Issuance

The Governor and Missouri General Assembly recognized the critical need to improve Interstate 44 ("I-44") by passing and signing the Senate Substitute for Senate Committee Substitute for

House Committee Substitute for House Bill No. 4 (“House Bill 4”) during the 2024 legislative session. House Bill 4 authorized the Office of Administration and the Commission to execute a financing agreement to pledge sufficient State moneys to be the first recourse for payment of the debt service on Commission bonds issued to finance the planning, designing, constructing, reconstructing, rehabilitating, and significant repair of Interstate Highway 44 from Missouri Route T to Missouri Route 68, from US Route 160 to Missouri Route 125, and from 1-49 to Missouri Route 249 and rebuild pavement and improve the 1-44/Route 13 interchange and the 1-44/1-49 interchange and other 1-44 Tier 2 and Tier 3 projects listed on the unfunded needs list, (the “I-44 Improvement Project of Forward 44 Program”).

House Bill 17 authorizes \$363,750,000 of bonding proceeds available for I-44 Projects, originally authorized under the provision of House Bill 4, Section 4.433, an Act of the 102nd General Assembly. The General Assembly has also authorized \$213,750,000 of money to directly pay a portion of the costs of the I-44 Projects in House Bill 17, originally authorized under the provision of House Bill 4, Section 4.434, an Act of the 102nd General Assembly.

Matt Stoffel, Senior Managing Consultant with PFM Financial, LLC, outlined the structure and objectives of the Forward 44 bond issuance. Mr. Stoffel shared and compared five different scenarios for length of debt and debt service paid. Alternative issuance scenarios were examined including three-, five-, and seven-year terms, as well as two nine-year issuances, ultimately recommending the ten-year approach for its efficiency and risk mitigation. He explained the issuance is designed to align with project cash flow needs and legislative constraints, which limit term options.

The department recommended proceeding with a competitive sale for the State Appropriations Mega Projects State Road Bonds, Series B 2026. This issuance is projected to be in compliance with the Debt Management Policy and below the debt limitations. The proposed bond sale schedule will begin with a presentation to the rating agencies on October 13. On October 30, the Series B 2026 ratings will be released. On November 5, the department will seek Commission approval of the resolution authorizing

the sale of the bonds. At the December 2 Commission meeting, the department will report the final sale results, with anticipated delivery of the funds on December 15. The Commission's current credit rating remains high with each credit rating agency. These good ratings are anticipated to continue with this new debt issuance. After the sale, the department will file the necessary Continuing Disclosure/Post-Issuance Compliance reports. The department will also continue to produce its annual debt management report for the July Commission meeting and summarize any debt activity for the year.

Following discussion, the Commission commended the department and its excellent stewardship of the Commission's debt. Commissioner Erdman noted his appreciation for the creativity it took to develop and analyze different scenarios. No action was taken at this meeting as recommendations for action will be made by the department at a later date.

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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.

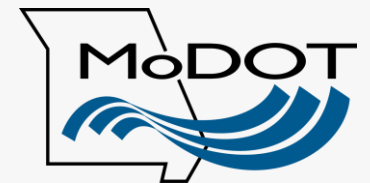
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Director's Report

Director's Report

OCTOBER 7, 2026

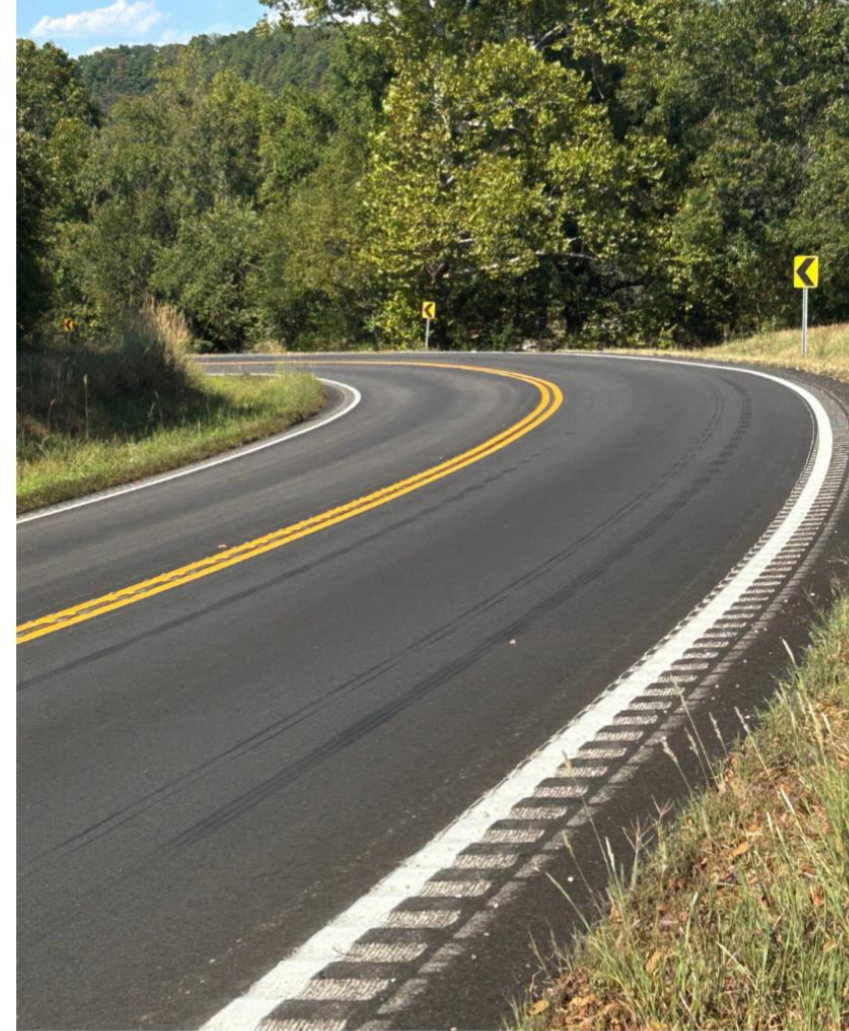




AASHTO Recognition

TODD BENNETT

Looping Video to be Played



Summer Construction Recap



Highway Safety and Traffic Conference



Day of Remembrance



Upcoming Kansas City Impacts

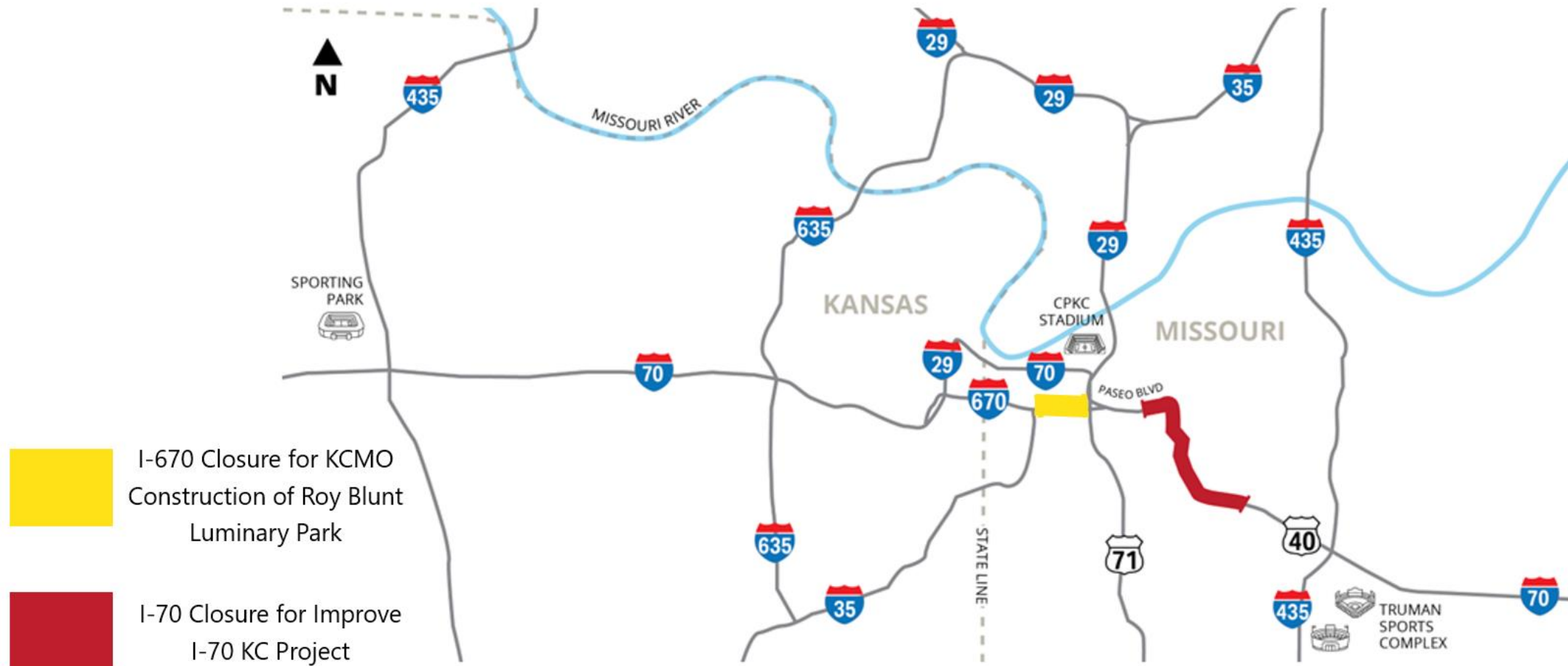
Kansas City Closures

I-670

- Two-year closure starting in December
 - Dec. 2, 2026 until Sept. 2028
- Coordinating with the City of Kansas City for the Roy Blunt Luminary Park
- Anticipated closure from Broadway Ave. to Charlotte

Kansas City Closures

I-670 and I-70: Locations



Kansas City Closures

I-70: Countdown



Improve I-70 KC Closure

95

days

15

hours

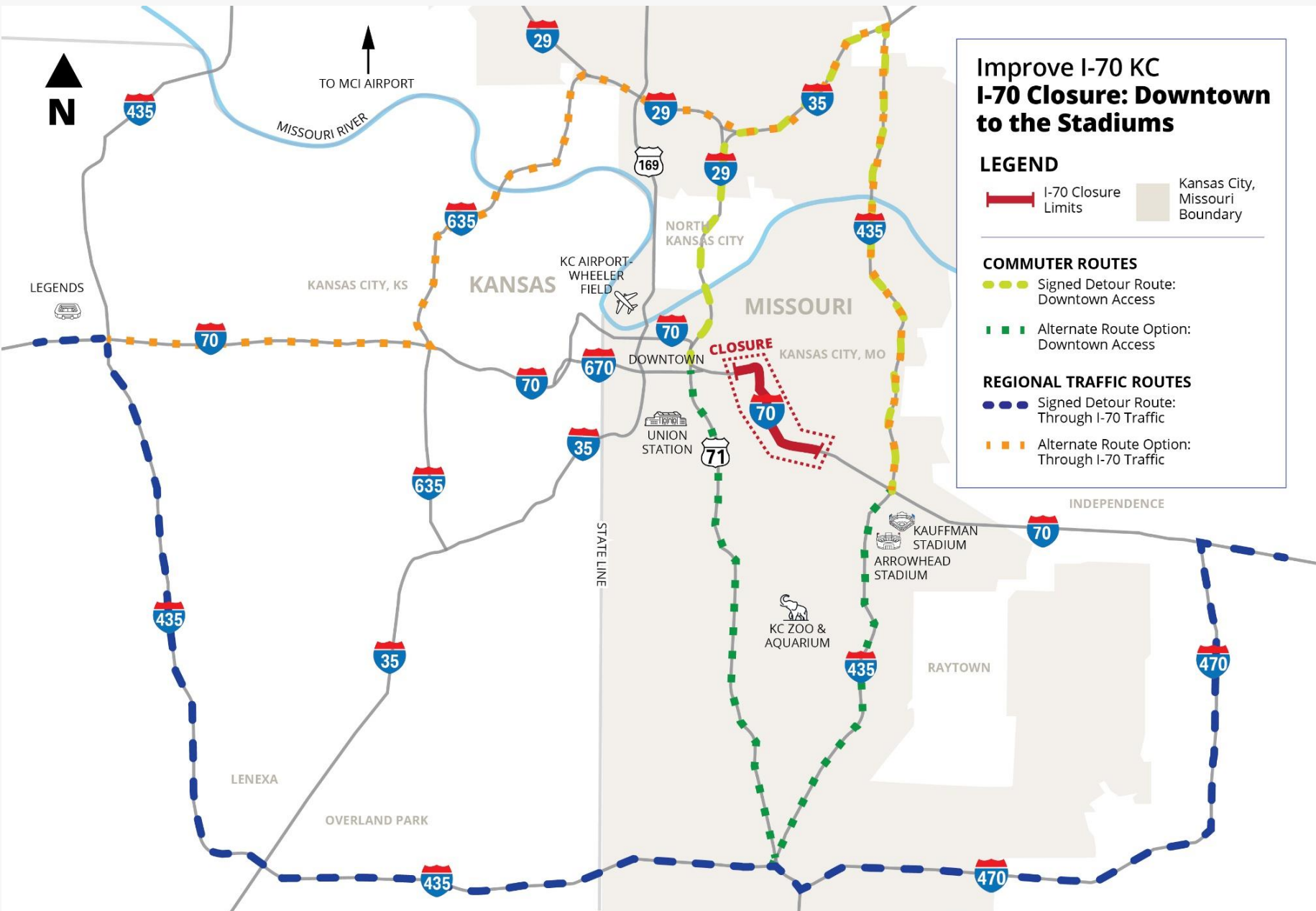
25

minutes

31

seconds

January 11, 2027



Detours



Kansas City Closures

I-70



A full closure allows:

- More improvements, same project budget
- Reduced worker exposure to live traffic
- More reliable travel
- Improved emergency response
- Restore sooner with a safer, longer-lasting transportation system

Kansas City Closures

I-70: Public Outreach



- Upcoming public meeting Oct. 6
- Media
- Stakeholder engagement
- Legislative meetings
- City Council meetings
- Enterprise, construction, industrial groups
- Emergency and medical services
- Paid marketing
- Website, social media



1

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

-- Presented by Sarah Kleinschmit, State Design 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 individual projects 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 September 18, 2026, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- A summary of the Official MoDOT Awards (Attachment 3).

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

September 18, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NW	A01	DAVIESS, GRUNDY, HARRISON, LINN, MERCER, PUTNAM, SULLIVAN, GENTRY, HARRISON, NODAWAY, WORTH	VARIOUS	JNW0105	58 - 864	19 BRIDGE REHABILITATIONS		0.347		80%			
			VARIOUS	JNW0106	90 - 628	12 BRIDGE REHABILITATIONS		0.294		80%			
	LOW	LOUIS-COMPANY, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$2,463,881.00 \$3,602,917.06				\$2,731,000.00	2	0
NW	A03	HARRISON	I-35	JNWM0130	15,640	PAVEMENT REPAIR		0.645		STATE			
	LOW	PARKING LOT MAINTENANCE, LLC SWEETENS SEALING SERVICES LLC INTERSTATE IMPROVEMENT, INC. LOUIS-COMPANY, LLC SCODELLER CONSTRUCTION, INC.					\$444,355.40 \$543,552.46 \$631,241.53 \$723,748.74 \$1,108,818.12				\$500,000.00	5	0
NE	B01	AUDRAIN	J	JNE0112	4,514	SEAL COAT		17.806		80%			
	LOW	W. L. MILLER COMPANY BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. ABOVE AND BELOW CONTRACTING, LLC VANCE BROTHERS, LLC					\$598,302.46 \$661,079.01 \$686,105.00 \$695,061.84 \$706,092.28				\$673,000.00	5	0
NE	B02	ADAIR, KNOX, LINN, SULLIVAN ADAIR	11 6	JNE0024 JNE0254	328 - 4,968 5,334	RESURFACE RESURFACE		41.787 0.865		80% 80%			
	LOW	W. L. MILLER COMPANY EMERY SAPP & SONS, INC. HERZOG CONTRACTING CORP. MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$4,324,043.29 \$4,708,626.89 \$5,145,313.15 \$5,752,501.96 \$6,208,865.60				\$5,197,000.00	5	0
KC	C01	CLAY, PLATTE	92	JKU0056	6,663	COLDMILL AND RESURFACE		11.441		80%			
	LOW	HERZOG CONTRACTING CORP. IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC					\$2,908,918.24 \$3,100,372.42 \$3,359,403.90				\$7,581,000.00	3	0
KC	C02	CLAY, JACKSON	VARIOUS	JKU0321	VARIOUS	35 BRIDGE DECK SEALINGS		2.100		80%			
	LOW	SKIDABRADER GROUP LLC AAD CONTRACTING, INC. LOUIS-COMPANY, LLC INTERSTATE MAINTENANCE INCORPORATED THE TRUESDELL CORPORATION OF WISCONSIN, INC. DBA TRUESDELL CORPORATION MIDWEST VENTURE CONSTRUCTION INC. DBA VENTURE CONSTRUCTION WATERPROOFING INC. COMANCHE CONSTRUCTION, INC.					\$659,524.50 \$794,500.00 \$861,839.40 \$874,696.00 \$989,989.00 \$999,913.60 \$1,103,525.00				\$600,000.00	7	0
KC	C03	JACKSON	I-435	JKU0512	55,400	SUBGRADE STABILIZATION		1.046		90%			
	LOW	RAISING SOLUTIONS, LLC NORTEX CONCRETE LIFT & STABILIZATION, INC.					\$856,432.90 \$1,103,422.00				\$1,273,000.00	2	0

SUMMARY OF BID OPENING

September 18, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
KC	C04	JACKSON	40	JKU0066	9,500 - 21,500	GRADING, PAVEMENT, COLDMILL, RESURFACE, SIGNAL, WALL AND ADA IMPROVEMENTS		0.896		80%			
	LOW	AMINO BROS. CO., INC. REALM CONSTRUCTION INC. RADMACHER BROTHERS EXCAVATING CO., INC.					\$8,957,977.00 \$8,993,899.56 \$9,521,778.07				\$4,157,000.00	3	0
CD	D01	CAMDEN, MORGAN	F, TT, MM, O	JCD0178	3,910 - 6,892	RESURFACE		20.808		80%			
	LOW	EMERY SAPP & SONS, INC. MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$4,092,731.26 \$4,181,928.69 \$4,235,557.33				\$3,772,000.00	3	0
CD	D02	CAMDEN	54	JCD0181	4,328 - 8,339	COLDMILL AND RESURFACE		16.288		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC APAC-CENTRAL, INC. MAGRUDER PAVING, LLC EMERY SAPP & SONS, INC.					\$5,156,915.13 \$5,660,354.12 \$5,835,943.37 \$6,317,039.01				\$5,562,000.00	4	0
CD	D03	COLE	VARIOUS	JCD0184	644 - 4,857	PAVEMENT REPAIR		5.615		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC					\$1,128,062.19				\$852,000.00	1	0
CD	D04	GASCONADE	A, Y	JCD0185	897 - 1,283	RESURFACE		21.826		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC EMERY SAPP & SONS, INC. N.B. WEST CONTRACTING COMPANY					\$2,593,301.51 \$2,597,124.65 \$2,717,583.57				\$2,130,000.00	3	0
CD	D05	BOONE	163	JCD0190	1,452 - 3,684	RESURFACE		5.916		80%			
	LOW	CHRISTENSEN CONSTRUCTION CO. CAPITAL PAVING & CONSTRUCTION, LLC					\$863,698.84 \$919,106.09				\$853,000.00	2	0
CD	D06	BOONE	M	JCD0191	90 - 1,329	RESURFACE		6.545		80%			
		BOONE	MM, DD	JCD0198	474 - 1,053	RESURFACE		7.336		80%			
	LOW	CHRISTENSEN CONSTRUCTION CO. CAPITAL PAVING & CONSTRUCTION, LLC					\$1,486,027.92 \$1,542,621.54				\$1,292,000.00	2	0
CD	D07	CALLAWAY, CAMDEN, MARIES, MONITEAU, OSAGE, PHELPS, PULASKI, WASHINGTON	VARIOUS	JCD0214	951 - 32,106	ADA IMPROVEMENTS (10 LOCATIONS)		3.080		80%			
	LOW	TI-ZACK CONCRETE, LLC CAPITAL PAVING & CONSTRUCTION, LLC N.B. WEST CONTRACTING COMPANY WATSON CONCRETE, INC. DON SCHNIEDERS EXCAVATING COMPANY, INC.					\$847,849.77 \$1,052,656.44 \$1,121,327.90 \$1,355,290.23 \$1,394,555.65				\$543,000.00	5	0
CD	D08	DENT	B	JCD0340	569	SCOUR REPAIR		0.098		80%			
	LOW	H.R. QUADRI CONTRACTORS, LLC GENE HAILE EXCAVATING, INC. MERA EXCAVATING, LLC COURTNEY CONSTRUCTION, LLC DBA COURTNEY EXCAVATING & CONSTRUCTION BUILDTREC CONSTRUCTION, LLC MIDWEST MECHANICAL AND WELDING, LLC					\$219,812.00 \$280,047.50 \$300,436.39 \$336,583.04 \$346,793.00 \$353,708.00				\$450,000.00	6	0

SUMMARY OF BID OPENING

September 18, 2026

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
CD	D09	CAMDEN, CRAWFORD, DENT, LACLEDE, MARIES, MILLER, PHELPS, PULASKI, WASHINGTON	VARIOUS	JST0141	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL IMPROVEMENTS	0.000		STATE			
	LOW	COLLINS & HERMANN, INC. JAMES H. DREW CORPORATION								\$1,121,000.00	2	0
						FACTOR 0.990 1.400	AMOUNT OF WORK \$1,121,000.00					
CD	D10	BOONE, CALLAWAY, COLE, COOPER, GASCONADE, HOWARD, MONITEAU, MORGAN, OSAGE	VARIOUS	JST0141B	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL IMPROVEMENTS	0.000		STATE			
	LOW	COLLINS & HERMANN, INC. JAMES H. DREW CORPORATION								\$1,472,000.00	2	0
						FACTOR 0.990 1.400	AMOUNT OF WORK \$1,472,000.00					
CD	D11	COLE	54	JCD0219B	20,199	TREE CLEARING	1.894		90%			
	LOW	TB DOZING & EXCAVATION, LLC M & M LANDSCAPING AND CONSTRUCTION, LLC DBA MMLC GENE HAILE EXCAVATING, INC. LOGAN EXCAVATING, LLC DON SCHNIEDERS EXCAVATING COMPANY, INC. COURTNEY CONSTRUCTION, LLC DBA COURTNEY EXCAVATING & CONSTRUCTION					\$359,181.00 \$377,194.50 \$408,477.50 \$454,095.35 \$562,315.80 \$608,204.44			\$488,000.00	6	0
SL	F01	ST LOUIS CITY	64	JSL0129	77,274 (WB) / 83,212 (EB)	GUARDRAIL AND PAVEMENT REPAIR	3.222		90%			
	LOW	SWEETENS SEALING SERVICES LLC PARKING LOT MAINTENANCE, LLC EMERY SAPP & SONS, INC.					\$1,122,833.23 \$1,696,404.20 \$3,254,655.54			\$753,000.00	3	0
SL	F02	FRANKLIN, JEFFERSON, ST LOUIS JEFFERSON, ST LOUIS	VARIOUS I-44, 30, 231	JSL0194 JSL0194B	963 - 30,999 5,316 - 52,525	9 BRIDGE WASHINGS 6 BRIDGE WASHINGS	0.000 0.000		80% 90%			
	LOW	AAD CONTRACTING, INC. OMEGA COATINGS & CONSTRUCTION, LLC					\$847,000.00 \$2,358,000.00			\$914,000.00	2	0
SL	F03	ST CHARLES	I-70	JSL0305	160,669	2 BRIDGE REHABILITATIONS	0.246		90%			
	LOW	CONCRETE STRATEGIES, LLC KOZENY-WAGNER, INC.					\$2,347,997.50 \$3,100,000.00			\$4,058,000.00	2	0
SL	F04	FRANKLIN	I-44	JSL0038	41,700	COLDMILL, RESURFACE, RAMP EXTENSIONS, REST AREA AND WEIGH SCALE SITE IMPROVEMENTS	15.347		90%			
	LOW	N.B. WEST CONTRACTING COMPANY PACE CONSTRUCTION COMPANY, LLC K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO. EMERY SAPP & SONS, INC.					\$23,634,065.85 \$24,595,855.69 \$28,547,733.01 \$29,318,834.76			\$21,299,000.00	4	0
SL	F05	JEFFERSON	BB	JSLM0078	1,437	CULVERT REPLACEMENT	0.054		STATE			
	LOW	GERSHENSON CONSTRUCTION CO., INC. PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC					\$348,836.35 IRREGULAR			\$192,000.00	1	0

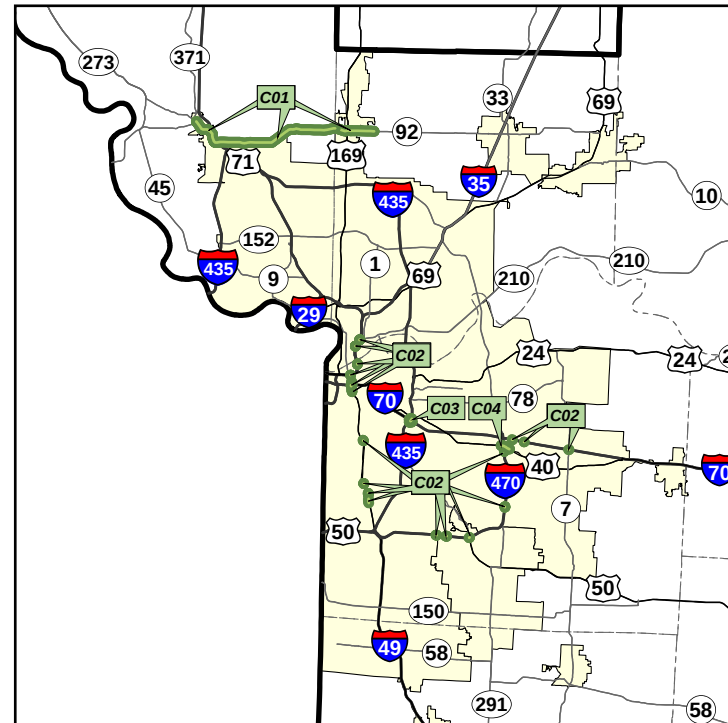
SUMMARY OF BID OPENING

September 18, 2026

MAXIMUM TERM										FED	PROGRAM	NO.	DBE
CALL	NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	WITH EXTENSIONS	%	AMOUNT	OF BIDS	%
SW	G01	GREENE	D	J8S0745	31,757	COLDMILL, RESURFACE AND TURN LANES		2.718		80%			
		GREENE	D	J8S3133	31,757	TURN LANES AND ADA IMPROVEMENTS		2.362		80%			
		GREENE	D	J8S3153	31,757	ADA IMPROVEMENTS		2.544		80%			
	LOW	D & E PLUMBING AND HEATING, INC. KCI CONSTRUCTION COMPANY HUNTER CHASE & ASSOCIATES, INC. BRANCO ENTERPRISES, INC. TI-ZACK CONCRETE, LLC RADMACHER BROTHERS EXCAVATING CO., INC.					\$6,565,903.62 \$6,661,114.12 \$6,769,000.00 \$7,255,998.00 \$7,295,089.14 \$9,732,970.00				\$7,171,000.00	6	0
	FUNDING BY THE CITY OF SPRINGFIELD - \$75,474 (J8S3133) AND \$582,442 (J8S3153)												
SW	G02	HENRY	18	JSR0028	3,444	COLDMILL AND RESURFACE		2.059		80%			
		CEDAR	54	JSR0033	3,270	COLDMILL AND RESURFACE		24.920		80%			
		CEDAR	32	JSR0442	1,793	COLDMILL AND RESURFACE		0.223		80%			
		POLK	123	JSR0487	1,299	COLDMILL AND RESURFACE		11.930		80%			
	LOW	APAC-CENTRAL, INC. MAGRUDER PAVING, LLC EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC					\$7,502,528.20 \$8,625,757.87 \$9,241,822.78 \$9,802,493.91				\$7,560,000.00	4	0
SW	G03	VERNON	K	JSR0161	2,594	RESURFACE		2.453		80%			
		BARTON, VERNON	43	JSR0162	3,355	RESURFACE		24.057		80%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. APAC-CENTRAL, INC. EMERY SAPP & SONS, INC.					\$5,758,835.00 \$6,303,212.29 \$7,955,986.26				\$6,427,000.00	3	0
SE	H01	IRON	21	J9P3570	2,331	RESURFACE		6.801		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC					\$1,943,169.00				\$1,790,000.00	1	0
SE	H02	BOLLINGER, CAPE GIRARDEAU, IRON, MADISON, MISSISSIPPI, NEW MADRID, PERRY, ST. FRANCOIS, STE. GENEVIEVE, SCOTT	VARIOUS	JST0144	VARIOUS	GUARDRAIL IMPROVEMENTS		2.429		STATE			
	LOW	WEST PLAINS BRIDGE & GRADING, LLC JAMES H. DREW CORPORATION					\$3,160,000.00 \$3,432,764.60				\$2,430,000.00	2	0
SE	H03	BUTLER, CARTER, DOUGLAS, DUNKLIN, HOWELL, OREGON, OZARK, PEMISCOT, REYNOLDS, RIPLEY, SHANNON, STODDARD, TEXAS, WAYNE, WRIGHT	VARIOUS	JST0144B	VARIOUS	GUARDRAIL IMPROVEMENTS		3.245		STATE			
	LOW	WEST PLAINS BRIDGE & GRADING, LLC JAMES H. DREW CORPORATION ADVANCED HIGHWAY SIGN AND SUPPLY, LLC					\$2,200,000.00 \$3,266,116.99 IRREGULAR				\$2,252,000.00	2	0
LOW BID							\$95,985,183.16				\$96,093,000.00	98	
CONTRACT AWARD AMOUNT WITH EXTENSIONS (PER JSP) FOR JOB ORDER CONTRACTS; FIXED BUDGET VALUE (PER JSP) FOR FIXED PRICE / VARIABLE SCOPE CONTRACTS							\$2,593,000.00						
TOTAL BID AMOUNT ADJUSTED TO REFLECT CONTRACT AWARD WITH EXTENSIONS ON JOB ORDER CONTRACTS AND FIXED BUDGET VALUES FOR FIXED PRICE / VARIABLE SCOPE CONTRACTS							\$95,985,183.16						
% DIFFERENCE (BID TO PROGRAM)									-0.1%				

SEPTEMBER 2026 LETTING PROJECT LOCATIONS

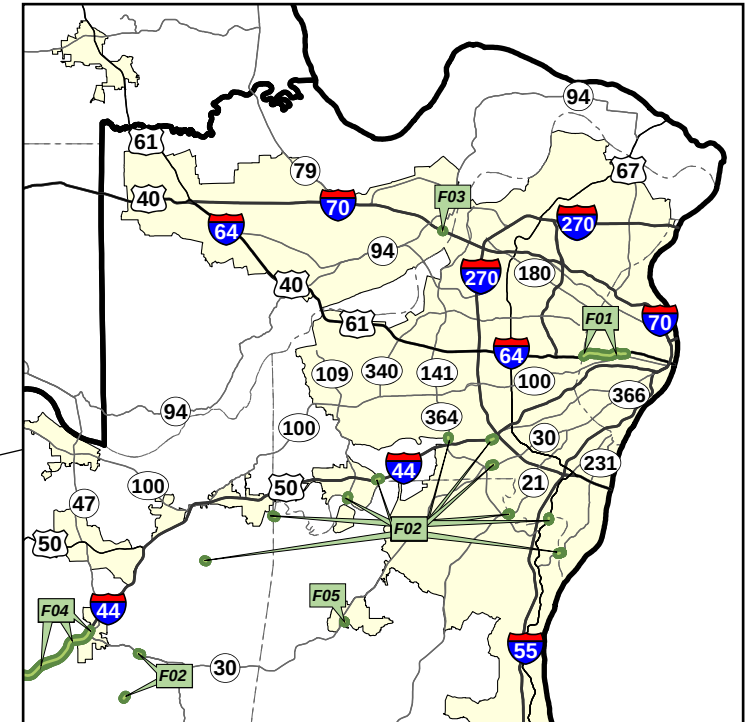
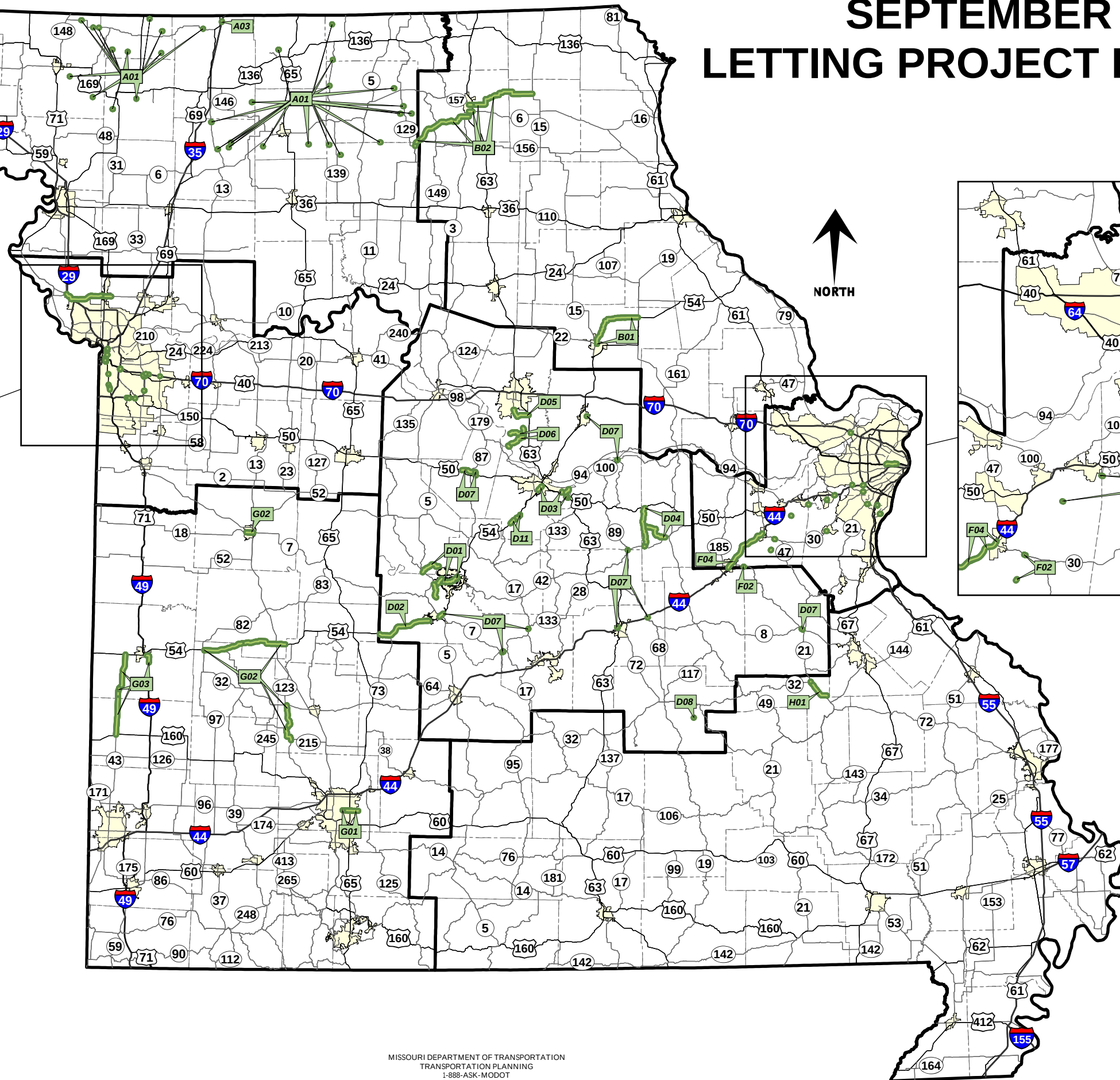
ATTACHMENT 2



KANSAS CITY

CALL NUMBERS AND ASSOCIATED
PROJECT NUMBERS WITHOUT A
SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
D09	JST0141
D10	JST0141B
H02	JST0144
H03	JST0144B



ST. LOUIS

ROUTE DESIGNATION

- Interstate
- US Route
- MO Route

BOUNDARIES

- District
- County
- Urban



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.

August 21, 2026 Letting (September 2, 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	1	\$230,000	\$224,268	-2.5
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	19	\$91,358,840	\$81,304,442	-11.0
STIP PROJECTS	11	\$70,121,420	\$59,774,045	-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				#DIV/0!

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



2

UPDATE FROM MODOT'S CENTRAL DISTRICT

-- Presented by Machelles Watkins, Central District Engineer, 573-751-7687.

ISSUE: This presentation will provide a brief overview of the current state of roads, bridges, projects, and other critical issues in the Central District.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The Central District is focusing its Statewide Transportation Improvement (STIP) Program funds and all available operation funds on maintaining existing roads and bridges, as well as making significant safety and capacity improvements.
- The Central District's operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, mowing, litter control, signing, and striping, in addition to maintaining roads and bridges.
- The Central District appreciates and fosters strong working relationships with the cities and counties in mid-Missouri and all planning partners to ensure the priorities of the communities it represents are considered appropriately.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Commission – Staff Presentation.

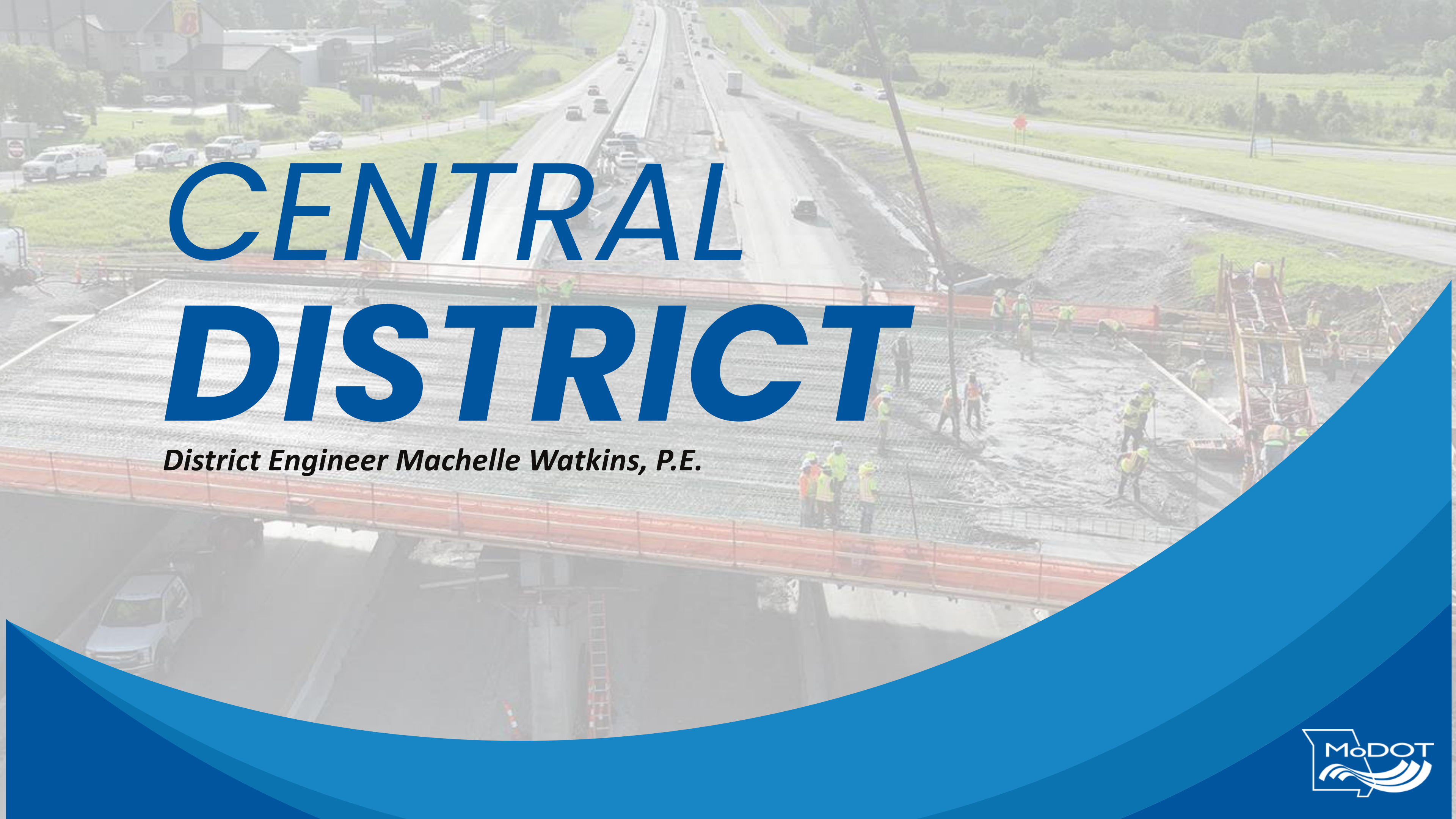
OTHER PERTINENT INFORMATION:

- The Central District proudly supports the MoDOT values of safety, service, and stability and serves 678,659 Missourians in 18 counties in the heart of Missouri.
- Central District is 92.8 percent staffed at 545 employees.
- The Central District maintains 11,600 lane miles of interstates and major and minor routes, including Interstates 70 and 44 and U.S. Routes 63, 54, and 50.
- Central District's Planning Partners include: Mid-Missouri Regional Planning Commission, Lake of the Ozark Council of Local Governments, Meramec Regional Planning Commission, Capital Area Metropolitan Planning Organization, and Columbia Area Transportation Study Organization.
- The Central District has several critical, high impact projects recently completed or underway:
 - U.S. Route 63 and Route AC (Grindstone Parkway) interchange in Columbia, \$10,991,730.65 contract award.
 - Route 52 roundabout at Route 5, \$5,041,329.32 contract award
 - U.S. Route 54 widening project from South Business Route 5 to the city limits of Camdenton, \$6,858,291.67 contract award.
 - U.S. Route 54 widening from U.S. Route 63/Route 94 interchange to the Missouri River Bridge in Jefferson City, \$4,191,212.26 contract award.

- Interstate 44 widening in Pulaski County near Waynesville and St. Robert, adding climbing lanes and ramp improvements, \$17,096,648.91 contract award.
- Central District has several significant projects included in the STIP which are under development, including:
 - U.S. Route 54 intersection modifications south of Jefferson City, near Brazito, \$14,393,000 program estimate.
 - Route 47 rail grade separation over the Union Pacific Railroad. \$8,627,000 program estimate.
- Central District maintenance forces:
 - Are staffed at 91.07 percent.
 - Average 5.3 years with the department.
 - Focused on safety, they have implemented a Central District Innovation of the tractor-flagger, paving, restoring flooding damage, and other activities.
 - To date in 2026, operations have completed:
 - 14,019 hours of pothole patching
 - 25,943 hours in signing activities
 - 5,332 hours sweeping roads
 - 462 hours removing dead animals
 - 25,735 hours picking up litter
 - Sealed 329 lane miles across Central District at a cost of \$2,310,984.25 or \$7,028.97 per lane mile.
- Central District is dedicated to improving safety for our employees and those who use our transportation system.
 - Employee Safety Focus Areas show improvement since our highest numbers in 2019 (backing and slips, trips, and falls) and 2023 (sprains and strains).
 - Comparing 2025 to 2026, we have room for additional improvement.
 - As of August 30, 2026, there were 76 fatalities on Central District roadways, up from 59 at this time in 2025.
 - That's a 29 percent increase for the year to date. Statewide is down almost 8 percent.
- Central District continues to focus on customers.
 - 3,171 call reports opened and 2,835 completed in 2026 year to date
 - Handled 2,350 customer calls through our 888 ASK MoDOT number
 - Mailed out in excess of 2,200 maps to customers all over the country.
 - Hosted 18 public meetings or hearings to guide design and construction of projects.
 - Increased public outreach through the use of newsletters, photos, and updates emailed throughout construction.
 - Outreach for a project along U.S. 54 in Jefferson City received a 2025 TransComm award.
 - Created strike teams to address high-visibility concerns.
 - Decreased turnaround times for non-emergency concerns from 12 days in 2025 to 8 days year to date in 2026.

- Three employees from our Fulton Maintenance Facility received the Meritorious Safety Award for their rescue of an unconscious driver from a burning vehicle while safely directing other drivers around the hazard.
- The Central District continues to exhibit innovative solutions in their daily work. This year, several entries were submitted in the Innovations Challenge, with the Central District receiving the following awards at the Innovations Showcase held in April.
 - Tool and Equipment Statewide Winner: Guardrail Debris Pusher, Salem Maintenance.
 - Director's Safety Award: Patch Marker, Jefferson City Maintenance.

SOURCE OF FUNDING: Not applicable.

An aerial photograph of a multi-lane highway bridge under construction. Several construction workers in high-visibility vests are visible on the bridge deck, which is covered with a grid of rebar. A concrete pump truck is positioned on the right side of the bridge. In the background, a multi-lane highway with traffic is visible, along with some residential buildings and greenery. The image is overlaid with a large blue graphic on the right side and a blue wave-like shape at the bottom.

CENTRAL DISTRICT

District Engineer Machelles Watkins, P.E.

CENTRAL DISTRICT

BY THE NUMBERS

18

Counties

678,659

Population

536

Employees

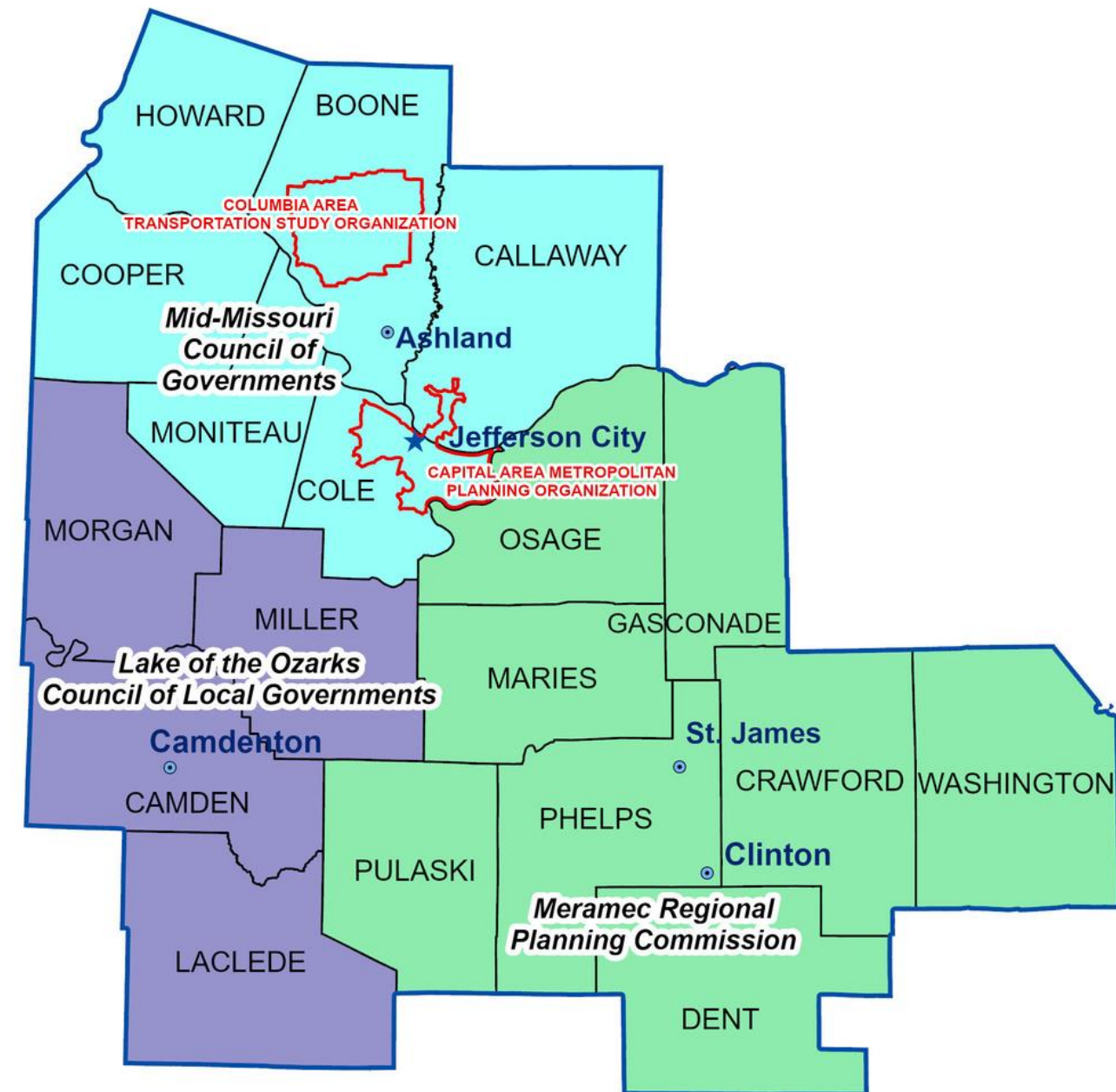
11,600

Lane Miles

1,303

Bridges

PLANNING PARTNERS



- Meramec Regional Planning Commission
- Mid-Missouri Regional Planning Commission
- Lake of the Ozarks Council of Local Governments
- Capital Area Metropolitan Planning Organization
- Columbia Area Transportation Study Organization

DELIVER THE PROGRAM



COMPLETED PROJECTS



U.S. 63 and Route AC
New interchange in
Columbia



Missouri Routes 5 & 52
Intersection improvements
in Versailles

UNDER CONSTRUCTION



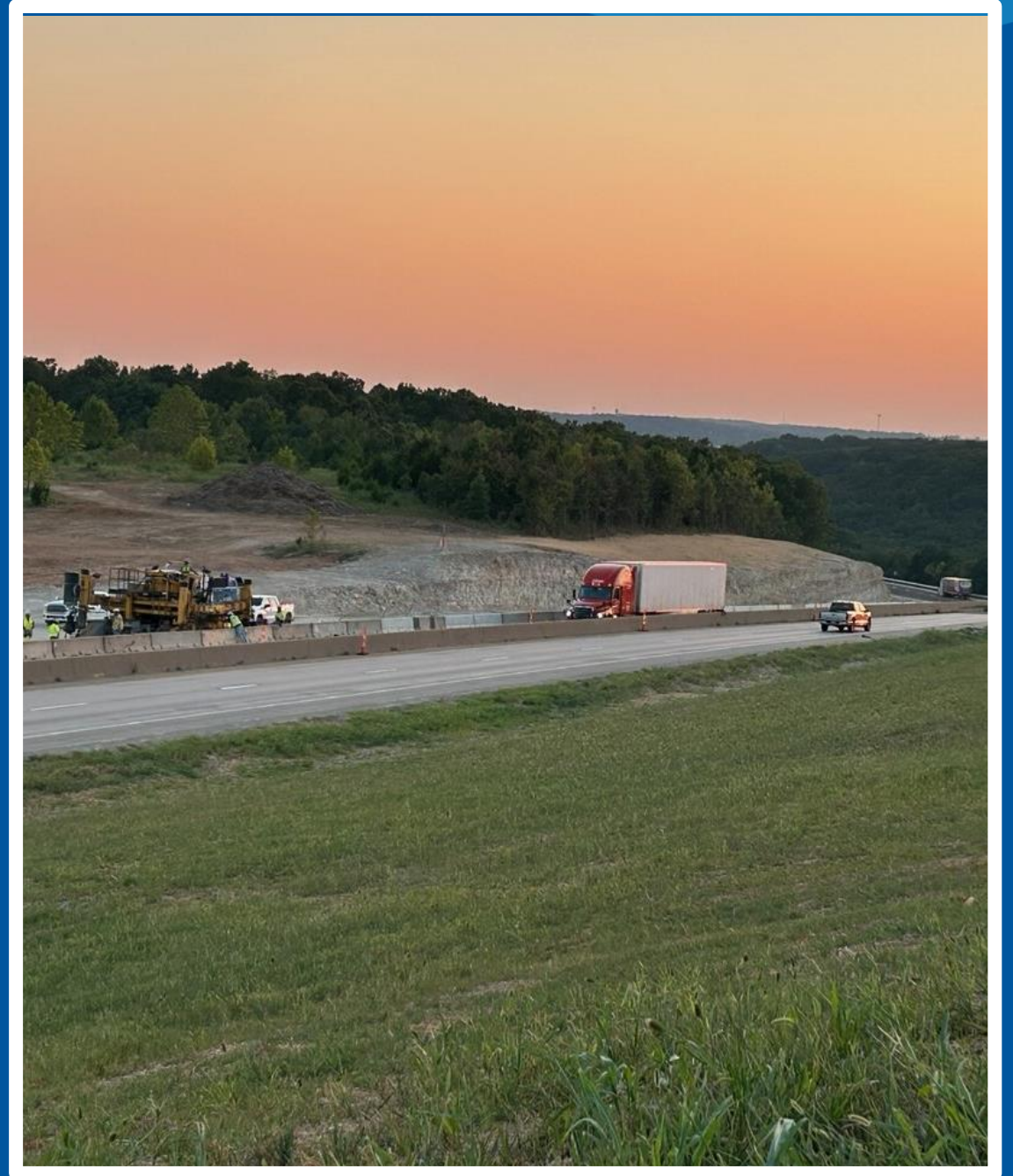
U.S. 54

Widening in Camdenton



Westbound U.S. 54

Widening in Jefferson City,
north of the Missouri River



I-44

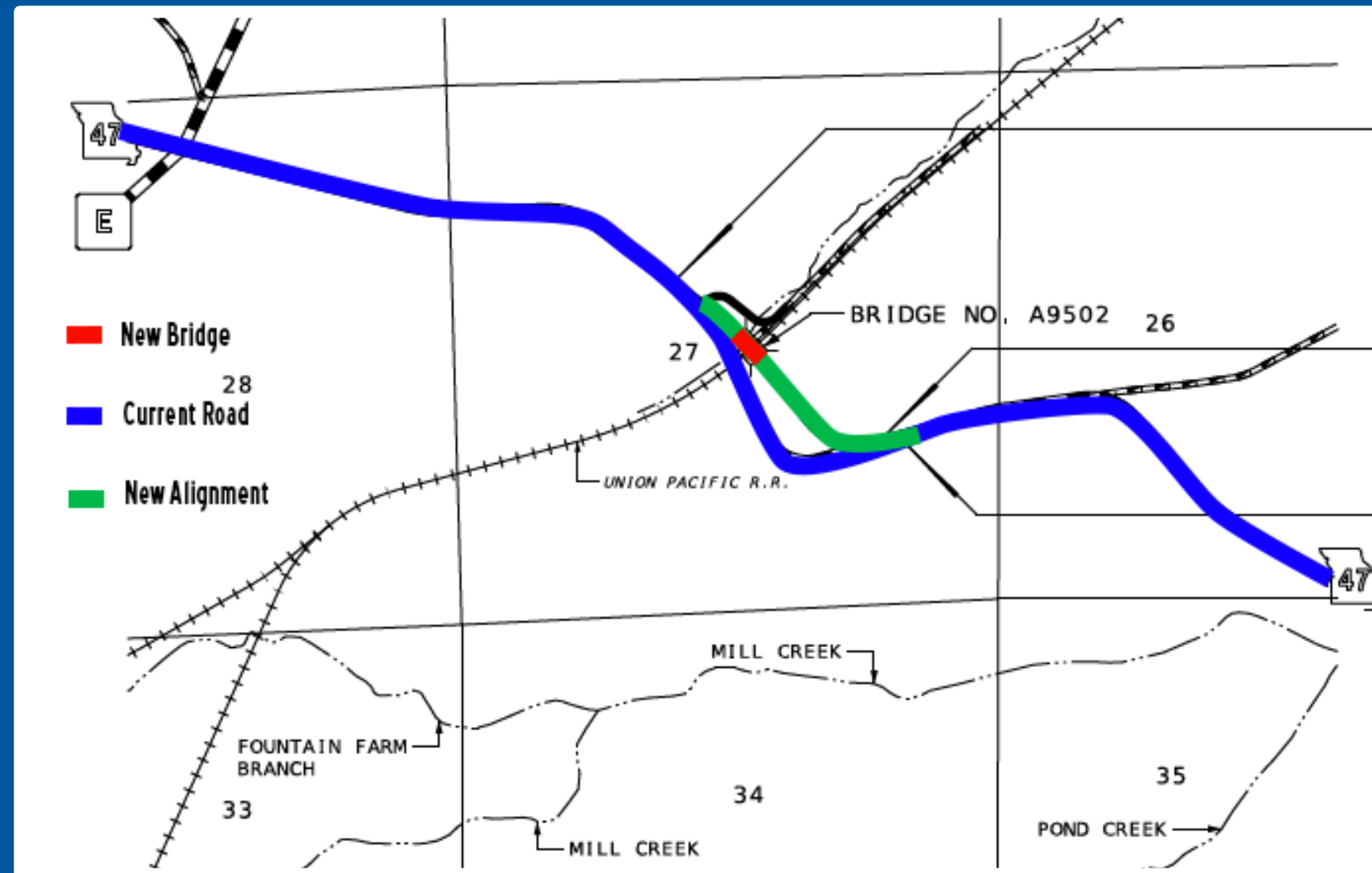
Adding climbing lanes,
Pulaski County



FUTURE PROJECTS



U.S. 54
Safety improvements south of
Jefferson City



Missouri Route 47
Roadway realignment and at-grade
crossing removal in Washington County

RESTORING OPERATIONS



OPERATIONS



Using a tractor-mounted
flagger on Maries County
Route M paving operations

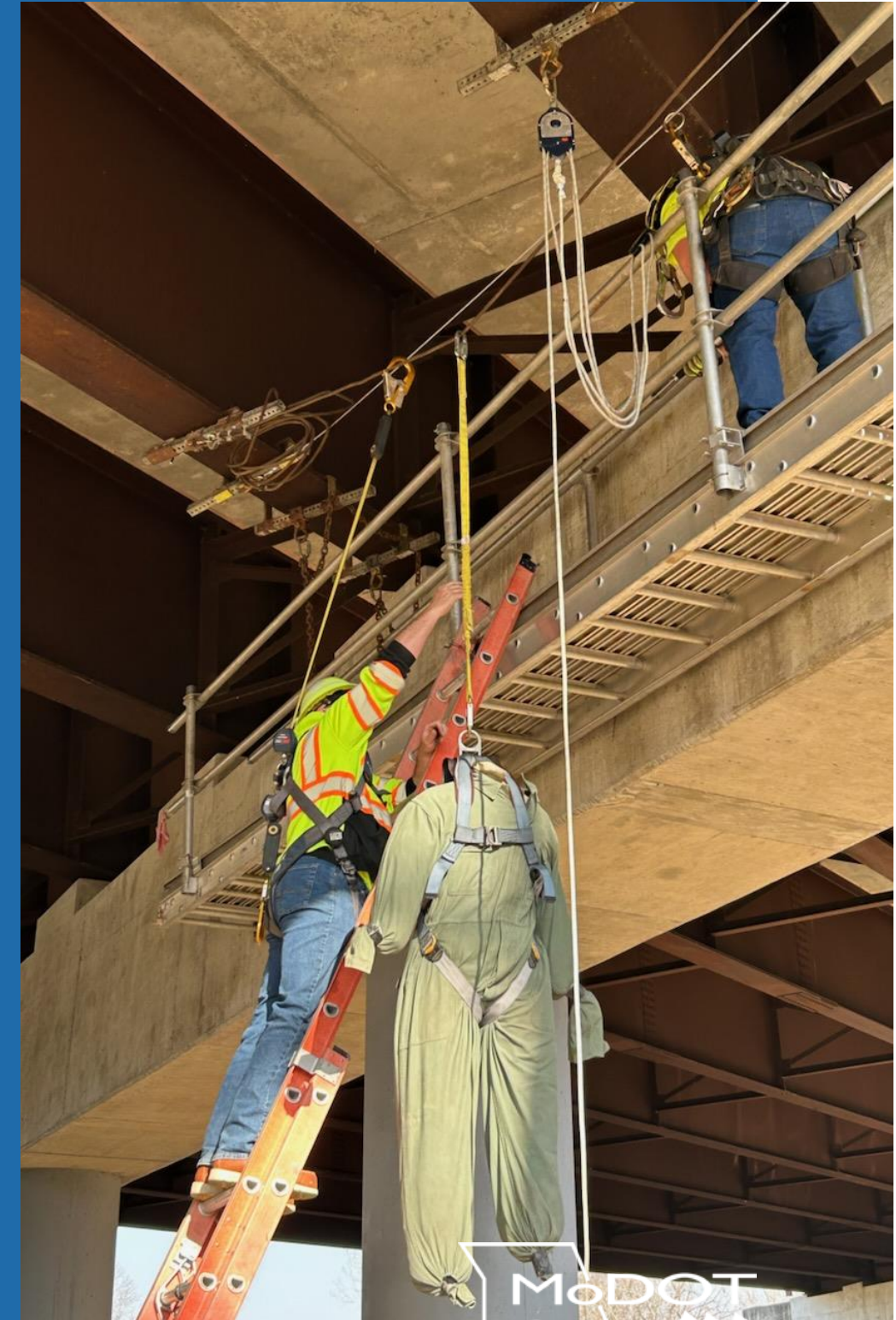


Changing navigation
lighting on the Grand
Glaize Bridge at Lake of
the Ozarks



Culvert washout repair on
Boone County Route F

WORK SAFELY



EMPLOYEE SAFETY

FOCUS AREAS

Recent Highest

Year-to-date 2025

Year-to-date 2026

Backing

28

2019

6

3

Slips, Trips & Falls

19

2019

1

3

Strains & Sprains

23

2023

3

4

KEEPING CUSTOMERS SAFE

save**MO**lives

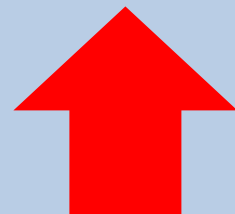
**Central District
Roadway Fatalities**
as of Aug. 30:

2026: 76

2025: 59

2024: 70

2023: 71



save**MO**lives

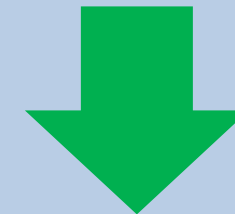
**Statewide
Roadway Fatalities**
as of Aug. 30:

2026: 547

2025: 592

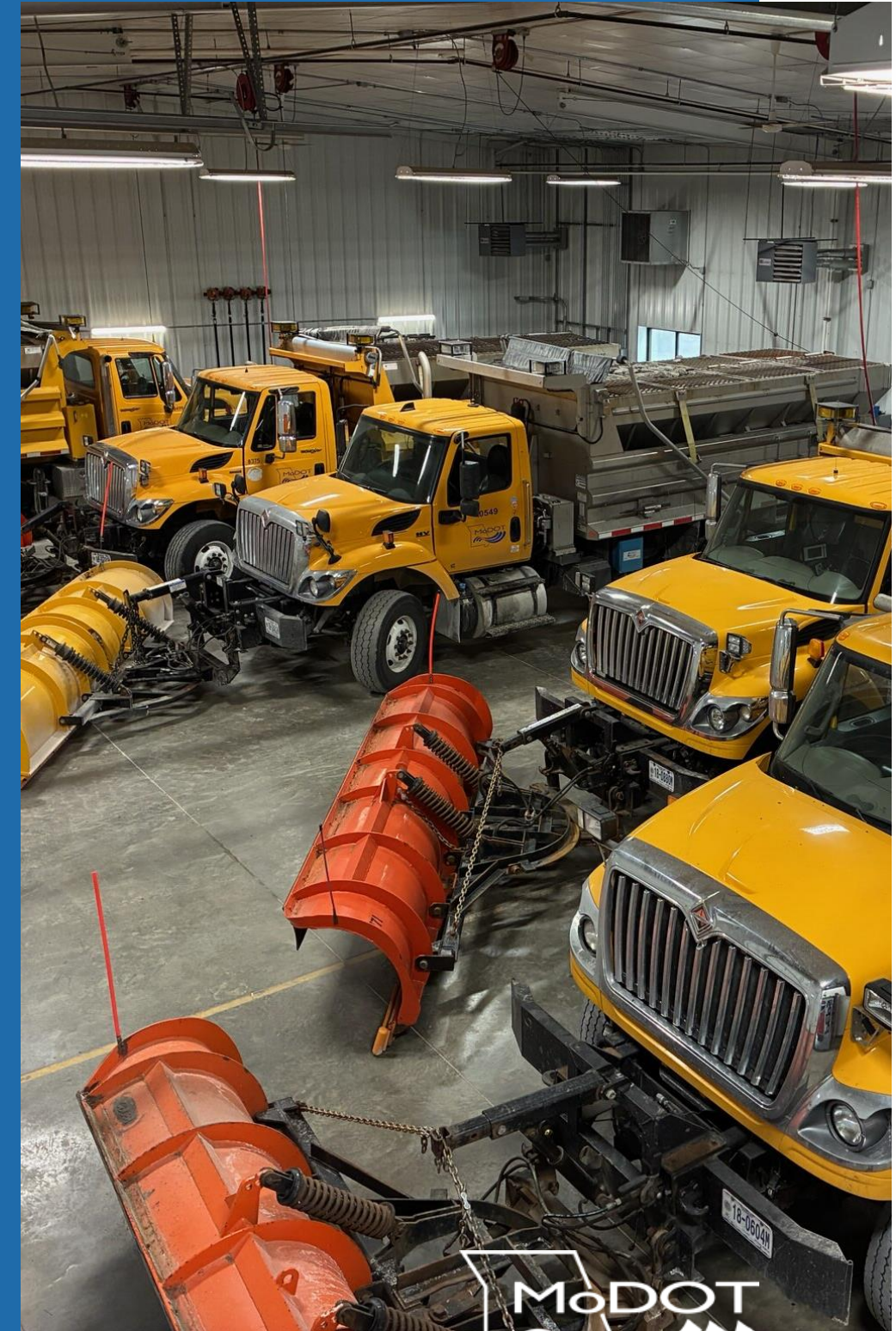
2024: 603

2023: 622



FOCUS ON CUSTOMERS

AND EMPLOYEE ACCOMPLISHMENTS





PUBLIC OUTREACH

- In FY2026, there were 18 public meetings for Central District
- Stakeholder outreach has increased:
 - Newsletters, photos & emailed updates throughout construction.



STRIKE TEAMS

- Created strike teams in key areas to more quickly address customer concerns and those items more visible to the public, such as litter and signing.



TURNAROUND TIMES

- Our average time to complete a non-emergency customer concern has dropped from 12 days in 2025 to 8 days in 2026 (year to date).

EMPLOYEE AWARD



Fulton Maintenance recipients of the Meritorious Safety Award: Supervisor Luke Ruppel and Crew Leader Derek Wise (above) and Crew Leader Chris Dreste (right).



INNOVATIONS



***THANK
YOU!***





3

HIGH-PRIORITY UNFUNDED NEEDS

-- Presented by Llans Taylor, Transportation Planning Director 573-526-1374.

ISSUE: Missourians have repeatedly established the number one goal for MoDOT is to take care of the existing system; however, many needs still exist that remain unfunded. The Long-Range Transportation Plan (LRTP) identifies \$1.3 billion of annual high-priority unfunded transportation needs under six categories.

Unfunded needs prioritization is an annual effort resulting in the High-Priority Unfunded Needs List. The list includes multiple tiers of needs. The first tier represents the highest priority needs that could be delivered with additional funds in the Statewide Transportation Improvement Program (STIP) timeframe. The second and third tier represents the highest priorities that could be delivered beyond the horizon of the Statewide Transportation Improvement Program. The Multimodal tier represents the highest multimodal priorities that could be delivered if there was a dedicated funding source for other modes. The distribution of funds capacity is based upon the third step of the Commission's Funding Allocation policy for System Improvements. Planning partners are an essential element in the process that develops this list.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects.
- The department and Commission established a process to annually prepare a list of unfunded transportation needs which enables the department to be prepared should additional resources become available and continue its collaboration with its planning partners.

OTHER VIEWS:

- The planning framework process provides local input and transparency for prioritization decisions.

MHTC POLICY:

- Statewide Transportation Improvement Program – Planning Framework.
- Statewide Transportation Improvement Program – Funding Allocation.
- Statewide Transportation Improvement Program – Long Range Transportation Plan.

OTHER PERTINENT INFORMATION:

- The Commission originally adopted a planning framework policy in 2004 that was revised and updated in 2013 and reaffirmed in 2019.
- In 2019 there was potential for additional transportation funds. In order to be prepared to receive and use these funds as quickly as possible, the department developed the first High-Priority Unfunded Needs List. This list was used to educate transportation leaders

and elected officials about transportation needs in Missouri and how additional transportation funds would be used. It also allowed the department to include planning partners in the process that developed the list.

- Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop a list of unfunded road and bridge needs, and Multimodal needs. The development assumption targeted a total of \$4.5 billion for three tiers and another tier for Multimodal at \$1 billion. Tier one targeted \$500 million and tiers two and three targeted the remaining \$4 billion.
- The needs list that resulted from the tiered process was a little more than the targeted amounts, totaling \$4.7 billion statewide. The tier one list totaled \$541 million, the tier two list totaled \$2.1 billion, and the tier three list totaled \$2.1 billion. Attachment 1 provides the list of high-priority unfunded needs that were identified through this collaborative process.
- The statewide needs list, major bridge list, and maintenance and operations list represent known needs that must be acknowledged but that were not identified through the collaborative process.
- Public meetings were held in August and September to receive public comment/input on the unfunded needs list for which there were 192 participants. Additionally, this information was available on MoDOT's website for public comment.
- 167 comments were received from 126 submittals, 163 of which supported needs identified in the list or identifying additional areas of focus. 60 comments were received supporting needs which were included on the list, 103 comments were received identifying additional needs or need types not currently on the list, and three comments were received objecting to a need included on the list.

SOURCE OF FUNDING: Projected federal funds, state revenue, and local contributions.

HIGH-PRIORITY UNFUNDED NEEDS

Llans Taylor
*Transportation Planning
Director*

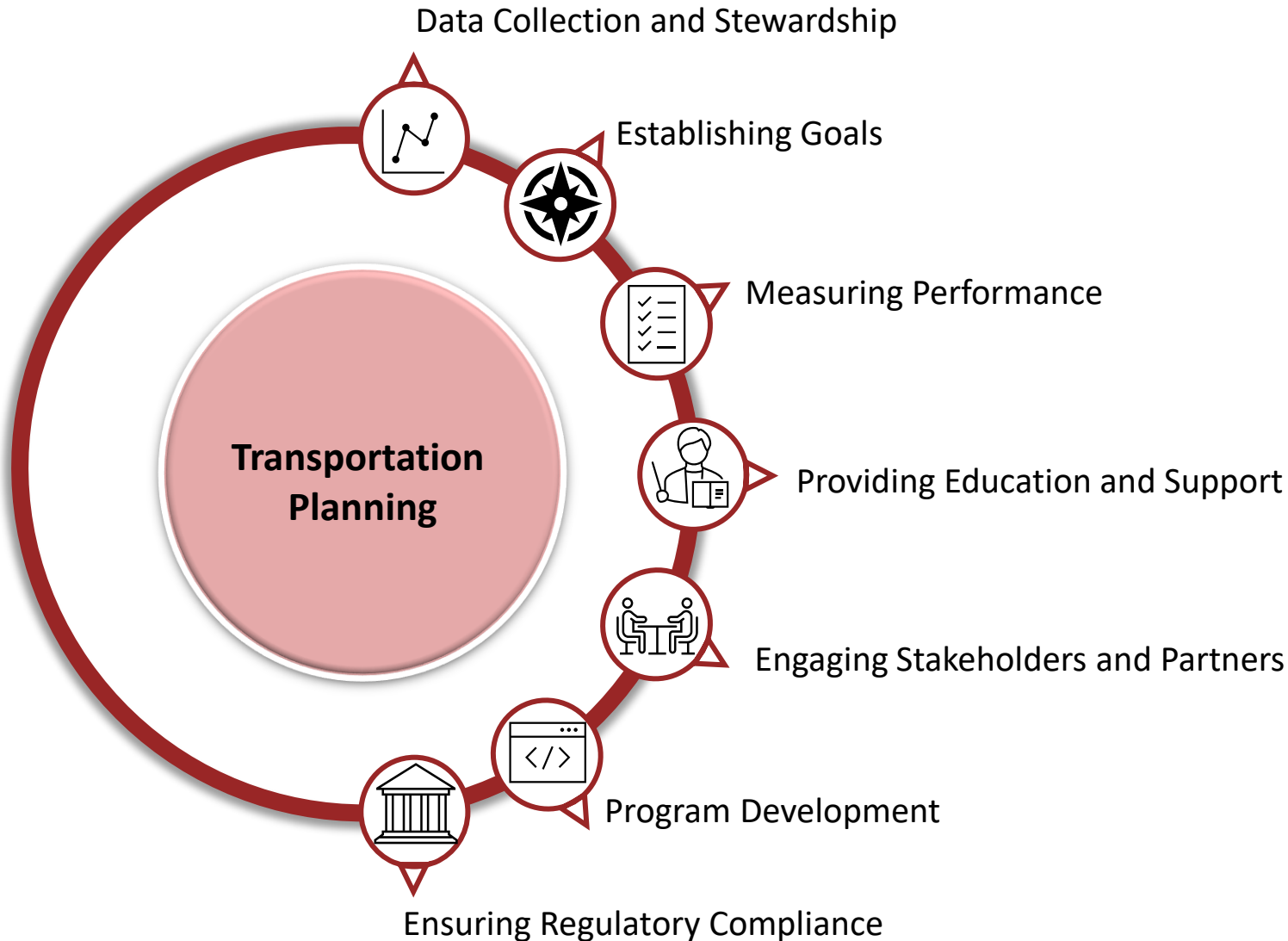
Missouri HIGH-PRIORITY UNFUNDED NEEDS



Oct. 2026



TRANSPORTATION PLANNING

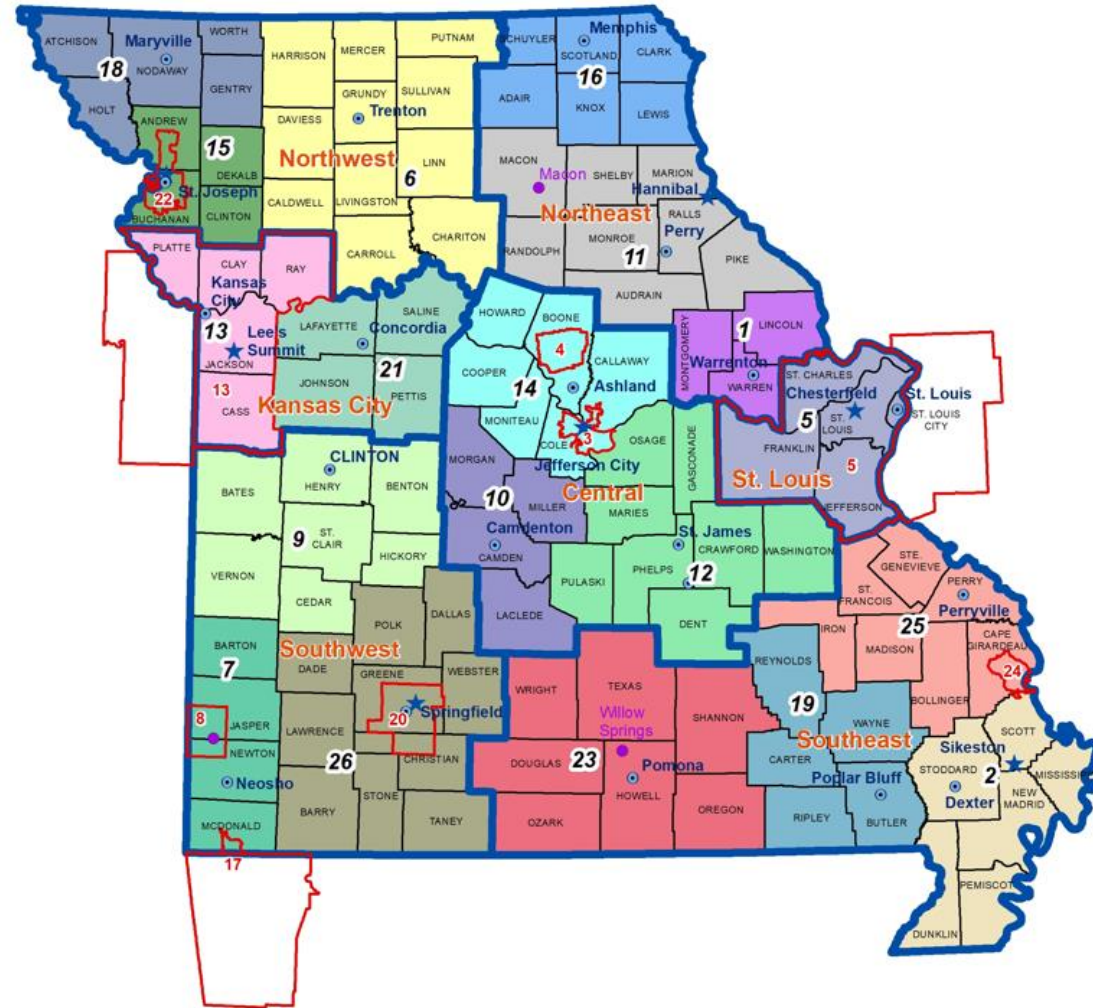


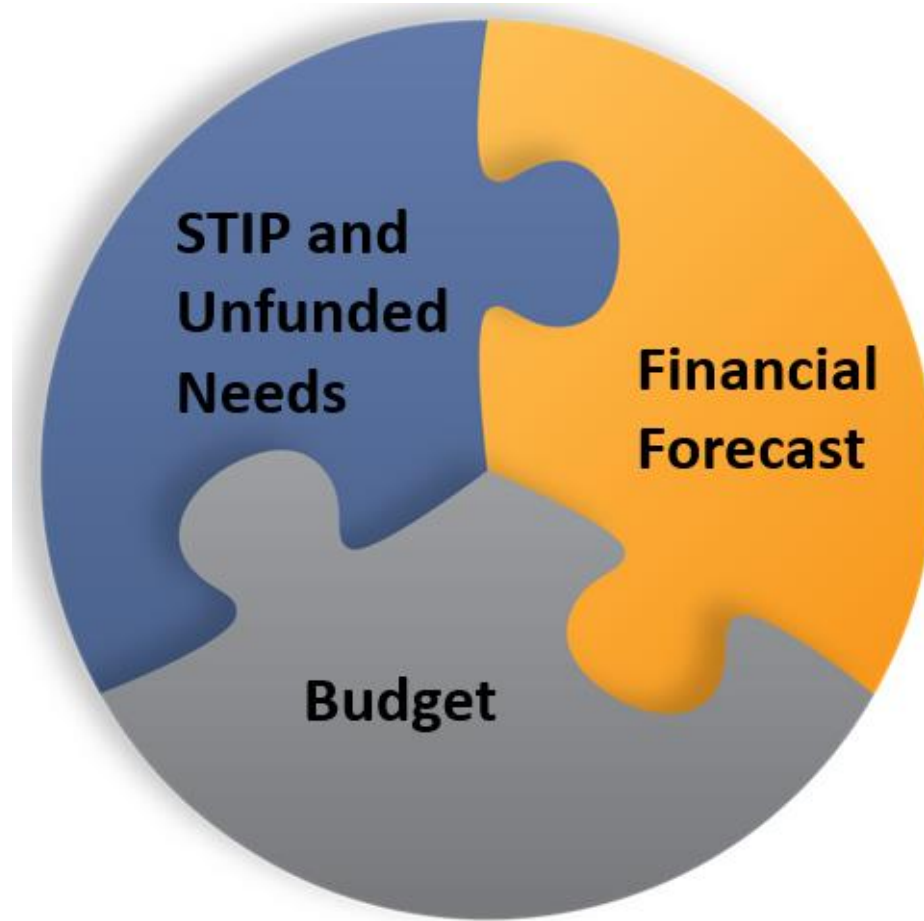
Connecting stakeholder input, data, and needs to deliver improvements

PLANNING PARTNERS

Metropolitan
Planning
Organizations

Regional Planning
Commissions

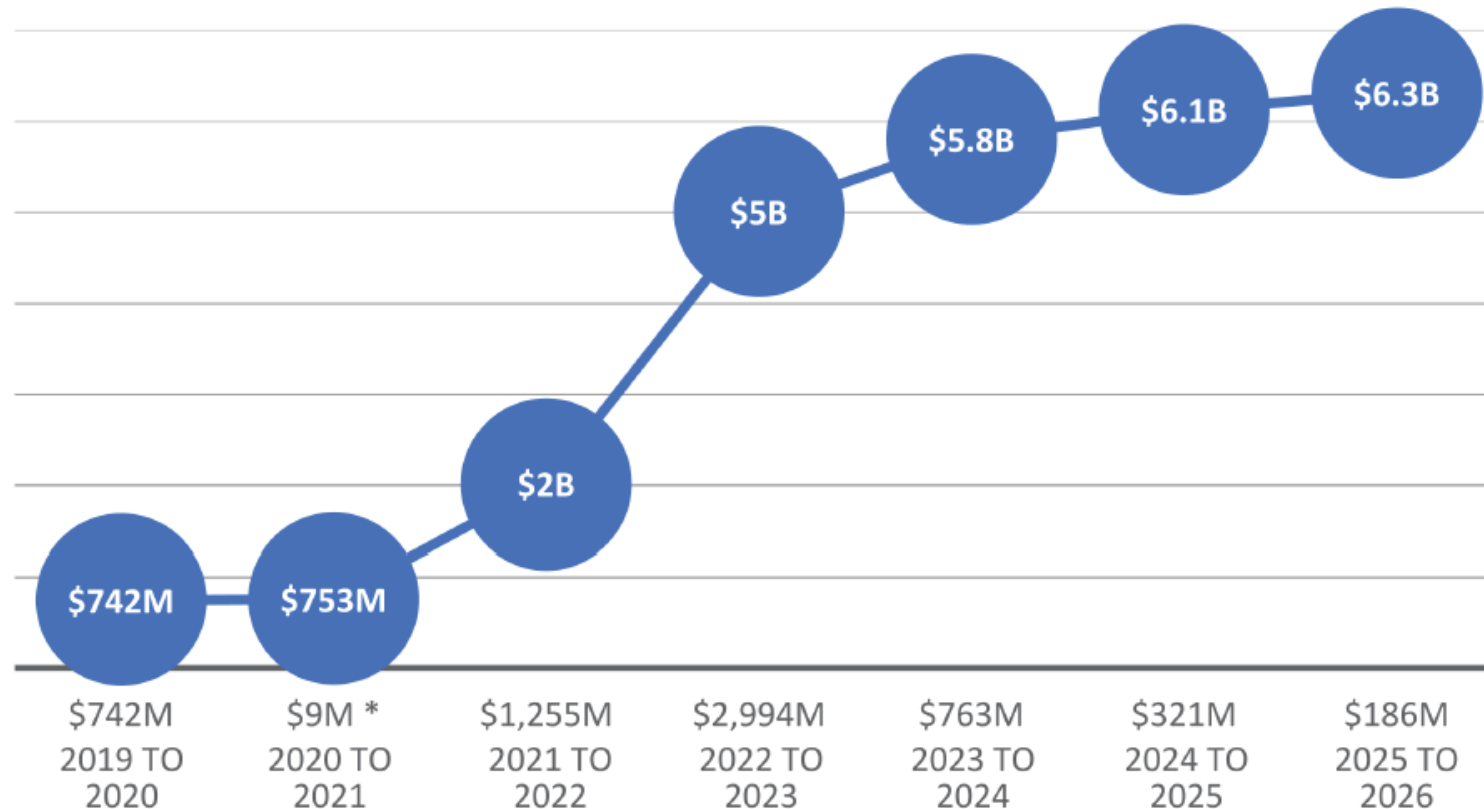




FINANCIAL PLANNING MODEL

DELIVERING RESULTS!

Total High-Priority Unfunded Needs Delivered



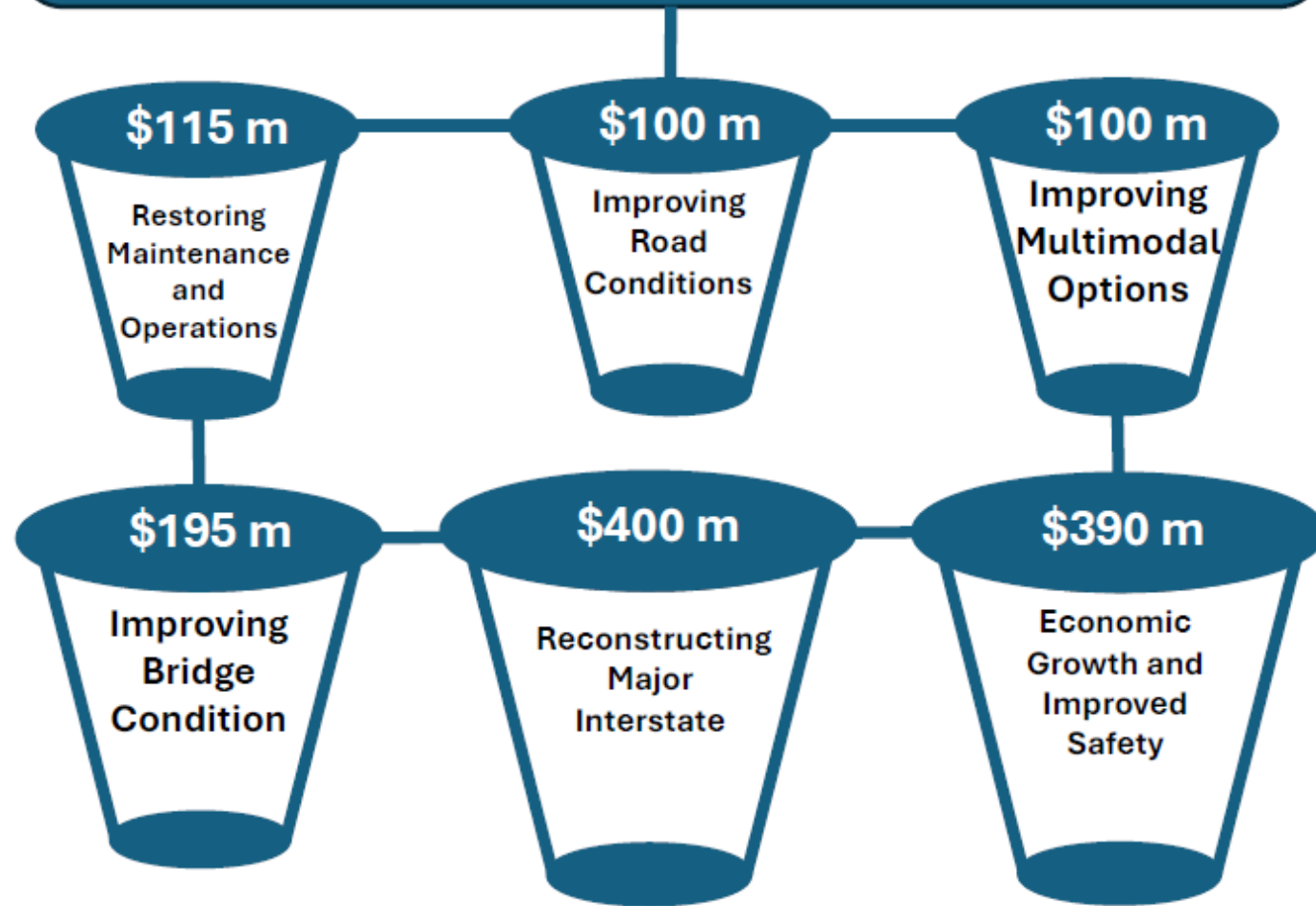
* Note: No annual update to the STIP

In conjunction with planning partners, we moved 20 needs worth \$186 million from the unfunded needs list to the 2027-2031 STIP

- \$130M of Road and Bridge needs
- \$56M of Major Bridge needs



High-Priority Unfunded Annual Transportation Needs \$1.3 Billion



THE NEEDS

THE OUTCOME!

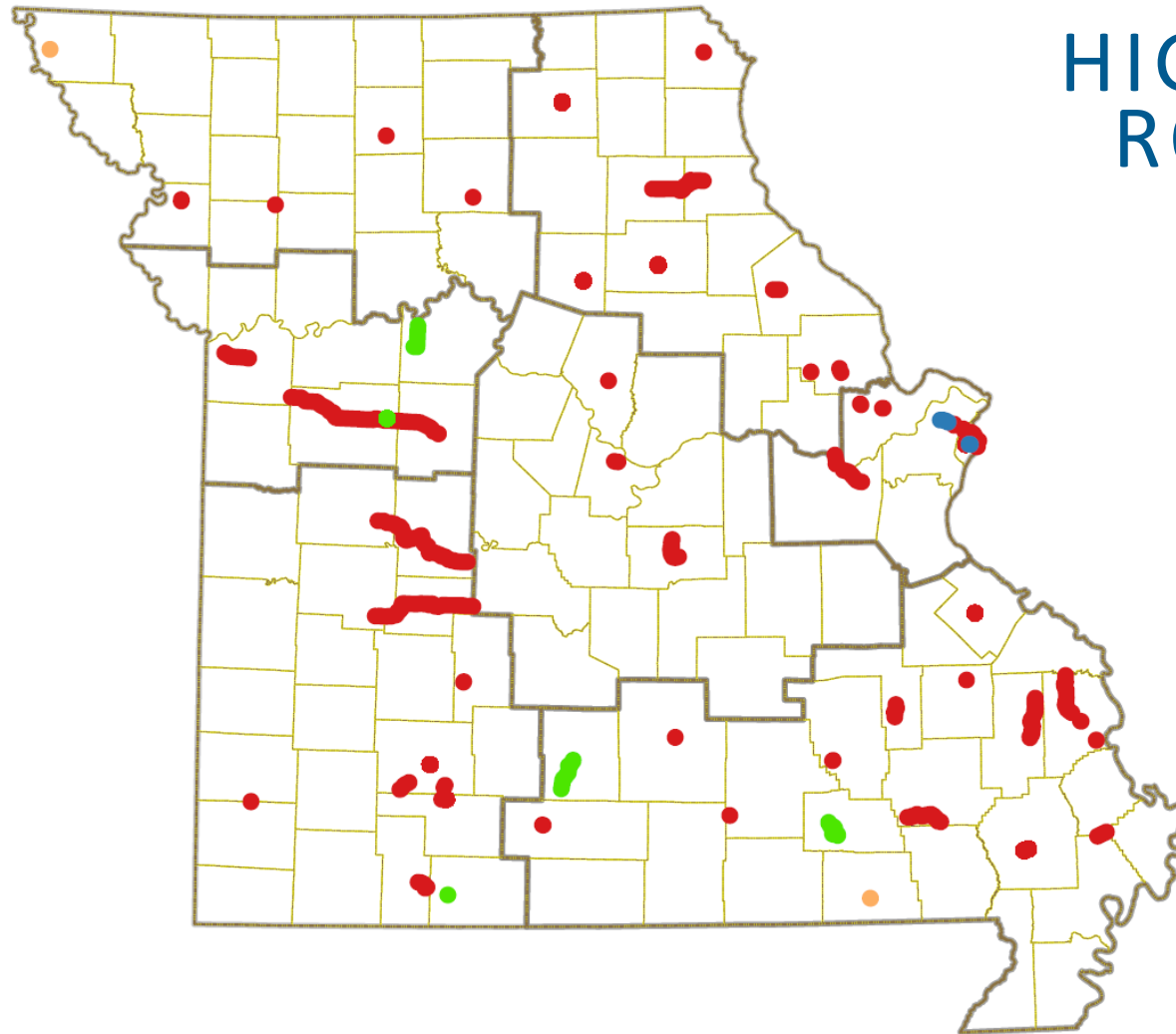
- \$4.7 billion of road and bridge needs in new updated document
 - Three tiers
 - Tier one = could be accomplished in the current STIP horizon
- \$1 billion of multimodal needs



HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

October - 2026

Tier 1 - \$541 million



-  Improve Bridge Conditions
-  Improve Road Conditions
-  Increase Economic Growth and Improve Safety
-  Major Interstate Reconstruction

TIER 1



HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

October - 2026

Tier 2 - \$2.1 billion

- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction

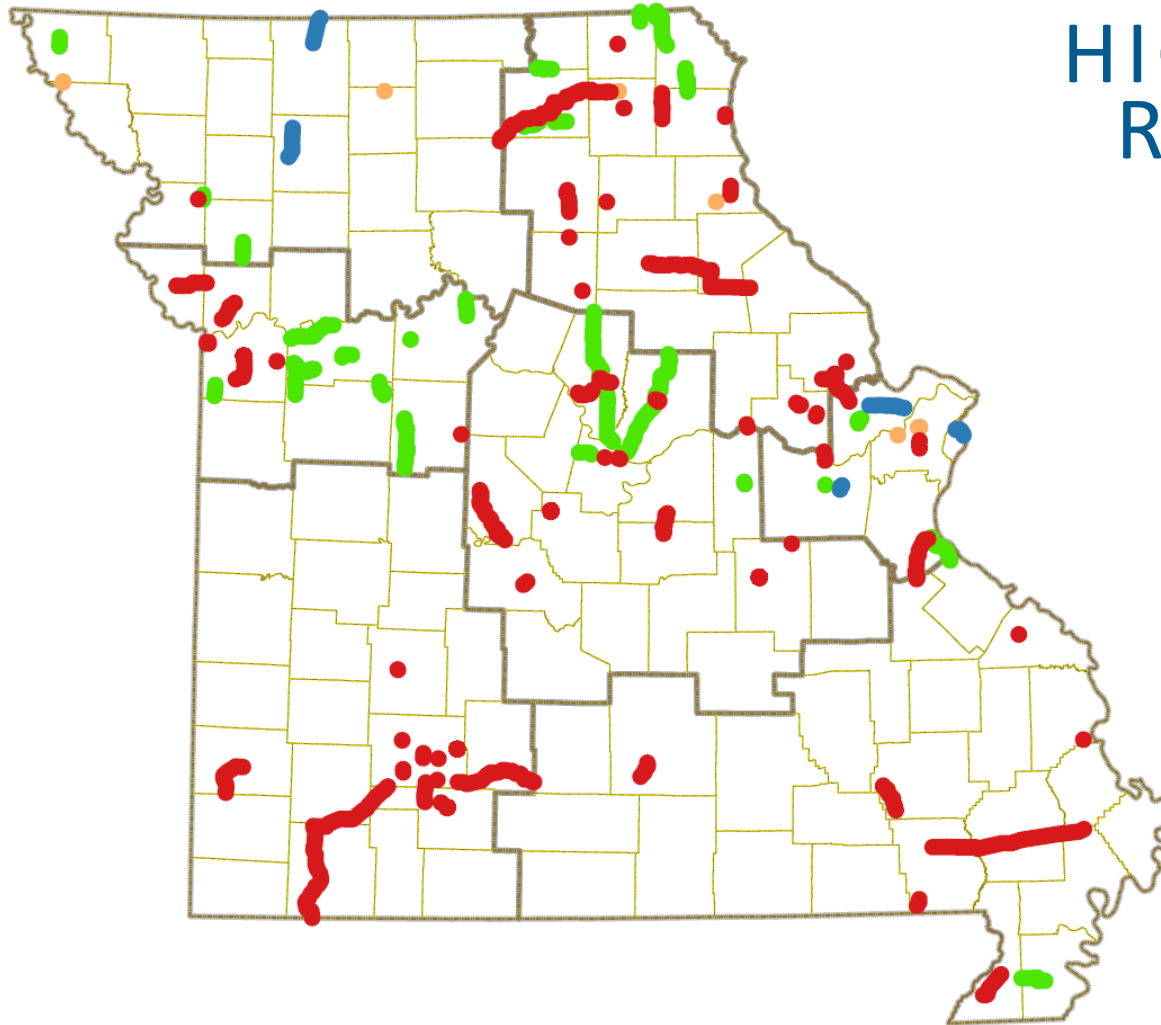
TIER 2



HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

October - 2026

Tier 3 - \$2.1 billion



- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction

TIER 3

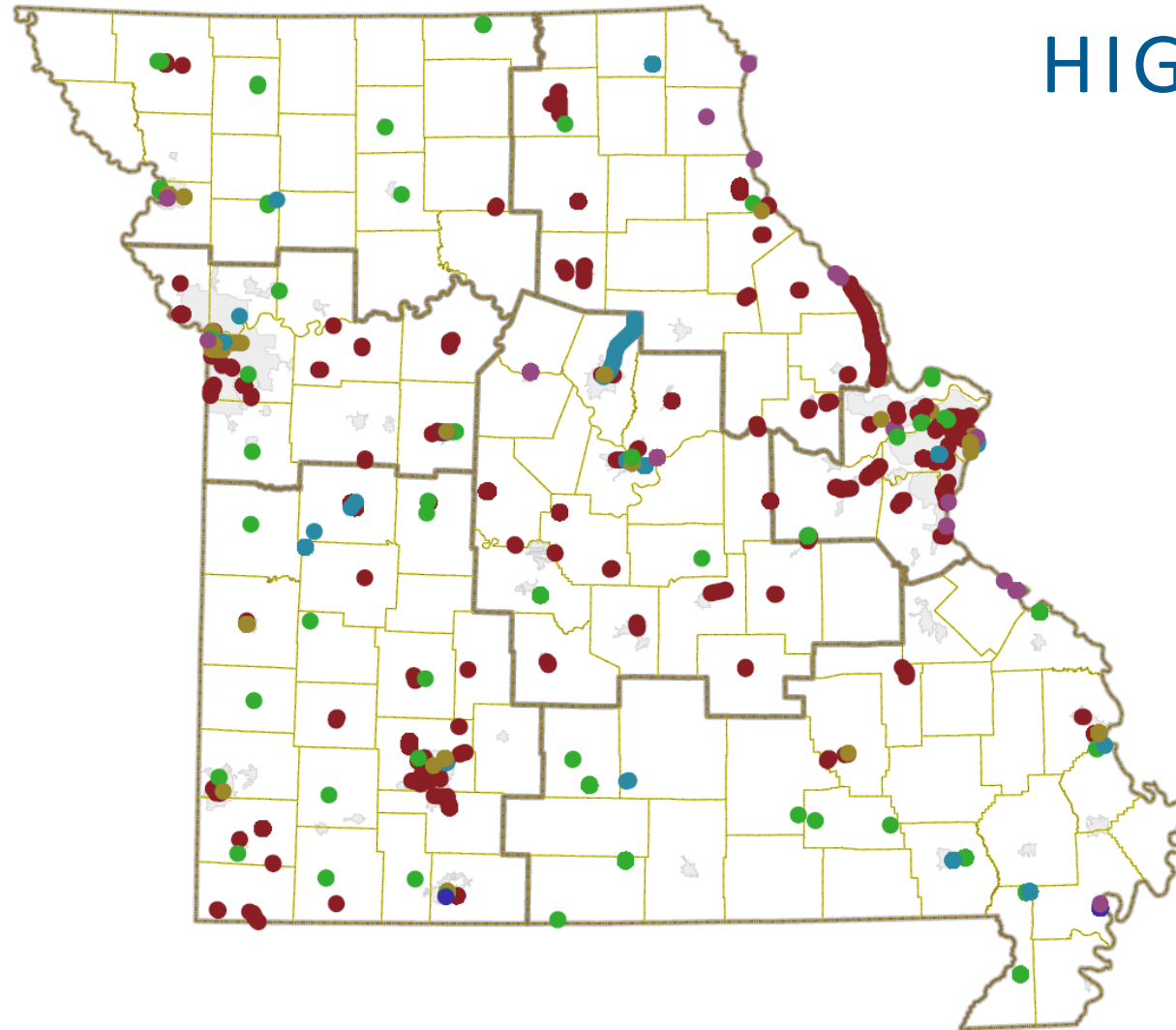


HIGH-PRIORITY UNFUNDED MULTIMODAL NEEDS

October - 2026

Multimodal - \$1 billion

- ACTIVE TRANSPORTATION
- AVIATION
- FREIGHT
- RAIL
- TRANSIT
- WATERWAYS



MULTIMODAL

HIGH-PRIORITY UNFUNDED STATEWIDE AND MAJOR BRIDGE NEEDS

October - 2026

DESCRIPTION		TOTAL COST
MAJOR BRIDGES	- BROWNVILLE - LEXINGTON - THREE TRAILS CROSSING - MARTIN LUTHER KING - PAGE AVENUE - COLE STREET - POPLAR STREET - SHELL KNOB - STOCKTON	\$601 MILLION
STATEWIDE NEEDS	- FORWARD 44* - AGING INTERSTATE RECONSTRUCTION - IMPROVING CONDITION OF RURAL ROUTES - ADDITIONAL AMTRACK RIVER RUNNER SUPPORT - HIGHWAY/RAIL CROSSING SAFETY IMPROVEMENTS	\$5,290 Million
	GRAND TOTAL	\$5,891,000

Note * - Estimated total range of \$4.5 billion to \$7.5 billion based upon initial long range scoping estimates.

Amounts in \$1,000 in 2026 Dollars (Uninflated)

HIGH-PRIORITY UNFUNDED MAINTENANCE & OPERATIONS NEEDS

October - 2026

MAINTENANCE AND OPERATIONS NEEDS - \$1.2 billion

HIGH LIGHTS

I-70, I-44, I-55 EXPANSION

STRIPING (CONTRACT)

SIGNING

SIGNAL / LIGHTING REPAIR

LITTER, SWEEPING, HOMELESS
CAMPS

RURAL ITS MAINTENANCE

GRR SEAL COAT PROGRAM

NEW RURAL ITS DEVICES

RESTORING OPERATIONS

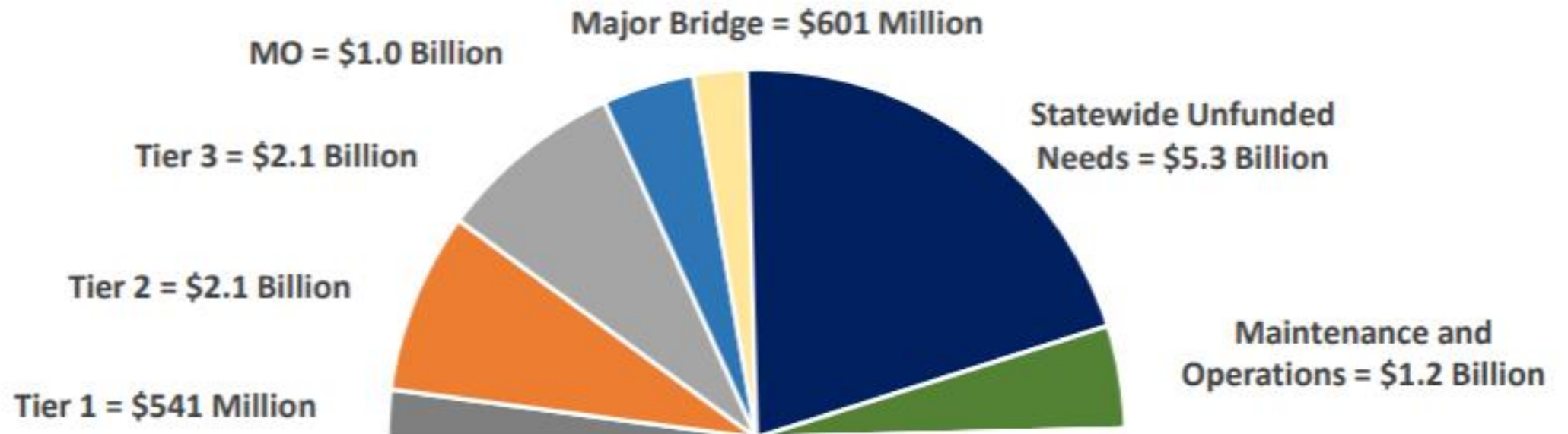
PREVENTIVE MAINTENANCE NEEDS

ROADWAY SAFETY

INFLATION OF MATERIAL AND FLEET



TOTAL IDENTIFIED HIGH-PRIORITY UNFUNDED NEEDS



**\$13 BILLION HIGH-PRIORITY
UNFUNDED NEEDS**

Amounts in \$1,000 in 2026 Dollars (Uninflated)



THE MEETINGS

- August 11 – September 1
 - 10 meetings
 - 192 external participants
- **Update the public on the new list and receive feedback on critical needs that exist across the state**

THE AUDIENCE



- The public, state lawmakers, city officials, county officials, media, contractors, planning partners, and more

THE FEEDBACK

- 60 comments **supported** needs on the list
- 103 **suggested** additional areas of focus
- Three **objected** to 1 need (Forward 44)

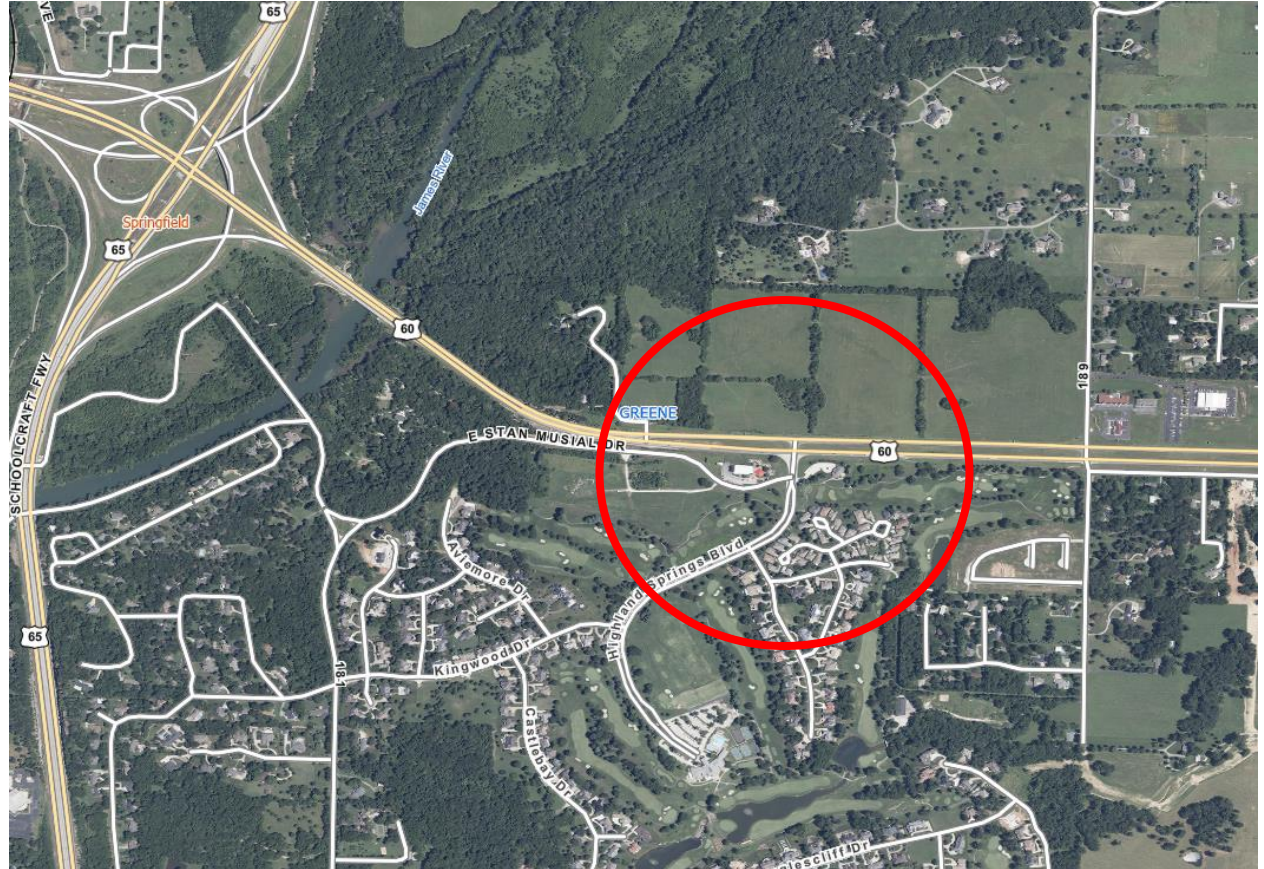


THE FEEDBACK

General Category of Needs for which Feedback was Submitted	Needs On List	Needs Not on List
Road And Bridge Needs	34	54
Active Transportation Needs	16	45
Transit Needs	9	4
Other/Various	4	1
Grand Total	63	104

- 42 comments (25.1%): US 60 at Highland Springs Blvd in SW District.

THE TRENDS!



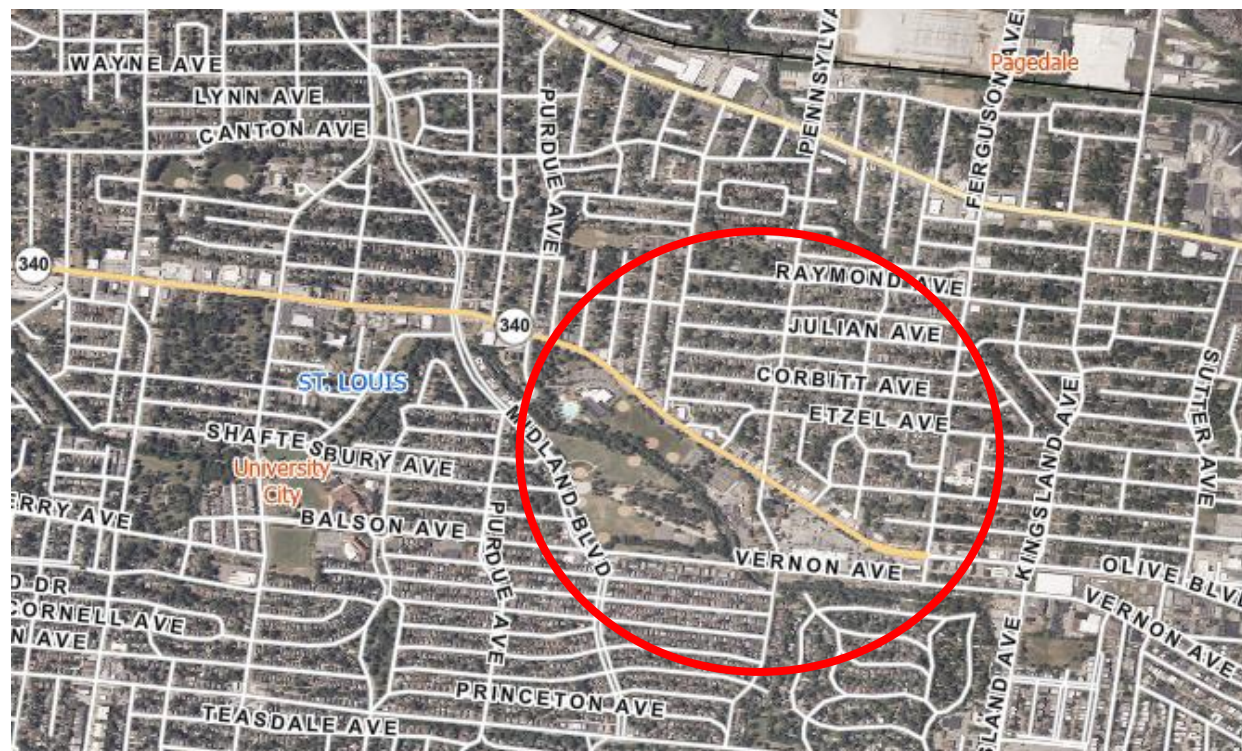
Not included in the High Priority Needs list.

STIP Project J8P0683G, is in the area, but address outer roads and access locations, not the primary focus of the comments.



THE TRENDS!

- 34 comments (20.4%): MO 340 (Olive Blvd) in University City in SL District:



Not included in the High Priority Unfunded Needs list.



- Publish the new list!
- Ensure partners are aware of comments related to unlisted needs
 - District staff and partners should consider these needs during the next prioritization effort
- Start the process again early 2027
 - This is an iterative process
 - Look for ways to improve the process
 - Look for ways to improve the list

NEXT STEPS!



Missouri **HIGH-PRIORITY UNFUNDED NEEDS**



Oct. 2026



INTRODUCTION

Message from Missouri Department of Transportation Director Ed Hassinger

Every year, MoDOT works closely with planning partners in communities across the state to put together the Statewide Transportation Improvement Program (STIP), which details planned construction projects over the next five years. It's a big part of what we consider "the program," and with continued investments from the General Assembly and Gov. Kehoe, the FY 2027-2031 STIP makes available \$13 billion of federal and state revenues over those next five years. These investments allow us to maintain Missouri's transportation infrastructure, which ranks seventh in the nation in terms of size with nearly 34,000 miles of roads and over 10,000 bridges and culverts.

While this year's STIP continues the trend of being among the largest we've seen - funding over 1,200 projects - there are always needs that remain unfunded. That's why, with the help of our planning partners, MoDOT has created this document. The High-Priority Unfunded Needs document allows us to prioritize needs and have a plan should the necessary federal and state funding become available.

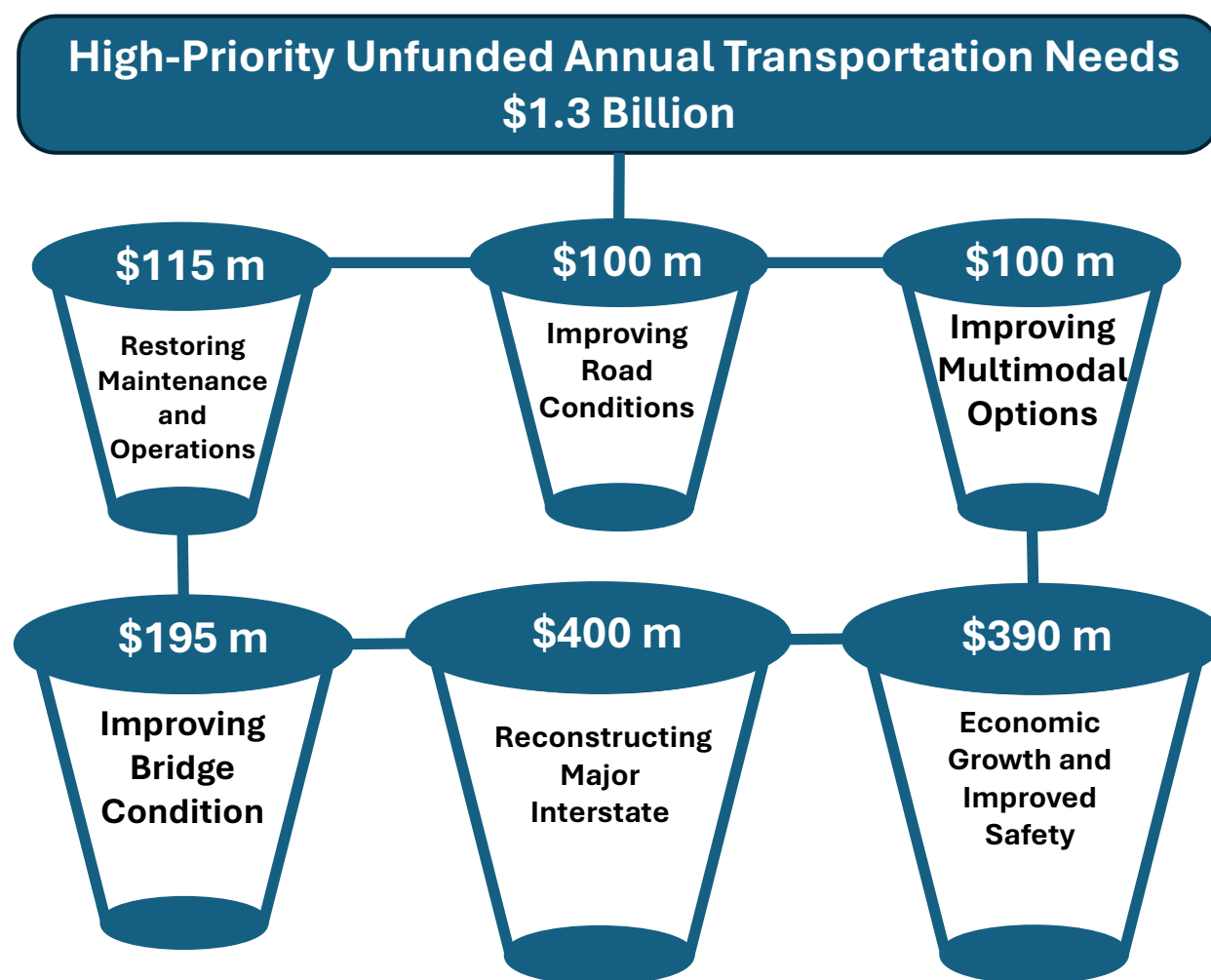
Together, we work to prioritize those unfunded needs listed in the document. This year, \$4.7 billion in road and bridge needs have been sorted into three tiers. Tier one includes \$541 million of needs and focuses on those that could be accomplished within the current five-year STIP, as federal and state funding is available. These needs have more refined estimates. Tier two outlines \$2.1 billion of needs and includes those beyond the current STIP timeframe with broader estimates. Tier three includes \$2.1 billion of needs, also beyond the current STIP timeframe with broader estimates. MoDOT staff also worked with regional planning partners to identify an additional \$1 billion in multimodal needs.

Many needs have been realized and moved from this document to the STIP, and from there to reality. We're seeing that right now with two of the most high-profile projects in the state: the Improve I-70 program and the Forward 44 effort. To see these projects that have such large, statewide impacts come to fruition is a testament to the planning process and the dedication of the MoDOT team, metropolitan planning organizations, regional planning commissions and local, state and federal elected officials across Missouri. This year, we were able to move 20 needs worth \$186 million from the High-Priority Unfunded Needs list to the FY 2027-2031 STIP, a great achievement and top-notch service to the citizens of this state. This year's document also features a new section that identifies and lists \$1.1 billion in statewide maintenance and operations needs; things like annual expansion costs for interstates, signal and lighting repair and preventative maintenance needs.

As we continue to see significant investments being made in Missouri's transportation infrastructure, MoDOT and our planning partners throughout the state will continue to deliver for the citizens who entrust us with moving these projects forward. It's a responsibility that we don't take lightly, and we thank you for your support.

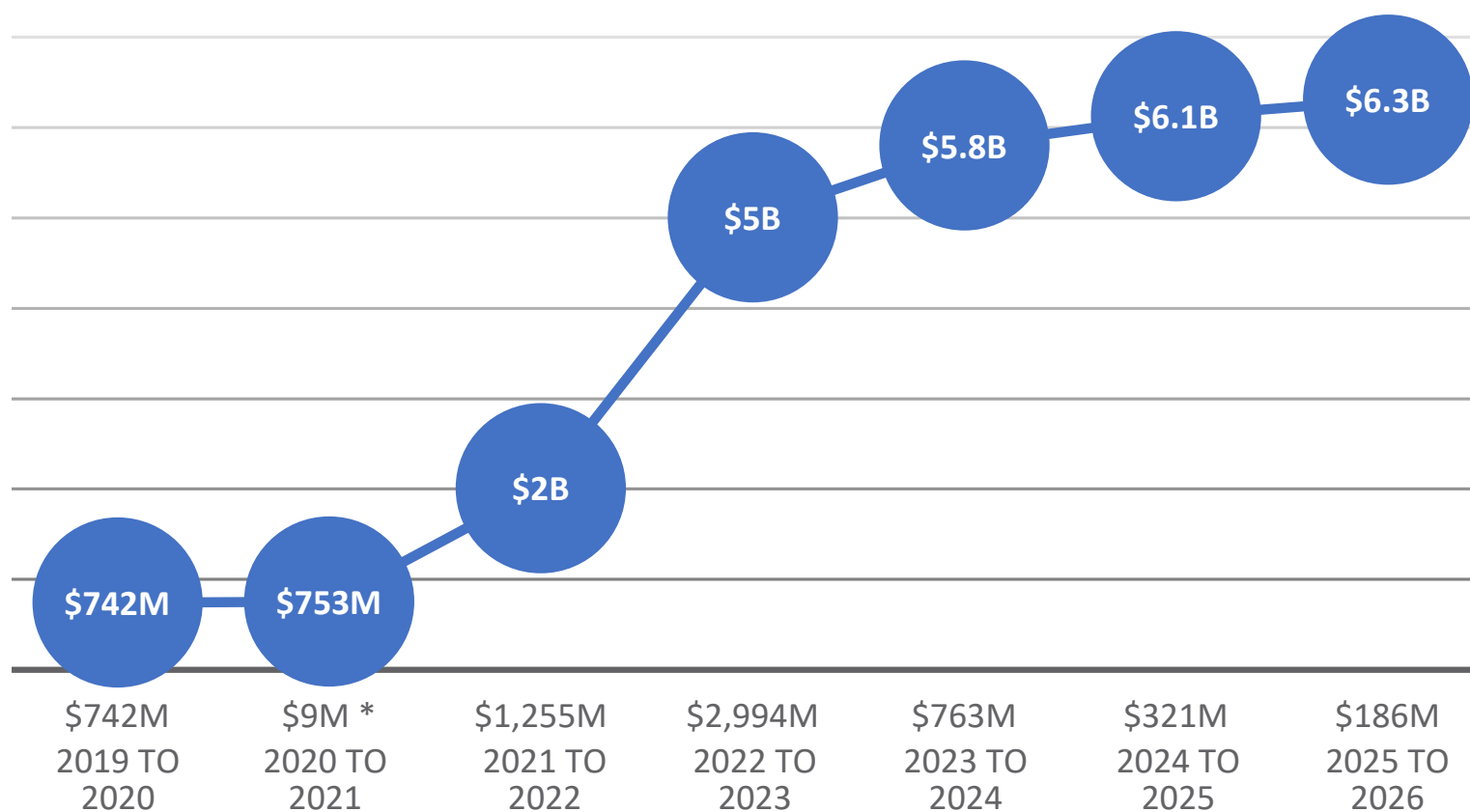
INTRODUCTION

Missourians have repeatedly communicated the number one goal for MoDOT is to take care of the existing system of roads and bridges, so the majority of taxpayer dollars for transportation are invested in asset management projects. Current funding levels are only sufficient to maintain the transportation system in its current condition leaving many transportation needs unfunded. MoDOT has identified \$1.3 billion in annual transportation needs, which totals \$13 billion over 10 years.

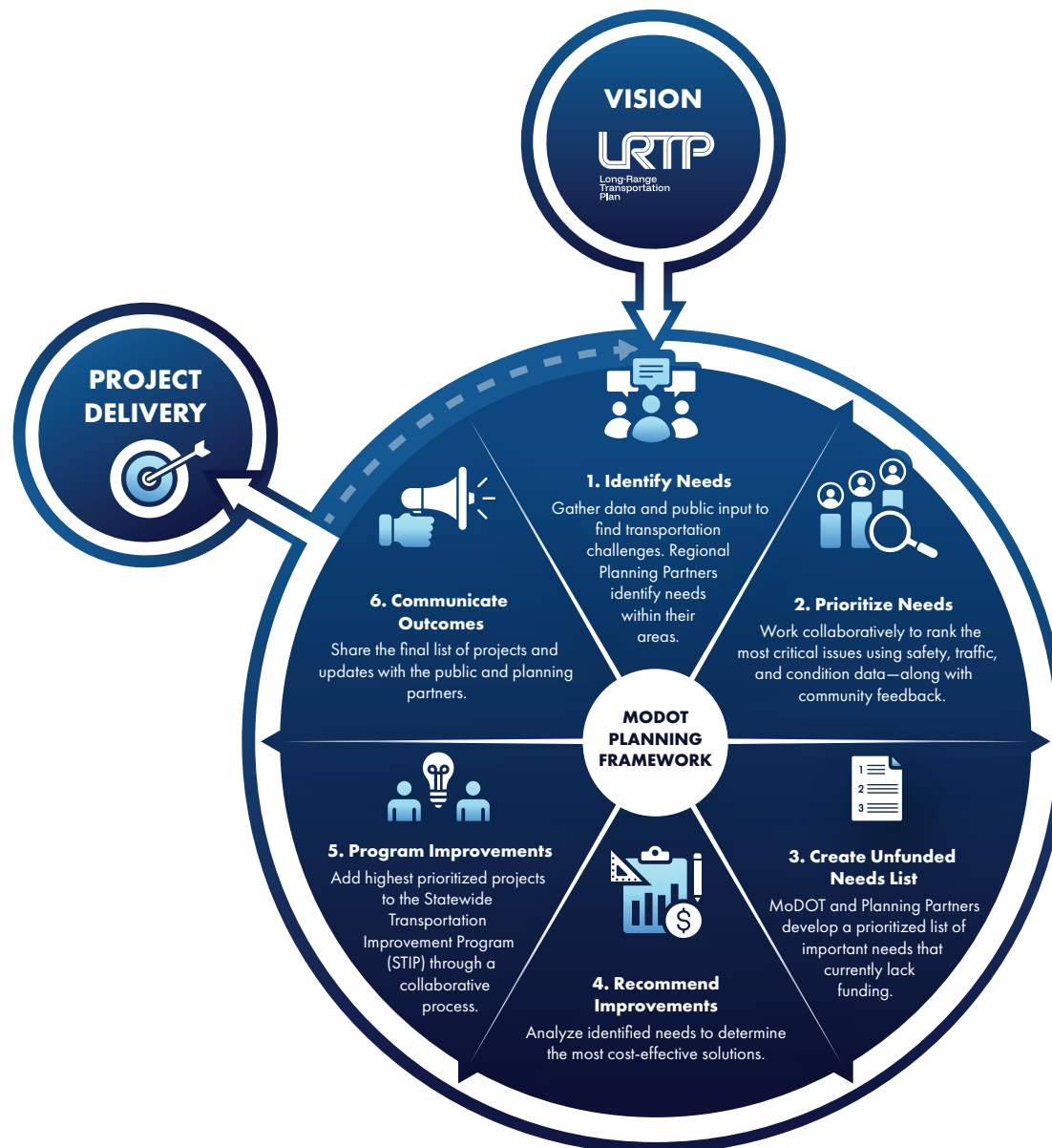


INTRODUCTION

Total High-Priority Unfunded Needs Delivered



INTRODUCTION



INTRODUCTION

\$195 m

**Improving
Bridge
Condition**

Improving Bridge Conditions – Missouri has 10,423 bridges of varying sizes, with 211 being major bridges which are longer than 1,000 feet in length. Over the last few years, MoDOT has reduced the total number of poor bridges by 174 poor, reducing the total number of poor bridges to 726, or 6% of the system. Investing an additional \$195 million each year would continue the progress made on all bridges and allow for one additional major bridge per year to be rehabilitated or replaced.

\$100 m

**Improving
Road
Conditions**

Improve Road Conditions - Missouri's state highway system consists of approximately 34,000 miles, the seventh largest in the nation. The majority of travel occurs on the 5,558 miles of interstate and major routes – 90% of these routes are in good condition. Minor routes account for 17,783 miles of the system – 86% of these routes are in good condition. The low volume routes, which carry less than 400 cars per day, account for 10,465 miles – 86% of these routes are in good condition. Investing an additional \$100 million each year would return the condition of interstates and other major to the goal and continue to maintain the progress made on minor routes.

\$115 m

**Restoring
Maintenance
and
Operations**

Restoring Maintenance and Operations – MoDOT employs 3,000+ field employees throughout the state to operate and maintain the transportation system. Services include pavement repairs, winter operations and mowing roadsides. To continue current activities and services while also expanding those services to areas driven by public feedback, an additional investment of \$115 million per year is needed to keep pace with inflationary cost increases

INTRODUCTION

\$390 m

**Investing in
Economic
Growth and
Improved
Safety**

Invest in projects that increase economic growth and improve safety –

These types of needs result in new interchanges, adding shoulders with rumble stripes and adding lanes to the current system. In addition to congestion reduction and economic growth benefits, all of these projects would improve safety so fewer fatalities and serious injuries occur. An additional investment of \$390 million per year would allow MoDOT to begin meeting those needs.

\$400 m

**Reconstructing
Interstates**

Reconstructing Interstates – Missouri's interstate system began 70 years ago and were built with a 20-year life expectancy. Missouri's interstates need to be reconstructed with much of it needing added capacity to reliably handle mounting levels of traffic, especially long-haul trucks. An additional \$400 million per year would allow MoDOT to begin the long-term process of tackling this overdue improvement.

\$100 m

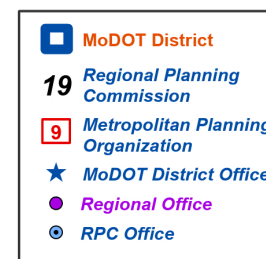
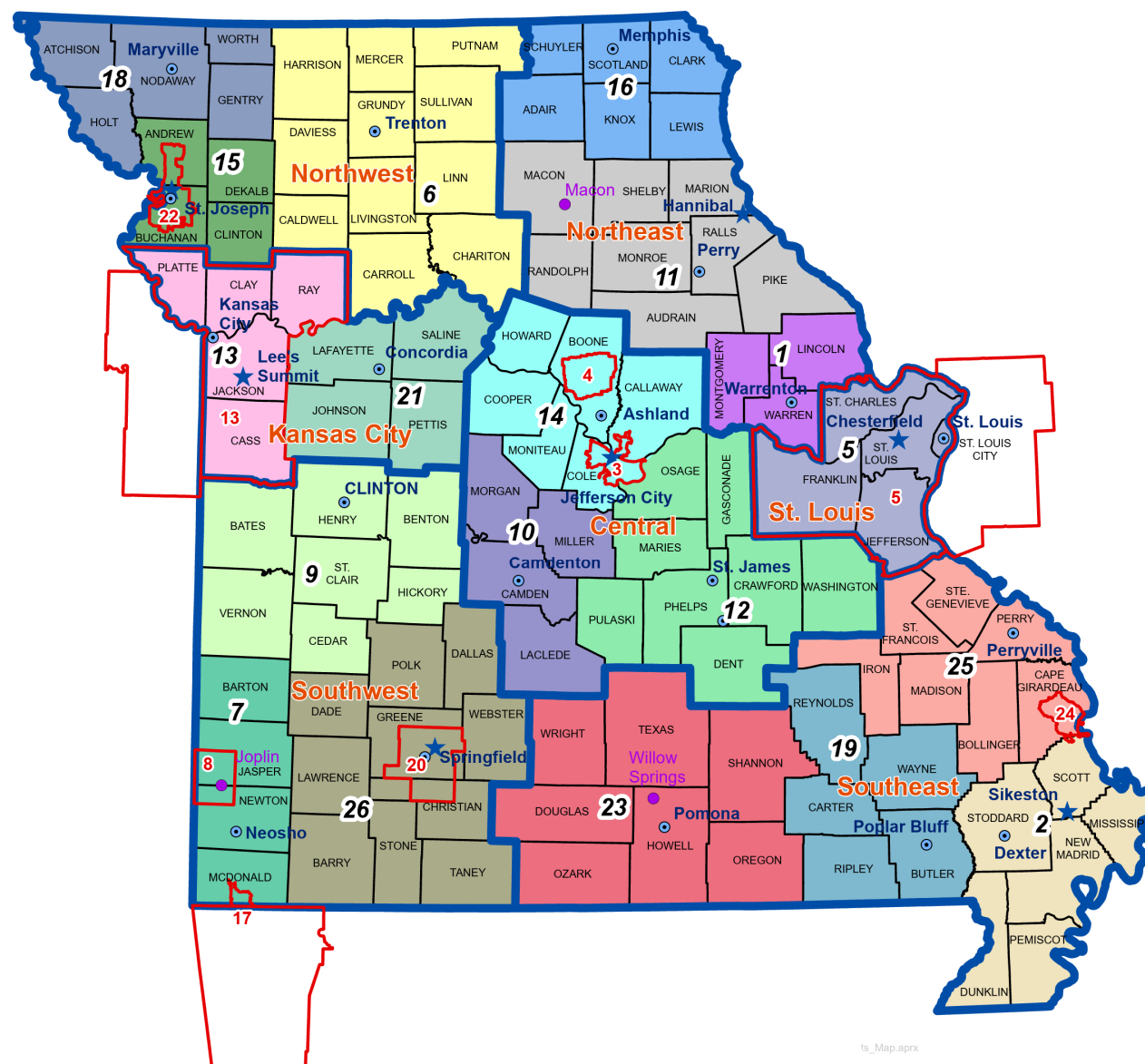
**Improving
Multimodal
Options**

Improving Multimodal Options – Many Missourians rely on non-highway modes of transportation; however, the state currently invests very little money toward those needs. Missouri's transit systems, railroads, ports, waterways, airports and bicycle/pedestrian facilities could begin to see much needed improvements with an annual investment of \$100 million each year.

INTRODUCTION

Missouri Regional Planning Commissions and Metropolitan Planning Organizations

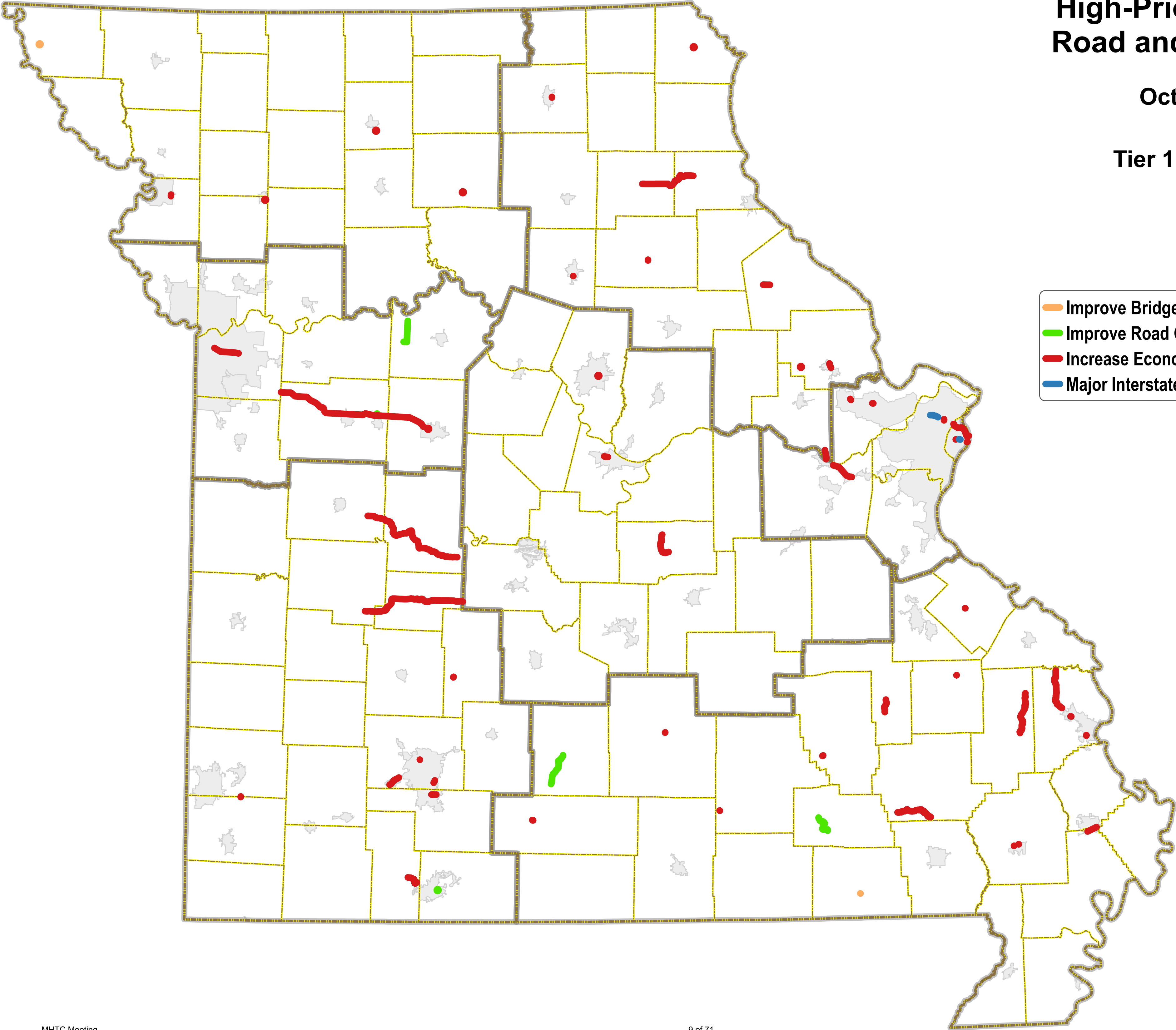
MoDOT collaborated with Metropolitan Planning Organizations and Regional Planning Commissions across the state to begin identifying specific projects within each category. The projects were divided into three tiers – the highest priority tier one totaling \$541 million, tier two totaling \$2.1 billion and tier three totaling \$2.1 billion. An additional \$1 billion of multimodal unfunded needs were also identified. The following pages summarize all of these unfunded needs.



High-Priority Unfunded Road and Bridge Needs

October - 2026

Tier 1 - \$541 Million



TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	ATCHISON	US 136 E	BRIDGE IMPROVEMENT OVER I-29	\$2,408	IMPROVE BRIDGE CONDITIONS
NORTHWEST	BUCHANAN	RT AC S	OUTER ROAD REALIGNMENT AND LANE EXTENSIONS SOUTH OF RTE. 36 BRIDGE	\$7,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	CLINTON	RT BB S	INTERCHANGE IMPROVEMENTS AT I-35 IN CAMERON	\$12,683	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	GRUNDY	US 65 S	INTERSECTION IMPROVEMENTS AT 20TH STREET SOUTH OF TRENTON	\$2,165	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	LINN	US 36 W	INTERCHANGE IMPROVEMENTS AT RTE. 11	\$1,120	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	ADAIR	US 63 S	INTERSECTION SAFETY IMPROVEMENT ON ILLINOIS STREET NEAR KIRKSVILLE (PARTIAL, REMAINDER IN TIER 2)	\$2,060	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	CLARK	US 136 E	INTERSECTION SAFETY IMPROVEMENTS AT RTE. 81 IN KAHOKA (PARTIAL, REMAINDER IN TIER 2)	\$2,060	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	MO 47 S	INTERSECTION IMPROVEMENTS IN HAWK POINT AT RTE. A/D	\$3,710	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	US 61 N	STUDY FOR EAST OUTER ROAD FROM SOUTH LINCOLN DRIVE TO RTE. 47	\$2,060	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONROE	MO 15 S	INTERSECTION IMPROVEMENTS SOUTH OF PARIS	\$800	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	PIKE	US 54 E	CONSTRUCTION OF SHARED FOUR-LANE ROADWAY FROM CURRYVILLE TO JUST WEST OF RTE. U	\$5,250	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	BU 63 S	INTERSECTION IMPROVEMENTS AT RTE. M IN MOBERLY	\$4,635	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SHELBY	MO 168 E	ADD RUMBLE STRIPES FROM 0.8 MILE EAST OF RTE. 15 NEAR SHELBYVILLE TO RTE. D IN PHILADELPHIA IN MARION COUNTY (PARTIAL, REMAINDER IN TIER 2)	\$1,340	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	MO 47 S	HYDRAULIC STUDY TO RAISE EXISTING ROADWAY AND REDUCE FLOODING CLOSURES NORTH OF WASHINGTON IN DUTZOW	\$1,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	JOHNSON	US 50 E	CORRIDOR SAFETY IMPROVEMENT FROM JACKSON COUNTY LINE TO SEDALIA	\$10,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	JOHNSON	MO 23 S	INTERSECTION IMPROVEMENTS AT THE HIGH SCHOOL FOOTBALL STADIUM ON RTE. 23	\$1,200	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	US 50 W	INTERSECTION IMPROVEMENTS AT WINCHESTER DRIVE	\$932	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	SALINE	MO 127 S	PAVEMENT RESURFACING FROM RTE. 65 TO RTE. 20	\$1,512	IMPROVE ROAD CONDITIONS

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 CORRIDOR IMPROVEMENTS FROM I-435 TO I-470 (PARTIAL 1 OF 2)	\$100,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS AT RTE. 63/RTE. WW INTERCHANGE	\$14,830	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 W	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 50/TRUMAN BLVD/COUNTRY CLUB DRIVE INTERCHANGE ON NW QUADRANT; INCORPORATE PEDESTRIAN FACILITIES	\$8,826	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MARIES	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 63 FROM NORTH OF VIENNA TO SOUTH OF VIENNA (PARTIAL 1 OF 2)	\$39,044	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	FRANKLIN	MO 100 E	INTERSECTION IMPROVEMENTS FROM ST. JOHNS ROAD TO I-44	\$20,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	N OR 70 E	SIGNAL, SAFETY IMPROVEMENTS AT ELAINE DRIVE	\$2,310	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	US 61 S	SAFETY AND INTERCHANGE IMPROVEMENTS FROM WENTZVILLE PARKWAY/RTE. A INTERCHANGE	\$36,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 70 E	RECONFIGURE STL AIRPORT ACCESS, REPLACE BRIDGES, RECONFIGURE INTERCHANGES AND PAVEMENT IMPROVEMENTS (PARTIAL 1 OF 2) FROM RTE. 67, CYPRESS, AIR FLIGHT, RTE. 155	\$60,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS	CST NORTH HANLEY RD N	SAFETY IMPROVEMENTS EVANS LANE FROM UNIVERSITY PLACE DRIVE	\$3,920	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	IS 64 E	WESTBOUND RAMPS IMPROVEMENTS AT GRAND AVENUE	\$50,600	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS CITY	IS 70 E	SAFETY IMPROVEMENTS FROM GOODFELLOW BOULEVARD TO THE MISSISSIPPI RIVER	\$2,380	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	RP IS44E TO IS55N N	SAFETY IMPROVEMENTS FROM NORTHBOUND I-55 TO EASTBOUND I-64 RAMP TO POPLAR STREET BRIDGE	\$1,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	IS 64 E	INTERCHANGE AND SYSTEM IMPROVEMENTS AT BOYLE AVENUE	\$12,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	BENTON	MO 7 N	CURVE AND INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM TIGHTWAD TO WARSAW AND FROM RTE. 65 TO CAMDEN COUNTY	\$30,900	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	DALLAS	US 65 S	INTERSECTION IMPROVEMENTS AT KELLY ROAD SOUTH OF BUFFALO	\$5,047	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 59 S	SAFETY IMPROVEMENTS AT ROUTE FF	\$3,960	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	ST. CLAIR	US 54 E	INTERMITTENT SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 13 IN COLLINS TO CAMDEN COUNTY LINE	\$6,180	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	STONE	MO 76 E	CORRIDOR STUDY FROM RTE. 13 IN BRANSON WEST TO RTE. 265 NEAR INDIAN POINT	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	TANEY	MO 76 W	INTERSECTION IMPROVEMENTS AT LAKESHORE DRIVE	\$3,600	IMPROVE ROAD CONDITIONS
SOUTHWEST URBAN	CHRISTIAN	RT J W	WESTBOUND CAPITAL IMPROVEMENTS FROM FARMER BRANCH TO 17TH STREET IN OZARK	\$5,150	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	RT CC E	CAPITAL IMPROVEMENTS AND SHARED USE PATH FROM FREMONT ROAD TO 21ST STREET IN OZARK	\$14,803	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 13 S	INTERSECTION IMPROVEMENT AT DIVISION STREET IN SPRINGFIELD	\$1,285	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60 E	PHASE I INTERSECTION AND CAPITAL IMPROVEMENTS FROM RTE. P (MAIN STREET) TO RTE. MM	\$6,180	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 65 N	DESIGNATION OF A POTENTIAL INTERSTATE LOOP ON RTES. 60, 65 AND 360 IN SPRINGFIELD	\$1,430	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BOLLINGER	RT B S	ADD RUMBLE STRIPES FROM RTE. 72 TO RTE. 34	\$3,604	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	RT D S	ADD RUMBLE STRIPES FROM RTE. KK TO CANE CREEK	\$3,239	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	MO 74 E	PEL STUDY FOR THE PROPOSED NEW ROAD OZARK PARKWAY	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	US 61 S	INTERSECTION IMPROVEMENTS AT SHAWNEE BOULEVARD	\$1,980	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CARTER	RT C S	PAVEMENT IMPROVEMENTS AND ADD RUMBLE STRIPES FROM RTE. 60 TO RTE. F	\$2,785	IMPROVE ROAD CONDITIONS
SOUTHEAST	DOUGLAS	RT Y E	INTERSECTION IMPROVEMENTS AT CRAIN STREET	\$648	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	IRON	MO 49 S	SAFETY IMPROVEMENTS FROM RAILROAD SPUR TO COUNTY ROAD 118	\$2,742	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	MO 72 E	INTERSECTION IMPROVEMENTS AT RTE. OO	\$100	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	NEW MADRID	US 60 E	ACCESS IMPROVEMENTS TO CONVERT TO FREEWAY FROM I-55 TO RTE. 61	\$10,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	REYNOLDS	MO 106 E	GUARDRAIL INSTALLATION FROM THE EAST INTERSECTION OF COUNTY ROAD 610 EAST TO 0.3 MILE EAST OF COUNTY ROAD 610	\$182	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	RIPLEY	MO 21 S	BRIDGE IMPROVEMENTS OVER BRIAR CREEK	\$2,437	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	SHANNON	US 60 E	INTERSECTION IMPROVEMENTS AT RTE. T	\$2,760	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STE. GENEVIEVE	MO 32 E	INTERSECTION IMPROVEMENTS AT RTE. C	\$1,220	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	BU 60 E	INTERSECTION IMPROVEMENTS AT RTE. AD	\$3,211	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	CST ONE MILE RD S	INTERSECTION IMPROVEMENTS AT THE EASTBOUND ON-RAMP AT RTE. 60	\$230	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	TEXAS	US 63 S	INTERSECTION IMPROVEMENTS AT OAK HILL ROAD	\$527	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	WAYNE	MO 49 S	ADD RUMBLE STRIPES FROM THE WEST INTERSECTION OF RTE. A TO RTE. 67	\$3,447	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	WRIGHT	MO 5 S	SAFETY IMPROVEMENTS FROM MANSFIELD TO HARTVILLE	\$5,431	IMPROVE ROAD CONDITIONS
			TIER 1 NEEDS - STATEWIDE TOTAL	\$541,023	

SUMMARY

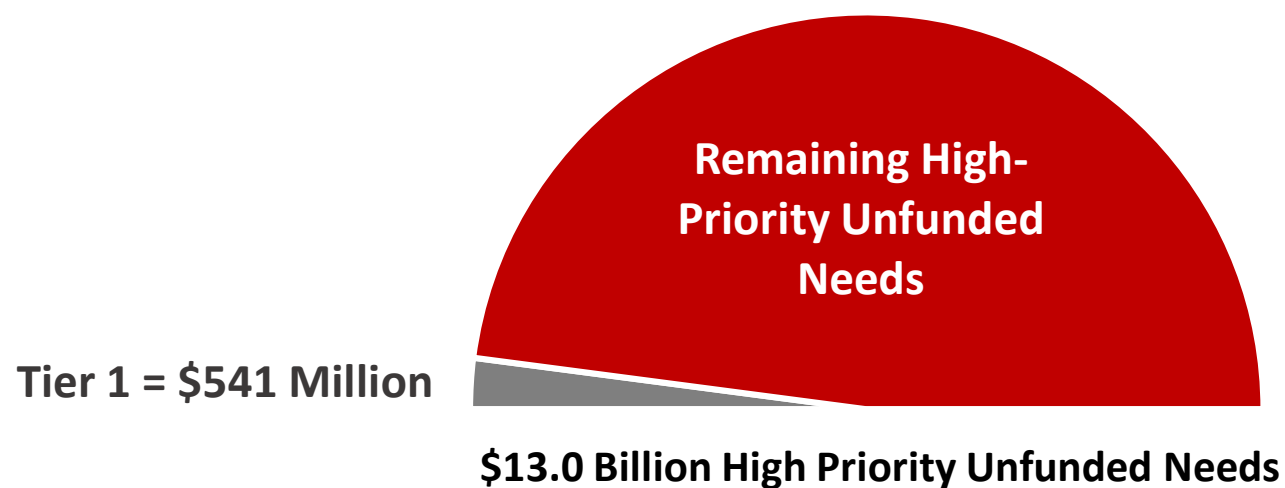
TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	GRAND TOTAL
NORTHWEST	\$2,408	\$0	\$22,968	\$0	\$25,376
NORTHEAST	\$0	\$0	\$23,515	\$0	\$23,515
KANSAS CITY RURAL	\$0	\$2,712	\$10,932	\$0	\$13,644
KANSAS CITY URBAN	\$0	\$0	\$100,000	\$0	\$100,000
CENTRAL	\$0	\$0	\$62,700	\$0	\$62,700
ST. LOUIS	\$0	\$0	\$77,610	\$110,600	\$188,210
SOUTHWEST RURAL	\$0	\$3,600	\$47,587	\$0	\$51,187
SOUTHWEST URBAN	\$0	\$0	\$28,848	\$0	\$28,848
SOUTHEAST	\$2,437	\$8,216	\$36,890	\$0	\$47,543
GRAND TOTAL	\$4,845	\$14,528	\$411,050	\$110,600	\$541,023

Amounts in \$1,000 in 2026 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tier 1

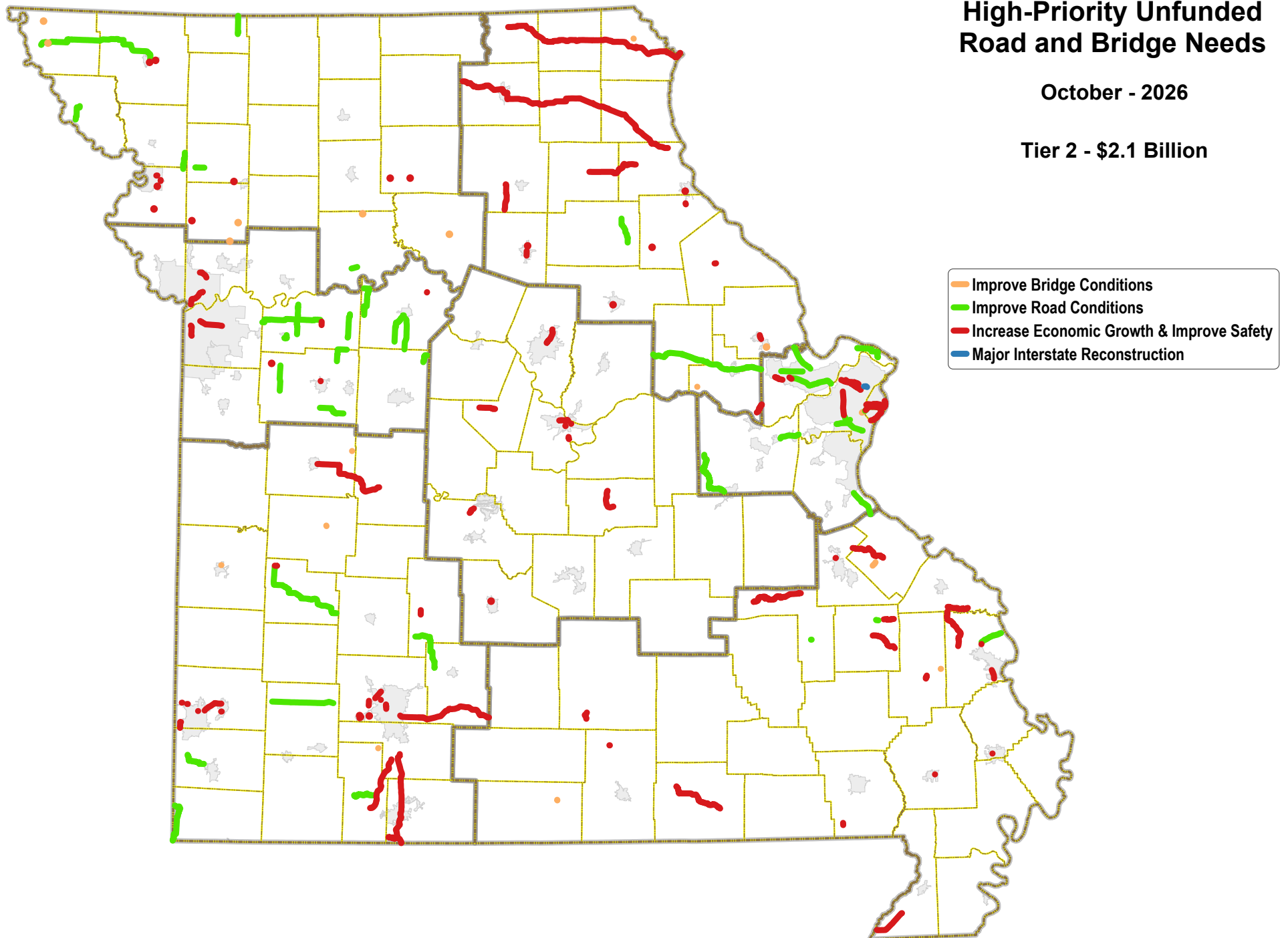


TIER 1	
CATEGORY	IMPACT
IMPROVE ROAD CONDITION	25 MILES
IMPROVE BRIDGE CONDITION	2 BRIDGES
MAJOR INTERSTATE RECONSTRUCTION	3 MILES
20-YEAR ECONOMIC OUTPUT	\$1.6 BILLION
ANNUAL JOBS CREATED	532

Attachment 1
**High-Priority Unfunded
Road and Bridge Needs**

October - 2026

Tier 2 - \$2.1 Billion



TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	ANDREW	RT UU S	ROADWAY RESURFACING ON RTE. UU FROM RTE. V TO RTE. P	\$696	IMPROVE ROAD CONDITIONS
NORTHWEST	ATCHISON	US 136 E	ROADWAY AND SHOULDER IMPROVEMENTS	\$16,281	IMPROVE ROAD CONDITIONS
NORTHWEST	ATCHISON	US 275 S	BRIDGE IMPROVEMENT OVER MAPES BRANCH	\$924	IMPROVE BRIDGE CONDITIONS
NORTHWEST	ATCHISON	US 136 E	BRIDGE IMPROVEMENT OVER ROCK CREEK 0.16 MILES EAST OF RTE. 111 IN ROCK PORT	\$1,058	IMPROVE BRIDGE CONDITIONS
NORTHWEST	BUCHANAN	RT AC S	EXPAND TO FIVE-LANE ROADWAY NORTH OF RTE. 36 BRIDGE	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	BUCHANAN	IS 29 S	INTERCHANGE IMPROVEMENTS AT RTE. 169 (SOUTH JUNCTION)	\$23,400	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	BUCHANAN	RT A S	INTERSECTION IMPROVEMENTS AT RTE. 371	\$1,170	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	BUCHANAN	MO 6 E	INTERCHANGE IMPROVEMENTS AT RTE. 6 AND I-29	\$24,400	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	CARROLL	US 65 S	BRIDGE IMPROVEMENT OVER MOUND CREEK	\$2,433	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CARROLL	MO 10 E	RAISE 2-MILE SECTION OF ROADWAY TO MITIGATE FREQUENT FLOODING	\$4,160	IMPROVE ROAD CONDITIONS
NORTHWEST	CHARITON	MO 5 S	BRIDGE IMPROVEMENT OVER COTTONWOOD CREEK	\$1,599	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CLINTON	MO 116 E	BRIDGE IMPROVEMENT OVER I-35	\$3,478	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CLINTON	RT PP E	BRIDGE IMPROVEMENT OVER I-35	\$3,820	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CLINTON	US 169 S	INTERSECTION SAFETY IMPROVEMENT	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	DEKALB	US 36 E	INTERSECTION IMPROVEMENT AT RTE. 36 AND LOCUST ROAD WEST OF CAMERON	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	DEKALB	RT O E	PAVEMENT RESURFACING FROM RTE. N TO RTE. 31	\$344	IMPROVE ROAD CONDITIONS
NORTHWEST	HOLT	RT P S	PAVEMENT RESURFACING FROM RTE. 118 TO RTE. 159	\$617	IMPROVE ROAD CONDITIONS
NORTHWEST	LINN	US 36 E	INTERSECTION IMPROVEMENT AT RTE. 36 AND RTE. 5 NEAR LACLEDE	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	LINN	US 36 E	INTERSECTION IMPROVEMENT AT RTE. 36 AND RTE. 139 NEAR MEADVILLE	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	NODAWAY	US 136 E	INTERSECTION IMPROVEMENT ON RTE. 136 AT KATYDID ROAD EAST OF MARYVILLE	\$1,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	NODAWAY	US 71 S	INTERSECTION IMPROVEMENT ON RTE. 71 AT SOUTH AVENUE IN MARYVILLE	\$1,400	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	WORTH	RT T S	PAVEMENT RESURFACING FROM RTE. 46 TO IOWA STATE LINE	\$710	IMPROVE ROAD CONDITIONS

* Amounts in \$1,000 in 2026 Dollars (Uninflated)
MHTC Meeting

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	ADAIR	US 63 S	INTERSECTION SAFETY IMPROVEMENT ON SHEPHERD AVENUE NEAR KIRKSVILLE	\$14,810	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	ADAIR	MO 6 E	CORRIDOR IMPROVEMENT TO WIDEN LANES TO 12' AND ADD 4' SHOULDERS	\$3,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	ADAIR	US 63 S	INTERSECTION SAFETY IMPROVEMENT ON ILLINOIS STREET NEAR KIRKSVILLE (PARTIAL, REMAINDER IN TIER 1)	\$11,215	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	AUDRAIN	MO 15 S	SAFETY AND OPERATIONAL IMPROVEMENTS FROM TEAL LAKE ROAD TO PEARL DRIVE IN MEXICO	\$3,605	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	CLARK	MO 81 S	BRIDGE IMPROVEMENT OVER BNSF RAILROAD NORTH OF KAHOKA	\$4,100	IMPROVE BRIDGE CONDITIONS
NORTHEAST	CLARK	US 136 E	INTERSECTION SAFETY IMPROVEMENTS AT RTE. 81 IN KAHOKA (PARTIAL, REMAINDER IN TIER 1)	\$2,575	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	CLARK	US 136 W	STUDY FOR SHARED FOUR-LANE ROADWAY ON US 136 IN CLARK, SCOTLAND, AND SCHUYLER COUNTIES	\$2,050	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LEWIS	MO 6 E	ADD TURN LANE AT HIGHLAND HIGH SCHOOL NEAR EWING	\$900	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LEWIS	MO 6 E	INTERSECTION SAFETY IMPROVEMENTS AT RTE. 16	\$1,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	US 61 N	ADD EAST OUTER ROAD FROM SOUTH LINCOLN DRIVE TO RTE. 47	\$7,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	US 61 N	BRIDGE IMPROVEMENT OVER CROOKED CREEK 1.3 MILES NORTH OF RTE. U	\$1,600	IMPROVE BRIDGE CONDITIONS
NORTHEAST	MACON	RT C S	ADD SHOULDERS FROM ELVIRA STREET IN BEVIER TO RTE. T IN COLLEGE MOUND	\$2,245	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MARION	RT MM E	INTERSECTION IMPROVEMENT AT RTE. MM AND VETERANS ROAD	\$4,635	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONROE	MO 107 S	PAVEMENT RESURFACING FROM RTE. 24 TO RTE. 154	\$1,320	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	RT J S	PAVEMENT RESURFACING FROM RTE. 161 TO RTE. N	\$360	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	RT F S	PAVEMENT RESURFACING FROM I-70 TO BOONESLICK ROAD IN HIGH HILL	\$105	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	S OR 70 E	PAVEMENT RESURFACING FROM CALLAWAY COUNTY TO RTE. N	\$105	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	N OR 70 E	PAVEMENT RESURFACING FROM RTE. F TO ST. CHARLES COUNTY LINE	\$3,660	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	N OR 70 E	PAVEMENT RESURFACING FROM RTE. 19 TO END OF STATE MAINTENANCE AT HIGH HILL	\$610	IMPROVE ROAD CONDITIONS

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	MONTGOMERY	RT N S	PAVEMENT RESURFACING FROM I-70 SOUTH OUTER ROAD TO RTE. J	\$540	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	S OR 70 E	PAVEMENT RESURFACING FROM RTE. J TO OPPORTUNITY LANE	\$1,550	IMPROVE ROAD CONDITIONS
NORTHEAST	PIKE	US 54 E	INTERSECTION MOBILITY IMPROVEMENT AT INDUSTRIAL PARK DRIVE NEAR BOWLING GREEN	\$1,550	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RALLS	MO 154 E	INTERSECTION IMPROVEMENT AT RTE. 154 AND RTE. 19 NEAR PERRY	\$4,635	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RALLS	US 61 N	ADD INTERSECTION TURN LANE AT QUARRY LANE	\$2,060	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	US 24 E	STUDY FOR INTERSECTION IMPROVEMENTS AT SILVA LANE IN MOBERLY	\$200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	BU 63 S	ADD CENTER TURN LANE FROM CARPENTER STREET TO RTE. M IN MOBERLY	\$11,750	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SHELBY	MO 168 E	ADD RUMBLE STRIPES FROM 0.8 MILE EAST OF RTE. 15 NEAR SHELBYVILLE TO RTE. D IN PHILADELPHIA IN MARION COUNTY (PARTIAL, REMAINDER IN TIER 1)	\$3,185	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	MO 94 E	BRIDGE IMPROVEMENT OVER MASSAS CREEK, 0.6 MILE EAST OF CASE	\$1,160	IMPROVE BRIDGE CONDITIONS
NORTHEAST	WARREN	IS 70 E	STUDY FOR INTERCHANGE AT STRACKS CHURCH ROAD BETWEEN WARRENTON AND WRIGHT CITY	\$300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	RT TT N	ROADWAY AND SAFETY IMPROVEMENTS FROM RTE. 94 TO RTE. T	\$3,700	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	JOHNSON	US 50 E	SCOPING FOR SAFETY AND CAPACITY IMPROVEMENTS FROM MASSACHUSETTS AVENUE TO SOUTH INGRAM AVENUE IN SEDALIA	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	JOHNSON	RT PP E	PAVEMENT RESURFACING FROM RTE. 13 TO RTE. 23	\$1,406	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	JOHNSON	MO 131 S	RESURFACING OF RTE. 131 FROM THE NORTHERN CITY LIMITS OF HOLDEN TO PITTSVILLE	\$2,500	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	JOHNSON	RT CC S	PAVEMENT RESURFACING FROM RTE. E TO RTE. 23	\$1,189	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	JOHNSON	BU 13 S	INTERCHANGE IMPROVEMENTS AT BUS. 13 AND RTE. 50	\$1,728	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	LAFAYETTE	RT FF E	ROADWAY REPAIR/RESURFACING OF RTE. FF FROM HIGGINSVILLE TO JACKSON COUNTY LINE	\$8,100	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	MO 23 S	SCOPING FOR PAVEMENT RESURFACING FROM RTE. 20 TO I-70	\$2,000	IMPROVE ROAD CONDITIONS

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY RURAL	LAFAYETTE	RT OO N	RESURFACING FROM RTE. 131 TO 9TH STREET	\$1,791	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT O S	ADD SHOULDERS AND RESURFACING FROM CITY OF LEXINGTON TO I-70	\$11,000	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	MO 131 S	PAVEMENT RESURFACING FROM MAIN STREET TO RTE. OO	\$559	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	MO 13 S	ADD TWO WAY LEFT TURN LANE FROM FAIRGROUND AVENUE TO RTE. MM IN HIGGINSVILLE	\$3,440	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	PETTIS	RT Z N	PAVEMENT RESURFACING FROM RTE N TO SHACKELFORD BRIDGE DR	\$821	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	MO 240 E	INTERSECTION IMPROVEMENTS AT RTE. 240 AND RTE. C IN SLATER	\$275	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	SALINE	RT BB N	PAVEMENT RESURFACING FROM RTE. 65 TO RTE. 20	\$1,187	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	RT YY N	PAVEMENT RESURFACING FROM RTE. 65 TO I-70	\$1,800	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	US 65 S	SCOPING FOR PAVEMENT RESURFACING FROM DRAKE ROAD TO PETTIS COUNTY LINE	\$8,000	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	RT T S	PAVEMENT RESURFACING FROM RTE. 65 TO COUNTY ROAD 408	\$580	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	CLAY	IS 35 N	I-29 AND I-35 CORRIDOR IMPROVEMENTS FROM RTE 210 TO RTE 45 ALONG I-29 AND TO I-435 ALONG I-35	\$208,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	CLAY	MO 291 N	RTE. 291 (I-435 TO 104TH ST) CORRIDOR IMPROVEMENTS	\$40,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	US 71 S	SAFETY IMPROVEMENTS ACROSS BRUCE R. WATKINS	\$121,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 CORRIDOR IMPROVEMENTS FROM I-435 TO I-470 (PARTIAL 2 OF 2)	\$40,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	RT B S	CAPACITY AND SAFETY INTERCHANGE IMPROVEMENTS AT RTE. 63 AND RTE. B CORRIDOR IN COLUMBIA	\$24,715	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CAMDEN	MO 5 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 5 FROM HURRICANE DECK BRIDGE TO RTE. F	\$7,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	CST CLARK AVE E	CAPACITY AND SAFETY IMPROVEMENTS AT RTE. 63/50 - CLARK AVENUE INTERCHANGE	\$4,511	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS ON REX WHITTON EXPRESSWAY (PARTIAL 1 OF 2)	\$11,767	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	CST ELLIS BLVD E	CAPACITY AND SAFETY IMPROVEMENTS AT RTE. 54/ELLIS BOULEVARD/SOUTHWEST BOULEVARD INTERCHANGE	\$21,641	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS AT INTERCHANGE AT RTE. 50/63/54	\$54,014	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	COLE	CST MISSOURI BLVD W	TRAFFIC STUDY TO ADDRESS CONGESTION AND SAFETY ISSUES ON BUS. 50 IN JEFFERSON CITY	\$500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	RT B S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. B FROM ASHBURY LANE TO B/M/W INTERSECTION	\$7,773	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	LACLEDE	MO 5 S	NEW ROADWAY FROM I-44 TO RTE. 5 AT LEBANON	\$35,943	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MARIES	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 63 FROM NORTH OF VIENNA TO SOUTH OF VIENNA (PARTIAL 2 OF 2)	\$34,927	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MONITEAU	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 50 FROM CALIFORNIA TO TIPTON	\$29,972	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	FRANKLIN	IS 44 E	PAVEMENT AND SAFETY IMPROVEMENTS (BARRIER IMPROVEMENTS) ON I-44 FROM RTE. 100 WEST TO SAINT LOUIS COUNTY LINE	\$15,950	IMPROVE ROAD CONDITIONS
ST. LOUIS	FRANKLIN	RT H S	RTE. H PAVEMENT IMPROVEMENTS FROM RTE. 50 TO RTE. 185	\$11,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	JEFFERSON	IS 55 S	PAVEMENT IMPROVEMENTS RTE. 67 TO ST. GENEVIEVE COUNTY LINE	\$22,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	MO 94 E	PAVEMENT IMPROVEMENTS FROM RTE. H TO US 67	\$6,900	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	MO 79 S	CORRIDOR IMPROVEMENTS FROM SALT RIVER ROAD TO LINCOLN COUNTY LINE	\$6,500	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	RT N E	INTERSECTION IMPROVEMENTS PHASE II FROM RTE. Z TO WESTERN LIMITS OF WELKER PARKWAY	\$10,640	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	IS 64 E	INTERCHANGE AND SYSTEM IMPROVEMENTS ON I-64 AT I-64 EAST/RTE. 364 EAST/RTE. N INTERCHANGE	\$20,900	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	IS 70 E	I-70 PAVEMENT AND SAFETY IMPROVEMENTS (BARRIER IMPROVEMENTS) FROM I-64 TO RTE. K	\$17,930	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	MO 364 E	PAVEMENT IMPROVEMENTS ON RTE. 364 FROM MISSOURI RIVER TO I-64	\$10,900	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. LOUIS	IS 70 E	RECONFIGURE STL AIRPORT ACCESS, REPLACE BRIDGES, RECONFIGURE INTERCHANGES, AND PAVEMENT IMPROVEMENTS (PARTIAL 2 OF 2) FROM RTE. 67, CYPRESS, AIR FLIGHT, RTE. 115	\$123,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	MO 180 E	SIGNAL AND LIGHTING ON RTE. 180 FROM DEPAUL LANE TO I-170	\$7,474	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 270 W	PAVEMENT AND SAFETY IMPROVEMENTS (BARRIER IMPROVEMENTS) FROM DOUGHERTY FERRY ROAD TO RTE. 364	\$44,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. LOUIS	IS 44 E	BRIDGE IMPROVEMENTS FROM MURDOCH TO SHREWSBURY AVENUE	\$7,510	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS	RT EE S	PAVEMENT AND SAFETY IMPROVEMENTS ON RTE. EE FROM NATURAL BRIDGE ROAD TO RTE. 180	\$24,460	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. LOUIS	IS 270 W	PAVEMENT AND SAFETY IMPROVEMENTS (BARRIER IMPROVEMENTS) ON I-270 FROM I-55/I-255 TO DOUGHERTY FERRY ROAD	\$44,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. LOUIS	IS 44 E	PAVEMENT AND SAFETY IMPROVEMENTS (BARRIER IMPROVEMENTS) ON I-44 FROM RTE. 141 TO WABASH AVE	\$44,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. LOUIS	IS 70 E	INTERCHANGE IMPROVEMENTS AT RTE. 141, I-270, RTE. 180	\$196,311	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 70 E	PAVEMENT IMPROVEMENTS FROM NORTH HANLEY ROAD TO BERMUDA ROAD	\$12,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS CITY	IS 44 E	PAVEMENT AND SAFETY IMPROVEMENTS (BARRIER IMPROVEMENTS) ON I-44 FROM WABASH AVENUE TO JEFFERSON AVENUE	\$18,700	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. LOUIS CITY	IS 55 S	SAFETY IMPROVEMENTS (LIGHTING) ON I-55 FROM I-44 TO WEBER ROAD	\$1,800	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	IS 64 E	SAFETY IMPROVEMENTS (LIGHTING) ON I-64 FROM MCCAUSLAND AVENUE TO I-44	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	IS 44 E	SAFETY IMPROVEMENTS (LIGHTING) ON I-44 FROM MCCAUSLAND AVENUE TO TYLER STREET	\$2,800	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	IS 64 E	SYSTEM IMPROVEMENTS FROM PAPIN AVENUE TO BOYLE AVENUE	\$13,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	IS 64 E	SHOULDER WIDENING FROM TOWER GROVE AVENUE TO SARAH STREET	\$1,100	IMPROVE ROAD CONDITIONS
SOUTHWEST RURAL	CEDAR	US 54 W	CAPACITY AND SAFETY IMPROVEMENTS FROM RTE. 32 TO INDUSTRIAL PARKWAY IN EL DORADO SPRINGS	\$14,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	CEDAR	MO 32 E	PAVEMENT RESURFACING FROM EAST CARMAN ROAD IN EL DORADO SPRINGS TO 0.3 MILE EAST OF RTE. 245	\$5,143	IMPROVE ROAD CONDITIONS
SOUTHWEST RURAL	CHRISTIAN	MO 13 S	PHASE I SAFETY AND OPERATIONAL IMPROVEMENTS FROM NIXA TO KIMBERLING CITY	\$3,647	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	CHRISTIAN	US 65 S	PHASE 3 SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. EE NEAR OZARK TO THE ARKANSAS STATE LINE	\$36,050	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	DALLAS	MO 38 E	PAVEMENT RESURFACING FROM RTE. 65 TO RTE E	\$4,286	IMPROVE ROAD CONDITIONS

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	DALLAS	US 65 S	INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BUFFALO	\$7,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	GREENE	US 60 E	PHASE I: SAFETY, ACCESS AND INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 125 IN ROGERSVILLE TO WRIGHT COUNTY LINE	\$10,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	HENRY	MO 7 S	STUDY FOR SAFETY AND CAPITAL IMPROVEMENTS FROM VANSANT ROAD IN CLINTON TO RTE. 65 IN WARSAW AND ON RTE. 65 FROM MAIN STREET TO RTE. 83 IN WARSAW	\$700	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	HENRY	RT Y S	BRIDGE REPLACEMENT OVER BARKER CREEK. PROJECT INCLUDES BRIDGE X0961	\$2,304	IMPROVE BRIDGE CONDITIONS
SOUTHWEST RURAL	JASPER	CRD CENTRAL CITY RD S	CORRIDOR LOCATION AND ENVIRONMENTAL STUDY FOR NEW WEST CORRIDOR IN THE JOPLIN METROPOLITAN AREA	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171 S	INTERSECTION IMPROVEMENTS ON MCARTHUR DRIVE AT LOOP 49 (MADISON AVENUE) IN WEBB CITY	\$4,742	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	RT HH E	SAFETY AND INTERSECTION IMPROVEMENTS AT CHAPEL ROAD IN CARTHAGE	\$3,960	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171 N	DESIGN, RIGHT OF WAY FOR POTENTIAL INTERSTATE DESIGNATION FROM CARTHAGE TO JOPLIN	\$23,834	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171 N	CAPACITY AND SAFETY IMPROVEMENTS IN ASBURY AND AT RTE. Z (PENNEL STREET) IN CARL JUNCTION	\$10,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	RT Z E	INTERSECTION AND SAFETY IMPROVEMENTS FROM HARTLEY STREET TO KEENEY DRIVE IN CARL JUNCTION	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 66 E	INTERSECTION IMPROVEMENTS ON RTE. 66 AT CENTRAL CITY ROAD	\$6,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	LAWRENCE	MO 96 E	PAVEMENT RESURFACING FROM RTE. YY TO RTE. UU	\$1,554	IMPROVE ROAD CONDITIONS
SOUTHWEST RURAL	LAWRENCE	MO 96 E	PAVEMENT RESURFACING FROM RTE. UU TO I-44	\$4,594	IMPROVE ROAD CONDITIONS
SOUTHWEST RURAL	MCDONALD	MO 43 S	PAVEMENT RESURFACING FROM RTE. 76 TO ARKANSAS STATE LINE	\$3,696	IMPROVE ROAD CONDITIONS
SOUTHWEST RURAL	NEWTON	MO 86 E	PAVEMENT RESURFACING FROM RTE. BB TO I-49	\$1,727	IMPROVE ROAD CONDITIONS
SOUTHWEST RURAL	ST. CLAIR	MO 13 N	BRIDGE PAINTING OVER TRUMAN RESERVOIR NEAR CLINTON AND OSCEOLA AND ON RTE. 249 OVER RTE. 171 AND MISSOURI & NORTHERN ARKANSAS RAILROAD IN CARTERVILLE	\$3,938	IMPROVE BRIDGE CONDITIONS
SOUTHWEST RURAL	STONE	RT M E	BRIDGE REPLACEMENT OVER JAMES RIVER. PROJECT INCLUDES BRIDGE R0312	\$9,322	IMPROVE BRIDGE CONDITIONS
SOUTHWEST RURAL	STONE	MO 76 E	PAVEMENT RESURFACING FROM RTE. 173 TO RTE. 13	\$2,489	IMPROVE ROAD CONDITIONS

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	TANEY	MO 86 E	CAPACITY AND SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS FROM LONG CREEK ARM OF TABLE ROCK LAKE TO RTE. 65 IN RIDGEDALE	\$24,988	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	VERNON	CST HIGHLAND AVE E	BRIDGE REPLACEMENT OVER IS 49. PROJECT INCLUDES BRIDGE A3156	\$7,087	IMPROVE BRIDGE CONDITIONS
SOUTHWEST URBAN	GREENE	MO 13 S	PHASE II KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS FROM RTE. 413 (SUNSHINE STREET) TO BATTLEFIELD ROAD	\$14,071	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 174 W	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$3,090	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60 E	PHASE II INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. P (MAIN STREET) TO RTE. MM IN REPUBLIC	\$6,180	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	IS 44 E	PHASE I CAPACITY IMPROVEMENTS FROM RTE. 266 (CHESTNUT EXPRESSWAY) TO RTE. 160 (WEST BYPASS)	\$60,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT MM S	CAPITAL IMPROVEMENTS FROM I-44 TO RTE. 360 (JAMES RIVER FREEWAY) IN REPUBLIC	\$17,802	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 160 E	INTERSECTION IMPROVEMENTS AT MOUNT VERNON STREET IN SPRINGFIELD	\$4,635	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT ZZ S	INTERSECTION IMPROVEMENTS AT HINES STREET IN REPUBLIC	\$3,759	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60 E	EXTEND OZARKS TRAFFIC INTELLIGENT TRANSPORTATION SYSTEM FROM SPRINGFIELD TO RTE. 125 IN ROGERSVILLE	\$1,584	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BOLLINGER	MO 34 E	BRIDGE REPLACEMENT OVER HOG CREEK	\$5,917	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	BOLLINGER	MO 51 S	SAFETY IMPROVEMENTS FROM RTE. FF TO COUNTY ROAD 400	\$2,112	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BUTLER	US 67 S	CAPACITY IMPROVEMENTS FROM 0.7 MILE NORTH OF RTE. 142 TO RTE. 142	\$25,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	US 61 S	INTERSECTION IMPROVEMENTS AT COUNTY ROAD 601	\$756	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	RT B S	ADD RUMBLE STRIPES FROM BRIDGE OVER APPLE CREEK TO RTE. 72	\$3,547	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	CST BLOOMFIELD RD E	BRIDGE IMPROVEMENTS OVER IS 55	\$5,946	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	CAPE GIRARDEAU	IS 55 S	CAPACITY IMPROVEMENTS FROM RTE. 61 AT EXIT 93 TO RTE. K	\$13,830	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	MO 177 S	ADD SHOULDERS FROM RTE. 61 TO RTE. J	\$1,683	IMPROVE ROAD CONDITIONS

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	DUNKLIN	US 412 E	CAPACITY IMPROVEMENTS FROM RTE. AC TO RTE. C	\$56,204	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	HOWELL	BU 63 S	INTERSECTION IMPROVEMENTS AT RTE. 60	\$2,040	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	IRON	MO 49 S	CULVERT REPLACEMENT ONE MILE SOUTH OF RTE. 21/72	\$547	IMPROVE ROAD CONDITIONS
SOUTHEAST	IRON	MO 32 E	SAFETY IMPROVEMENTS FROM RTE. 49 EAST INTERSECTION TO RTE. 21 SOUTH INTERSECTION	\$13,810	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	MO 72 E	ROADWAY IMPROVEMENTS FROM LINCOLN DRIVE TO CAP AMERICA DRIVE	\$3,408	IMPROVE ROAD CONDITIONS
SOUTHEAST	MADISON	RT J E	INTERSECTION IMPROVEMENTS AT COUNTY ROAD 221 AND SAFETY IMPROVEMENTS FROM COUNTY ROAD 250 TO RTE. W	\$2,940	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	RT A E	PAVEMENT IMPROVEMENTS AND ADD RUMBLE STRIPES FROM RTE. 67 TO RTE. M	\$4,150	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	OREGON	US 160 E	ADD RUMBLE STRIPES FROM RTE. 99 TO RTE. FF	\$5,536	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	OZARK	MO 181 S	BRIDGE REPLACEMENT OVER BRYANT CREEK	\$12,124	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	PERRY	RT F E	ADD RUMBLE STRIPES FROM RTE. B TO RTE. 61	\$1,927	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	SCOTT	RT Y E	INTERSECTION IMPROVEMENTS AT KINGSHIGHWAY	\$3,855	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	MO 8 E	INTERSECTION IMPROVEMENTS AT HAWTHORNE STREET AND ROADWAY IMPROVEMENTS FROM HAWTHORNE STREET TO STATE STREET	\$3,351	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	RT C E	ADD RUMBLE STRIPES FROM RTE. D TO RTE. 32	\$3,184	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STE. GENEVIEVE	MO 32 E	BRIDGE IMPROVEMENTS OVER NORTH FORK JONCA CREEK	\$1,013	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	STODDARD	MO 25 S	INTERSECTION IMPROVEMENTS AT RTE. 60	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	TEXAS	US 63 S	CAPACITY IMPROVEMENTS FROM RTE. PP TO RTE. 60	\$18,742	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
			TIER 2 NEEDS - STATEWIDE TOTAL	\$2,053,433	

SUMMARY

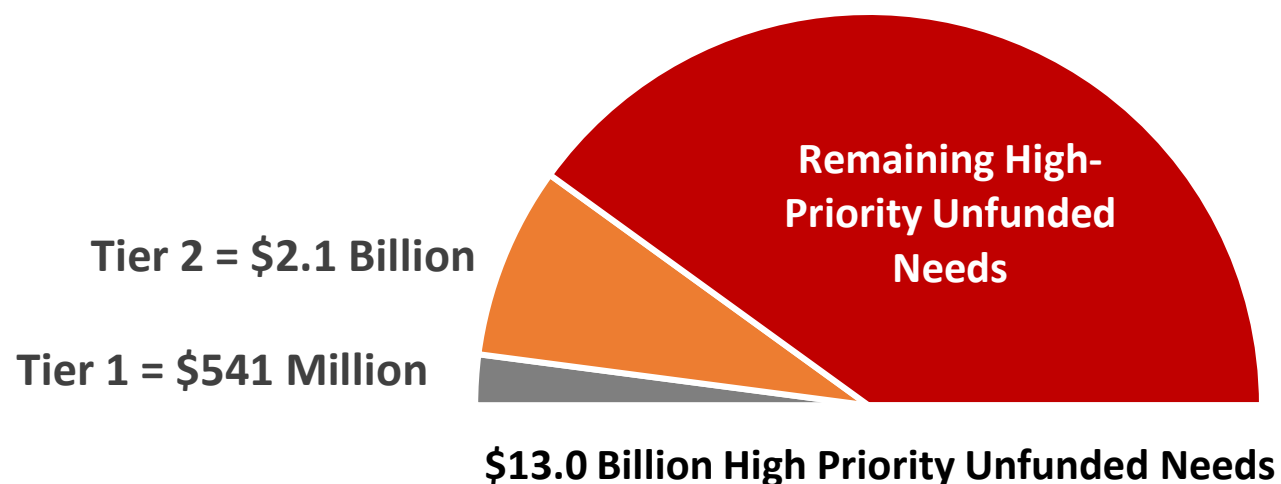
TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	GRAND TOTAL
NORTHWEST	\$13,312	\$22,808	\$65,370	\$0	\$101,490
NORTHEAST	\$6,860	\$8,250	\$81,515	\$0	\$96,625
KANSAS CITY RURAL	\$0	\$40,933	\$7,443	\$0	\$48,376
KANSAS CITY URBAN	\$0	\$0	\$409,000	\$0	\$409,000
CENTRAL	\$0	\$0	\$232,763	\$0	\$232,763
ST. LOUIS	\$7,510	\$223,440	\$421,925	\$12,000	\$664,875
SOUTHWEST RURAL	\$22,651	\$23,489	\$149,921	\$0	\$196,061
SOUTHWEST URBAN	\$0	\$0	\$111,121	\$0	\$111,121
SOUTHEAST	\$25,000	\$5,638	\$162,484	\$0	\$193,122
GRAND TOTAL	\$75,333	\$324,558	\$1,641,542	\$12,000	\$2,053,433

Amounts in \$1,000 in 2026 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1 and 2

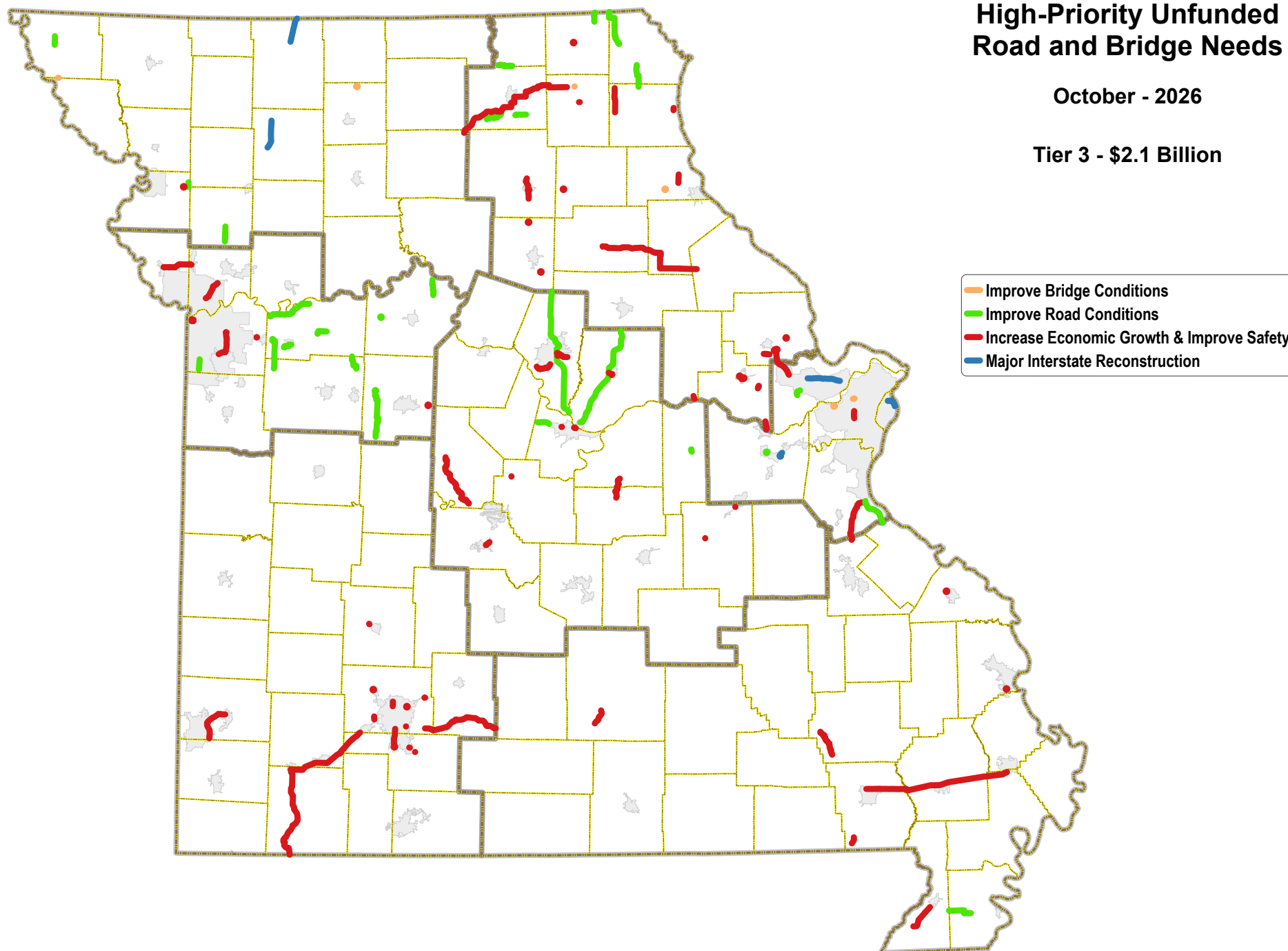


TIER 2	
CATEGORY	IMPACT
IMPROVE ROAD CONDITION	399 MILES
IMPROVE BRIDGE CONDITION	18 BRIDGES
MAJOR INTERSTATE RECONSTRUCTION	1 MILE
20-YEAR ECONOMIC OUTPUT	\$6.2 BILLION
ANNUAL JOBS CREATED	2,018

High-Priority Unfunded Road and Bridge Needs

October - 2026

Tier 3 - \$2.1 Billion



TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	ATCHISON	RT Y S	PAVEMENT RESURFACING FROM RTE. 136 TO RTE. AA	\$327	IMPROVE ROAD CONDITIONS
NORTHWEST	ATCHISON	RT W S	BRIDGE IMPROVEMENT OVER I-29	\$1,571	IMPROVE BRIDGE CONDITIONS
NORTHWEST	BUCHANAN	RT AB N	PAVEMENT RESURFACING FROM RTE. 6 TO RTE. 36	\$168	IMPROVE ROAD CONDITIONS
NORTHWEST	BUCHANAN	US 36 E	INTERSECTION IMPROVEMENT AT RTE. 36 AND RTE. 31 NORTH OF EASTON	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	CLINTON	RT W S	PAVEMENT RESURFACING FROM RTE. 116 TO END OF STATE MAINTENANCE	\$201	IMPROVE ROAD CONDITIONS
NORTHWEST	DAVISS	IS 35 S	REHABILITATE I-35 FROM RTE. C TO RTE. 69	\$50,672	MAJOR INTERSTATE RECONSTRUCTION
NORTHWEST	GRUNDY	RT B E	BRIDGE IMPROVEMENT AT MUDDY CREEK	\$1,352	IMPROVE BRIDGE CONDITIONS
NORTHWEST	HARRISON	IS 35 S	INTERSTATE RECONSTRUCTION	\$44,134	MAJOR INTERSTATE RECONSTRUCTION
NORTHEAST	ADAIR	RT KK E	PAVEMENT RESURFACING FROM RTE. KK TO RTE. F	\$550	IMPROVE ROAD CONDITIONS
NORTHEAST	ADAIR	RT N S	PAVEMENT RESURFACING FROM RTE. CC TO RTE. 11	\$1,160	IMPROVE ROAD CONDITIONS
NORTHEAST	CLARK	RT M S	PAVEMENT RESURFACING FROM RTE. D TO RTE. E IN LEWIS COUNTY	\$1,210	IMPROVE ROAD CONDITIONS
NORTHEAST	CLARK	RT K S	PAVEMENT RESURFACING FROM IOWA STATE LINE TO RTE. 136 IN LURAY	\$2,000	IMPROVE ROAD CONDITIONS
NORTHEAST	KNOX	MO 6 E	ADD TURN LANES AT SCHOOL/NURSING HOME NEAR EDINA	\$1,260	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	KNOX	RT K E	BRIDGE IMPROVEMENT OVER UNNAMED CREEK 0.5 MILE EAST OF RTE. EE NEAR BARING.	\$1,290	IMPROVE BRIDGE CONDITIONS
NORTHEAST	KNOX	MO 11 S	ADD SHOULDERS FROM RTE. 15 IN KNOX, ADAIR, AND SULLIVAN COUNTIES TO RTE. 129 IN LINN COUNTY	\$11,530	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	KNOX	MO 11 S	BRIDGE IMPROVEMENT OVER NORTH FORK SOUTH FABIVS RIVER 1.4 MILES WEST OF RTE. 15 NEAR BARING	\$1,800	IMPROVE BRIDGE CONDITIONS
NORTHEAST	LEWIS	US 61 S	ADD AUXILIARY LANE BETWEEN RTE. 16 AND RTE. P NEAR CANTON	\$1,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LEWIS	RT K E	ADD RUMBLE STRIPES FROM RTE. E TO RTE. 6 IN LA BELLE	\$2,050	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	US 61 S	STUDY FOR REMAINING OUTER ROADS FROM RTE. C TO ST. CHARLES	\$2,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	MO 47 S	INTERSECTION IMPROVEMENT AT RTE. W	\$3,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	LINCOLN	RT U E	ADD RUMBLE STRIPES FROM SAND RUN ROAD TO RTE. J	\$525	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	RT C E	INTERSECTION IMPROVEMENT AT ELM TREE ROAD NEAR MOSCOW MILLS	\$4,250	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	RT C E	INTERSECTION IMPROVEMENT AT RTE. MM IN MOSCOW MILLS	\$4,250	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MACON	US 63 S	STUDY FOR MACON EXPRESSWAY	\$2,680	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MACON	US 63 S	INTERSECTION IMPROVEMENT AT WALNUT STREET IN MACON	\$2,110	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MARION	RT E N	IMPROVE BRIDGE AT RAILROAD CROSSING 3.8 MILES NORTH OF RTE. 36 NEAR WOODLAND	\$6,900	IMPROVE BRIDGE CONDITIONS
NORTHEAST	MARION	US 24 E	ADD INTERCHANGE AND EAST OUTER ROAD IN PALMYRA	\$27,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONROE	MO 154 E	PAVEMENT IMPROVEMENT AND ADD SHOULDERS FROM RTE. 15 TO RTE. 54 IN MONROE, RALLS, AND PIKE COUNTIES.	\$5,775	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONTGOMERY	MO 19 S	STUDY TO DETERMINE BASE STABILITY AND FLOODING RESILIENCY NEAR MCKITTRICK	\$260	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	US 63 S	INTERSECTION LIGHTING AT BUS. 63 AND RTE. NN NEAR RENICK	\$275	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	US 63 S	INTERSECTION LIGHTING AT RTE. J NEAR JACKSONVILLE	\$270	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SCHUYLER	RT K E	PAVEMENT RESURFACING FROM BRIDGE ROAD TO RTE. 63 IN GREENTOP	\$800	IMPROVE ROAD CONDITIONS
NORTHEAST	SCOTLAND	MO 15 S	INTERSECTION IMPROVEMENT AT MADISON STREET IN MEMPHIS	\$2,320	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SCOTLAND	RT Z S	PAVEMENT RESURFACING FROM THE IOWA STATE LINE TO RTE. H	\$500	IMPROVE ROAD CONDITIONS
NORTHEAST	SHELBY	BU 36 E	ADD INTERSECTION LIGHTING AT BUS. 36 AND RTE. 36 NEAR CLARENCE	\$225	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	RT F S	ADD SHOULDERS FROM INNSBROOK TO END OF STATE MAINTENANCE	\$310	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	N OR 70 E	INTERSECTION IMPROVEMENT AT RTE. W	\$3,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	MO 47 S	HYDRAULIC STUDY FOR CAUSEWAY ON NEW ALIGNMENT NORTH OF WASHINGTON	\$2,060	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	WARREN	MO 47 S	INTERSECTION IMPROVEMENT AT WALTON 0.1 MILE SOUTH OF RTE. M IN WARRENTON	\$540	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	RT M E	ADD RIGHT TURN LANE AT PINCKNEY STREET IN TRUESDALE	\$1,160	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	JOHNSON	MO 23 S	BLACKWATER BRIDGE FLOOD REMEDIATION	\$15,355	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT OO S	ADD SHOULDERS AND PAVEMENT RESURFACING FROM RTE. TT TO RTE. 131	\$5,594	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT MM E	RESURFACING OF RTE. MM SOUTH OF HIGGINSVILLE TO WEST OF RTE. 13	\$646	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT Z S	ADD SHOULDERS AND PAVEMENT RESURFACING FROM I-70 TO RTE. 50	\$9,340	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	MO 224 E	PAVEMENT RESURFACING, DITCH CLEAN UP, AND SHOULDER REPAIR FROM RTE. 24 TO EAST OF RTE. 13.	\$4,000	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	MO 127 S	ADD SHOULDERS AND PAVEMENT RESURFACING FROM RTE. 50 TO RTE. 52	\$14,320	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	N OR 50 E	CULVERT IMPROVEMENT IN LA MONTE	\$566	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	US 50 E	INTERSECTION IMPROVEMENT AT SMITHTON INTERSECTION	\$799	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	SALINE	MO 127 N	CULVERT IMPROVEMENT AT CHESTNUT STREET INTERSECTION	\$565	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	RT O S	RESURFACING AND MAINTENANCE OF ENTIRE LETTERED RTE. O, NORTH OF SLATER FROM RTE. C TO RTE. F	\$1,700	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	CLAY	IS 35 N	CORRIDOR IMPROVEMENTS FROM I-435 TO RTE. 69	\$61,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	CLAY	MO 92 W	HIGHWAY IMPROVEMENTS - PHASE 2 FROM BETHEL ROAD TO RTE. 169	\$25,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	IS 470 W	I-470 CORRIDOR IMPROVEMENTS FROM I-70 TO RTE. 50 (PARTIAL NEEDS)	\$100,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 AT LEFHOLZ INTERCHANGE	\$18,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 AND I-470 INTERCHANGE IMPROVEMENTS	\$90,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	IS 49 S	PAVEMENT RECONSTRUCTION FROM BLUE RIDGE BOULEVARD TO RTE. 150	\$56,000	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 DOWNTOWN LOOP SE QUADRANT SAFETY AND OPERATION IMPROVEMENTS	\$50,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	BOONE	MO 740 E	CONSTRUCT NEW ROADWAY TO EXTEND STADIUM BOULEVARD FROM EAST OF RTE. 63 TO RTE. WW IN COLUMBIA	\$37,525	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	RT K E	TRAFFIC STUDY FOR RTE. K FROM RTE. 163 TO RTE. KK	\$700	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	US 63 S	AT GRADE INTERSECTION IMPROVEMENTS ALONG RTE. 63 IN BOONE COUNTY (PARTIAL)	\$5,151	IMPROVE ROAD CONDITIONS
CENTRAL	BOONE	RT WW E	TRAFFIC STUDY TO ADDRESS CONGESTION AND SAFETY ISSUES ALONG RTE. WW CORRIDOR EAST OF RTE. 63	\$700	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CALLAWAY	RT F E	CAPACITY AND SAFETY IMPROVEMENTS AT INTERCHANGE AT RTE. 54 AND RTE. F IN FULTON	\$4,251	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CALLAWAY	US 54 E	AT GRADE INTERSECTION IMPROVEMENTS ALONG RTE. 54 IN CALLAWAY COUNTY (PARTIAL)	\$5,151	IMPROVE ROAD CONDITIONS
CENTRAL	CALLAWAY	BU 54 E	CAPACITY AND SAFETY IMPROVEMENTS ON BUS. 54 AT WESTMINSTER AVENUE TO SCHULTZE STREET IN FULTON	\$2,273	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CAMDEN	US 54 E	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 54 BETWEEN RTE. 5 AND CROSS CREEK ROAD, INCLUDES JACK CROWELL LAKER PRIDE ROAD IN CAMDENTON	\$15,656	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	CST COUNTRY CLUB DR E	CAPACITY AND SAFETY IMPROVEMENTS AT COUNTRY CLUB AND RAINBOW DRIVE	\$2,504	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 E	AT GRADE INTERSECTION IMPROVEMENTS ALONG RTE. 50 IN COLE COUNTY AT HENWICK DRIVE & RTE. U	\$3,893	IMPROVE ROAD CONDITIONS
CENTRAL	COLE	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS ON REX WHITTON EXPRESSWAY (PARTIAL 2 OF 2)	\$47,006	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CRAWFORD	RT FF S	CAPACITY AND SAFETY IMPROVEMENTS AT I-44 AND RTE. FF	\$18,508	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CRAWFORD	MO 19 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 19 AT LINDBERG ROAD	\$537	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	GASCONADE	US 50 E	INTERSECTION IMPROVEMENTS AT RTE. 19 NEAR DRAKE	\$8,854	IMPROVE ROAD CONDITIONS
CENTRAL	MILLER	MO 52 W	CAPACITY AND SAFETY IMPROVEMENTS ON BUS. 54 AT RTE. CC AND RTE. 87	\$3,490	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MORGAN	MO 135 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 135 IN MORGAN COUNTY	\$29,664	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	OSAGE	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS FROM NORTH OF RTE. P TO NORTH OF MARIES COUNTY ROAD 332	\$52,370	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	FRANKLIN	IS 44 E	CORRIDOR, SAFETY, AND INTERCHANGE IMPROVEMENTS FROM I-44 FROM 0.1 MILE WEST OF SHAWNEE TOWN FORD ROAD TO 0.2 MILE EAST OF RTE. O	\$100,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	FRANKLIN	IS 44 E	CAPACITY AND PAVEMENT IMPROVEMENTS FROM I-44 FROM 0.2 MILE EAST OF RTE. O. TO 0.5 MILE EAST OF RTE. 100 W	\$116,510	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	FRANKLIN	MO 47 S	CORRIDOR IMPROVEMENTS FROM WASHINGTON TO ST. CLAIR	\$50,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	JEFFERSON	US 67 S	CORRIDOR AND SAFETY IMPROVEMENTS FROM RTE. CC TO ST. FRANCOIS COUNTY LINE	\$131,400	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	JEFFERSON	US 61 S	PAVEMENT, INTERCHANGE, AND SAFETY IMPROVEMENTS FROM RTE. 67 TO ST. GENEVIEVE COUNTY LINE	\$57,600	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	RT DD S	CORRIDOR IMPROVEMENTS ON RTE. DD FROM SOMMERS ROAD TO SCHWEDE ROAD	\$7,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	IS 70 E	CORRIDOR INTERCHANGE IMPROVEMENTS FROM BRYAN ROAD TO ZUMBEHL ROAD	\$20,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. CHARLES	US 61 S	CORRIDOR IMPROVEMENTS FROM LINCOLN COUNTY TO RTE. A	\$30,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 270 E	CONGESTION MITIGATION IMPROVEMENTS FROM RTE. 100 TO I-64	\$36,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 64 E	BRIDGE IMPROVEMENTS FROM BAXTER ROAD TO RTE. 141	\$31,000	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS	RT D E	INTERCHANGE AND BRIDGE IMPROVEMENTS AT I-270	\$10,190	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS CITY	IS 70 E	SAFETY AND INTERCHANGE IMPROVEMENTS FROM SHREVE AVENUE TO BRANCH STREET	\$132,000	MAJOR INTERSTATE RECONSTRUCTION
SOUTHWEST RURAL	BARRY	MO 37 N	INTERMITTENT SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 60 IN MONETT TO THE ARKANSAS STATE LINE	\$10,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	BARRY	US 60 E	INTERMITTENT SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS FROM REPUBLIC TO MONETT	\$6,180	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	GREENE	US 60 E	PHASE II: SAFETY, ACCESS, AND INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 125 IN ROGERSVILLE TO WRIGHT COUNTY LINE	\$45,658	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 249 S	SIGNAGE FOR POTENTIAL INTERSTATE DESIGNATION FROM CARTHAGE TO JOPLIN	\$434	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171 N	RAMP IMPROVEMENTS AT VARIOUS LOCATIONS, INTERCHANGE IMPROVEMENTS AT I-49 FOR POTENTIAL INTERSTATE DESIGNATION FROM CARTHAGE TO JOPLIN	\$130,196	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	POLK	MO 13 S	INTERSECTION IMPROVEMENTS ON RTE. 13 AT COUNTY ROAD 430TH AND ON RTE. 83 AT PARKVIEW STREET IN BOLIVAR	\$6,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	MO 14 W	WESTBOUND JACKSON STREET OPERATIONAL IMPROVEMENTS AND BRIDGE WIDENING FROM RTE. NN TO THIRD STREET IN OZARK	\$8,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	US 160 E	INTERSECTION IMPROVEMENTS AT PEMBROOK AVENUE IN NIXA	\$3,090	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	MO 14 E	INTERSECTION IMPROVEMENTS AT RTE. W	\$3,090	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	US 160 E	WIDEN FROM RTE. 14 TO PEMBROOK AVENUE EXTENSION IN NIXA	\$11,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 13 S	OPERATIONAL, SAFETY AND PEDESTRIAN IMPROVEMENTS FROM EVERGREEN STREET TO DIVISION STREET IN SPRINGFIELD	\$11,477	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT MM S	CAPITAL IMPROVEMENTS FROM RTE. 360 (JAMES RIVER FREEWAY) TO HAILE STREET IN REPUBLIC	\$13,121	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	CST WILLEY ST W	RTE. O RELOCATION FROM WILLEY STREET TO KIME STREET	\$2,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT OO W	INTERSECTION IMPROVEMENTS AT WASHINGTON AVENUE	\$2,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60 E	PHASE II INTERCHANGE IMPROVEMENT AT RTE. 65	\$15,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 160 E	CAPITAL IMPROVEMENTS FROM PLAINVIEW ROAD TO RTE. AA IN NIXA	\$22,660	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 65 S	INTERCHANGE IMPROVEMENTS AND SHARED USE PATH AT RTE. YY (DIVISION ST) AND CAPITAL IMPROVEMENTS ON DIVISION STREET	\$20,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BUTLER	US 67 S	CAPACITY IMPROVEMENTS FROM RTE. 142 TO COUNTY ROAD 272	\$25,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BUTLER	US 60 E	PEL STUDY FOR FUTURE I-57 FROM RTE. W IN BUTLER COUNTY TO RTE. 61	\$1,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	IS 55 S	CAPITAL IMPROVEMENTS AT EXIT 93	\$23,069	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	DUNKLIN	US 412 E	CAPACITY IMPROVEMENTS FROM RTE. C TO RTE. O	\$46,617	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PEMISCOT	RT J E	PAVEMENT IMPROVEMENTS FROM RTE. NN TO RTE. Z	\$1,088	IMPROVE ROAD CONDITIONS

* Amounts in \$1,000 in 2026 Dollars (Uninflated)
MHTC Meeting

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	PERRY	IS 55 S	ACCESS IMPROVEMENTS AT PERRYVILLE	\$22,086	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	US 67 S	ADD INTERCHANGE AT RTE. Y/JJ	\$26,849	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	TEXAS	US 63 S	CAPACITY IMPROVEMENTS FROM CLOVERDALE ROAD TO RTE. PP	\$41,015	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	WAYNE	MO 49 S	ADD RUMBLE STRIPES FROM THE SOUTH INTERSECTION OF RTE. 34 TO THE WEST INTERSECTION OF RTE. A	\$2,633	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
			TIER 3 NEEDS - STATEWIDE TOTAL	\$2,110,966	

SUMMARY

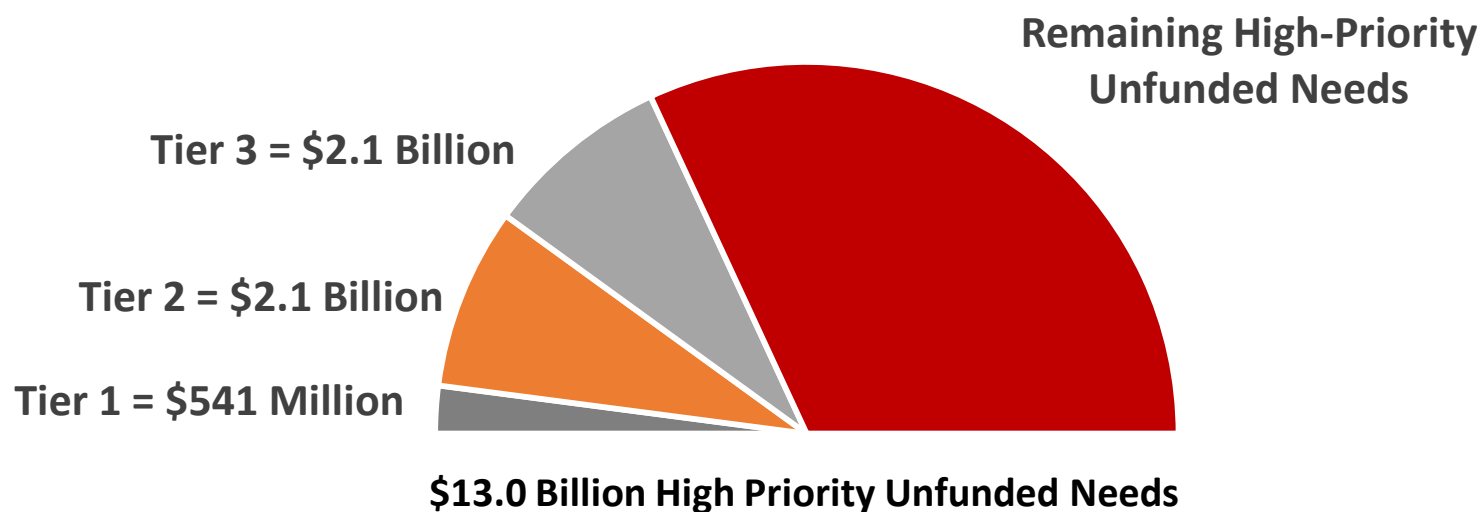
TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	GRAND TOTAL
NORTHWEST	\$2,923	\$696	\$3,000	\$94,806	\$101,425
NORTHEAST	\$9,990	\$6,220	\$79,550	\$0	\$95,760
KANSAS CITY RURAL	\$0	\$52,086	\$799	\$0	\$52,885
KANSAS CITY URBAN	\$0	\$56,000	\$344,500	\$0	\$400,500
CENTRAL	\$0	\$23,049	\$215,184	\$0	\$238,233
ST. LOUIS	\$41,190	\$114,600	\$197,400	\$368,510	\$721,700
SOUTHWEST RURAL	\$0	\$0	\$199,268	\$0	\$199,268
SOUTHWEST URBAN	\$0	\$0	\$111,838	\$0	\$111,838
SOUTHEAST	\$0	\$1,088	\$188,269	\$0	\$189,357
GRAND TOTAL	\$54,103	\$253,739	\$1,339,808	\$463,316	\$2,110,966

Amounts in \$1,000 in 2026 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1, 2 and 3

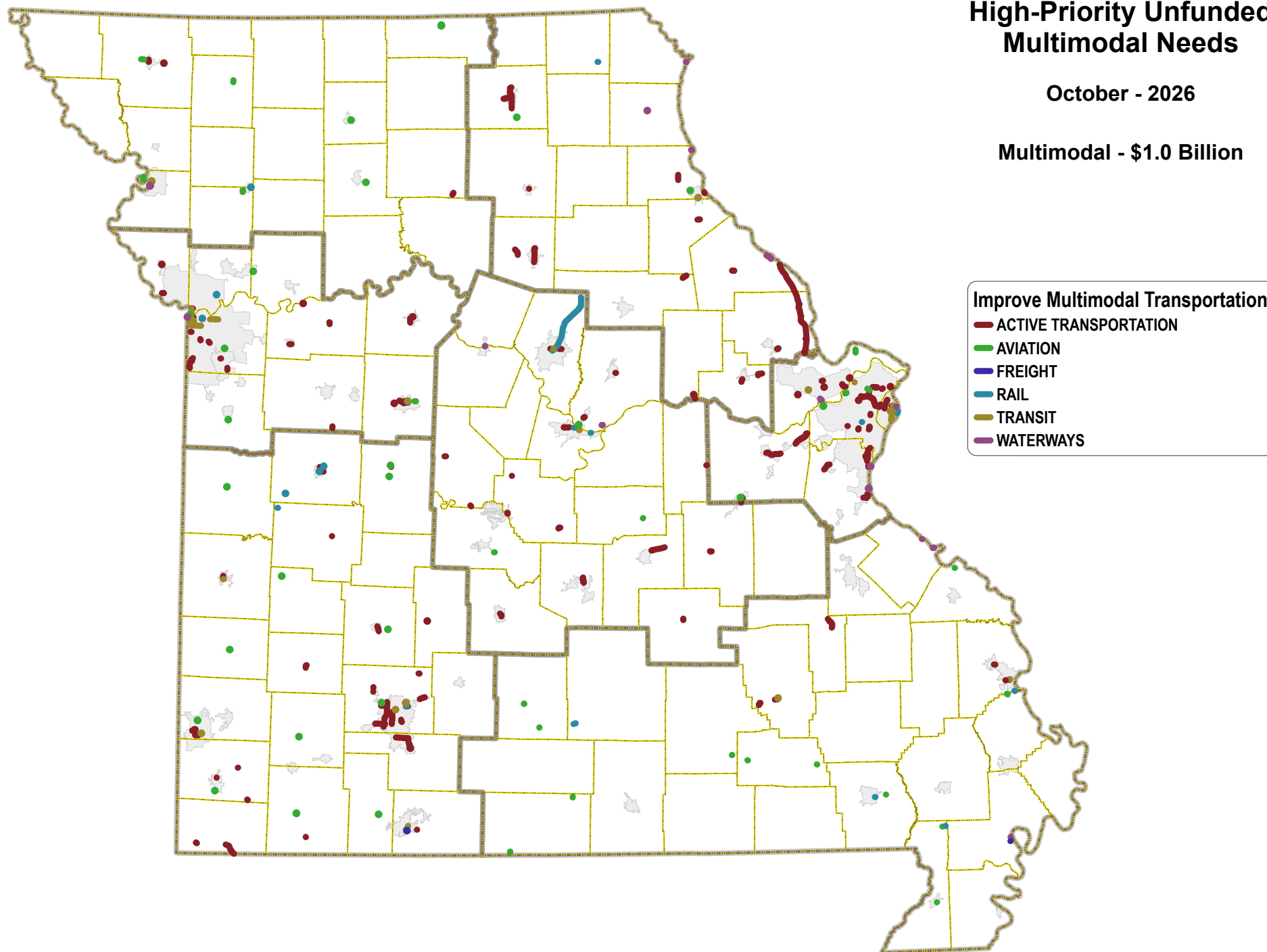


TIER 3	
CATEGORY	IMPACT
IMPROVE ROAD CONDITION	204 MILES
IMPROVE BRIDGE CONDITION	7 BRIDGES
MAJOR INTERSTATE RECONSTRUCTION	34 MILES
20-YEAR ECONOMIC OUTPUT	\$6.3 BILLION
ANNUAL JOBS CREATED	2,074

High-Priority Unfunded Multimodal Needs

October - 2026

Multimodal - \$1.0 Billion



UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	BUCHANAN	CST JULES ST E	OATS - LOCAL MATCH FOR 9 VEHICLES THAT WILL REACH END OF USEFUL LIFE NEXT YEAR	\$180	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHWEST	BUCHANAN	CRD NW 26 S	RELOCATE FUEL SYSTEM AT ROSECRANS MEMORIAL AIRPORT	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	BUCHANAN	CRD NW 26 S	REHABILITATE GENERAL AVIATION APRON AT ROSECRANS MEMORIAL AIRPORT	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	BUCHANAN	CST JULES ST E	OATS - LOCAL MATCH FOR 13 VEHICLES PAST USEFUL LIFE	\$260	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHWEST	BUCHANAN	CST 3RD ST S	RESURFACING OF PORT AUTHORITY STOCKYARDS INDUSTRIAL PARK TRUCK STAGING AREA	\$1,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHWEST	BUCHANAN	CST ANGELIQUE ST E	EXPAND BUS STORAGE FOR ST. JOE TRANSIT	\$599	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHWEST	BUCHANAN	CST JULES ST E	OATS - ANNUAL OPERATING IN SMALL URBAN AREA FOR SENIORS/DISABLED	\$442	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHWEST	BUCHANAN	CST 3RD ST S	HARD SURFACE OF AREA IN FRONT OF RAIL SPUR TO ELIMINATE DUST	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHWEST	BUCHANAN	CST 3RD ST S	CONCRETE SECTION REPAIRS TO EXISTING CONCRETE DRIVE SYSTEM	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHWEST	CLINTON	RT A S	EXTEND RUNWAY AT CAMERON MEMORIAL AIRPORT	\$1,709	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	DEKALB	IS 35 S	DEMOLISH ABANDONED RAILROAD BRIDGE OVER I-35	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
NORTHWEST	GENTRY	CRD 552 RD S	EXTEND RUNWAY AT ALBANY MUNICIPAL AIRPORT	\$2,884	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	GRUNDY	CST AIRPORT RD N	RUNWAY RECONSTRUCTION AT TRENTON MUNICIPAL AIRPORT	\$8,200	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

* Amounts in \$1,000 in 2026 Dollars (Uninflated)
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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	LINN	CST KANSAS AVE S	MARCELINE - NEW SIDEWALKS ON RTE. 5, NORTH KANSAS STREET, AND RIPLEY PARK	\$1,720	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	LIVINGSTON	CRD 253 S	RECONSTRUCT RUNWAY 14-32 PARALLEL TAXIWAY AT CHILLICOTHE MUNICIPAL AIRPORT	\$3,975	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	NODAWAY	CST COLLEGE AVE E	ADD OR RECONSTRUCT SIDEWALK NORTH LAURA TO SOUTH DAVIS; 1ST TO SOUTH AVENUE; MUNN TO UNIVERSITY IN MARYVILLE	\$3,426	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	NODAWAY	US 136 E	PLANNING FOR TRAIL FROM MARYVILLE TO LAKE MOZINGO	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	NODAWAY	CST COLLEGE DR S	ADD OR RECONSTRUCT SIDEWALK COLLEGE AVENUE TO 16TH STREET; NORTH COLLEGE AVENUE TO NORTH MAIN STREET; UNIVERSITY TO NORTH MAIN IN MARYVILLE	\$3,023	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	NODAWAY	CRD 250 ST E	EXTEND RUNWAY 14/32 AT NORTHWEST MISSOURI REGIONAL AIRPORT	\$3,444	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	AG LOADING PAD/FUEL SYSTEMS PAD, FUELING AND JET FUELING STATION, LIGHTING, NAVAIDS, & SIGNAGE AT UNIONVILLE MUNICIPAL AIRPORT	\$487	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	RUNWAY EXTENSION AT UNIONVILLE MUNICIPAL AIRPORT	\$632	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	RUNWAY 17/35 RECONSTRUCTION AT UNIONVILLE MUNICIPAL AIRPORT	\$3,436	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	APRON IMPROVEMENTS AT UNIONVILLE MUNICIPAL AIRPORT	\$638	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHEAST	ADAIR	CST BALTIMORE ST S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN KIRKSVILLE	\$2,910	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	ADAIR	CST AIRPORT TRL S	CAPITAL IMPROVEMENTS AT KIRKSVILLE REGIONAL AIRPORT	\$1,340	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHEAST	ADAIR	CRD MICHIGAN TRL E	COMPLETE FLATS TRAIL FROM THOUSAND HILLS STATE PARK TO KIRKSVILLE	\$2,110	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

* Amounts in \$1,000 in 2026 Dollars (Uninflated)
MHTC Meeting

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	AUDRAIN	US 54 E	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF VANDALIA	\$280	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	CLARK	CRD 321 S	PORT OF CLARK COUNTY SITE DEVELOPMENT	\$2,575	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	LEWIS	MO 16 W	PORT OF LEWIS COUNTY SITE DEVELOPMENT AND EXPANSION	\$2,110	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	LINCOLN	CST OLD TROY RD N	ADD SIDEWALK FROM HIGHLAND DRIVE TO ELM STREET IN WINFIELD	\$385	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	LINCOLN	RT C E	ADD SHOULDERS FOR SHARED USE PATH IN MOSCOW MILLS	\$1,440	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MACON	US 63 S	ADD PEDESTRIAN BRIDGE NEAR ELM STREET IN MACON	\$1,265	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MARION	CRD 425 S	CAPITAL IMPROVEMENT RUNWAY EXTENSION AT HANNIBAL REGIONAL AIRPORT	\$4,450	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHEAST	MARION	US 61 S	ADDITIONAL OATS TRANSIT SERVICE	\$5,145	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHEAST	MARION	BU 61 S	ADD SHARED USE PATH FROM PALMYRA HIGH SCHOOL TO THE PALMYRA CITY PARK	\$1,775	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MARION	CST BRIDGE ST S	ADD SHARED USE PATH AT THE RIVER FRONT IN HANNIBAL	\$695	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MARION	S OR 24 E	PORT OF MARION-RALLS SITE DEVELOPMENT AND EXPANSION	\$2,650	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	MONTGOMERY	BK KATY TRAIL E	PAVE SHARED USE PATH FROM KATY TRAIL TO RTE. 19	\$155	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MONTGOMERY	MO 19 S	ADD SHARED USE PATH FROM MISSOURI RIVER TO THE KATY TRAIL	\$4,150	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

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MHTC Meeting

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	PIKE	MO 79 S	WIDEN SHOULDERS FOR BIKE PATH FROM CLARKSVILLE TO ST. CHARLES COUNTY	\$3,450	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	PIKE	MO 79 S	FUNDING FOR PORT OF LINCOLN-PIKE SITE DEVELOPMENT AND EXPANSION	\$2,650	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	PIKE	MO 161 S	ADD SIDEWALKS FROM RTE. 161 TO WALMART DRIVE IN BOWLING GREEN	\$950	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	RALLS	CST FOURTH ST E	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF NEW LONDON	\$410	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	RANDOLPH	CST MORLEY ST S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF MOBERLY	\$1,855	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	RANDOLPH	RT C S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF HUNTSVILLE	\$285	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	SCOTLAND	RT A S	IMPROVE PAVEMENT APPROACHES AND RAILROAD CROSSING AT RTE. U IN GORIN	\$1,055	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
NORTHEAST	WARREN	MO 47 S	UPGRADE SIDEWALKS AND FILL IN GAPS TO ADA STANDARDS IN THE CITY OF WARRENTON	\$1,055	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	WARREN	RT H S	ADD SHARED USE PATH FROM WRIGHT CITY TO STURBRIDGE DRIVE	\$1,855	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	JOHNSON	MO 2 E	ADD PEDESTRIAN FACILITIES FROM BRAZIER AVENUE TO SOUTH CITY LIMITS IN LEETON	\$1,105	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	LAFAYETTE	BU 13 S	ADD PEDESTRIAN FACILITIES FROM RTE. 20 TO 11TH STREET IN HIGGINSVILLE	\$572	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	LAFAYETTE	RT OO S	ADD PEDESTRIAN FACILITIES FROM 9TH STREET TO RTE. 131	\$573	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY RURAL	LAFAYETTE	CST FRANKLIN ST E	ADD SIDEWALKS AND ADA AT FRANCIS STREET/TREVIS BRIDGE, SOUTH STREET/FRANCIS STREET, 20TH STREET/ROCELLI ROAD, ROCELLI ROAD/RTE. 24 IN LEXINGTON	\$1,372	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	CST N OHIO AVE S	ADD PEDESTRIAN AND BICYCLE FACILITIES FROM AMTRAK DEPOT TO KATY DEPOT	\$991	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY RURAL	PETTIS	RT Y E	ADD SHOULDERS AND BICYCLE FACILITIES ON RTE. Y FROM STATE FAIR COMMUNITY COLLEGE TO QUISENBERRY ROAD	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	US 50 E	ADD PEDESTRIAN FACILITIES FROM 800 FEET EAST OF OAK GROVE LANE TO RTE. 65 IN SEDALIA	\$7,121	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	CST PACIFIC ST E	OATS - LOCAL MATCH FOR 16 VEHICLES THAT WILL REACH END OF USEFUL LIFE NEXT YEAR	\$138	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY RURAL	PETTIS	CST E BOONVILLE ST E	SEDALIA RECONSTRUCT PARALLEL SOUTH PARALLEL TAXIWAY	\$5,150	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY RURAL	PETTIS	CST S OHIO AVE S	EQUIPMENT COSTS FOR TRANSLOAD FACILITY	\$945	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (FREIGHT)
KANSAS CITY RURAL	PETTIS	CST PACIFIC ST E	OPERATING COSTS FOR THE AMTRAK DEPOT IN SEDALIA	\$39	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY RURAL	PETTIS	US 50 E	ADD SIDEWALKS RTE. 50 NORTH TO WEST THIRD STREET/WEST THIRD STREET TO RTE. 65	\$286	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	US 65 N	ADD SIDEWALK FROM WEST 7TH STREET TO LIBERTY PARK BOULEVARD	\$208	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	SALINE	CST LAFAYETTE AVE S	ADD A PEDESTRIAN BRIDGE OVER RTE. 65	\$2,810	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	SALINE	US 65 S	ADD PEDESTRIAN FACILITIES FROM VEST STREET TO COLLEGE STREET IN MARSHALL	\$848	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY RURAL	SALINE	US 65 S	ADD PEDESTRIAN FACILITIES FROM COLLEGE STREET TO FITZGIBBON HOSPITAL	\$536	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	CASS	CRD ORCHARD RD N	CONSTRUCT PARALLEL TAXIWAY HARRISONVILLE AIRPORT	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY URBAN	CLAY	CST RICHARDS RD S	RUNWAY SAFETY AREAS - GRADING AND EROSION CONTROL (CLAY COUNTY GENERAL AVIATION AIRPORT)	\$2,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY URBAN	CLAY	CST BIRMINGHAM RD S	CANADIAN PACIFIC RAILROAD GRADE-SEPARATED CROSSING (BIRMINGHAM ROAD AT HOLT DRIVE, IN LIBERTY)	\$9,150	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY URBAN	CLAY	CST BURLINGTON ST S	INTERJURISDICTIONAL TRANSIT CAPITAL PROJECT (NORTH OAK/BURLINGTON FROM HEART OF AMERICA BRIDGE TO NW BARRY ROAD)	\$11,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	CLAY	CST NE 32ND ST W	MISSOURI RIVER NORTH TRAIL	\$13,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST NE LEINWEBER RD E	CONSTRUCT AIR TRAFFIC CONTROL TOWER (LEE'S SUMMIT AIRPORT)	\$12,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY URBAN	JACKSON	CST E 31ST ST E	INTERJURISDICTIONAL TRANSIT CAPITAL PROJECTS (31ST/ROCK ISLAND CORRIDOR)	\$11,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST SW 3RD ST E	3RD STREET AT RTE. 50 INTERCHANGE IMPROVEMENTS	\$7,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST GILLHAM RD N	GILLHAM RD - UPGRADE BARRIER	\$2,006	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST HOLMES RD S	BLUE RIVER PARKWAY TRAIL: STATE LINE CONNECTOR	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST MISSOURI AVE E	COLUMBUS PARK NEIGHBORHOOD SIDEWALKS	\$10,300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST MAIN ST S	OATS - LOCAL MATCH FOR 41 VEHICLES PAST USEFUL LIFE	\$850	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)

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MHTC Meeting

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY URBAN	JACKSON	CST MAIN ST S	IMPROVE PASSENGER RAIL STATION, REPLACE PLATFORM STAIRCASES IN KANSAS CITY	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST BLUE RIVER RD S	BLUE RIVER PARKWAY - BLUE RIDGE CONNECTOR	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST RIVERSIDE DR S	BLUE RIVER TRAIL - SWOPE PARK CENTRAL VALLEY CONNECTOR	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST DR MARTIN LUTHER KING JR BLVD E	TROLLEY TRAIL CONNECTOR TRAIL - MLK JR BOULEVARD	\$865	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST STATE ST S	MISSOURI RIVER TERMINAL/GOV PARSONS PORT TERMINAL IMPROVEMENTS (PORT KC)	\$22,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
KANSAS CITY URBAN	JACKSON	CST E 18TH ST E	INTERJURISDICTIONAL TRANSIT SERVICE OPERATION COSTS	\$33,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST INDEPENDENCE AVE E	INTERJURISDICTIONAL TRANSIT CAPITAL PROJECTS (INDEPENDENCE AVENUE BUS RAPID TRANSIT FROM 6TH STREET TO NOLAND ROAD)	\$11,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST HAMBLIN RD N	GREENWOOD CONNECTOR	\$16,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST INDEPENDENCE AVE E	INDEPENDENCE AVENUE RAIL BRIDGE CONSTRUCTION (KCMO AND TERMINAL RAILROAD)	\$20,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY URBAN	JACKSON	MO 350 E	RTE. 350 BIKE AND PEDESTRIAN TRAIL	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	PLATTE	MO 45 N	MULTI MODAL ACCOMMODATIONS ON MO 45 AT I-435 BETWEEN BRINK MEYER AND HOMER PARKWAY IN PARKVILLE	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	PLATTE	MO 92 E	MO 92 SIDEWALKS FROM 2ND STREET TO NW PRAIRIE VIEW ROAD	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	RAY	CST E GOLF HILL RD W	RUNWAY LIGHTING REHABILITATION (EXCELSIOR SPRINGS)	\$300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	BOONE	CST LAKEVIEW AVE E	TRANSIT OPERATIONS - 15 ADDITIONAL BUS OPERATORS, MATCHING FUNDS FOR GRANTS FOR FUEL, SUPPLIES, MAINTENANCE, AND STAFFING	\$6,649	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
CENTRAL	BOONE	RR COLT S	REPAIR COLT RAILROAD BRIDGE OVER I-70 IN COLUMBIA	\$1,492	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
CENTRAL	BOONE	RR COLT S	IMPROVE RAILROAD BY INSTALLATION OF RAILROAD TIES, BALLAST AND OUT OF FACE TAMPING ON COLT RAIL LINE BETWEEN COLUMBIA AND CENTRALIA	\$663	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
CENTRAL	BOONE	CST CLARK LN E	SIDEWALK IMPROVEMENTS FROM WOODLAND SPRINGS TO BALLENGER IN COLUMBIA	\$2,863	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	BOONE	LP 70 E	SIDEWALK IMPROVEMENTS FROM GARTH AVENUE TO PROVIDENCE ROAD IN COLUMBIA	\$621	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCT ELEVATED PAD FOR STAGING AND GROUND STORAGE AT HEARTLAND PORT NORTHSIDE	\$1,090	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCTION OF DRY STORAGE BUILDING AT HEARTLAND PORT NORTHSIDE	\$3,270	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	MOORING CLUMPS UPSTREAM AND DOWNSTREAM OF THE DOCK AT HEARTLAND PORT NORTHSIDE	\$1,090	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCTION OF TWO GRAIN SILOS WITH CONVEYORS AT HEARTLAND PORT NORTHSIDE	\$3,270	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	CST AIRPORT RD E	EXTEND AND WIDEN RUNWAY 12/30 AND RECONSTRUCT TAXIWAY A AT JEFFERSON CITY MEMORIAL AIRPORT	\$20,019	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCTION OF 200 FEET OF GENERAL-PURPOSE SHEET PILING DOCK AT HEARTLAND PORT NORTHSIDE	\$2,725	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	IMPROVEMENTS TO THE ENTRANCE ROAD AND UTILITY SERVICES AT HEARTLAND PORT NORTHSIDE	\$817	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	CST S SUMMIT DR S	ADD SIDEWALKS ALONG SOUTH SUMMIT DRIVE FROM CENTER STREET TO EXISTING SIDEWALKS IN HOLTS SUMMIT	\$616	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	CALLAWAY	CST AIRPORT RD E	REHAB OR RECONSTRUCT FACILITY THAT HOUSES AIRCRAFT RESCUE AND FIREFIGHTING EQUIPMENT AT JEFFERSON CITY MEMORIAL AIRPORT	\$2,136	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	CALLAWAY	CST WOOD ST S	COMPLETE 2 MILES OF STINSON CREEK TRAIL IN FULTON	\$752	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	CAMDEN	CST AIRPORT DR S	NEW TERMINAL AT THE CAMDENTON MEMORIAL LAKE REGIONAL AIRPORT	\$1,677	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	CAMDEN	CST EAST OSAGE BEACH PKWY S	ADD SIDEWALK FROM MACE ROAD TO WEST OF THE BRIDGE OVER RTE. 54 IN OSAGE BEACH	\$765	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	COLE	CST MISSOURI BLVD E	AMTRAK OPERATION ASSISTANCE	\$1,853	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
CENTRAL	COLE	CST MISSOURI BLVD E	ADD SIDEWALKS AND ADD PEDESTRIAN BRIDGE OVER RTE. 179 IN JEFFERSON CITY	\$3,706	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	COLE	CST N SHAMROCK RD S	INCREASE CAPACITY AT CAPITAL AREA RAIL TERMINAL (PHASE II)	\$2,153	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
CENTRAL	COLE	CST E MILLER ST E	BUS FACILITY REPLACEMENT IN JEFFERSON CITY	\$15,220	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
CENTRAL	COOPER	MO 5 S	PORT TELESTACKER CONVEYOR AT HOWARD/COOPER COUNTY REGIONAL PORT	\$1,465	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	NEW WINCH SYSTEM FOR HOWARD/COOPER COUNTY REGIONAL PORT	\$175	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	PLACE 2 DOLPHIN STRUCTURES AT THE HOWARD/COOPER COUNTY REGIONAL PORT	\$732	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	INSTALL DEADMAN FOR WINCH SYSTEM AT HOWARD/COOPER COUNTY REGIONAL PORT	\$146	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	ADD 4 GRAIN BINS AT HOWARD/COOPER COUNTY REGIONAL PORT	\$8,789	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	COOPER	MO 5 S	REMOVAL OF WING DAM AT HOWARD/COOPER COUNTY REGIONAL PORT	\$2,197	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CRAWFORD	MO 19 S	SIDEWALKS AND ADA IMPROVEMENTS FROM STEELVILLE SCHOOL TO RTE. 19/8 INTERSECTION	\$1,947	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	DENT	MO 19 S	ADD SIDEWALK FROM CENTER STREET TO RTE. 32 IN SALEM	\$620	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	GASCONADE	US 50 E	CONVERT INACTIVE ROCK ISLAND RAILWAY INTO A HIKING TRAIL FROM EAST OF ROSEBUD TO WEST OF STOVER	\$6,778	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	LACLEDE	MO 5 S	ADD SIDEWALK FROM ELM STREET TO BLAND ROAD IN LEBANON	\$3,391	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	MARIES	MO 28 E	OVERLAY RUNWAY AT ROLLA NATIONAL AIRPORT IN VICHY	\$3,662	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	MILLER	MO 42 E	ADD SIDEWALKS FROM EAST NORMAL STREET TO RTE. 17, FROM CITY HALL TO IBERIA CEMETERY, FROM IBERIA HIGH SCHOOL TO IBERIA CITY PARK	\$1,160	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	MILLER	MO 52 E	ADD SIDEWALKS ALONG BUS. 54 AND RTE. 52 AND ADA COMPLIANT CROSSING AT RTE. 87 AND BUS. 54. IN ELDON	\$5,240	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	MORGAN	MO 5 S	ADD SIDEWALKS FROM LAURIE HEIGHTS TO RTE. O IN LAURIE	\$1,148	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	MORGAN	MO 52 E	SIDEWALK STUDY FOR THE CITY OF STOVER	\$14	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	PHELPS	S OR 44 E	ADD SHOULDERS FOR BIKE/PEDESTRIAN LANE ON SOUTH OUTER ROAD BETWEEN ROLLA AND ST JAMES	\$2,959	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	PULASKI	RT Y S	ADD BIKE AND PEDESTRIAN FACILITIES FROM I-44 TO LEMMING LANE IN ST. ROBERT	\$3,808	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	CST AIRPORT RD W	REPLACE FUEL STATION AT SULLIVAN REGIONAL AIRPORT	\$880	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	FRANKLIN	MO 100 W	IMPROVE SHOULDERS FOR BIKE AND VEHICLE USE AND SAFETY ALONG RTE. 100 FROM ST LOUIS COUNTY LINE TO RTE. 50	\$3,626	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	CST SAPPINGTON BRIDGE RD S	EXTEND SIDEWALK FROM WEST END OF WEST MAIN SIDEWALK TO MATTOX DRIVE AT LAND ROAD	\$1,700	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	US 50 W	ADD SIDEWALK / TRAIL FROM OLD RTE. 66 (ROUTE AT) TO OLD COUNTY COURTHOUSE IN UNION	\$2,209	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	CST AIRPORT RD E	AIRPORT ROAD IMPROVEMENTS AT SULLIVAN REGIONAL AIRPORT	\$550	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	FRANKLIN	CST AIRPORT RD W	ADD HANGARS AT SULLIVAN REGIONAL AIRPORT	\$3,850	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	FRANKLIN	CST N CHURCH ST S	EXTEND TRAIL IN SULLIVAN FROM VOGELGESANG PARK ALONG WINSEL CREEK	\$199	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	RT AF N	EXTEND TRAIL IN SULLIVAN FROM VOGELGESANG PARK TO FLYING J TRUCK PARKING CENTER	\$567	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	CST SCHOOL ST W	REPAIR DOCK AND RELOCATE UTILITIES AT JEFFERSON COUNTY PORT AUTHORITY	\$300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	JEFFERSON	CST SCHOOL ST W	CONSTRUCT RETAINING WALL FOR CONTAINER PORT STAGING AREA FOR JEFFERSON COUNTY PORT AUTHORITY	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	JEFFERSON	CST SCHOOL ST W	CONSTRUCT STORAGE FACILITY AT JEFFERSON COUNTY PORT AUTHORITY	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	JEFFERSON	CST MISSISSIPPI ST S	CONSTRUCT LOW-WATER ACCESS DOCK AT KIMMSWICK FOR JEFFERSON COUNTY PORT AUTHORITY	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	JEFFERSON	US 67 S	ADD SHARED USE PATH FROM ARNOLD TENBROOK ROAD TO RTE. 231	\$2,562	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	W OR 55 S	ADD SHARED USE PATH FROM VOGEL TO LAKEWOOD LANDING	\$944	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	JEFFERSON	US 67 S	ADD SIDEWALK AND ON-STREET BIKE LANES FROM 11TH TO VETERANS BOULEVARD	\$2,854	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	US 67 S	ADD SIDEWALK AND ON-STREET BIKE FACILITY FROM ARNOLD PARK TO RTE. 141	\$403	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	US 67 N	ADD SHARED USE PATH FOR MISSISSIPPI RIVER TRAIL FROM IMPERIAL MAIN STREET TO WINDSOR HARBOR ROAD	\$2,832	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	RT A W	ADD SIDEWALK AND SHARED USE PATH FROM COLLINS DRIVE TO TRUMAN BOULEVARD	\$1,285	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	MO 30 W	ADD SHARED USE PATH FROM GRAVOIS TO RTE. BB	\$2,156	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CRD GRAFTON FERRY RD S	SMARTT FIELD IMPROVEMENTS AT ST. CHARLES COUNTY REGIONAL AIRPORT	\$8,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. CHARLES	CST FRIEDENS RD E	FILL IN SIDEWALK GAPS, ADD LIGHTING FOR SAFETY FROM RTE. 94 TO SOUTH RIVER ROAD/ARENA PARKWAY	\$2,241	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	RT DD S	EXTEND DARDENNE GREENWAY FROM BROEMMELSIEK PARK TO 370 LAKE SIDE PARK	\$13,054	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CST MID RIVERS MALL DR S	CONSTRUCT BALTIC GREENWAY FROM KATY TRAIL TO DARDENNE GREENWAY	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CST OLD WOLFRUM RD S	SITE REMEDIATION FOR ST. CHARLES COUNTY PORT	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	ST. CHARLES	CST ROLLING THUNDER DR W	ADD ELECTRIC VEHICLE CHARGING STATION AT STL LIFE	\$6	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. CHARLES	CST TECUMSEH ST E	UPGRADE SIDEWALK TO ADA STANDARDS AND ADD BIKE FACILITIES IN FRENCHTOWN	\$11,433	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CST OLD WOLFRUM RD S	DEVELOP PORT: SITE ACQUISITION, REMEDIATION, AND EXTEND ROADS AND UTILITIES	\$6,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. CHARLES	CST MEXICO RD E	EXTEND BUSCH GREENWAY FROM I-64 AT DARDENNE CREEK TO RTE. D	\$8,304	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	RT EE S	ADD SHARED-USE PATH FROM NATURAL BRIDGE ROAD TO ST. CHARLES ROCK ROAD	\$14,729	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST EDISON AVE W	REHAB AND WIDEN RUNWAY AT SPIRIT OF SAINT LOUIS AIRPORT	\$4,070	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST AIRPORT RD E	UPGRADE TO ADA STANDARDS FROM I-170 TO ST. LOUIS CITY LIMIT	\$11,330	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST PARDEE RD N	EXTEND SIDEWALK FROM 9327 PARDEE ROAD TO EDDIE AND PARK ROAD	\$330	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST NORTHWEST INDUSTRIAL CT W	OATS TRANSIT SERVICE AND VEHICLE REPLACEMENT MATCHING FUNDS	\$900	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS	CRD SCHUETZ RD S	EXTEND CENTENNIAL GREENWAY WEST OF SCHUETZ ROAD TO CREVE COEUR PARK	\$15,450	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST LAMBERT INTERNATIONAL BLVD W	EXTEND RUNWAY AT LAMBERT INTERNATIONAL AIRPORT	\$31,900	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST LAMBERT TERMINAL 1 DEPARTURES W	DEMOLISH BUILDING AT SAINT LOUIS LAMBERT INTERNATIONAL AIRPORT	\$9,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST STONEYWOOD RD N	EXTEND GRANT'S TRAIL FROM MILE 8 TRAILHEAD TO THE I-44 BRIDGE OVER THE MERAMEC RIVER	\$963	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST EDISON AVE W	REHAB DRAINAGE AT SPIRIT OF ST. LOUIS AIRPORT	\$660	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST MIDLAND BLVD E	UPGRADE TO ADA STANDARDS	\$15,670	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST NORTHWIND ESTATES DR E	EXTEND MALINE GREENWAY IN NORTH ST. LOUIS COUNTY	\$3,090	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. LOUIS	CST PARDEE RD S	EXTEND SIDEWALK FROM GRANT'S TRAIL TO WHITECLIFF PARK LANE	\$201	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST CRESCENT AVE W	FILL IN SIDEWALK GAPS FROM 104 CRESCENT AVENUE TO VALLEY SCHOOL DRIVE	\$510	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST HIGH SCHOOL DR N	UPGRADE SIDEWALKS TO ADA STANDARDS AT POWELL AVENUE, MADGE AVENUE, HARRISON AVENUE, AND WHITE AVENUE	\$487	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CRD BELLEFONTAINE RD N	UPDATE TO ADA STANDARDS FROM CHAMBERS ROAD TO END OF STATE MAINTENANCE AT I-270	\$20,394	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST CREVE COEUR AIRPORT RD W	APRON OVERLAY AT CREVE COEUR AIRPORT	\$1,320	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST CREVE COEUR AIRPORT RD W	EXTEND RUNWAY AT CREVE COEUR AIRPORT	\$8,300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST ARGONNE AVE E	ADD THIRD MO RIVER RUNNER TRIP FROM SL TO KC	\$1,767	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
ST. LOUIS	ST. LOUIS CITY	CST MARKET ST W	EXTEND BRICKLINE GREENWAY FROM 20TH STREET TO MEMORIAL DRIVE (PARTIAL 1 OF 2)	\$3,850	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST JEFFERSON AVE S	GREEN LINE HIGH-CAPACITY TRANSIT	\$50,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	CST WARREN ST E	EXPAND PORT BY ELEVATING 11.56 ACRES OUT OF FLOODPLAIN	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST E	ELECTRIC BUS ACQUISITION AT METRO	\$6,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	CST ST LOUIS AVE E	EXTEND BRICKLINE GREENWAY FROM GRAND AVENUE TO 20TH STREET CYCLETRACK (PARTIAL 1 OF 2).	\$6,643	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST HODIAMONT TRACKS E	CONSTRUCT HODIAMONT GREENWAY FROM GWEN GILES PARK TO SPRING AVENUE TO CONNECT TO BRICKLINE GREENWAY	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST E	CREATE MOBILITY-ON-DEMAND TRANSIT SERVICES AT METRO	\$2,650	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	CST KINGSHIGHWAY BLVD N	UPGRADE TO ADA STANDARDS FROM LINDELL AVENUE TO I-70	\$6,798	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST W	UPDATE ALL METRO BUS STOPS TO ADA STANDARDS	\$7,700	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	RR MERCHANTS SUBDIVISION N	RAILROAD DRAINAGE IMPROVEMENTS	\$8,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST W	EXTEND BRICKLINE GREENWAY FROM GRAND METROLINK TO HARRIS-STOWE STATE UNIVERSITY AT COMPTON AVENUE AND MARKET (PARTIAL 1 OF 2)	\$3,624	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST SKINKER BLVD S	CONSTRUCT GREENWAY FROM DELMAR TO ST. VINCENT GREENWAY	\$4,532	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST COMPTON AVE S	EXTEND COMPTON CYCLE TRACK ACROSS I-64 FROM SPRUCE STREET TO BRICKLINE GREENWAY AT COMPTON AND MARKET	\$3,090	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	BARRY	CRD 2160 E	CONSTRUCT FIXED BASE OPERATOR HANGAR AT CASSVILLE MUNICIPAL AIRPORT	\$1,156	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BARRY	MO 112 E	PEDESTRIAN ACCOMMODATIONS ON NEW BRIDGE OVER DRY HOLLOW BRANCH IN ROARING RIVER STATE PARK	\$346	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	BARRY	CRD 2160 E	RUNWAY REHABILITATION AT CASSVILLE MUNICIPAL AIRPORT	\$2,163	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BARTON	US 160 E	CONSTRUCT HANGARS AND TAXILANES AT LAMAR AIRPORT	\$2,307	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BATES	LP 49 S	APRON EXPANSION AT BUTLER AIRPORT	\$866	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BENTON	CST AIRPORT RD E	APRON IMPROVEMENTS AT LINCOLN AIRPORT	\$43	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	BENTON	US 65 S	APRON EXPANSION AT WARSAW AIRPORT	\$2,020	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BENTON	US 65 S	PEDESTRIAN ACCOMMODATIONS AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS FROM LAMINE STREET TO RTE C (MAIN STREET) IN LINCOLN	\$815	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	CEDAR	CST ELDORADO SPRINGS MEMORIAL AIRPORT E	RECONSTRUCT RUNWAY AT EL DORADO SPRINGS AIRPORT	\$4,331	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	DADE	US 160 E	ADD SIDEWALK FROM PARK STREET TO MAIN STREET IN GREENFIELD	\$3,006	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	DALLAS	US 65 N	PEDESTRIAN ACCOMMODATIONS AT THE RTE. 32 INTERSECTION IN BUFFALO	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OZARKS REGIONAL PASSENGER RAIL FEASIBILITY STUDY	\$1,270	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	GREENE	MO 125 S	ADD SIDEWALK FROM EAST OF RTE. 65 TO MAIN STREET IN FAIR GROVE	\$902	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OATS SERVICE OPERATIONS EXPANSION IN THE RURAL SOUTHWEST DISTRICT	\$7,056	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OATS CAPITAL EXPANSION IN THE RURAL SOUTHWEST DISTRICT	\$2,898	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OATS CAPITAL ASSET MANAGEMENT IN THE RURAL SOUTHWEST DISTRICT	\$2,652	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OPERATING ASSISTANCE FOR VARIOUS SMALL CITIES IN RURAL SOUTHWEST DISTRICT	\$84	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	HENRY	MO 13 S	ADD SIDEWALK AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS AT RTE. 7 NORTH JUNCTION AND GAINES DRIVE IN CLINTON	\$1,835	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	HENRY	RT HH E	RAIL EXTENSION IN MONTROSE	\$1,442	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)

* Amounts in \$1,000 in 2026 Dollars (Uninflated)
MHTC Meeting

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	HENRY	MO 52 E	RAIL EXPANSION TO NEW INDUSTRIAL SITE AT RTE. 52 AND VANSANT ROAD IN CLINTON	\$3,605	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	HENRY	MO 7 S	ADD SIDEWALK AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS FROM RTE. 13 TO VANSANT ROAD IN CLINTON	\$1,213	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	HENRY	MO 18 E	SIDEWALK RAIL CROSSING REPAIRS AT VARIOUS LOCATIONS	\$29	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	JASPER	CST MURPHY BLVD E	MULTIUSE PATH FROM DOVER HILL ELEMENTARY SCHOOL TO DOVER HILL BIKE PARK AND FRISCO GREENWAY IN JOPLIN	\$2,222	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	JASPER	CST DENNIS WEAVER DR S	CONSTRUCT NEW CORPORATE HANGAR AND SITE DEVELOPMENT AT JOPLIN REGIONAL AIRPORT	\$2,885	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	JASPER	CST DENNIS WEAVER DR S	CONSTRUCT NEW T-HANGARS AND T-HANGAR TAXI LANES AT JOPLIN REGIONAL AIRPORT	\$2,885	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	JASPER	MO 66 E	JOPLIN TRANSIT CAPITAL IMPROVEMENTS	\$376	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	JASPER	CST MURPHY BLVD E	KATY TRAIL SHARED USE PATH FROM DOVER HILL RECREATION AREA TO PERKINS STREET IN JOPLIN	\$4,099	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	JASPER	CST 15TH ST E	ACTIVE TRANSPORTATION DOWNTOWN LOOP PROTECTED BIKE LANES IMPROVEMENTS TO BROADWAY, JOPLIN AVENUE, WALL AVENUE, 15TH STREET, CONNECTICUT AVENUE, AND ST. LOUIS IN JOPLIN	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	LAWRENCE	RT H S	INSTALL FUEL SYSTEM IN NEW LOCATION AT MOUNT VERNON MUNICIPAL AIRPORT	\$217	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	MCDONALD	MO 90 W	ADD SIDEWALK FROM RTE. 90/59 JUNCTION (N CLIFFSIDE DRIVE) TO NORTH GOLF COURSE DRIVE IN NOEL	\$2,866	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	MCDONALD	US 71 N	SHARED USE PATH FROM THE RAZORBACK GREENWAY TO JANE	\$8,652	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	NEWTON	BU 60 E	PEDESTRIAN CROSSING SAFETY IMPROVEMENTS ON NEOSHO BOULEVARD AT RTE. 86 (HARMONY STREET) IN NEOSHO	\$1,014	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	NEWTON	RT A E	SHARED USE PATH ON LENTZ AND OZARK STREETS FROM TRIWAY SCHOOL TO CARDWELL STREET IN STELLA	\$1,722	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	NEWTON	US 60 E	PEDESTRIAN CROSSING IMPROVEMENTS AT COLE STREET AND PENNSYLVANIA STREET IN GRANBY	\$2,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	NEWTON	CST TERRY JOHNSON E	RECONSTRUCT RUNWAY 1/19 AT NEOSHO AIRPORT	\$7,209	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	POLK	CRD 157TH RD S	HANGAR EXPANSION AT BOLIVAR AIRPORT	\$1,442	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	POLK	MO 83 S	ADD SIDEWALK AND SHARED USE PATH AT VARIOUS LOCATIONS ON SPRINGFIELD AVENUE FROM JACKSON STREET TO MT. GILEAD ROAD	\$3,462	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	ST. CLAIR	BU 13 S	ADD SIDEWALK FROM BOONE STREET TO GOODRICH DRIVE AND PEDESTRIAN CROSSING ON TRUMAN ROAD IN OSCEOLA	\$1,125	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	ST. CLAIR	CST 1ST E	RAIL CROSSING IMPROVEMENTS IN APPLETON CITY	\$576	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	STONE	CST AERO DR S	DESIGN AND CONSTRUCT T-HANGARS AT BRANSON WEST AIRPORT	\$939	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	TANEY	CST BLUE SKY LN S	APRON REHABILITATION AT M. GRAHAM CLARK AIRPORT	\$1,156	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	TANEY	MO 76 E	ADD SIDEWALKS AND PEDESTRIAN SIGNAL NEAR ELEMENTARY SCHOOL AND POST OFFICE IN KIRBYVILLE	\$645	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	TANEY	US 65 S	ADD TRANSLOAD FACILITY AND TRUCK PARKING IN HOLLISTER	\$5,912	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (FREIGHT)
SOUTHWEST RURAL	TANEY	CST MADDUX ST E	BRANSON AREA MULTIMODAL COMMUTER STUDY	\$708	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	VERNON	US 54 E	ADDRESS GAPS IN RURAL TRANSIT IN KAYSINGER BASIN REGIONAL PLANNING COMMISSION AREA	\$300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	VERNON	RT W S	ADD SIDEWALK AND PEDESTRIAN CROSSING IMPROVEMENTS ON ASH STREET FROM PARK AVENUE TO RTE. 54 (AUSTIN BOULEVARD) IN NEVADA	\$1,791	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	RT CC W	SHARED USE PATH FROM MAIN STREET IN NIXA TO NORTH 22ND STREET IN OZARK	\$1,802	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	MO 14 E	PEDESTRIAN CROSSING IMPROVEMENTS AT 3RD AVENUE AND CHURCH STREET IN OZARK	\$515	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	MO 14 E	ADD SIDEWALKS ON 3RD STREET FROM CHURCH STREET TO ELM STREET IN OZARK	\$309	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	RT NN S	SIDEWALK, SHARED USE PATH FROM RTE. J TO RTE. 14 IN OZARK	\$3,090	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST MAIN AVE S	CITY UTILITIES TRANSIT BUS REPLACEMENT	\$4,120	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST URBAN	GREENE	CST DIVISION ST E	SHARED USE PATH FROM PACKER ROAD TO EASTGATE AVENUE IN SPRINGFIELD	\$1,030	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST SPRINGFIELD AIRPORT ENTRANCE S	GENERAL AVIATION EXPANSION AREA PLANNING	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST URBAN	GREENE	CST DIVISION ST E	RAILROAD GRADE SEPARATION OVER BNSF WEST OF RTE. 65 IN SPRINGFIELD	\$26,780	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST URBAN	GREENE	CST PACKER RD S	FTA SECTION 5310 VEHICLE MATCH	\$515	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST URBAN	GREENE	US 160 E	PEDESTRIAN CROSSING IMPROVEMENTS ON WEST BYPASS FROM RTE. 744 (KEARNEY STREET) TO BATTLEFIELD ROAD IN SPRINGFIELD	\$2,060	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT Z S	ADD SIDEWALKS FROM EAGLE LANE TO WILLARD SPORTS COMPLEX	\$206	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

* Amounts in \$1,000 in 2026 Dollars (Uninflated)
MHTC Meeting

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST URBAN	GREENE	RT M E	PHASE I SHARED USE PATH FROM RTE. ZZ IN REPUBLIC TO RTE. FF IN BATTLEFIELD	\$3,605	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT EE E	CONSTRUCT PEDESTRIAN IMPROVEMENTS ON RTE. EE FROM HASELTINE ROAD TO RTE. 160 (WEST BYPASS) IN SPRINGFIELD	\$2,060	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST GLENSTONE AVE S	TRAIL /MULTI-USE PATH ALONG GLENSTONE AVENUE FROM BATTLEFIELD ROAD TO NATURE CENTER WAY	\$2,060	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST KANSAS EXPY S	TRAIL/MULTI-USE PATH ALONG KANSAS EXPRESSWAY FROM GRAND STREET TO REPUBLIC ROAD	\$2,060	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT FF S	TRAIL ALONG RTE. FF FROM RTE. M TO NORTH OF WEAVER ROAD	\$1,030	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT OO E	ROUTE 66 TRAIL - PHASE 3 SHARED USE PATH FROM EAST OF FARM ROAD 213 TO WASHINGTON AVENUE IN STRAFFORD	\$3,090	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT AB S	ADD SIDEWALKS FROM NEW MELVILLE ROAD TO SOUTHVIEW STREET IN WILLARD	\$258	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT FF S	ADD PEDESTRIAN CROSSING AT INTERSECTION OF RTE. FF AND REPUBLIC ROAD IN BATTLEFIELD	\$515	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	BUTLER	CST 2ND ST S	IMPROVE AMTRAK DEPOT SERVICE FACILITY IN POPLAR BLUFF	\$2,788	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHEAST	BUTLER	RT B E	EXTEND RUNWAY AT POPLAR BLUFF MUNICIPAL AIRPORT	\$8,130	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	CAPE GIRARDEAU	US 61 S	CONSTRUCT PEDESTRIAN CROSSING AT RTE. K IN CAPE GIRARDEAU	\$305	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	CAPE GIRARDEAU	RR UNKNOWN RAILROAD S	RAILROAD RIGHT OF WAY AND DRAINAGE IMPROVEMENTS	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHEAST	CAPE GIRARDEAU	CST LEMING LN S	IMPROVE CAPE TRANSIT AUTHORITY FACILITIES	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)

* Amounts in \$1,000 in 2026 Dollars (Uninflated)
MHTC Meeting

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	CAPE GIRARDEAU	CST LEMING LN S	INSTALL BUS SHELTERS AND PAY SYSTEM FOR FIXED ROUTE SERVICE FOR CAPE TRANSIT AUTHORITY	\$515	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHEAST	CAPE GIRARDEAU	RT K E	CONSTRUCT PEDESTRIAN CROSSING AT MT. AUBURN ROAD IN CAPE GIRARDEAU	\$131	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	CAPE GIRARDEAU	RT K E	CONSTRUCT PEDESTRIAN CROSSING AT FARRAR DRIVE IN CAPE GIRARDEAU	\$97	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	CAPE GIRARDEAU	CST E MAIN ST E	PRELIMINARY ENGINEERING FOR THE NORTH JACKSON-CAPE BIKE/PEDESTRIAN TRAIL	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	CARTER	US 60 E	CONSTRUCT HELIPAD NEAR ELLSINORE	\$167	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	CARTER	US 60 E	CONSTRUCT HELIPAD NEAR FREMONT	\$167	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	DUNKLIN	MO 25 S	INSTALL SIGNAL LIGHTS AND BARS ON RTE. 25 AT HARPER STREET IN MALDEN	\$381	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHEAST	DUNKLIN	CST MITCHELL DR S	RESURFACE AND REHAB RUNWAY 14/32 AT MALDEN REGIONAL AIRPORT	\$1,606	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	DUNKLIN	CST AIRPORT RD S	PAVEMENT REPAIRS AND RESTRIPE RUNWAY AT KENNETT AIRPORT	\$1,273	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	IRON	MO 21 S	BICYCLE/PEDESTRIAN TRAIL IMPROVEMENTS FOR THE SHEPHERD MOUNTAIN BIKE PARK ON RTE. 21 FROM ODELIA STREET IN PILOT KNOB TO MAPLE STREET IN ARCADIA	\$4,499	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	NEW MADRID	CRD LEVEE RD S	CONTRIBUTION TO BUILD NORTH HARBOR AT NEW MADRID PORT	\$8,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	NEW MADRID	CRD ENTRANCE RD E	CONSTRUCT RAILROAD OVERPASS ON ENTRANCE ROAD IN ST. JUDE INDUSTRIAL PARK NEAR MARSTON	\$5,035	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (FREIGHT)
SOUTHEAST	OZARK	RT W E	CONSTRUCT HELIPAD NEAR PONTIAC	\$167	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	OZARK	MO 181 S	CONSTRUCT HELIPAD NEAR DORA	\$167	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	PERRY	RT H E	INSTALL NEW HANGARS AT PERRYVILLE AIRPORT	\$2,369	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	REYNOLDS	MO 106 E	BICYCLE-PEDESTRIAN GRANT PROGRAM FOR THE SOUTHEAST DISTRICT	\$10,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	REYNOLDS	MO 21 S	TRANSIT GRANT PROGRAM FOR THE SOUTHEAST DISTRICT	\$10,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHEAST	REYNOLDS	BK TRANSAMERICA E	TRANSAMERICA BIKE TRAIL GRANT PROGRAM FOR THE SOUTHEAST DISTRICT	\$10,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	SCOTT	CRD AIRPORT RD S	ADD PERIMETER FENCE AT CAPE GIRARDEAU REGIONAL AIRPORT	\$2,061	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	SCOTT	CRD AIRPORT RD S	ADD FUEL FARM AT CAPE GIRARDEAU REGIONAL AIRPORT	\$1,544	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	SHANNON	RT W S	CONSTRUCT HELIPAD NEAR LOW WASSIE	\$167	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	STE. GENEVIEVE	PVT NEW BOURBON PORT S	CONSTRUCT 3RD MOORING AT NEW BOURBON PORT IN STE. GENEVIEVE COUNTY	\$857	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	STE. GENEVIEVE	PVT NEW BOURBON PORT E	WALKWAY/LOADING RAMP FOR RIVERBOAT STOPS AT NEW BOURBON PORT IN STE. GENEVIEVE COUNTY	\$884	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	STE. GENEVIEVE	CST LITTLE ROCK RD S	OPERATION FUNDS FOR STE. GENEVIEVE FERRY IN STE. GENEVIEVE COUNTY	\$200	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	STE. GENEVIEVE	PVT NEW BOURBON PORT E	CONSTRUCT INNER FREIGHT LOOP AT NEW BOURBON PORT IN STE. GENEVIEVE COUNTY	\$931	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	TEXAS	BU 60 E	ADD RAIL SPUR AT L & R INDUSTRIES	\$10,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	WRIGHT	RT E S	CONSTRUCT HELIPAD NEAR NORWOOD	\$167	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	WRIGHT	MO 5 S	CONSTRUCT HELIPAD NEAR HARTVILLE	\$167	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
			MULTIMODAL NEEDS - STATEWIDE TOTAL	\$1,035,234	

SUMMARY

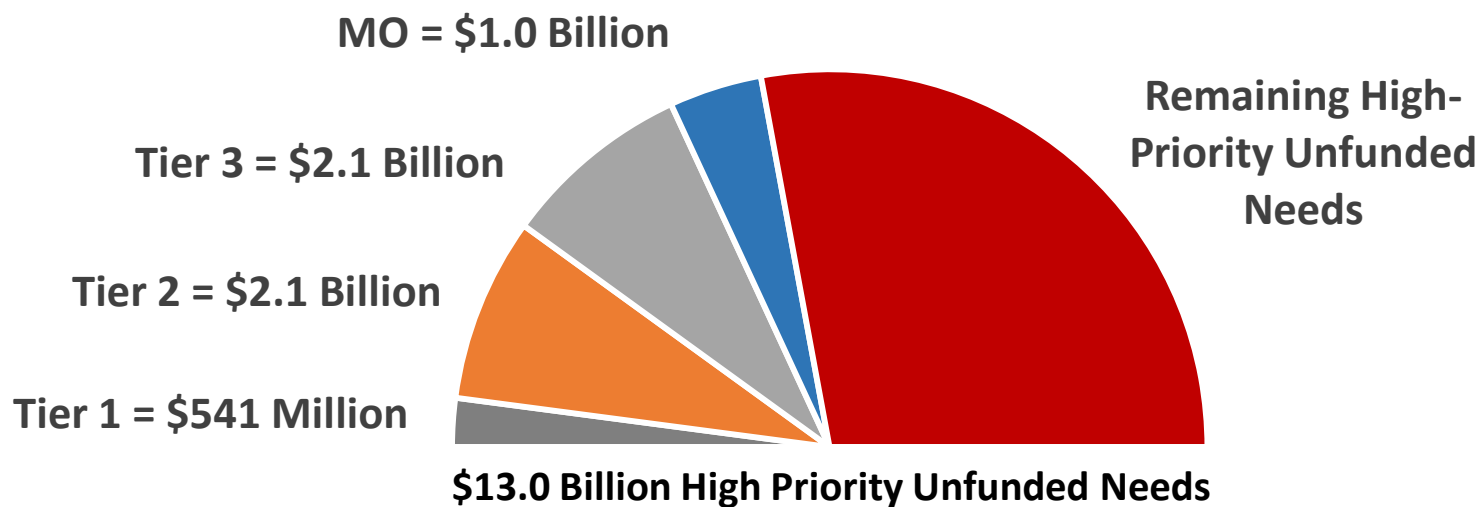
UNFUNDED MULTIMODAL NEEDS

IMPROVE MULTIMODAL TRANSPORTATION OPTIONS							
DISTRICT	ACTIVE TRANSPORTATION	AVIATION	FREIGHT	RAIL	TRANSIT	WATERWAYS	GRAND TOTAL
NORTHWEST	\$8,669	\$32,405	\$0	\$500	\$1,481	\$4,300	\$47,355
NORTHEAST	\$25,025	\$5,790	\$0	\$1,055	\$5,145	\$9,985	\$47,000
KANSAS CITY RURAL	\$20,431	\$5,150	\$945	\$1,030	\$138	\$0	\$27,694
KANSAS CITY URBAN	\$67,172	\$18,700	\$0	\$29,150	\$71,850	\$22,000	\$208,872
CENTRAL	\$36,388	\$27,494	\$0	\$6,161	\$21,869	\$25,766	\$117,678
ST. LOUIS	\$178,060	\$69,830	\$0	\$10,567	\$67,256	\$16,300	\$342,013
SOUTHWEST RURAL	\$43,715	\$29,619	\$5,912	\$6,922	\$14,074	\$0	\$100,242
SOUTHWEST URBAN	\$23,690	\$1,500	\$0	\$26,780	\$4,635	\$0	\$56,605
SOUTHEAST	\$27,032	\$18,152	\$5,035	\$15,169	\$11,515	\$10,872	\$87,775
GRAND TOTAL	\$430,182	\$208,640	\$11,892	\$97,334	\$197,963	\$89,223	\$1,035,234

Amounts in \$1,000 in 2026 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1, 2, 3 and Multimodal



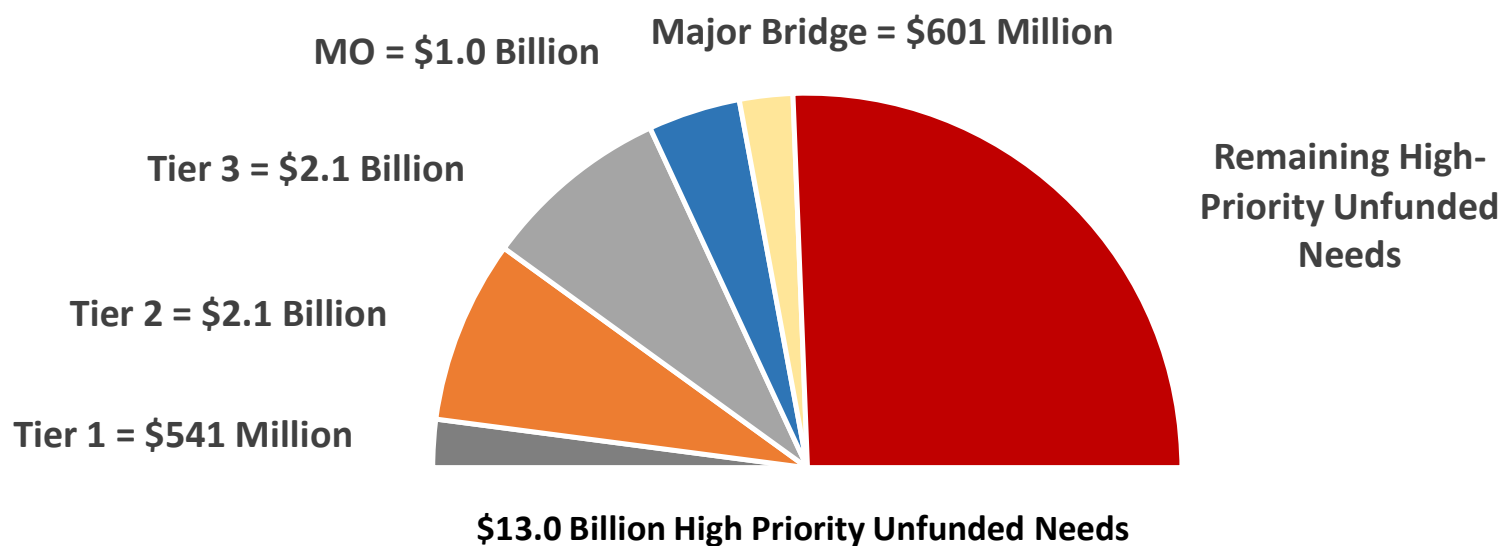
MAJOR BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	LOCATION OR BRIDGE NAME	TOTAL COST (\$1,000)	CATEGORY
NORTHWEST	ATCHISON	US 136 E	BROWNVILLE	\$78,964	IMPROVE BRIDGE CONDITION
KANSAS CITY	RAY	MO 13 S	LEXINGTON	\$23,005	IMPROVE BRIDGE CONDITION
KANSAS CITY	JACKSON	VARIOUS	THREE TRAILS CROSSING	\$63,119	IMPROVE BRIDGE CONDITION
ST. LOUIS	ST. LOUIS CITY	MO 799	MARTIN LUTHER KING	\$200,000	IMPROVE BRIDGE CONDITION
ST. LOUIS	FRANKLIN	MO 185 S	SOUTH OF BEAUFORT	\$20,821	IMPROVE BRIDGE CONDITION
ST. LOUIS	ST. LOUIS/ST. CHARLES	MO 364 E/W	PAGE AVENUE	\$116,121	IMPROVE BRIDGE CONDITION
ST. LOUIS	ST. LOUIS CITY	MO 799	COLE ST VIADUCT	\$35,374	IMPROVE BRIDGE CONDITION
ST. LOUIS	ST. LOUIS CITY	IS 55 S	POPLAR STREET	\$45,176	IMPROVE BRIDGE CONDITION
SOUTHWEST	BARRY	MO 39 S	SHELL KNOB	\$9,301	IMPROVE BRIDGE CONDITION
SOUTHWEST	CEDAR	MO 215 S	STOCKTON	\$9,032	IMPROVE BRIDGE CONDITION
MAJOR BRIDGE NEEDS - STATEWIDE TOTAL				\$600,913	

Amounts in \$1,000 in 2026 Dollars (Uninflated)

Note: This does not include the Double Decker Bridge in St. Louis on IS 64 that is currently estimated at \$1.2 billion. This bridge will require additional funding sources.

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1, 2, 3, Multimodal and Major Bridge

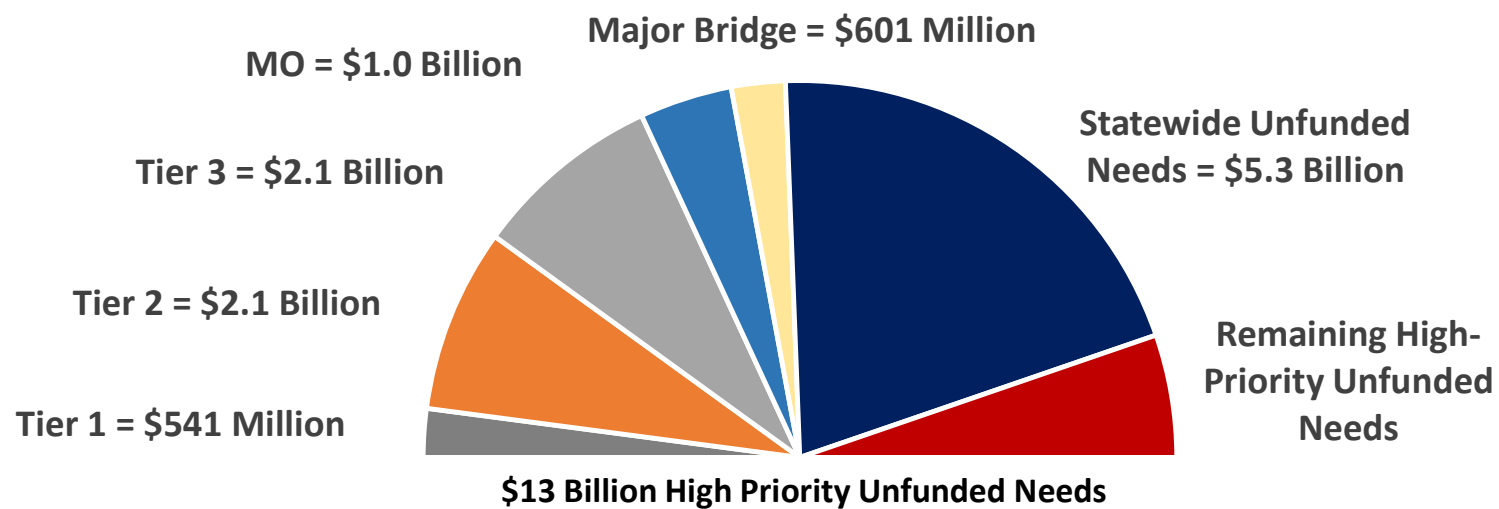


STATEWIDE UNFUNDED NEEDS		
DESCRIPTION	TOTAL COST (\$1,000)	CATEGORY
RECONSTRUCT AND ADD CAPACITY TO IS 44 FROM MO 100 TO THE MISSOURI STATE LINE ^(Note *)	\$4,500,000	MAJOR INTERSTATE RECONSTRUCTION
RECONSTRUCT INTERSTATE AND ADD OUTER ROADS TO INCREASE INTERSTATE RESILIENCY (PARTIAL)	\$100,000	MAJOR INTERSTATE RECONSTRUCTION
ANNUAL PROGRAM TO IMPROVE THE CONDITION OF LOW VOLUME ROADS	\$25,000	IMPROVE ROAD CONDITIONS
AMTRAK MISSOURI RIVER RUNNER ENHANCEMENTS	\$15,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS
HIGHWAY-RAILROAD CROSSING SAFETY IMPROVEMENTS	\$650,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
STATEWIDE UNFUNDED NEEDS - STATEWIDE TOTAL	\$5,290,000	

Note * - Estimated total range of \$4.5 billion to \$7.5 billion based upon initial long range scoping estimates.
Amounts in \$1,000 in 2026 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1, 2, 3, Multimodal, Major Bridge and Statewide



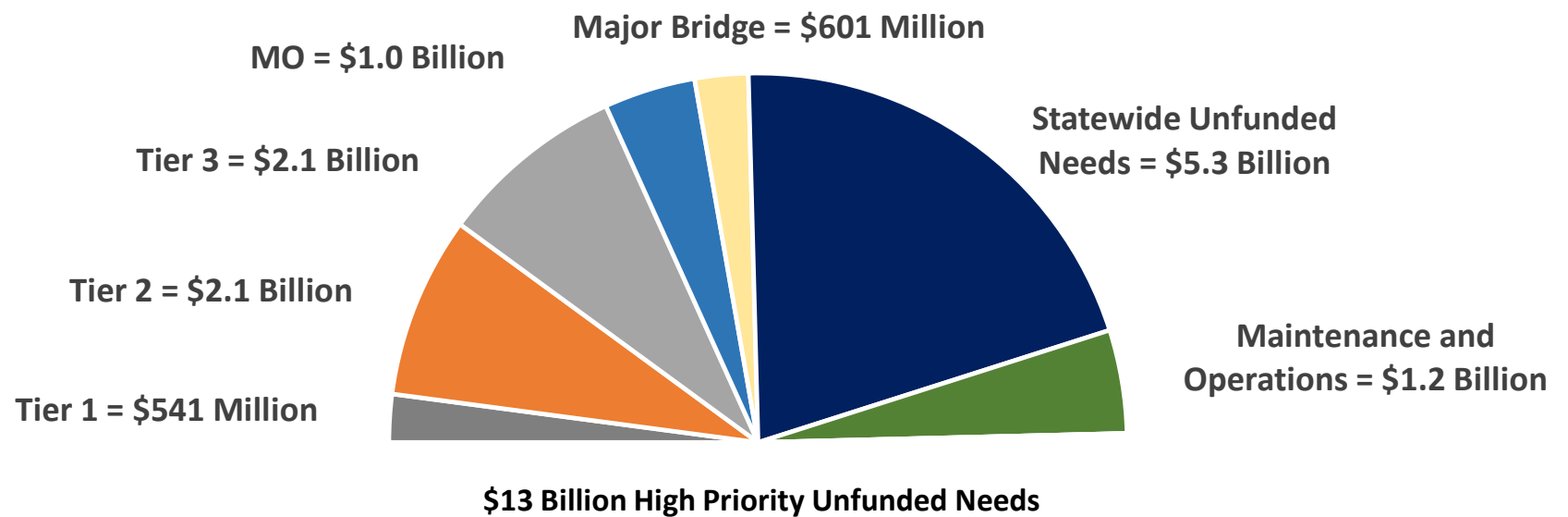
The maintenance and operations needs outlined below represent ongoing operational requirements that exceed the department's existing funding capacity.

STATEWIDE MAINTENANCE AND OPERATIONS NEEDS		
DESCRIPTION	TOTAL COST (\$1,000)*	CATEGORY
I-70 EXPANSION	\$85,000	MAINTENANCE AND OPERATIONS
I-44 EXPANSION	\$16,000	MAINTENANCE AND OPERATIONS
I-55 EXPANSION	\$3,000	MAINTENANCE AND OPERATIONS
SIGNING STRUCTURAL SIGN CONTRACTS	\$100,000	MAINTENANCE AND OPERATIONS
LITTER, SWEEPING, HOMELESS CAMPS	\$100,000	MAINTENANCE AND OPERATIONS
GRR SEAL COAT PROGRAM	\$150,000	MAINTENANCE AND OPERATIONS
LABOR HOUR SHORTFALL/ RESTORING OPERATIONS	\$150,000	MAINTENANCE AND OPERATIONS
ROADWAY SAFETY--EDGE RUT REPAIRS	\$50,000	MAINTENANCE AND OPERATIONS
STRIPING (CONTRACT)	\$250,000	MAINTENANCE AND OPERATIONS
SIGNAL / LIGHTING REPAIR AND UPKEEP	\$17,500	MAINTENANCE AND OPERATIONS
RURAL ITS MAINTENANCE, DMS BOARDS AND CAMERAS	\$20,000	MAINTENANCE AND OPERATIONS
NEW RURAL ITS DEVICES, DMS AND CAMERAS	\$10,000	MAINTENANCE AND OPERATIONS
PREVENTIVE MAINTENANCE NEEDS -- PAVEMENT FLY COATING / CRACK SEALING, BRIDGE SEALING, ON-CALL BRIDGE DECK REPAIR	\$170,000	MAINTENANCE AND OPERATIONS
INFLATION FACTOR FOR MATERIAL AND FLEET	\$45,000	MAINTENANCE AND OPERATIONS
MAINTENANCE AND OPERATIONS NEEDS - STATEWIDE TOTAL	\$1,166,500	

*Amounts in \$1,000 in 2026 Dollars (Uninflated)

SUMMARY

10-Year High Priority Unfunded Needs



SUMMARY

TOTALS BY PRIORITY								
DISTRICT	TIER 1	TIER 2	TIER 3	MULTIMODAL	MAJOR BRIDGE	STATEWIDE	MAINTENANCE AND OPERATIONS	TOTAL
NW	\$25,376	\$101,490	\$101,425	\$47,355	\$78,964	\$0	\$0	\$354,610
NE	\$23,515	\$96,625	\$95,760	\$47,000	\$0	\$0	\$0	\$262,900
KCR	\$13,644	\$48,376	\$52,885	\$27,694	\$0	\$0	\$0	\$142,599
KCU	\$100,000	\$409,000	\$400,500	\$208,872	\$86,124	\$0	\$0	\$1,204,496
CD	\$62,700	\$232,763	\$238,233	\$117,678	\$0	\$0	\$0	\$651,374
SL	\$188,210	\$664,875	\$721,700	\$342,013	\$417,492	\$0	\$0	\$2,334,290
SWR	\$51,187	\$196,061	\$199,268	\$100,242	\$18,333	\$0	\$0	\$565,091
SWU	\$28,848	\$111,121	\$111,838	\$56,605	\$0	\$0	\$0	\$308,412
SE	\$47,543	\$193,122	\$189,357	\$87,775	\$0	\$0	\$0	\$517,797
STATEWIDE	\$0	\$0	\$0	\$0	\$0	\$5,290,000	\$1,166,500	\$6,456,500
GRAND TOTAL	\$541,023	\$2,053,433	\$2,110,966	\$1,035,234	\$600,913	\$5,290,000	\$1,166,500	\$12,798,069

Amounts in \$1,000 in 2026 Dollars (Uninflated)

SUMMARY

TOTALS BY TYPE							
DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS	MAINTENANCE AND OPERATIONS	TOTAL
NW	\$18,643	\$23,504	\$91,338	\$94,806	\$47,355	\$0	\$275,646
NE	\$16,850	\$14,470	\$184,580	\$0	\$47,000	\$0	\$262,900
KCR	\$0	\$95,731	\$19,174	\$0	\$27,694	\$0	\$142,599
KCU	\$0	\$56,000	\$853,500	\$0	\$208,872	\$0	\$1,118,372
CD	\$0	\$23,049	\$510,647	\$0	\$117,678	\$0	\$651,374
SL	\$48,700	\$338,040	\$696,935	\$491,110	\$342,013	\$0	\$1,916,798
SWR	\$22,651	\$27,089	\$396,776	\$0	\$100,242	\$0	\$546,758
SWU	\$0	\$0	\$251,807	\$0	\$56,605	\$0	\$308,412
SE	\$27,437	\$14,942	\$387,643	\$0	\$87,775	\$0	\$517,797
STATEWIDE	\$15,000	\$25,000	\$650,000	\$4,600,000	\$0	\$1,166,500	\$6,456,500
MAJOR BRIDGE	\$600,913	\$0	\$0	\$0	\$0	\$0	\$600,913
GRAND TOTAL	\$750,194	\$617,825	\$4,042,400	\$5,185,916	\$1,035,234	\$1,166,500	\$12,798,069

Amounts in \$1,000 in 2026 Dollars (Uninflated)

Summary of Comments by Number of Comments

Row Labels	Number of Comments	Percentage
US 60 and Highland Springs	42	25.15%
Pedestrian Connectivity along MO 340	34	20.36%
IS 29/IS 35 N	9	5.39%
MO 14/Rte W Intersection	8	4.79%
Active Transportation	7	4.19%
US 50/Business 13 Intersection	3	1.80%
Green Line High-Capacity Transit	3	1.80%
Forward 44	3	1.80%
Extend Brickline Greenway	3	1.80%
MO River Runner	2	1.20%
Rock Island Trail	2	1.20%
Construct Greenway from Delmar to St. Vincent Greenway	2	1.20%
Extend Compton Cycle Track	2	1.20%
US 61/Shawnee Blvd Intersection	2	1.20%
Additional Funding for OATS Services	2	1.20%
North Jackson - Cape Bike/Pedestrian Trail	2	1.20%
IS 35/RT BB	2	1.20%
Road Diet	2	1.20%
IS 44 Downtown	2	1.20%
IS 64/Boyle Ave. Intersection	2	1.20%
Construction of the Hodiarnont Greenway with connection to the Brickline Greenway	2	1.20%
IS 470 and Rte 291 Operation and Maintenance	1	0.60%
Operating costs for the AMTRACK Depot in Sedalia	1	0.60%
Sports Complexes in Kansas City	1	0.60%
Interstate Resiliency	1	0.60%
IS 44 Expansion	1	0.60%
IS 70 at Airport	1	0.60%
RT F Add Shoulders	1	0.60%
Bike/Ped accommodation at MO Blvd and Rte 179	1	0.60%
Support for Transit	1	0.60%
Update All Metro Bus Stops to ADA Standards	1	0.60%
Passenger Rail Feasibility Study	1	0.60%
Upgrade to ADA Standards on Kings ighway from Lindell to I-70	1	0.60%
Request for Traffic Study for 50 and West Cole County	1	0.60%
US 50/Rte 131 Intersection	1	0.60%
IS 55/Rte 74 Intersection	1	0.60%
General	1	0.60%
Sedalia Depot Operating Costs	1	0.60%

Extension of the Brickline Greenway from Grand Boulevard to Memorial Drive	1	0.60%
General support for Needs	1	0.60%
Extend Centennial Greenway to Creve Coeur Park	1	0.60%
IS 64	1	0.60%
Hannibal Expressway	1	0.60%
Extend Spirit Trail to Business 13	1	0.60%
MO 25/Rte E Intersection	1	0.60%
Electric Bus Acquisition at Metro	1	0.60%
Widening MO 6 and add shoulders	1	0.60%
US 65 and MO 7 Intersection	1	0.60%
MO 74 Expansion	1	0.60%
MO HH	1	0.60%
MO 34 Expansion	1	0.60%
MO 25 Expansion	1	0.60%
Grand Total	167	



4

MoDOT IMPROVE I-70 PROGRAM REPORT

-- Presented by Eric Kopinski, I-70 Project Director, 314-415-0964.

ISSUE: The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. That is why the Missouri Department of Transportation is working to improve I-70. Today, many portions of the facility are strained beyond capacity and outdated interchange designs, which increase delays and dampen economic activity.

MoDOT has been working on the best plan to be efficient and innovative in how the 200 miles of I-70 will be delivered. As of May 2025, the Improve I-70 individual project limits were updated and include eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded throughout 2029. Total completion of the corridor is anticipated by the end of 2030.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Interstate 70 is a major east-west interstate extending from Cove Fort, Utah to Baltimore, Maryland. The segment of I-70 within the state of Missouri holds both regional and national significance and connects the two largest cities of Kansas City and St. Louis. Additionally, I-70 carries more rural daily traffic in Missouri than any other route in the state. The nearly 250 miles across the state have been an engine for economic growth and prosperity since 1956.
- Communication at all levels within the department is essential to providing services to the traveling public.

OTHER VIEWS:

- I-70 is a vital transportation corridor in Missouri, connecting the state's two largest cities and carrying more rural daily traffic than any other route in the state. The 250 miles of I-70 through Missouri have been an engine for economic growth and prosperity.
- Missouri marks the distinction of being the birthplace to the interstate with the first interstate project under construction on I-70 in St Charles County between Fifth Street and Route 94/First Capitol Drive. This project broke ground on August 13, 1956. However, being the first also makes it the oldest.

MHTC POLICY:

- Highways – Construction – Contract Awards.
- Execution of Documents.
- Design-Build Contracting.
- Highways – Construction – Bidding Process – Escrowing Bid Documents.
- State and Local Governmental Entities – General.
- STIP – Joint STIP Projects With State and Local Governmental Agencies – Execution of Documents.
- STIP – Environmental Approvals – Execution of Documents.

- STIP – Environmental Damage Mitigation – Execution of Documents.
- STIP – STIP Preparation and/or Implementation – Execution of Documents.
- Highways – Right of Way – Easements and Leases – Easements Across Commission Property.
- Highways – Right of Way – Easements and Leases – Lease of Property from Others.
- Multimodal – Railroads – Execution of Documents – Rail Industry Operations – Execution of Documents.
- Highways – Construction – Contract Administration – Construction Change Orders.
- Highways – Consultant Engineering Services.
- Highways – Construction – Contract Awards – Award of Construction Contracts.
- Commission – Delegation of Authority to Director and Chief Engineer.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Missouri's Fiscal Year 2024 budget from the General Assembly and signed into law by Governor Parson provides \$2.84 billion in General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on nearly 200 miles of Interstate 70, from Blue Springs to Wentzville.

Improve I-70 Update

Eric Kopinski
October 7, 2026



IMPROVE I-70



MAY 2026

Totals listed are STIP funds unless otherwise noted.

Planned Capacity Improvements Blue Springs to Wentzville

PROGRAM SCHEDULE: 2024-2030

Truck Parking Multiple Locations Statewide

A corridor-wide project is underway to evaluate and improve truck parking at multiple locations along I-70 statewide near Odessa, Concordia, Boonville, Minneola, and Wright City.

Federal Grant: \$33 million



Under Construction - \$2.03 billion

Funded Future Improvements - \$1.31 billion

Blue Springs to Odessa 25 miles

Improvements:
\$367 million

- STIP: \$43 million
- General Revenue: \$324 million

2025-2028

Odessa to Concordia 13 miles

Future Improvements:
\$163 million

- STIP: \$0
- General Revenue: \$163 million

Est. Start: 2027

Concordia to Boonville 42 miles

Future Improvements:
\$566 million

- STIP: \$10 million
- General Revenue: \$556 million

Est. Start: 2027

Boonville to Rocheport 13 miles

Completed: Rocheport Bridge
\$240 million

Improvements:
\$125 million

- STIP: \$0
- General Revenue: \$125 million

2026-2028

Rocheport to Columbia 14 miles

Improvements:
\$441 million

- STIP: \$58 million
- General Revenue: \$383 million

2026-2029

Columbia to Kingdom City 20 miles

Improvements:
\$426 million

- STIP: \$129 million
- General Revenue: \$297 million

2024-2027

Kingdom City to Warrenton 44 miles

Completed: Mineola Hill
\$31 million

Future Improvements:
\$581 million

- STIP: \$23 million
- General Revenue: \$558 million

Est. Start: 2027

Warrenton to Wentzville 19 miles

Improvements:
\$634 million

- STIP: \$200 million
- General Revenue: \$434 million

2025-2028

PROJECT STATUS



Design/
Procurement



Awarded/Under
Construction



Complete

PLANNED CAPACITY IMPROVEMENTS:

STIP funded: \$496 million
General Revenue funded: \$2.84 billion

- **1.1 million jobs** depend on I-70
- Workforce development opportunities
- I-70 carries **100 million tons of freight**

modot.org/improveI70

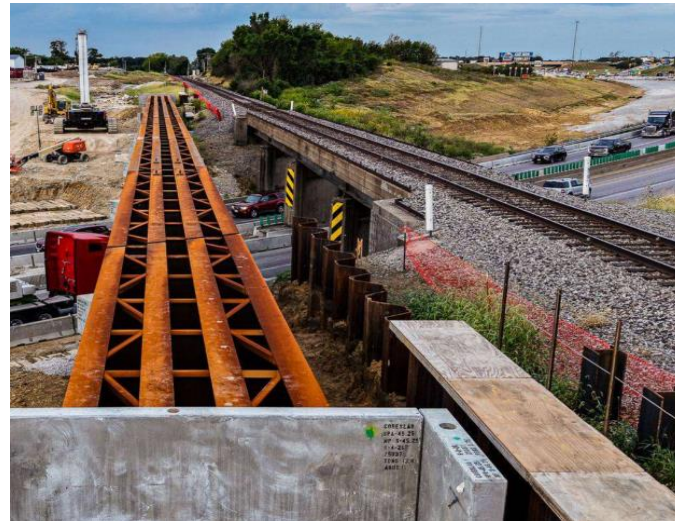
Project 1: Columbia to Kingdom City

- Project is 68% complete
- \$114 million completed in 2026
- Scheduled completion December 2027



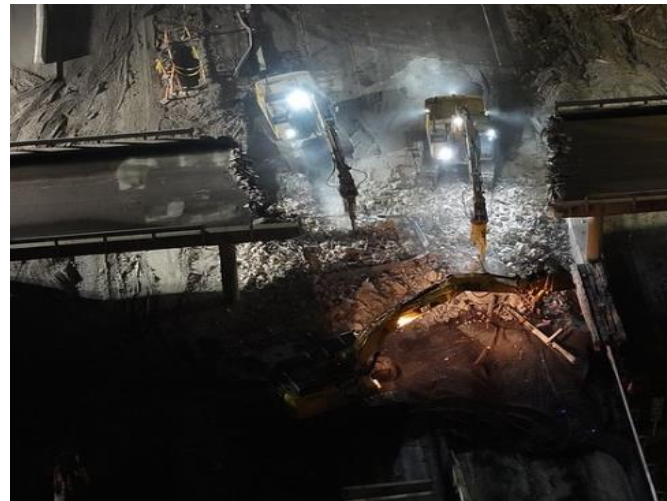
Project 2: Warrenton to Wentzville

- Project is 62% complete
- \$221 million completed in 2026
- Scheduled completion December 2028



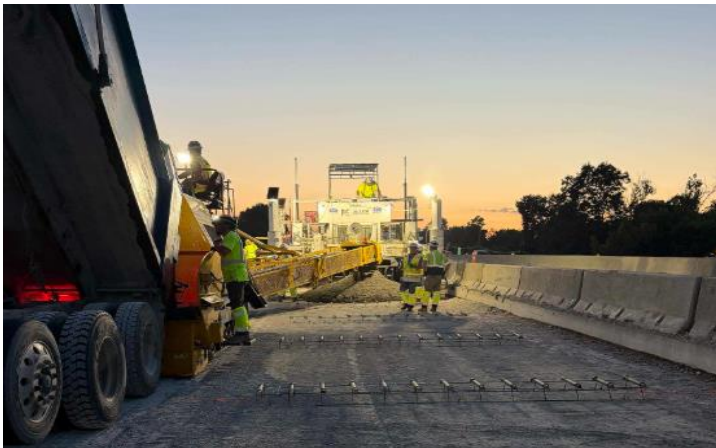
Project 3: Blue Springs to Odessa

- Project is 45% complete
- \$96 million completed in 2026
- Scheduled completion December 2028



Project 4: Rocheport to Columbia

- Project is 28% complete
- \$156 million completed in 2026
- Scheduled completion December 2029



Project 5: Boonville to Rocheport

- Project is 24% complete
- \$39 million completed in 2026
- Scheduled completion December 2027



Statewide Truck Parking

- Project is 8% complete
- \$4 million completed in 2026
- Scheduled completion December 2029



Bartlett & West



Improve I-70 - Work Zone Awareness



I-70 Work Zone – 20 Miles

20 Miles at 70 mph = 17.14 Minutes

20 Miles at 55 mph = 21.82 Minutes

Difference = Less than 5 Minutes



Remaining Projects in Procurement

Kingdom City to Warrenton

-Award November 2026

-44 Miles Project

Odessa to Concordia

-Bid letting February 19, 2027

-13 Mile Project

Concordia to Boonville

-Award May 2027

-42 Mile Project



Workforce Development



I-70 Winter Weather Planning



I-70 Past and Future





5

PATENT ISSUANCES ON RESEARCH INNOVATIONS

-- Presented by Terri Parker, Chief Counsel, 573-751-7451; and Jason Saey, Assistant Chief Counsel-Project Development, 314-453-1857.

ISSUE: The Commission recently obtained two patents from the United States Patent Office.

- While the Innovations conference is an opportunity for MoDOT staff to share new ideas and equipment modifications, the patent process begins in advance of the Innovations Challenge and Showcase. To begin the patent process, district and division staff contact Chief Counsel's Office (CCO) in advance of Innovations submissions to discuss patent options and legal qualifications. In order to be eligible for a patent, a process or product must not be "published" or shown outside the organization. Once a process or product has been submitted for patent, it can be used outside the agency and promoted during the Innovations Challenge.
- Robert (Sam) Marshall, Environmental Chemist, invented a chemical process that will assist the department, other Departments of Transportation, and contractors in quickly and inexpensively determining the reasons for failure of concrete used in highway contracts.
- Steve Weller, Senior Maintenance Worker, developed the Hard Hat "Bill Beacon," a lightweight attachable radio-frequency alert device that enables workers in noisy environments to communicate through a blinking, clicking plunger switch without requiring specialized hard hats.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- These patents represent practical innovations that directly strengthen MoDOT's internal capabilities:
 - Mr. Marshall's concrete evaluation process enables MoDOT laboratories to more accurately diagnose pavement deterioration without relying on external specialty testing, improving turnaround time, and reducing costs.
 - Mr. Weller's Bill Beacon device supports MoDOT's emphasis on field safety by providing a simple, low-cost alert system that can be deployed across different maintenance crews using existing hard hats.
- Together, these patented tools demonstrate MoDOT's commitment to advancing safety, efficiency, and technical expertise through employee-driven innovation.

OTHER VIEWS:

- Other DOTs and public agencies will benefit from these innovations and patents.

MHTC POLICY:

- Not applicable

OTHER PERTINENT INFORMATION:

- The patent process takes between two months and two years, but once an application has been filed, MoDOT can share the process with others.

- MoDOT does not seek to make money from the patent process but uses the process to protect the inventions from others who might misappropriate the methodology or prototypes and attempt to profit from it.

SOURCE OF FUNDING: Not applicable.

Patents & Innovations Update

Missouri Department of
Transportation
October 7, 2026

TECHNOLOGY IS CHANGING THE WAY WE APPROACH WORK ZONE SAFETY



- Technology continues to improve driver behavior and work zone safety.
- New innovations can help protect our crews and the traveling public.
- We continue to look ahead for new opportunities to keep people safe.

Practical Innovations that Strengthen MoDOT And Improve Efficiency



**HARD HAT “BILL
BEACON”**

STEVE WELLER



HARD HAT “BILL BEACON” PATENT

- Lightweight, attachable communication device for existing hard hats.
- Uses radio frequency signaling to communicate with co-workers.

PROBLEMS IT SOLVES

- Existing communication hard hats are built-in, expensive, and heavy.
- Bill Beacon is lightweight and affordable.
- Increases field safety through improved communication.

CONCRETE EVALUATION METHOD- MULTI-PHASE ANALYSIS

SAM MARSHALL



CONCRETE EVALUATION METHOD- MULTI-PHASE ANALYSIS

- A new method for evaluating concrete core samples.
- Identifies actual or potential sources of failure in concrete.

PROBLEMS IT SOLVES

- More accurate prediction of pavement conditions.
- Helps MoDOT diagnose concrete issues internally using existing lab resources.
- Improves safety of infrastructure by spotting degradation earlier.

INDUSTRY CONTEXT

CURRENT ALTERNATIVES:

- Rely heavily on aggregate testing alone.
- Often require outsourced lab work.

CONCRETE EVALUATION METHOD-MULTI-PHASE ANALYSIS:

- Analyzes ALL phases of concrete (aggregate, paste, pores).
- Uses chemical tracers to identify failure mechanisms

USE OF PATENTED PROCESS BY PUBLIC AGENCIES

- MoDOT uses these innovations internally and does not profit from them.
- Focus on safety, efficiency, and innovation.

THANK YOU!

For more information contact:

Terri Parker – Terri.Parker@modot.mo.gov

Jason Saey – Jason.Saey@modot.mo.gov



1

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.

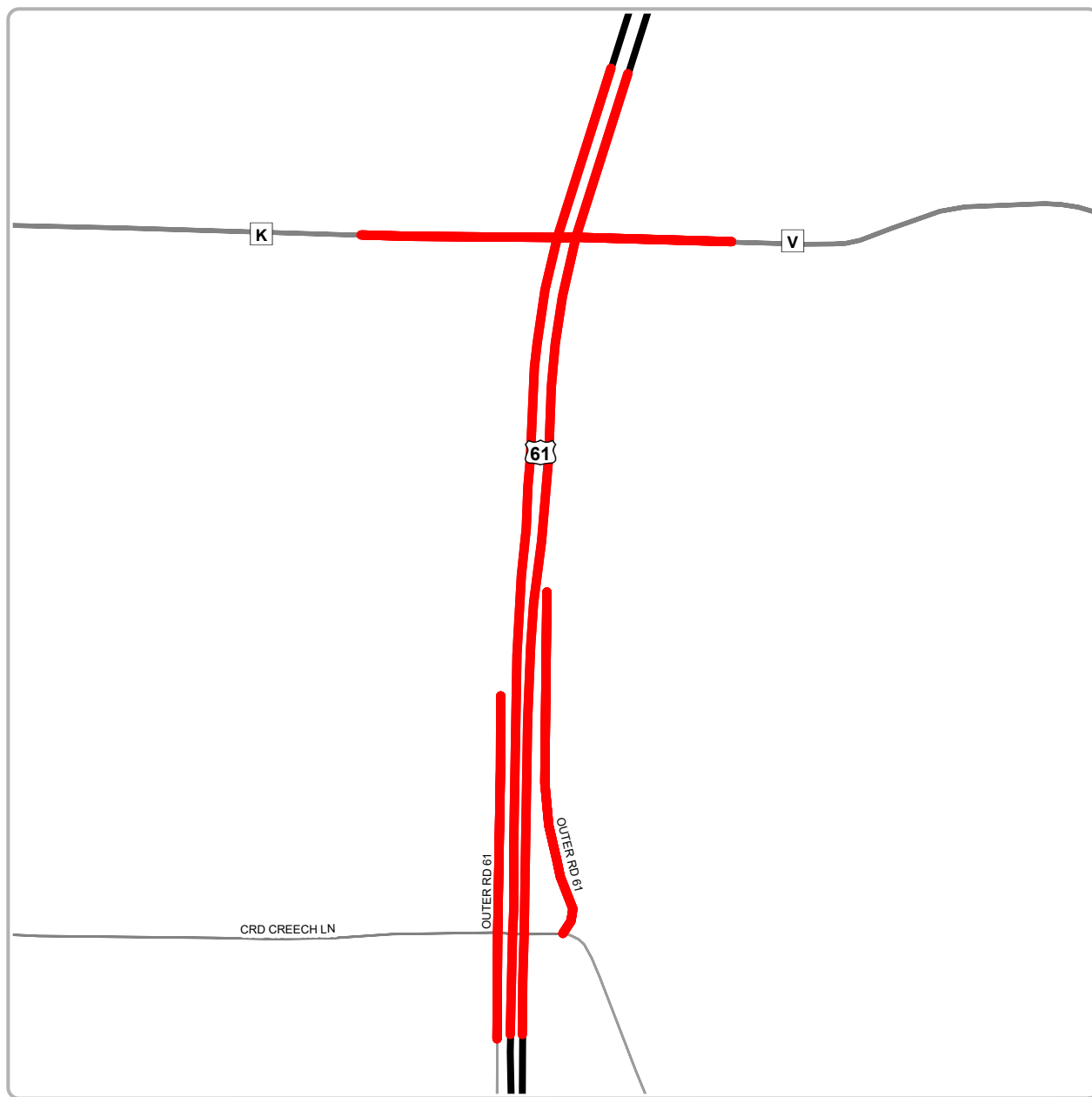
OTHER PERTINENT INFORMATION:

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Lincoln	61	JNE0004
Boone	I-70	JST0017
Butler	67	JST0062 (J9P3661)

PROJECT DESCRIPTION:

- Route 61, Lincoln County – A highway improvement project including interchange construction with roundabouts and outer roads, at Route 61, together with any incidental work on the above state road from 0.2 mile north of Routes V and K to 0.1 mile south of Creech Lane.
- Interstate 70, Boone County – A highway improvement project including safety and capacity improvements on the above interstate, together with any incidental work from the Missouri River near Rocheport to Columbia, Missouri.
- Route 67 (Future I-57), Butler County – A highway improvement project including new four lane divided highway on new alignment, together with any incidental work on the above state road from near County Road 352 to the Arkansas State Line.

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

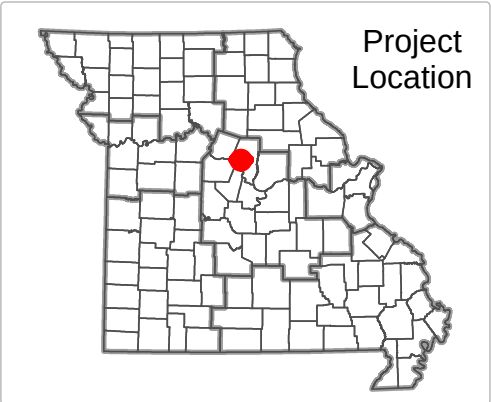
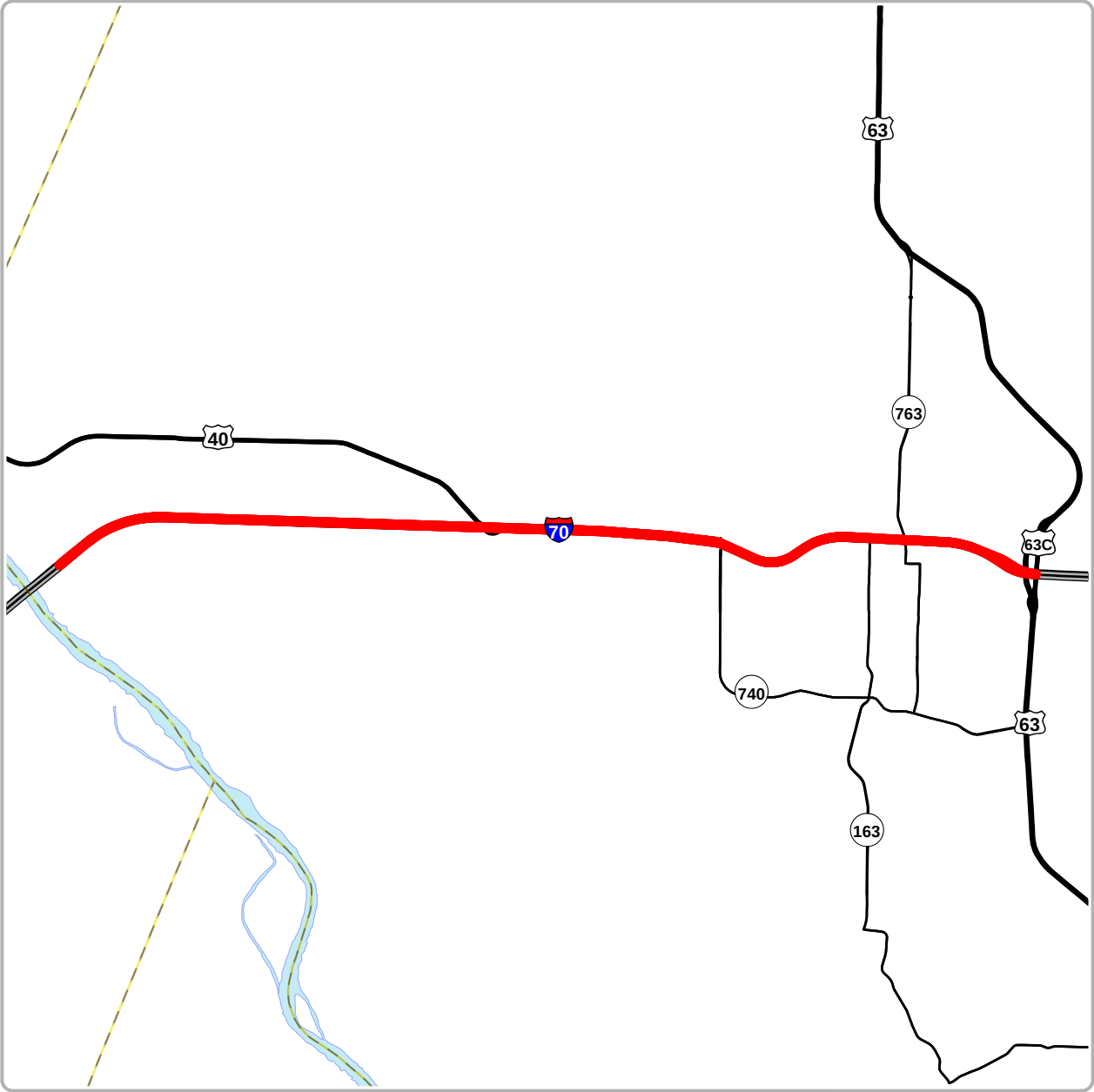


Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
JNE0004
ROUTE 61
LINCOLN COUNTY**

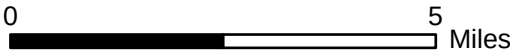
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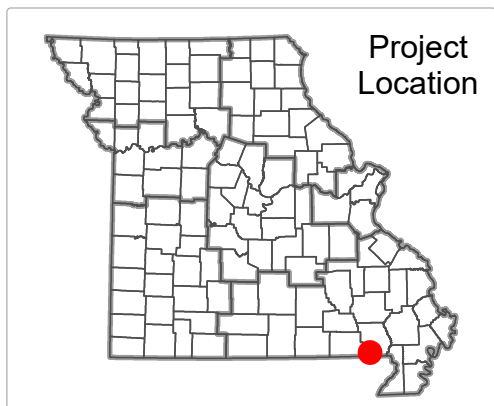
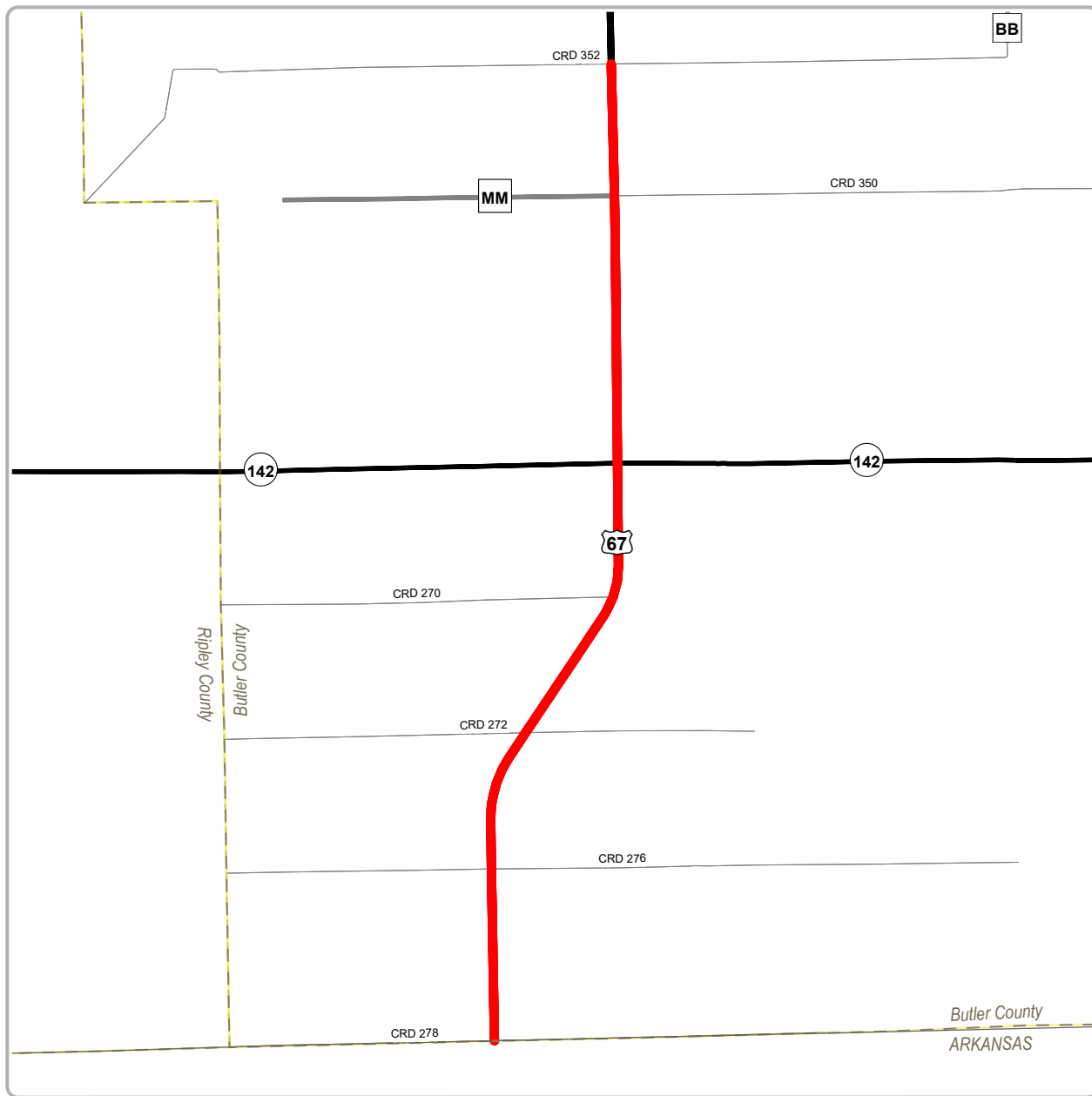




Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
JST0017
I-70
BOONE COUNTY**





Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
JST0062 (J9P3661)
ROUTE 67
BUTLER COUNTY**

0 2.5 Miles





1

RAIL CROSSING REPORT

-- Presented by Ed Hassinger, Director, 573-751-4622.

ISSUE: The MoDOT Multimodal Division administers the state's railroad program to ensure Missouri's rail system is safe for the motoring public, rail passengers and railroad employees. Within the office there are regulatory and program functions, including freight rail regulations; Amtrak passenger rail operations and promotion; light rail safety regulation; highway-rail crossing safety; rail/highway construction projects; highway-railroad crossing safety outreach; and safety inspections of railroad tracks, grade crossing signals and operating practices.

Ensuring safety on Missouri's vast railroad system is a primary function of the Multimodal Operations Division-Railroad Section. Railroad staff administers a highway-rail grade crossing safety improvement program; employs rail safety inspectors to oversee railroads' compliance with state and federal safety regulations; and conducts railroad safety education and outreach.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Moving Missourians safely and doing so safely at MoDOT is one of the department's tangible results. Tangible results are what MoDOT's customers expect the department to accomplish. These are the tangible things that MoDOT's customers will see as the department fulfills its mission.
- MoDOT's mission is to provide a world-class transportation system that is safe, innovative, reliable, and dedicated to serving customers for a prosperous Missouri.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- MULTIMODAL – Railroads – Execution of Documents – Rail Industry Operations.
- MULTIMODAL – Railroads – Railroad Safety.

OTHER PERTINENT INFORMATION:

- Attachment 1 is the General Revenue Rail-Highway Crossing Safety Funds Overview.
- Attachment 2 is the General Revenue At Grade Crossing Safety Projects by Status.
- Attachment 3 is the General Revenue At Grade Crossing Safety Projects by Type.

SOURCE OF FUNDING: Not applicable.

General Revenue Rail-Highway Crossing Safety Funds Overview

Overview

- The June 2022 fatal Amtrak crash near Mendon spurred action to address rail crossing safety at public crossings in the state.
- MoDOT's fiscal year 2024 budget request submitted in October 2022 included \$50 million to improve safety at Missouri's public railroad crossings.
- In June 2023, Governor Mike Parson signed House Bill 4, providing MoDOT the \$50 million dollars.

FY2024

- \$50 million appropriated, \$2 million spent
- Consultants were hired to study 7 rail corridors throughout the state
 - 3 passenger (Southwest Chief, Marceline Sub; Texas Eagle, Desoto Sub, Missouri River Runner, Jeff City/Sedalia Sub)
 - 4 freight (NS St. Louis Sub, BNSF River Sub, CPKC Kansas City Sub, MNA Nevada Sub)
- The initial focus was on passenger rail lines only. MoDOT leadership (Director McKenna) made a rule that railroads must contribute a percentage to improvements. Multimodal Rail Projects staff experienced large turnover, including both the Administrator of Railroads and the Railroad Projects Manager. All of this contributed to stalled projects.
- A federal grant for safety projects along the Thayer Subdivision was submitted using these funds as match money. MoDOT was not awarded the grant. \$103 million dollar grant, \$15 million would be match from general revenue funds

FY2025

- \$49 million appropriated, \$2.2 million spent
- Received much scrutiny from the legislature in 2025 regular session for the inactivity in spending these funds. Appropriation was cut in half for upcoming FY26
- MoDOT leadership (Director Hassinger) approved removing the requirement for railroads to contribute to projects as well as expanding focus to freight corridors

FY2026

- \$25 million appropriated, \$3.1 million spent
- MoDOT went to legislature proposing \$3.5 million cut to appropriation. No scrutiny during 2026 regular session

FY2027

- \$20.6 million appropriated, \$920,000 spent
- **Remaining funds have all been obligated to projects!**

See attached map for visual overview of status of General Revenue Projects

Typical Rail-Highway Crossing Safety Funding

Section 130 (federal funds)

- Overview
 - Provides dedicated federal funding to eliminate hazards at public railway-highway grade crossings, covering up to 100% of costs for safety improvements
 - MoDOT receives approximately \$6 million annually in these funds
 - We are allowed to save up a balance in this fund, currently \$18.8 million
 - A large balance has grown here while we have focused on spending the general revenue money. Our focus will now shift to spending down these funds.
 - \$2.8M is currently obligated
 - We recently funded a brand-new grade separation out of these funds. Other grade separations, approach grade improvements on state routes, and remaining “low hanging fruit” projects from the corridor studies are focus items for these funds.
- How MoDOT uses the funds
 - Funding grade crossing warning system improvements (upgrading passive crossings to active warning systems)
 - Improving approaches at grade crossings, both grade and geometry.
 - Upgrading & improving grade crossing surface (from wood surface to concrete).
 - Crossing closure incentives

Grade Crossing Safety Account (state funds)

- Overview
 - Established under RSMo § 389.612, the Grade Crossing Safety Account is funded by a \$0.25 from motor vehicle registrations and designated specifically for rail-highway crossing safety improvements.
 - MoDOT Receives approximately \$1.5 million annually in these funds
 - Current appropriation allows us to spend up to \$3 million each fiscal year
 - We are allowed to build a small balance in these funds, currently \$3 million
- How MoDOT uses the funds
 - Federal grant match money
 - Fund small projects, i.e. replacing worn or missing crossing warning signs, installing new advanced warning signs

GR At Grade Crossing Safety Projects

BNSF - 18 projects

CPKC - 12 projects

MNA - 7 projects
-Plus additional various crossing
surface improvement projects

NS - 2 projects

TOTAL - 39 projects

FY27 Appropriation = \$20,640,548

- STATUS**
- COMPLETED
 - AGREEMENT SIGNED
 - AWAITING SIGNATURES
 - PENDING AGREEMENT
 - POTENTIAL CLOSURES

Expenditures

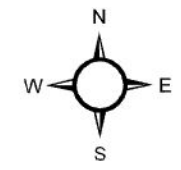
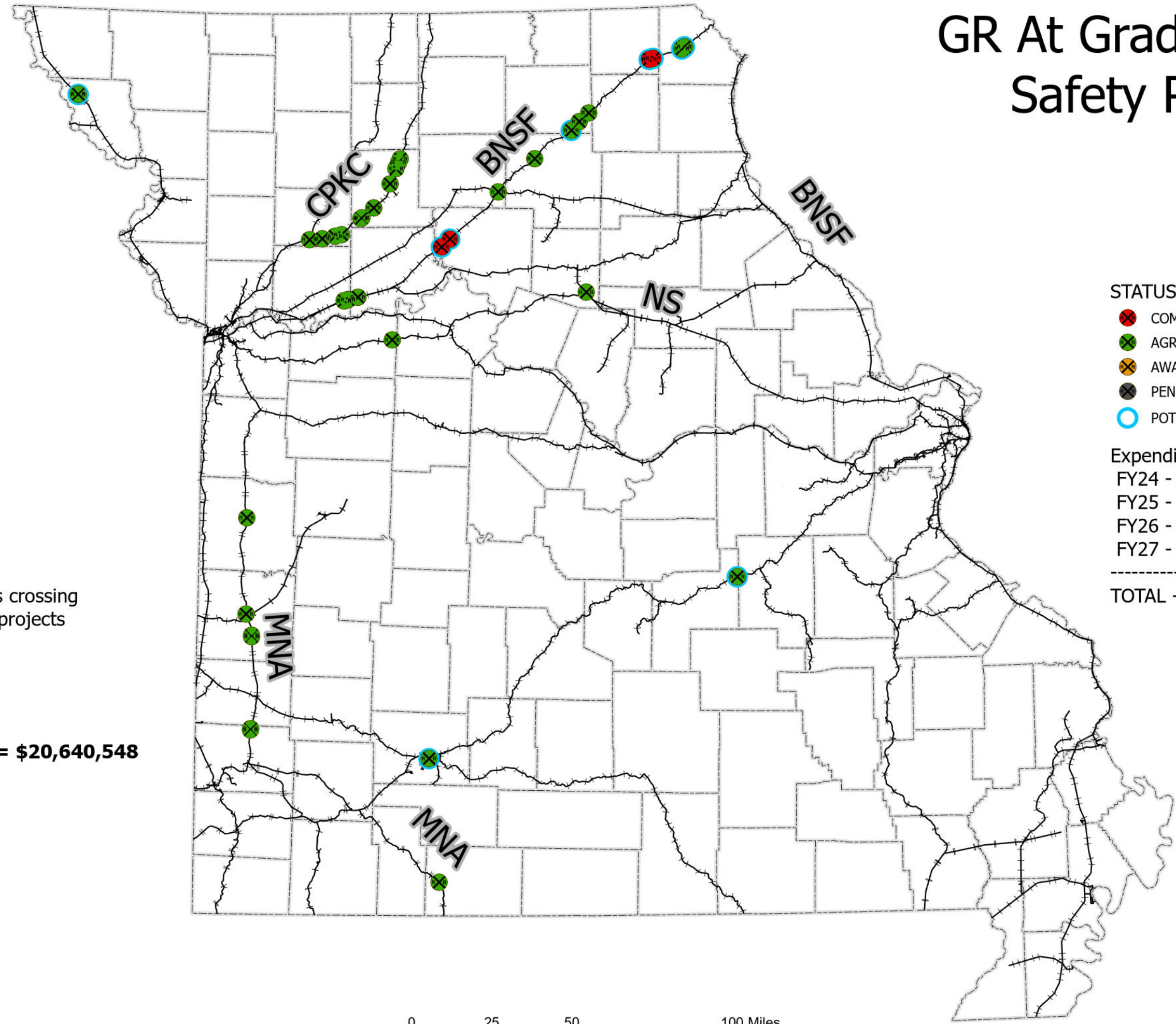
FY24 - \$2.0M

FY25 - \$2.2M

FY26 - \$3.1M

FY27 - \$0.9M

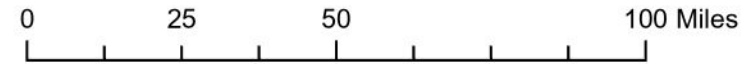
TOTAL - \$8.2M



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MHTC Meeting



GR At Grade Crossing Safety Projects

BNSF - 18 projects

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-Plus additional various crossing surface improvement projects

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TOTAL - 39 projects

FY27 Appropriation = \$20,640,548

Expenditures

FY24 - \$2.0M

FY25 - \$2.2M

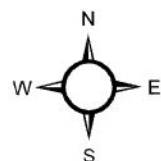
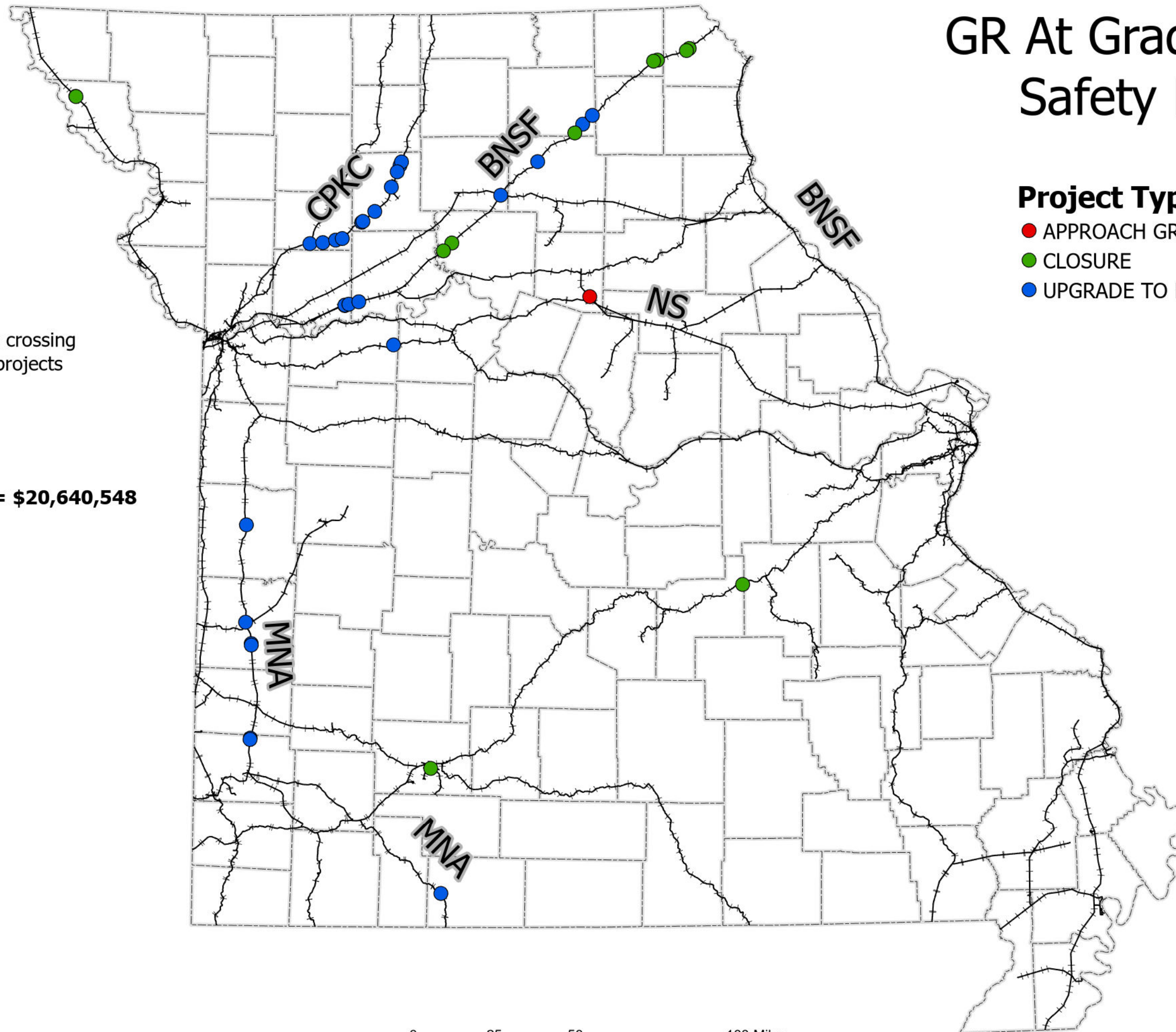
FY26 - \$3.1M

FY27 - \$0.9M

TOTAL - \$8.2M

Project Type

- APPROACH GRADE IMPROVEMENTS
- CLOSURE
- UPGRADE TO FLG



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2

MEDICAL AND LIFE INSURANCE PLAN: Medical and Life Insurance Plan Report

-- Presented by Brandon Denkler, Assistant to Chief Administrative Officer – Employee Health & Wellness, Medical and Life Insurance Plan Board Chairman, 573-751-7463.

ISSUE: Attached are reports that provide MoDOT and MSHP Medical and Life Insurance Plan (the Plan) financial and claims data. Graphs are provided for January through June 2026 and for the most recent 5 calendar years.

RECOMMEND that the Commission:

- No action is required.

DEPARTMENT/PATROL VIEW:

- These reports are provided to update the Commission on the cost and utilization of the Plan. The Commission Policy guidelines require the Plan to provide updates on a semi-annual basis.

OTHER VIEWS:

- Employees and retirees have an interest in this information.

MHTC POLICY:

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

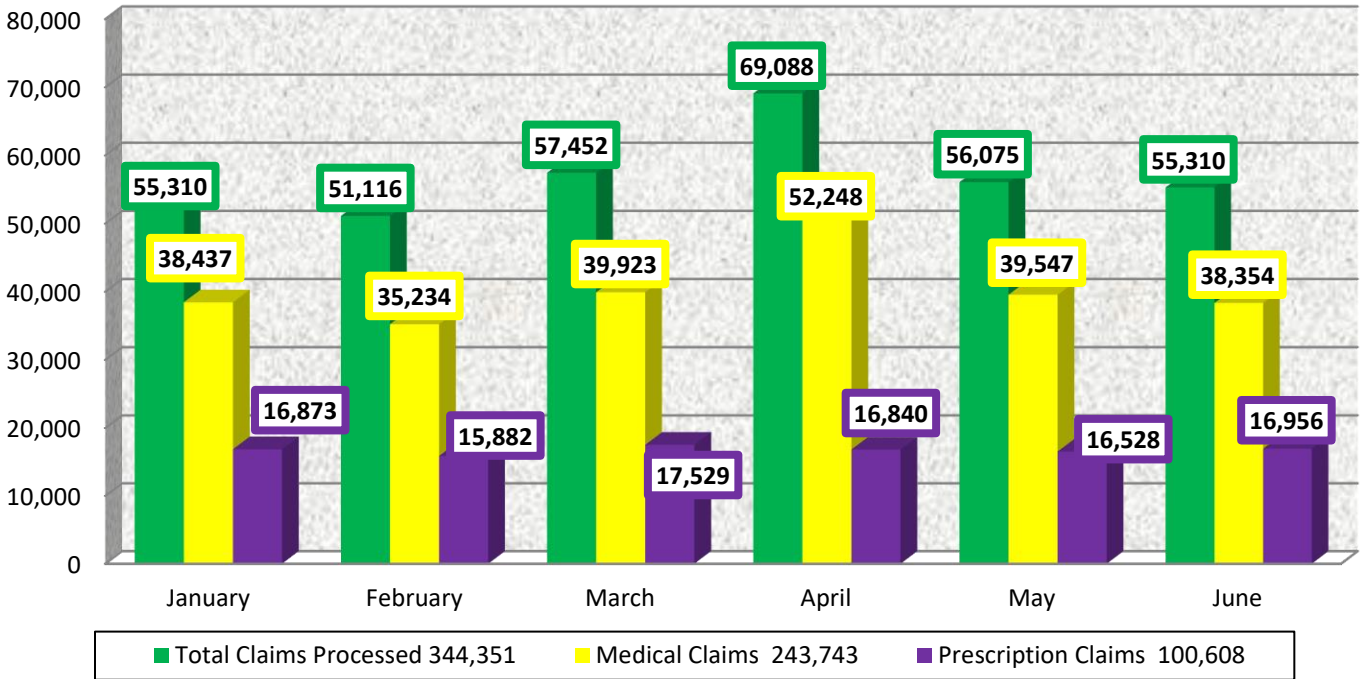
OTHER PERTINENT INFORMATION:

- The first graph in Attachment 1 reflects the Number of Claims Processed Monthly. There was a decrease of 2.2 percent in the total number of claims processed during the first half of calendar year 2026 compared to the first half of calendar year 2025. There was a decrease of 5.0 percent in medical claims and a 5.0 percent increase in pharmacy claims when compared to the same timeframe in 2025.
- The Claim Costs chart illustrates an increase of 1.17 percent in total claims expense when compared to calendar year 2024. Medical claim costs increased .70 percent while pharmacy claims increased 2.87 percent when compared to 2024.
- The Specialty Drug Costs chart shows the costs in specialty has increased to 55.82 percent in calendar year 2025, while the volume continues to account for just under two percent of all pharmacy claims.
- The State Paid Life Insurance program provides a death benefit equal to the employee's annual salary (rounded up to the next thousand) subject to a maximum of \$250,000. If the death is work-related, this benefit is three times the employee's annual salary. This benefit is provided at no cost to the employee. Through June 2026 there were two active employee deaths, both of which were MSHP employees.
- The Optional Life Insurance program is voluntary, and the premium is paid in full by the employee/retiree. The available life insurance is capped at six times the annual salary (rounded up to the next thousand).
- In Attachment 2, the Statements of Revenues, Expenses, and Changes in Net Position, the Total Operating Revenues increased 9.15 percent compared to 2025. This is the result of an increase to medical premiums for 2026.

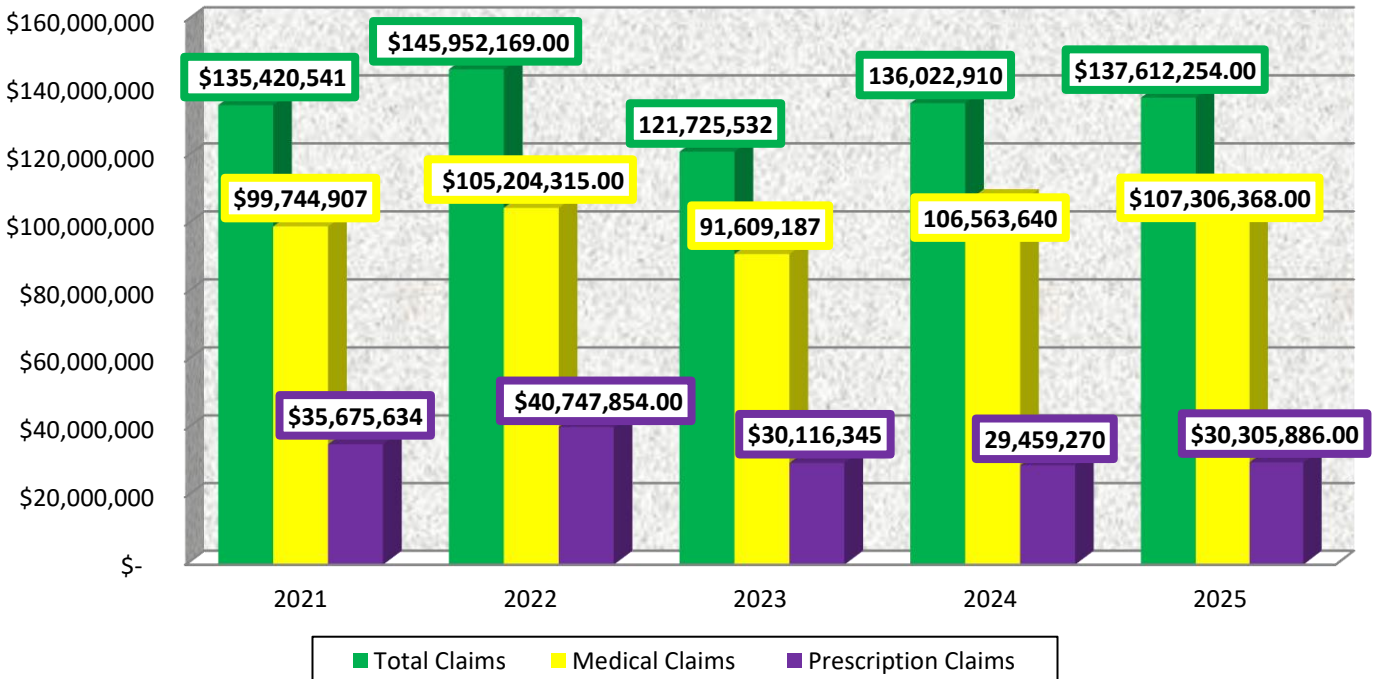
- The Medical Plan had a loss of \$1,358,833 in the first half of calendar year 2026; resulting in Net Position of \$27,241,707 as of June 30, 2026.

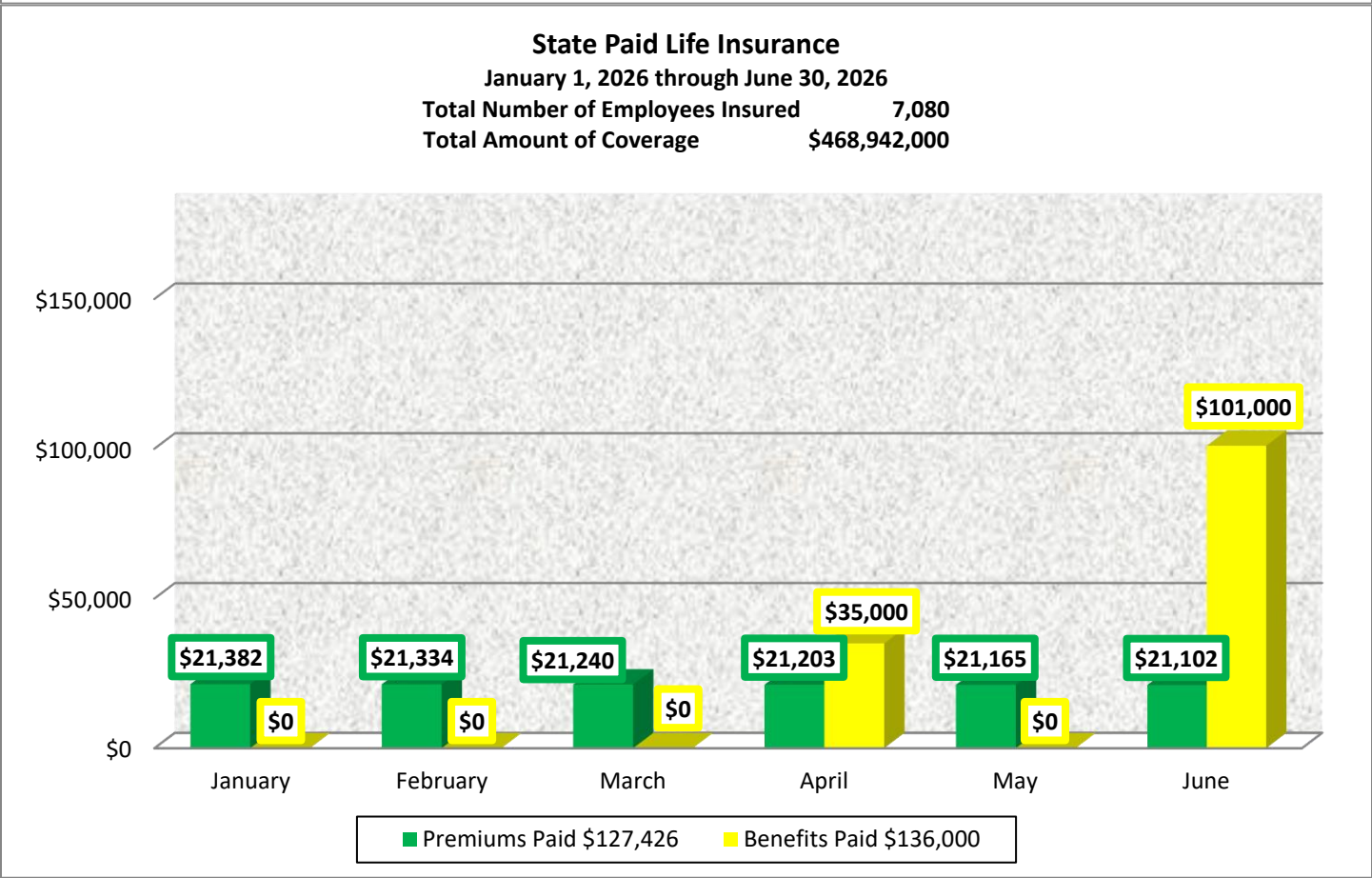
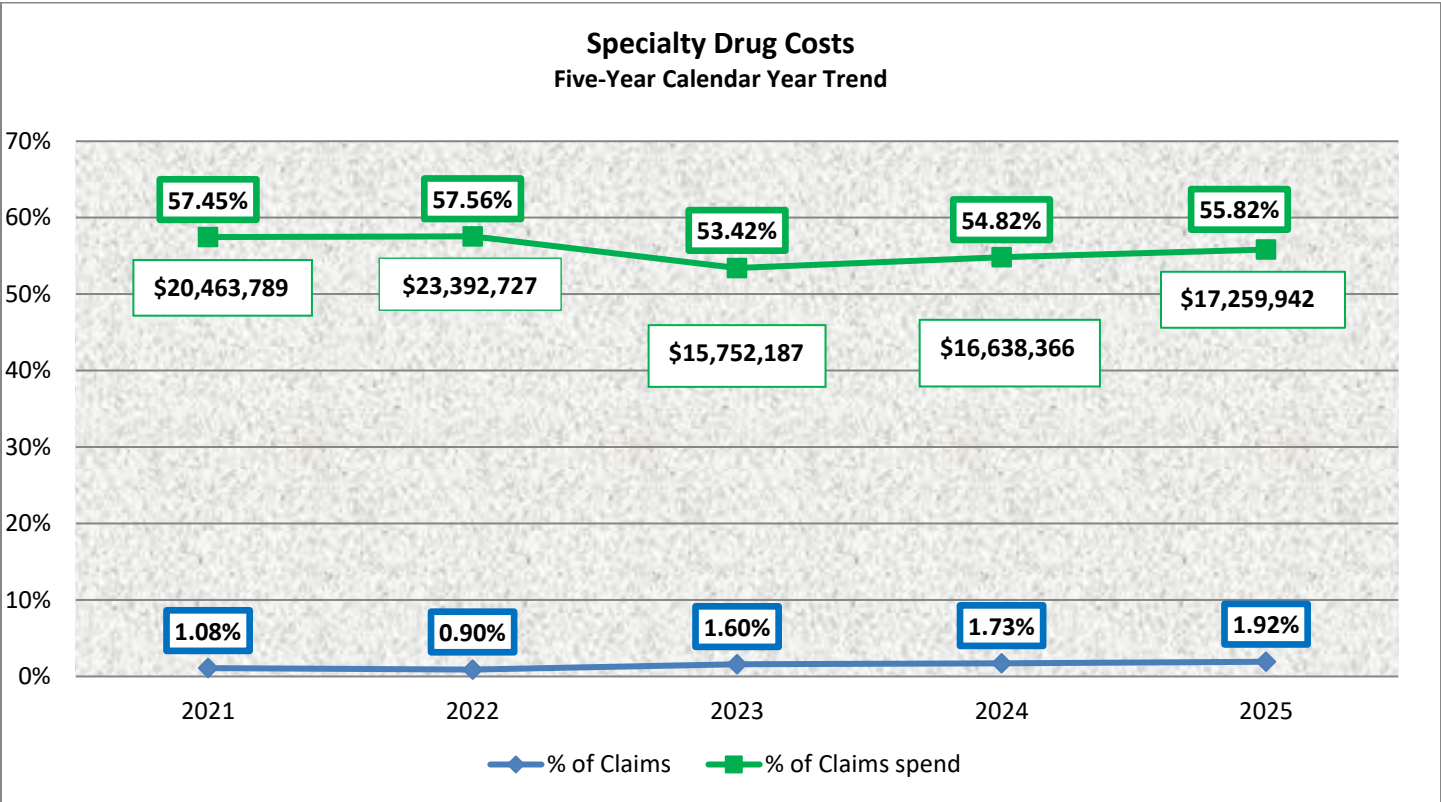
SOURCE OF FUNDING: Operating budget and member premiums.

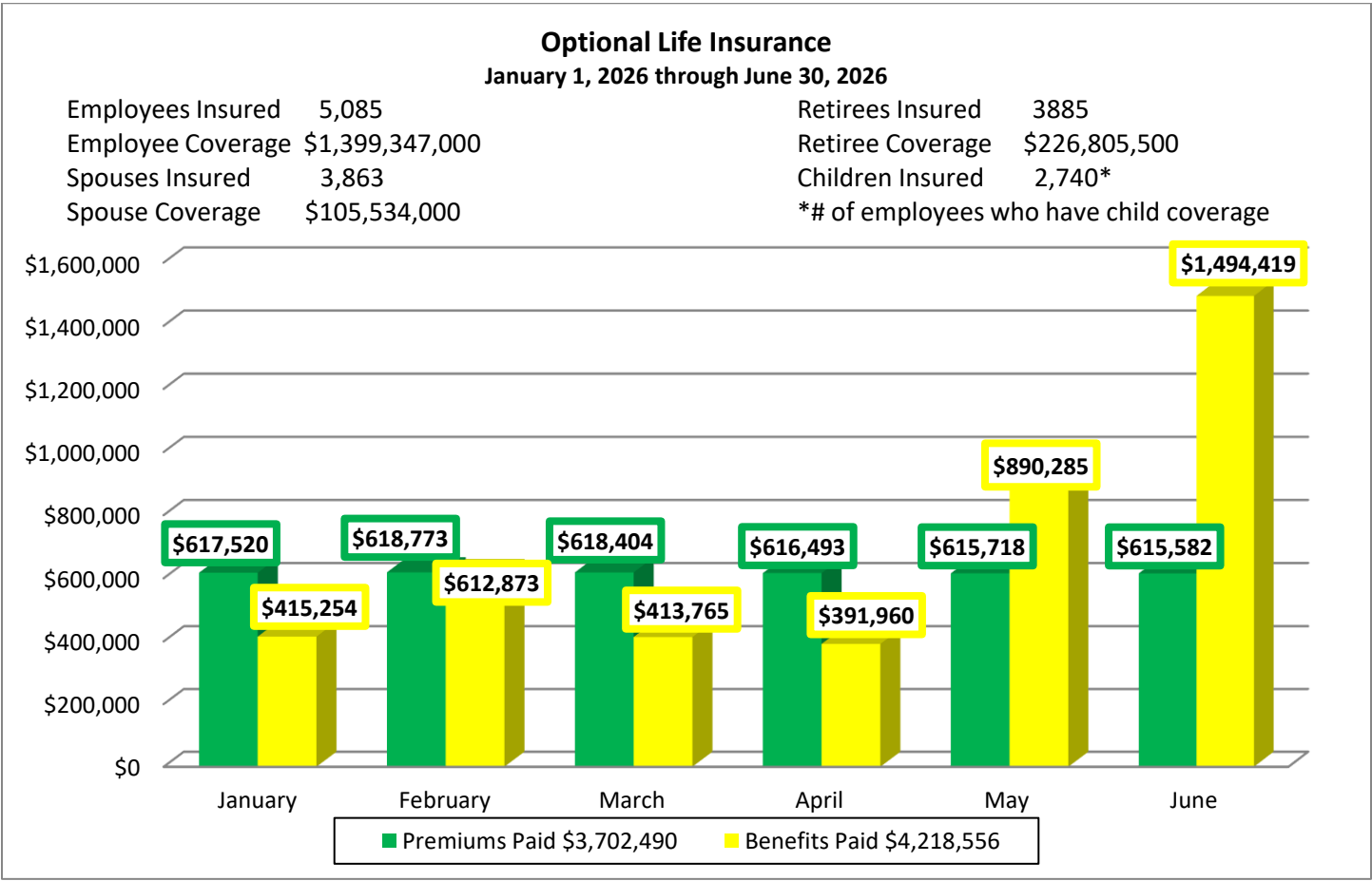
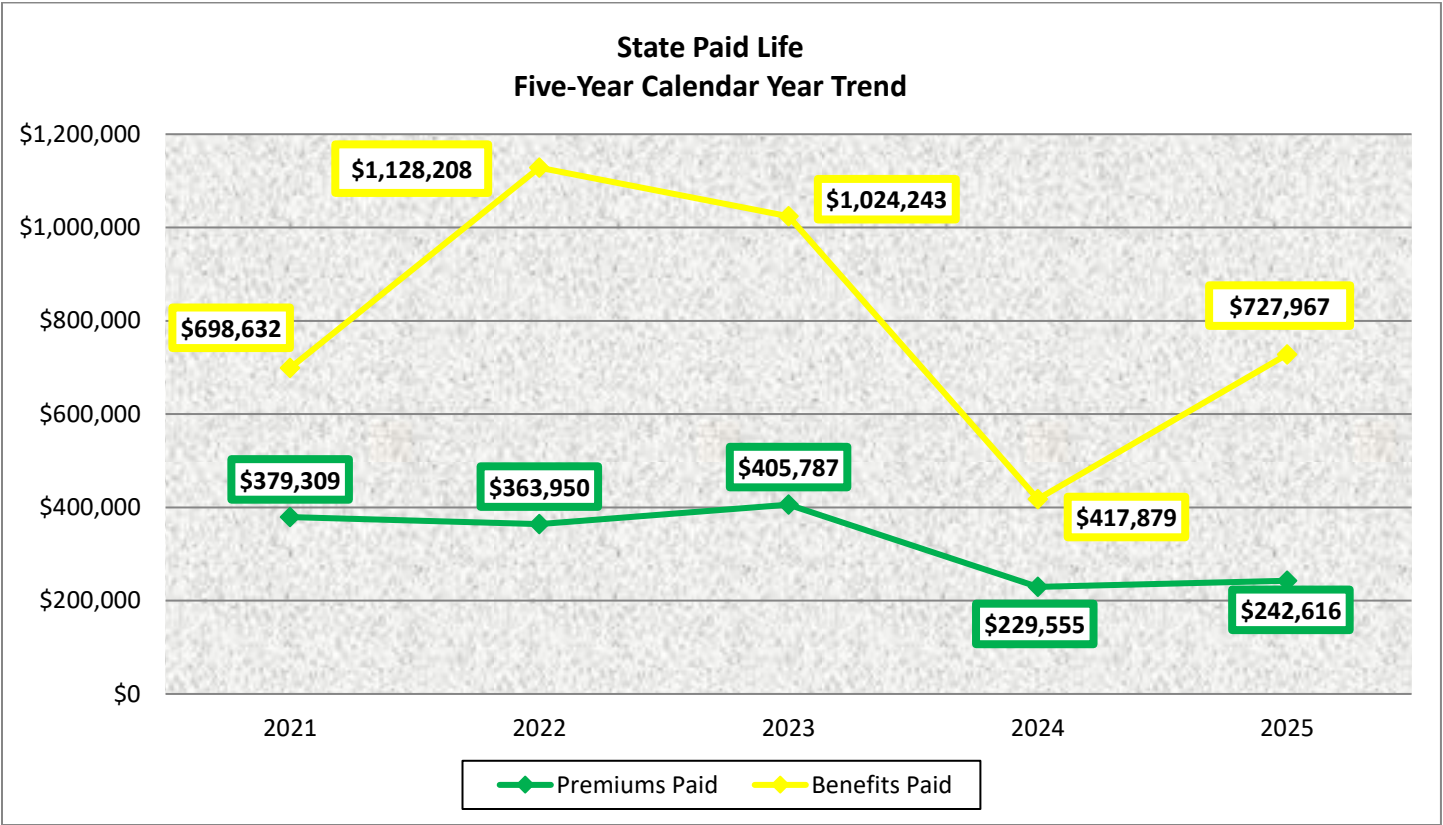
Number of Claims Processed Monthly
January 1, 2026 through June 30, 2026

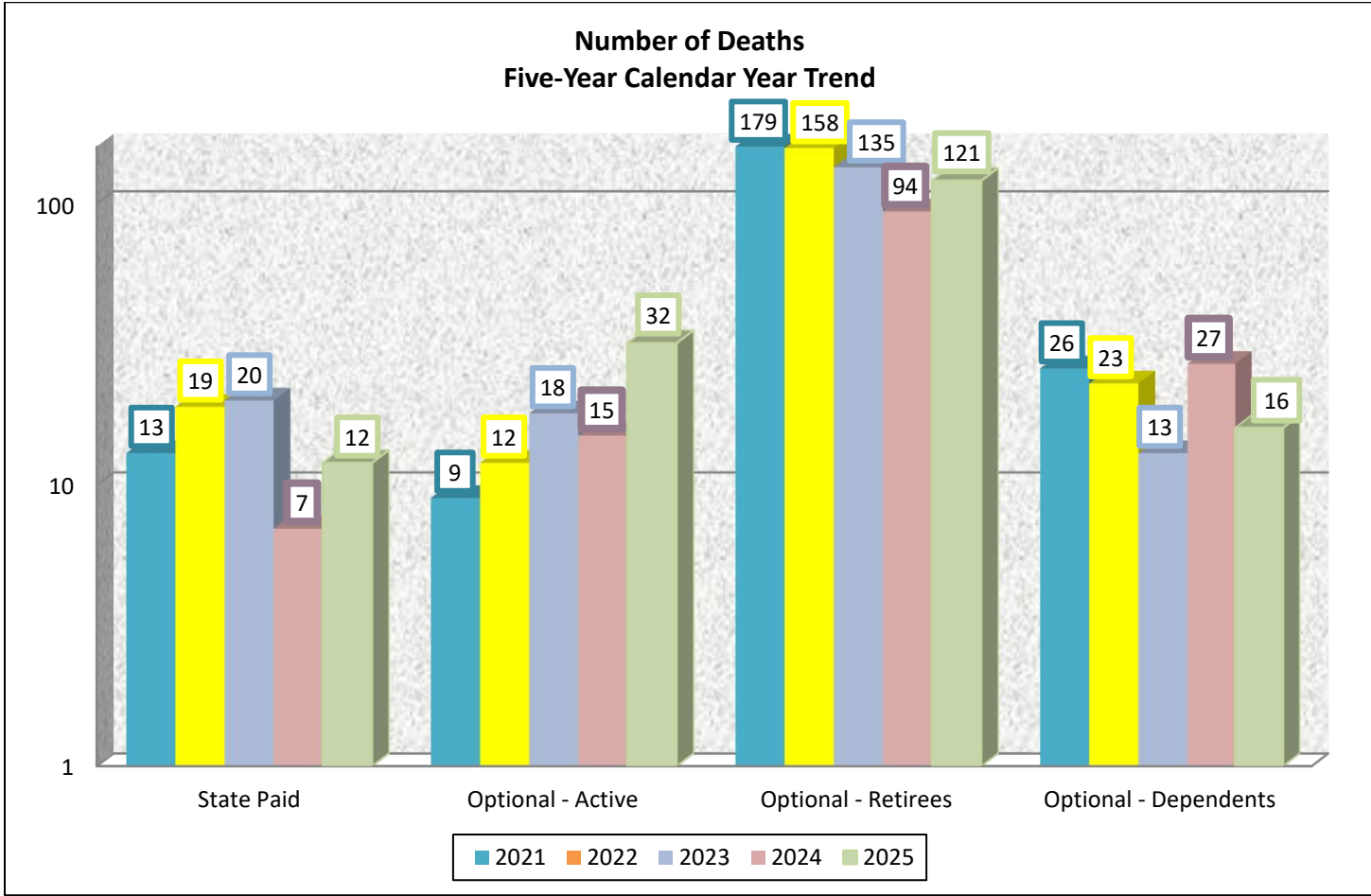
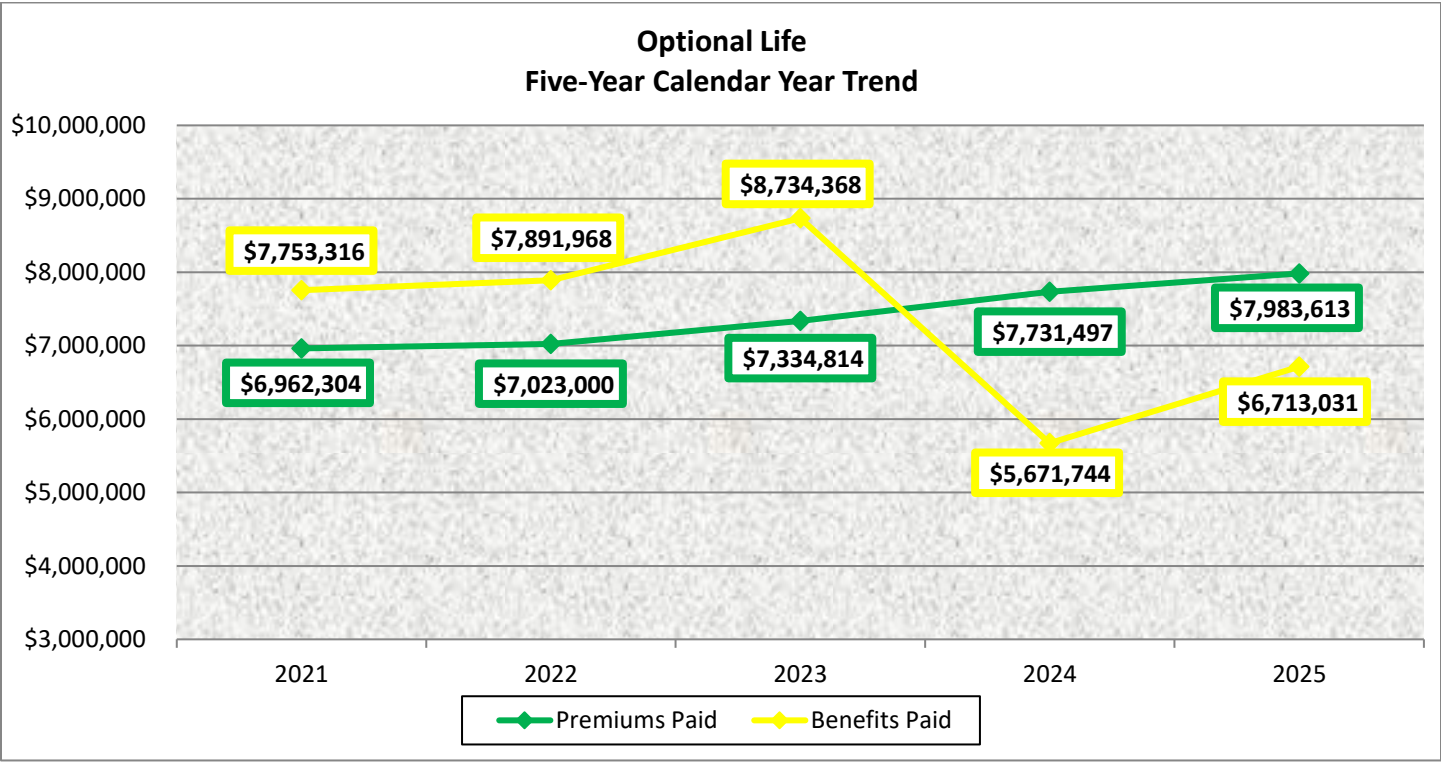


Claim Costs
Five Year Trend









Statements of Net Position **June 30, 2026 and 2025**

	<u>2026</u>	<u>2025</u>
ASSETS		
Cash and Cash Equivalents	\$10,584,229	\$10,894,115
Investments	33,962,819	34,631,366
Medical Insurance Premiums Receivable		
MoDOT – Member	3,772	1,661
Highway Patrol – Member	4,352	1,800
MoDOT – State	1,901,517	1,724,388
Highway Patrol – State	770,707	704,400
Other Receivable	665,194	---
Investment Interest Receivable	<u>116,210</u>	<u>40,600</u>
TOTAL ASSETS	<u>48,008,800</u>	<u>47,998,330</u>
LIABILITIES		
Unearned Revenue		
MoDOT – Member	2,087,017	1,801,389
Highway Patrol – Member	1,043,260	860,523
MoDOT – State	3,338,927	3,338,927
Highway Patrol – State	1,892,767	1,892,767
Accounts payable		
Medical Claims	5,122	4,182
Incurred but Not Reported Claims	<u>12,400,000</u>	<u>11,500,000</u>
TOTAL LIABILITIES	<u>20,767,093</u>	<u>19,397,788</u>
TOTAL NET POSITION	<u>\$27,241,707</u>	<u>\$28,600,542</u>

Statements of Revenues, Expenses and Changes in Net Position
Years Ended June 30, 2026 and 2025

	Fiscal Year 2026	Fiscal Year 2025
OPERATING REVENUES		
State Premiums		
Medical (Employee Plans)	\$ 89,398,527	\$ 79,678,022
Medical (Retiree Plans)	30,485,014	28,039,441
State Paid Life	249,105	235,568
Member Premiums		
Medical (Employee Plans)	14,742,998	15,155,262
Medical (Retiree Plans)	16,112,963	13,556,047
Optional Life (Employee Plans)	2,323,321	2,215,560
Optional Life (Retiree Plans)	5,792,638	5,656,657
Medicare Reimbursement	---	1,379,692
Subrogation Refunds	87,432	121,987
Prescription Formulary Rebates	<u>9,193,646</u>	<u>8,230,880</u>
TOTAL OPERATING REVENUES	<u>168,385,644</u>	<u>154,269,116</u>
OPERATING EXPENSES		
State Paid Life Insurance Premiums	248,424	235,397
Optional Life Insurance Premiums	8,104,536	7,862,362
Medical Claims	112,854,243	108,917,661
Medicare Prescription Drug Claims	713,675	5,000
Prescription Drug Claims	28,615,215	31,113,887
Change in Incurred but Not Reported Claims	900,000	1,800,000
Administrative Services		
Medical	19,539,729	12,279,336
Other	3,244	---
Prescription Drugs	141,442	84,824
Professional Fees	326,563	385,363
Miscellaneous	<u>939</u>	<u>1,484</u>
TOTAL OPERATING EXPENSES	<u>171,448,010</u>	<u>162,685,314</u>
OPERATING INCOME	<u>(3,062,366)</u>	<u>(8,416,198)</u>
NONOPERATING REVENUES (EXPENSES)		
Interest Income	854,958	976,529
Market Value of Investments Adjustment	891,922	1,441,742
Investment Fees	<u>(43,349)</u>	<u>(34,994)</u>
TOTAL NONOPERATING REVENUES (EXPENSES)	<u>1,703,531</u>	<u>2,383,277</u>
NET INCOME (LOSS)	(1,358,833)	(6,032,921)
NET POSITION, July 1	<u>28,600,542</u>	<u>34,633,463</u>
NET POSITION, June 30	<u>\$ 27,241,707</u>	<u>\$ 28,600,542</u>



3

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 August 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 \$41.2 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 General Assembly Designated and Funded Projects.
 - Personal Services disbursements are \$1.4 million more than the same period last fiscal year, and Fringe Benefits disbursements are \$4.1 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 \$5.8 million more than the same period last fiscal year due to an increase in maintenance activities, including chip sealing, striping, pavement repair, and fuel.
 - Disbursements for Low Volume Roads (includes monies first appropriated in fiscal years 2025, 2026, and 2027) are \$24.5 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 \$44.5 million compared to the same period last fiscal year. The construction program still remains at historic levels; however, the timing of contractor payments can vary for a variety of reasons including weather and project progress. This change is just a timing fluctuation.
 - The Improve I-70 Program disbursements for Program Delivery are \$71.3 million more than the same period last fiscal year. As of August 31, 2026, MoDOT has awarded six of the nine projects that make up this program.
 - The Forward 44 Program disbursements for Program Delivery are \$22.4 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.

- The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$12.3 million more than the same period last fiscal year, reflecting ongoing progress on these multi-year projects.
- Motor Carrier Refunds are \$1.0 million more than the same period last fiscal year. When motor carriers purchase fuel, the price they pay includes the applicable fuel taxes. Motor carriers are assessed fuel taxes based on the state they consume the fuel. The motor carriers file a fuel tax return that shows the amount of fuel purchased and miles traveled within each jurisdiction. The tax is then refunded to the applicable jurisdiction. The increase in refunds can be attributed to motor carriers consuming more fuel in other jurisdictions, rather than in Missouri, compared to the prior year.
- 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

Two Months Ended August 31, 2026 and 2025

Cash Basis (Dollars in Thousands)

	Fiscal Year 2027 <u>Budget</u>	Amended Fiscal Year 2027 <u>Budget¹</u>	Fiscal Year 2027 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2026 <u>Actual</u>
Administration					
Personal Services	\$ 24,865	\$ 24,865	\$ 3,835	15.4 %	\$ 3,914
Expense and Equipment	6,647	6,647	421	6.3	440
Total Administration	31,512	31,512	4,256	13.5	4,354
Safety and Operations					
Personal Services	198,421	198,421	30,300	15.3	28,898
Expense and Equipment	331,246	331,246	55,553	16.8	48,635
Program	35,402	35,401	5,724	16.2	5,990
Low Volume Roads	49,464	37,327	6,077	16.3	30,537
Total Safety and Operations	614,533	602,395	97,654	16.2	114,060
Program Delivery					
Personal Services	99,688	99,688	15,771	15.8	15,705
Expense and Equipment	41,117	41,117	3,357	8.2	2,913
Program	2,623,449	2,623,430	367,793	14.0	412,313
Improve I-70 Program	2,299,476	2,187,641	135,815	6.2	64,498
Forward 44 Program	577,192	577,192	22,511	3.9	105
Gen. Assembly Designated/Funded Projects	285,435	255,313	16,010	6.3	3,667
Total Program Delivery	5,926,357	5,784,381	561,257	9.7	499,201
Fleet, Facilities, and Information Systems					
Personal Services	15,356	15,356	2,364	15.4	2,317
Expense and Equipment	120,457	120,457	9,454	7.8	10,955
Total Fleet, Facilities, and Information	135,813	135,813	11,818	8.7	13,272
Multimodal					
Personal Services	3,358	3,358	443	13.2	446
Expense and Equipment	1,166	1,169	92	7.9	85
Program	265,830	264,736	20,567	7.8	20,567
Railroad Grade Crossing Safety Program	20,641	20,641	628	3.0	265
Gen. Assembly Designated/Funded Projects	57,035	49,864	18	0.0	204
Total Multimodal	348,030	339,768	21,748	6.4	21,567
Fringe Benefits					
Retirement and Long-Term Disability	190,082	190,082	16,959	8.9	19,739
Medical, Life Insurance, and EAP	60,521	60,521	10,316	17.0	9,158
Retiree Medical Insurance	23,840	23,840	3,731	15.7	3,409
Workers' Compensation	12,573	12,573	1,557	12.4	4,197
Other Fringe Benefits ²	29,905	29,905	4,292	14.4	4,416
Total Fringe Benefits	316,921	316,921	36,855	11.6	40,919
Subtotal MoDOT Disbursements	7,373,166	7,210,790	733,588	10.2	693,373
Motor Carrier Refunds	41,000	41,000	5,812	14.2	4,798
Total MoDOT Disbursements	\$ 7,414,166	\$ 7,251,790	\$ 739,400	10.2 %	\$ 698,171

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

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
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
Two Months Ended August 31, 2026 and 2025
Cash Basis (Dollars in Thousands)

	Fiscal Year 2027 <u>Budget⁴</u>	Fiscal Year 2027 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2026 <u>Actual</u>
Projects³				
Waste Water Improvements ¹	\$ ---	\$ ---	--- %	\$ 1,337
Carrolton Amtrak Station ¹	954	---	---	7
Washington County Airport ¹	144	---	---	127
Buffalo Municipal Airport ¹	260	5	1.9	14
Port Capital Improvement Projects ¹	7,618	329	4.3	216
New Madrid County Port Authority ¹	1,161	661	56.9	---
Elderly and Disabled Transit Assistant ¹	3,588	1,117	31.1	1,306
Highway 76 Road Improvements in Branson ²	4,168	---	---	---
I-35, I-29, and US 169 Road Improvements ²	29,695	105	0.4	---
Total Disbursements	\$ <u>47,588</u>	\$ <u>2,217</u>	<u>4.7</u> %	\$ <u>3,007</u>

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

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

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

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



Fiscal Year 2027 Financial Summary
Improve I-70 Program
Two Months Ended August 31, 2026
Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2027 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-70 Bonds	\$ 1,400,000	\$ 907,498	N/A	N/A	\$ 492,502
I-70 Construction from Bonds		\$ 907,498	\$ 610,837	\$ 135,036	\$ 161,625

	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2027 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
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	\$ 779	\$ 361,260



Fiscal Year 2027 Financial Summary
Forward 44 Program
Two Months Ended August 31, 2026
Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds to Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2027 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-44 Bonds	\$ 363,750	\$ ---	N/A	N/A	\$ 363,750
I-44 Construction from Bonds		\$ ---	\$ ---	\$ ---	\$ ---
	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2027 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
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	\$ 22,511	\$ 86,564



4

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 August 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 September 1, 2026:
 Budgeted: \$110 million
 Expenditures: \$21.8 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to August 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) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between August 1-31, 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 August 1, 2026			
Consultant	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Crawford, Murphy & Tilly (CMT)	57	\$60,855,795.00	\$45,348,232.00
HDR	38	\$56,501,901.00	\$24,118,821.00
Wilson & Company	23	\$35,933,665.00	\$26,465,245.00
George Butler Associates, Inc. (GBA)	26	\$34,907,916.00	\$17,344,861.00
Garver LLC	32	\$30,592,456.00	\$18,058,486.00
Burns & McDonnell	13	\$26,295,893.00	\$19,036,497.00
Olsson Assoc.	41	\$25,437,480.00	\$11,376,326.00
TREKK Design Group, LLC	25	\$23,026,475.00	\$7,306,777.00
Bartlett & West	43	\$19,907,478.00	\$11,685,350.00
HNTB	22	\$17,761,128.00	\$10,221,491.00
Hanson Professional Services, Inc.	11	\$16,424,442.00	\$4,555,209.00
Jacobs Engineering Group	7	\$14,099,461.00	\$12,254,975.00
AECOM Technical Services, Inc.	7	\$14,050,310.00	\$14,100,356.00
WSP USA Inc.	16	\$13,975,915.00	\$12,393,077.00
HG Consult, Inc.	10	\$13,623,182.00	\$11,033,176.00
HR Green, Inc.	29	\$11,623,481.00	\$6,702,765.00
Oates Associates, Inc.	13	\$10,587,328.00	\$3,994,300.00
Kapsch TrafficCom USA, Inc.	1	\$9,763,797.00	\$9,763,797.00
Horner & Shifrin, Inc.	16	\$9,576,563.00	\$6,248,978.00
Bacon Farmer Workman Engineering & Testing	21	\$8,720,602.00	\$3,543,746.00
Lochmueller Group	19	\$7,912,554.00	\$3,178,547.00
EFK Moen	30	\$7,837,702.00	\$2,923,561.00
Gonzalez Companies, LLC	12	\$7,540,250.00	\$5,777,264.00
TranSystems	13	\$7,088,940.00	\$4,228,471.00
Thouvenot, Wade & Moerchen, Inc.	8	\$6,869,657.00	\$4,382,792.00
Engineering Design Source Inc. (EDSI)	3	\$4,984,971.00	\$4,655,724.00
Alfred Benesch and Company	8	\$4,568,914.00	\$761,184.00
CDM Smith	2	\$4,486,789.00	\$4,486,789.00
Kimley-Horn and Associates	7	\$4,474,282.00	\$1,932,182.00
OWN, Inc.	8	\$4,011,952.00	\$1,055,317.00
Transcore ITS, LLC	4	\$3,948,254.00	\$3,948,254.00
Civil Design	7	\$3,869,944.00	\$797,204.00
Veenstra & Kim	12	\$3,314,960.00	\$2,393,016.00

Consultant	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Affinis	4	\$3,266,979.00	\$893,596.00
Klingner & Associates, P.C.	7	\$3,050,643.00	\$807,854.00
Surveying and Mapping, LLC	12	\$2,769,043.00	\$2,335,222.00
CDG Engineers	3	\$2,032,116.00	\$1,327,816.00
Modjeski and Masters, Inc.	2	\$2,010,223.00	\$8,408.00
EXP U.S. Services, Inc.	1	\$1,871,551.00	\$1,857,175.00
George L. Crawford & Associates dba CBB	6	\$1,335,732.00	\$1,163,181.00
Prairie Engineers P.C.	12	\$1,236,255.00	\$626,782.00
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	\$645,967.00
Terracon Consultants, Inc.	12	\$976,193.00	\$738,229.00
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	\$572,415.00
Wood Environment & Infrastructure Solutions	1	\$641,533.00	\$118,625.00
Pickering Firm, Inc.	5	\$482,301.00	\$157,474.00
Quigg Engineering, Inc.	5	\$469,633.00	\$113,788.00
R. Hitt Consulting, LLC	1	\$453,886.00	\$453,886.00
Engineering Surveys & Services, LLC	4	\$376,697.00	\$119,907.00
SCI Engineering, Inc.	6	\$272,298.00	\$185,693.00
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	\$1,143,464.00
GeoEngineers	3	\$230,594.00	\$98,126.00
Infrasense, Inc.	2	\$227,854.00	\$170,491.00
Kaskaskia Engineering	2	\$213,845.00	\$213,845.00
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	\$43,321.00

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
Allstate Consulting LLC	1	\$11,400.00	\$4,054.00
Totals	710	\$555,032,424.00	\$334,183,446.00

**Engineering Consultant Services
Contracts Utilizing the DBC Budget
Contracts Executed**

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
Civil Design	Y	1	\$315,575	\$102,355
George L. Crawford & Associates dba CBB	N	1	\$143,245	\$143,245
GFT Infrastructure, Inc.	N	1	\$2,353,881	\$389,161
HNTB	N	4	\$354,039	\$354,039
Jacobs Engineering Group	N	1	\$196,885	\$196,885
Klingner & Associates, P.C.	N	1	\$57,230	\$57,230
WSP USA Inc.	N	2	\$249,605	\$249,605
		11	\$3,670,460	\$1,492,519



5

MoDOT BRIEFING REPORT

-- Presented by Ed Hassinger, Director, 573-751-4622.

ISSUE: Governor Mike Kehoe requested all state agencies provide his office with information through standard formats for communication. One of the standards of interactions is an Issue Brief that will educate and inform the Governor regarding significant matters that the department is addressing.

Each month, this report to the Commission will include the Issue Briefs and Meeting Requests that were sent from MoDOT to the Governor since the previous MoDOT Briefing report. There were two briefing reports provided for the past month.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Good communication with the administration is important, likewise, keeping the Commission informed is important as well.
- Communication at all levels within the department is essential to providing services to the traveling public.

OTHER VIEWS:

- The public supports government that operates in an open and transparent manner.

MHTC POLICY:

- COMMISSION – Guiding Principles – Transparency – Open Meetings and Records.

OTHER PERTINENT INFORMATION:

- Attachment 1 is the Missouri Heavy Vehicle Use Tax (HVUT) Compliance Review – Final Report issue brief.
- Attachment 2 is MoDOT's Annual Financial Statement Audit for Fiscal Year Ending June 30, 2026 – Draft Auditor Communications Letter issue brief.

SOURCE OF FUNDING: Not applicable.

ISSUE BRIEF

TO: Governor Kehoe

FROM: Ed Hassinger, MoDOT Director

CC: Adam Gresham, Chief of Staff

DATE: October 5, 2026

SUBJECT: Missouri Heavy Vehicle Use Tax (HVUT) Compliance Review – Final Report

I. ISSUE:

The Federal Highway Administration (FHWA), in cooperation with MoDOT and the Missouri Department of Revenue (DOR), conducted a review to assess compliance with 23 USC 141 (c) and 23 CFR 669.

FHWA found the State of Missouri to be in overall compliance with the HVUT requirements of 23 USC 141 (c) and 23 CFR 669.

II. RELEVANCE

Pursuant to 23 CFR 669 regarding Enforcement of HVUT, states are required to verify proof of payment at the time of registration of heavy vehicles at or above a designated gross weight. In accordance with 23 CFR 669.11, the Governor of Missouri, or his/her official designee(s), is required to certify HVUT compliance each year.

The 2026 review included analysis of the HVUT annual certification for FFY 2023 to 2026. A random sampling of the IRS Form 2290, which is used when paying the HVUT, was also reviewed.

III. NEXT STEPS

The final Heavy Vehicle Use Tax Evasion report issued by FHWA was provided to MoDOT on September 21, 2026.

FHWA found the overall Missouri HVUT process to be efficient with some observations/recommendations. The FHWA requires no additional action to finalize the review as successful.

IV. SUPPLEMENTAL MATERIALS

- HVUT Program Review Report_Missouri 2026_OFFICIAL.pdf
 - Statement of compliance - Executive Summary, page 1 (pdf page 3)
 - Findings/Conclusion, page 10 (pdf page 12)

V. CONTACT INFORMATION FOR FOLLOW UPS

Aaron Hubbard, Motor Carrier Services Director, 573-526-4187

Tina Thurman, Assistant Motor Carrier Services Director, 573-522-5211



U.S. Department
of Transportation
**Federal Highway
Administration**

**FHWA Missouri
Division Office**

**Missouri
Department of
Transportation**

**Missouri
Department of
Revenue**

Program Review

Heavy Vehicle Use Tax Evasion (HVUT)

**Final Report
September 2026**

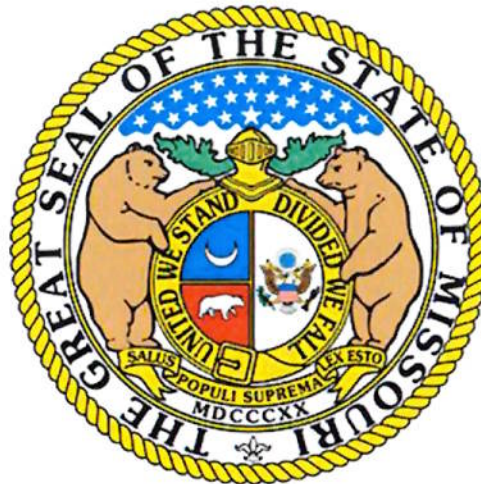




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Executive Summary

Pursuant to [23 CFR 669](#) regarding Enforcement of Heavy Vehicle Use Tax (HVUT), states are required to verify proof of payment in the registration of heavy vehicles at or above a designated gross weight. In accordance with [23 CFR 669.11](#), the Governor of Missouri, or his/her official designee(s), is required to certify HVUT compliance prior to July 1 of each year and submit documentation to FHWA certifying that Missouri is obtaining proof of payment as a condition of registering vehicles subject to HVUT. Funds generated from these heavy vehicle registrations contribute to the Federal Highway Trust Fund (HTF), which are returned to the State through highway fund apportionments. Per [FHWA Order 4340.2B](#), FHWA is required to conduct a review of states' HVUT program every three years to verify proof of payment for HVUT and ensure program and procedure compliance with the federal guidelines and regulations. Notably, if a state **fails** to certify as required or if the Secretary of Transportation determines that a state is not adequately obtaining proof of payment of the HVUT as a condition of registration notwithstanding the state's certification, Federal-aid highway funds apportioned to the state under [23 U.S.C. 141\(c\)](#) for the next fiscal year shall be reduced in an amount up to 8 percent as determined by the Secretary.

The Missouri Department of Revenue (MoDOR) Motor Vehicle Bureau and the Missouri Department of Transportation (MoDOT) Motor Carrier Services (MCS) are each required to obtain proof of payment when registering heavy trucks subject to the HVUT for the State of Missouri. MoDOR is responsible for collecting HVUT for Intrastate carriers, and MoDOT MCS is responsible for collecting HVUT for Interstate carriers. The FHWA Missouri Division Office is responsible for conducting the HVUT program review.

The 2026 HVUT program review addressed the State's compliance with the requirements of 23 U.S.C. 141(c) and 23 CFR 669. FHWA last conducted a HVUT proof of payment compliance review for Missouri in 2023, resulting in a determination that the State was compliant with the requirements of 23 USC 141(c) and 23 CFR 669 at that time. Due to the level of detail provided in the 2023 report regarding questions detailing an overview of both MoDOT and MoDOR's processes for HVUT and proof of payment information, the Division Office has chosen to select only a few follow up questions to ascertain potential updates/changes since then. Information on those questions has been included at the end of this report in *Appendix A* for record and reference purposes. The current official version of IRS Form 2290 can be found [here](#), and copies of MoDOT's Internal Procedure for HVUT have been included in *Appendix B*. Additionally, twenty-five (25) random samples from MoDOR along with twenty-five (25) random samples from MoDOT were submitted to and reviewed by the FHWA Missouri Division Planning Program Manager to verify the validity of heavy vehicle registration via IRS Form 2290. This report serves as official documentation of the Planning Program Manager's observations and findings for the State of Missouri HVUT program.



Based on the 2026 review detailed in this report, the State of Missouri is found to be in overall compliance with the HVUT requirements of [23 U.S.C. 141\(c\)](#) and [23 CFR 669](#).



Background

Compliance with [23 U.S.C. 141\(c\)](#) involves two steps:

- Annual certification covering the 12-month period ending September 30 of each year. The certification by the Governor (or their designee) must be submitted to the Division Administrator **before** January 1 of each year; and
- Periodic reviews of the State's procedures by the FHWA Division Office to verify federal compliance with 23 CFR 669.

If the required elements of 23 CFR 669.9 are not contained in the certification, it should be returned to the State for clarification. Once the Division Office verifies accuracy of the annual certification, it will then be submitted to the Office of Highway Policy Information (HPPI), where the documents will be reviewed, compiled, and shared with the Office of the Chief Counsel (HCC). A copy of any supporting documentation and/or recommendations must accompany the transmittal. This annual certification is the primary basis for determining State compliance with federal verification through periodic reviews by the FHWA Division Office to monitor implementation of the program and identify successful and innovative practices which may be of interest to other States.

As previously stated, HVUT is assessed annually on vehicles operating on public highways at registered gross weights equal to or exceeding 55,000 pounds. The table shows the associated fees according to gross taxable weight. The gross taxable weight of a vehicle is determined by adding:

<i>Gross Taxable Weight</i>	<i>Heavy Vehicle Use Tax Rates</i>
Below 55,000 lbs	No tax
55,000-75,000 lbs	\$100 plus \$22 per 1,000 lbs over 55,000 lbs
Over 75,000 lbs	\$550

- ✓ the actual unloaded weight of the vehicle fully equipped for service
- ✓ the actual unloaded weight of any trailers or semitrailers fully equipped for service customarily used in combination with the vehicle, and
- ✓ the weight of the maximum load customarily carried on the vehicle and on any trailers or semitrailers customarily used in combination with the vehicle.

IRS Form 2290 is used when paying the HVUT. The tax period is from July 1 to June 30 of the following calendar year, and the tax must be paid by the last day of the month after the vehicle is placed in operation on the highway. Since the 2023 review, Missouri has had no change in the four registration periods during the given year, and all applicable renewing customers must still present a paid HVUT receipt in order to renew.

MISSOURI STAGGERED REGISTRATION
July 1 – June 30
October 1– September 30
January 1– December 31
April 1– March 31



Exemptions from HVUT in Missouri still include new or used vehicles purchased no more than 60 days prior to the date of application for license plates; federal, state, city, and county owned vehicles; vehicles owned by the American National Red Cross, nonprofit volunteer fire departments, ambulance associations, or rescue squads; vehicles used 80% of the time or more for the collection, storage, or transportation of blood; and non-highway vehicles. There has been no change in exemptions for the State since the 2023 review.

Missouri Filing & Vehicle Verification: It is still encouraged that Form 2290 be filed electronically, especially for fleets of 25 vehicles or more. Descriptions on methods to file Form 2290 both electronically and traditionally are detailed below. It is important to note that MoDOT MCS only issues apportioned plates. MoDOT Carrier Express (MCE) is the online system for commercial vehicle registration. When vehicles are registered in an account, the VIN identifies that particular unit. When the 2290 paid receipt is presented, the VIN is then verified and the vehicle is cleared on a document collection screen. In addition, the CVINA (Complete Vehicle Identification Number Analysis) system allows for cross referencing of system data prior to registration approval (title with matching VIN must be presented to receive registration). When all supporting documents and registration fees have been collected, the MCE system will issue the registration. All supporting documents are stored in MoDOT's Records Center electronically.

Electronically: File Form 2290 electronically through any electronic return originator (ERO), transmitter, and/or intermediate service provider (ISP) participating in the IRS e-file program for excise taxes. For more information on e-file, visit the IRS website at [e-file Form 2290 | Internal Revenue Service \(irs.gov\)](https://www.irs.gov/efile) or [Trucking Tax Center | Internal Revenue Service \(irs.gov\)](https://www.irs.gov/efile).

Traditional: Mail [Form 2290](#) to the address shown under Where To File, next. If you didn't pay the tax using the Electronic Federal Tax Payment System (EFTPS) or using a credit or debit card, mail Form 2290-V and your check or money order with Form 2290. For more information on payments, see How To Pay the Tax.

Where To File

If you are filing a paper return, mail Form 2290 to:

Form 2290 with full payment and that payment is <i>not</i> drawn from an international financial institution	Internal Revenue Service P.O. Box 932500 Louisville, KY 40293-2500
Form 2290 without payment due or if payment is made through EFTPS or by credit/debit card	Department of the Treasury Internal Revenue Service Ogden, UT 84201-0031
Form 2290 with a check or money order drawn from an international financial institution	Internal Revenue Service International Accounts 1973 Rulon White Blvd. Ogden, UT 84201-0038



Proof of Payment: Since the 2023 review, MoDOT Motor Carrier Services has made updates to its internal procedure and policy concerning Acceptable Supporting Documents for proof of payment, which have been listed below. For further details on this procedure, please see *Appendix B*.

- Personal property tax receipt from the preceding year (except for trailers)
- IRS Form 2290 for the first month the taxable vehicle is first used on public highways during the current period (filed last day of the month following the first month of use)
- Lease agreement (if applicable)
- Title or validated titling receipt
- FMCSA biennial update
- Surrendered plate or registration receipt for plate credit
- Proof of residency
- FMCSA biennial update

There have been no changes in the MoDOT Motor Vehicle Division's proof of payment process since 2023.



Purpose and Objective

Purpose

The Heavy Vehicle Use Tax (HVUT) is a fee assessed annually on vehicles operating on public highways at registered gross weights equal to or exceeding 55,000 pounds. The purpose of the HVUT is to contribute to the Highway Trust Fund (HTF), which provides key investments for the maintenance and improvement of the nation's infrastructure in the form of:

- ✓ Highway improvements (e.g., land acquisition and other right-of-way costs, preliminary and construction engineering, construction and reconstruction, resurfacing and restoration costs of roadways and bridges);
- ✓ Highway and bridge maintenance activities;
- ✓ Highway law enforcement;
- ✓ Safety programs (e.g., driver education and training, vehicle inspection programs, enforcement of vehicle size and weight limits);
- ✓ Congestion relief projects;
- ✓ Debt service; and
- ✓ Administrative costs (e.g., research, engineering).

Objective

FHWA shares responsibility for the Heavy Highway Vehicle Use Tax (HVUT) with the Internal Revenue Service (IRS) per [23 CFR 669](#). While the IRS is responsible for the registration, collection of forms and fees, and interpretations of the responsibilities for paying the tax under the statutes and regulations in Title 26 of the US Code and Code of Federal Regulations (IRS Code), FHWA is tasked with conducting periodic reviews of the State's records and procedures to ensure the State is compliant with verifying that the tax has been paid on heavy vehicles prior to the issuance or renewal of registrations for those vehicles in the individual States, which is vital to continuing necessary contributions to the HTF for improvements to the nation's transportation system. FHWA responsibility in ensuring state compliance is directed under [23 CFR 669.21](#) which states:

The FHWA shall periodically review the State's procedures for complying with 23 U.S.C. 141(c), including an inspection of supporting documentation and records. In those States where a branch office of the State, a local jurisdiction, or a private entity is providing services to register motor vehicles including vehicles subject to HVUT, the State shall be responsible for ensuring that these entities comply with the requirements of this part concerning the collection and retention of evidence of payment of the HVUT as a condition of registration for vehicles subject to such tax and develop adequate procedures to maintain such compliance. The State or other responsible entity shall retain a copy of the receipted IRS Schedule 1 (Form 2290), or an acceptable substitute prescribed by 26 CFR part 41 sec. 41.6001-2 for a period of 1 year for purposes of evaluating State compliance with 23 U.S.C. 141(c) by the FHWA. The State may develop a software system to maintain copies or images of this proof-of-payment.



Scope and Methodology

Scope

The 2026 review addressed the State's compliance with the requirements of 23 USC 141(c) and 23 CFR 669. The following steps were taken by the FHWA Missouri Planning Program Manager to complete this review process.

- Consistent email correspondence with representatives from MoDOT and MoDOR for next steps and requirements for conducting the HVUT compliance review;
- Preparatory review of:
 - FHWA training materials for conducting an HVUT Triennial Program Review;
 - 2023 HVUT Program Review/Compliance Report for Missouri; and
 - 2026 Compliance Review Question Responses from MoDOT and MoDOR regarding the Missouri HVUT program (*Appendix A*);
 - Internal procedures of the Missouri HVUT (*Appendix B*);
- A formal site visit on July 30, 2026 by the FHWA MO Planning Program Manager to the MoDOT Motor Carrier Services (MCS) Office for in-person review of Schedule 1 Form 2290 random sample submissions.
- Virtual review of Schedule 1 Form 2290 random sample submissions from MoDOR by the FHWA MO Planning Program Manager on August 24, 2026.

Methodology

The Schedule 1 Form 2290 samples were inspected for verification of full visibility of the IRS stamp (traditionally filed), full visibility of "IRS e-file" with Received Date stamp (electronic filed), VIN and Identified VIN Category, Name & Address Provided, Employee Identification Number Provided, Month of First Use Provided, and Registration Receipt (IRS). The findings below are a file method overview of the 50 collective forms reviewed by the FHWA Planning Program Manager during the 2026 review.

Observations	MoDOT Sample	MoDOR Sample
#Traditionally Filed:	1	1
#Electronically Filed:	24	20
#File Method Completely Undetermined Due to No Stamp Visible Stamp At All OR No Form Information Available:	0	4
Duplicate Files:	0	0



# 2290 Form Not Collected Due to Recent Purchase Date	2	0
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Team Members

Participants in the 2026 Missouri HVUT Review Process are listed below according to representative agency.

Name	Title	Agency
Cecelie Cochran	Planning Program Manager	FHWA Missouri Division
Tina Thurman	Assistant MCS Director	
Aaron Hubbard	Director	Missouri DOT Motor Carrier
Marisa Kling	Compliance Supervisor	Services
Shannon Scott	Program Manager	
Jessica Owen	Administrator	Missouri DOR Motor Vehicle
Ethan Aragon	Administrative Manager	Bureau



Findings

The following contains summary findings from the FHWA Planning Program Manager's review of the 50 total samples provided by MoDOT and MoDOR. Explanation of observation criteria was previously described in the Methodology outlined in this report on page 7.

MoDOT Sample Review Findings		
Form Observation	# of Documents	% of Overall Sample
No Fully Visible Stamp & Received Date (very blurred/faded-illegible OR Missing altogether)	0	0%
For Electronic Method: No Fully Visible "IRS e-file" & Received _/_/_Date Stamp (Only "Received Date" Present)	0	0%
Missing VIN, VIN Category or EIN	0	0%
Missing OR Incorrect Month of First Use	0	0%

MoDOR Sample Review Findings		
Form Observation	# of Documents	% of Overall Sample
No Fully Visible Stamp & Received Date (very blurred/faded-illegible OR Missing altogether)	7	28%
For Electronic Method: No Fully Visible "IRS e-file" & Received _/_/_Date Stamp (Only "Received Date" Present)	14	56%
Missing VIN, VIN Category or EIN	0	0%
Missing or Incorrect Month of First Use	0	0%



Conclusion

While there was slight delay in inquiry response and requests from MoDOR due to their recent staffing changes, overall responsiveness and communication between the State and the FHWA Division Office regarding the HVUT program remains positive and open. For the 2026 process review, the Missouri Division Office finds that, despite certain challenges/observations, the overall Missouri HVUT program remains stable. A summary of the 2026 process review findings has been provided.

MoDOT Motor Carrier Services (MCS) Review:

MoDOT MCS provided a detail of its own identified internal challenges in the verification process for 2290 Schedule 1 forms during the site visit (below).

2026 MoDOT MCS Self-Identified Challenges:

1. No directly available IRS contact person to address immediate spot verification concerns
2. No formal IRS guidance on verification of separate Schedule 1 forms in the same fiscal year with varying “received dates” that contain identical VIN and Name details
3. Uncertainty of official 2290 Schedule 1 format (specifically regarding the official placement of IRS e-file watermarks as well as the display for the “Part I Summary of Reported Vehicles” section)
4. Potential conflict with Adobe programs and/or AI features that can mimic and/or create fraudulent Schedule 1 2290 forms

Examples of the identified fraud concerns were provided by the MoDOT MCS to the FHWA MO Planning Program Manager at the site visit to further substantiate their stated challenges. Copies of those examples have been archived with the MO Division Office and are readily available for sharing with the IRS upon request due to the sensitive personal identifiable information (PII) contained on the forms. While MoDOT MCS does request proof of payment verification for suspicious 2290 submissions, limited staff and no direct IRS contact presents accuracy limitations. Although the FHWA MO Planning Program Manager was able to provide some resource guidance to MoDOT MCS for Challenges [1](#) and [3](#) concerning available IRS contact information and official Schedule 1 form formatting, the Division Office recognizes its own limitations in fully resolving all identified challenges for the MoDOT MCS due to restricted contact with IRS HVUT program experts primarily as a result of their own low staffing levels and confidential internal procedures. The Division Office agrees with MoDOT MCS that a direct State POC for the IRS HVUT program as well as formal IRS reference guidance for fraud detection would be beneficial to the continued success of the MO HVUT program. Despite the challenges, MoDOT MCS maintains a thorough and transparent HVUT process for interstate carriers.

Missouri Department of Revenue (MoDOR) Review:



MoDOR has been able to maintain collection of the required HVUT documents, including registration receipts, even with recent internal staffing changes. Outside of a potentially new state registration system, MoDOR has indicated no new changes in actual HVUT process or legislation since the 2023 review. Notably, MoDOR received only two (2) Division recommendations from the 2023 review to assist the agency in the continued success and improvement of their HVUT fraud detection process. The status of those recommendations are outlined in the table below.

2023 Findings/Recommendations	Status for 2026	2026 Notes
MoDOR work to ensure that the proper stamping is available and fully legible on all submitted 2290 form records, especially during the scanning process for archive purposes.	Incomplete/ Carryover	Upon virtual review of MoDOR's 2026 samples for Schedule 1, illegible or missing "e-file" stamp information remains prevalent in over half of the submission (an increase from the 2023 review). It is highly recommended that MoDOR work on its records retention process or scanning software to ensure proper visibility of the required stamping of all 2290 Schedule 1 forms before the next review.
MoDOR collaborate with MoDOT on this area, and FHWA as needed, to merge and/or develop its own internal staff training guidance/policies for HVUT to assist with staff transfer of knowledge as well as maintain up-to-date information on HVUT general fraud.	Incomplete/ Carryover	MoDOT did share internal HVUT fraud training guidance and practices with MoDOR as recommended from the 2023 review. However, due to recent staffing changes, MoDOR has not yet developed and/or implemented application of that guidance for its own internal HVUT program staff. It is highly encouraged that MoDOR utilize the information given by MoDOT to develop and implement its own general fraud policies/training for HVUT before the next review.

Overall, the Division encourages MoDOR to prioritize internal general fraud detection training for its staff as well as ensuring proper "e-file" stamping is present/archived for all received Schedule 1 forms prior to the next review to ensure continued success and compliance with 23 CFR 669.



Appendices

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U.S. Department of Transportation
Federal Highway Administration

Report prepared by:

*Cecelie Cochran, MPA
Planning Program Manager
FHWA Missouri Division Office
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Appendix A

2026 QUESTIONS FOR PROOF OF PAYMENT COMPLIANCE REVIEW

Compliance Review Questions

The following list of questions covers a follow up of status from the 2023 review in connection to the Missouri Heavy Vehicle Use Tax program. The Division review person may require follow-up detail on some of the answers the State provides in this questionnaire.

1. What current questions/problems have arisen pertaining to the State's authority to obtain proof of payment?
MoDOT, Motor Carrier Services Division, struggles to verify 2290 payment for receipts that are not standardized. While most 2290's are uniform in the e-file designation placement, some are not. Finding guidance to validate 2290 anomalies is nearly impossible.
2. Have any new administrative procedures/regulations been established by the State since 2023 to ensure sufficient direction for implementing an effective program to comply with 23 U.S.C. 141(c)? Please provide copies of all new updates to procedures and regulations.
No changes
3. Has there been any updates or adjustments to training/instructions provided to personnel responsible for processing registrations for vehicles subject to HVUT since 2023? (If so, please provide a copy of that training manual or presentation.)
Yes, Policy has been updated with formatting and a few adjustments to other sections of the policy. All agents who process registrations must follow this procedure. Attached policy "Acceptable supporting documents" procedure – see HVUT Attachment 1 – Acceptable supporting documents.
4. It was recommended in the 2023 review that MoDOR collaborate with MoDOT for assistance with either the development of internal training for MoDOR staff regarding HVUT guidance and general fraud information or cross-training with existing MoDOT staff materials. What is the current status of MoDOR's staff training development of HVUT guidance and general fraud information?
Following closure of the 2023 HVUT review, MoDOT was in discussion with and shared training resources with counterparts at MoDOR.
5. Has there been any change in the established exemptions, verification process, proof of payment process, or registration period in your State for vehicles subject to the heavy vehicle use tax since 2023? (In some States, these vehicles must renew every six months, in others, annually, etc.)
No changes

Missouri Motor Carrier Services

6. Have you encountered any difficulty with requesting proof of payment prior to registering vehicles since 2023? (Question both field/site personnel and State personnel.)
No
7. Has there been any change in the established quality assurance processes described in 2023 to monitor compliance, such as annual reviews, self-assessments, or audits? If so, describe in detail the process changes. (Question both field/site personnel and State personnel.)
No
8. Has any State legislation recently been changed or adopted to implement the requirements of 23 U.S.C. 141 (c) (Federal Statute – Enforcement of Requirements)?
No
9. Have any new internal review procedures been developed to monitor compliance with 23 U.S.C. 141(c) since 2023? (If so, please provide written descriptions.)
No
10. Has the State shown proof annually regarding all vehicles subject to the HVUT tax as described in Section 4481 of the Internal Revenue Code? Are all annual certifications since the last FHWA compliance review available?
Yes – Annual Certifications see HVUT Attachment 2 – Annual Compliance Docs

Number of units registered greater than 54,000 lbs., in 2026. See HVUT Attachment 3 – 2026 Active Vehicles List.
11. Per your last review, records show your current designee is Christopher Aaron Hubbard. Is this information still valid? Please provide documentation that the signatory on certification has valid authority to sign for the governor.
Yes, see HVUT Attachment 4 – 2025 Certification.
12. Does the State have or is it seeking a computerized registration system? If so, is it proprietary to the State (the State developed it solely) or was it purchased from a vendor (which vendor)?
MoDOT Motor Carriers online system, MCE, has components from vendors and components developed by MoDOT Information Systems Division.
13. What is the total number of vehicles registered for which proof of payment has been received during the current review period (e.g., calendar year, fiscal year, or whichever is compatible with IRS information)?
46,677 Vehicles as of 7/20/26– See HVUT Attachment 3 – 2026 Active Vehicles List
14. Does the total number of vehicles for which proof of payment has been received agree reasonably well with the total number of vehicles registered in the taxable weight category during the current review period?
Yes. MoDOT does not issue registration without proof of paid HVUT for vehicles more than 54,999 lbs.
15. Has there been any changes to the 2023 public relations/public involvement efforts used to inform owners of vehicles subject to the HVUT about the proof of payment requirements? (If so, please describe)

Missouri Motor Carrier Services

No.

16. Has there been any changes to the recordkeeping retention policy since 2023? (Question both field/site personnel and State personnel.)

No.

17. If a third party has been delegated to perform the certification process, what oversight or quality assurance procedures are being followed? (Please provide procedure documentation.)

Not applicable for MoDOT Motor Carrier Services.

2026 QUESTIONS FOR PROOF OF PAYMENT COMPLIANCE REVIEW

Compliance Review Questions

The following list of questions covers a follow up of status from the 2023 review in connection to the Missouri Heavy Vehicle Use Tax program. The Division review person may require follow-up detail on some of the answers the State provides in this questionnaire.

1. What current questions/problems have arisen pertaining to the State's authority to obtain proof of payment?
The Department of Revenue has no questions or concerns regarding the State's authority to obtain proof of payment.
2. Have any new administrative procedures/regulations been established by the State since 2023 to ensure sufficient direction for implementing an effective program to comply with 23 U.S.C. 141(c)? Please provide copies of all new updates to procedures and regulations.
No updates to any procedures or regulations since 2023.
3. Has there been any updates or adjustments to training/instructions provided to personnel responsible for processing registrations for vehicles subject to HVUT since 2023? (If so, please provide a copy of that training manual or presentation.)
No updates or adjustments to training/instructions provided to personnel.
4. It was recommended in the 2023 review that MoDOR collaborate with MoDOT for assistance with either the development of internal training for MoDOR staff regarding HVUT guidance and general fraud information or cross-training with existing MoDOT staff materials. What is the current status of MoDOR's staff training development of HVUT guidance and general fraud information?
The Department of Revenue at this time has not established a collaborated scheduled training with The Department of Transportation on HVUT guidance.
5. Has there been any change in the established exemptions, verification process, proof of payment process, or registration period in your State for vehicles subject to the heavy vehicle use tax since 2023? (In some States, these vehicles must renew every six months, in others, annually, etc.)
No changes to any type of established exemptions, verification processes, proof of payment process, or registration period.
6. Have you encountered any difficulty with requesting proof of payment prior to registering vehicles since 2023? (Question both field/site personnel and State personnel.)
The Department of Revenue has no difficulty with this process.

Missouri Department of Revenue

7. Has there been any change in the established quality assurance processes described in 2023 to monitor compliance, such as annual reviews, self-assessments, or audits? If so, describe in detail the process changes. (Question both field/site personnel and State personnel.)
No changes since the 2023 review.
8. Has any State legislation recently been changed or adopted to implement the requirements of 23 U.S.C. 141 (c) (Federal Statute – Enforcement of Requirements)?
No changes or adopted legislation.
9. Have any new internal review procedures been developed to monitor compliance with 23 U.S.C. 141(c) since 2023? (If so, please provide written descriptions.)
No changes.
10. Has the State shown proof annually regarding all vehicles subject to the HVUT tax as described in Section 4481 of the Internal Revenue Code? Are all annual certifications since the last FHWA compliance review available?
Yes, the Department has previously provided proof of all vehicles subject to the HVUT tax annually when requested by FHWA. The previous annual certification compliance reviews are available.
11. Per your last review, records show your current designee is Trish Vincent and Hannah Wilson. Is this information still valid? Please provide documentation that the signatory on certification has valid authority to sign for the governor.
Yes, this is valid and the certification documentation will be included.
12. Does the State have or is it seeking a computerized registration system? If so, is it proprietary to the State (the State developed it solely) or was it purchased from a vendor (which vendor)?
The Department of Revenue currently utilizes state developed systems; however, we are under development of a vendor-based system through FAST Enterprise.
13. What is the total number of vehicles registered for which proof of payment has been received during the current review period (e.g., calendar year, fiscal year, or whichever is compatible with IRS information)?
Unknown
14. Does the total number of vehicles for which proof of payment has been received agree reasonably well with the total number of vehicles registered in the taxable weight category during the current review period?
Unknown
15. Has there been any changes to the 2023 public relations/public involvement efforts used to inform owners of vehicles subject to the HVUT about the proof of payment requirements? (If so, please describe)
No Changes.
16. Has there been any changes to the recordkeeping retention policy since 2023? (Question both field/site personnel and State personnel.)

Missouri Department of Revenue

No Changes

17. If a third party has been delegated to perform the certification process, what oversight or quality assurance procedures are being followed? (Please provide procedure documentation.)

There are only internal audits that are completed for quality assurance purposes.

Appendix B

Acceptable Supporting Documents Internal Procedure

Overview

Explains what supporting documents are acceptable and verifications needed to obtain a MO apportioned plate registration.

Regulation

7 CRS 10-25.030 (12) The commission shall require the following prerequisite documentation to support an application for apportioned registration:

(A) Personal Property Tax Receipt Required. (B) Federal Heavy Vehicle Use Tax Receipt Required. (D) Lease Agreement. A copy of all lease agreement(s), if applicable, will be required for all vehicles under the control and possession of the registrant. (E) Titles. Proof of certificate of ownership is required for all vehicles.

IRP Plan – Section 305 Selection of Base Jurisdiction:

(a) An Applicant may elect as its Base Jurisdiction any Member Jurisdiction (i) where the Applicant has an Established Place of Business, (ii) where the Fleet the Applicant seeks to register under the Plan accrues distance, and (iii) where Records of the Fleet are maintained or can be made available. (b) An Applicant that does not have an Established Place of Business in any Jurisdiction may designate as a Base Jurisdiction any Member Jurisdiction (i) where the Applicant can demonstrate Residence, (ii) where the Fleet the Applicant seeks to register under the Plan accrues distance, and (iii) where Records of the Fleet are maintained or can be made available. (c) To establish Residence in a Member Jurisdiction, an Applicant must demonstrate to the satisfaction of the Member Jurisdiction at least three of the following: (i) if the Applicant is an individual, that his or her driver's license is issued by that Jurisdiction, (ii) if the Applicant is a corporation, that it is incorporated or registered to conduct business as a foreign corporation in that Jurisdiction, (iii) if the Applicant is a corporation, that the principal owner is a resident of that Jurisdiction, (iv) that the Applicant's federal income tax returns have been filed from an address in that Jurisdiction, (v) that the Applicant has paid personal income taxes to that Jurisdiction, (vi) that the Applicant has paid real estate or personal property taxes to that Jurisdiction, (vii) that the Applicant receives utility bills in that Jurisdiction in its name, (viii) that the Applicant has a Vehicle titled in that Jurisdiction in its name, or 29 (ix) that other factors clearly evidence the Applicant's legal Residence in that Jurisdiction.

IRP Plan – Section 268 Established Place of Business

"Established Place of Business" means a physical structure located within the Base Jurisdiction that is owned or leased by the Applicant or Registrant and whose street address shall be specified by the Applicant or Registrant. This physical structure shall be open for business and shall be staffed during regular business hours by one or more persons employed by the Applicant or Registrant on a permanent basis (i.e., not an independent contractor) for the purpose of the general management of the Applicant's or Registrant's trucking-related business (i.e., not limited to credentialing, distance, and

fuel reporting, and answering telephone inquiries). The Applicant or Registrant need not have land line telephone service at the physical structure. Records concerning the Fleet shall be maintained at this physical structure (unless such records are to be made available in accordance with the provisions of Section 1035). The Base Jurisdiction may accept information it deems pertinent to verify that an Applicant or Registrant has an Established Place of Business within the Base Jurisdiction.

RSMo Section 301.025

Personal property taxes and federal heavy vehicle use tax, paid when — tax receipt forms — failure to pay personal property tax, effect of, notification requirements, reinstatement fee, appeals — rulemaking, procedure.

County Assessor Manual

PPTR – 3 Taxation of Instrumentalities of Interstate Commerce B. (1) (a) - Many trucks are held and used by lessees. Missouri law provides that taxes may be assessed against the owner or holder of property. Section 137.075 RSMo. The assessor has the option of assessing the lessee or the owner. The burden is again upon the taxpayer to notify the assessor if the property should be assessed in the owner's name. A personal judgment can be obtained against the party assessed and any of that person's property can be attached to satisfy the tax lien. Sections 140.730 through 140.750 RSMo.

Acceptable Supporting Documents

Personal Property Tax Receipt

A copy of the preceding year's Missouri tax receipt in the name of the titled owner or registrant for all power units (owned and leased) must be submitted.

- Whether a vehicle will be listed or not on the preceding year's tax receipt is determined by the Purchase or Lease date.
 - The purchase or lease date can both be located by using vehicle supplement inquiry. The lease date is when the vehicle was first added onto the account.
 - Applications > Credentialing > Services > IRP > Vehicle inquiry menu tile box > Vehicle supplement inquiry
 - Enter the IRP account number or the customer ID. Select the "eye" next to the desired year.

ACCOUNT NO.	MVE CUSTOMER ID	FLEET NO.	FLEET EXP. MONTH/YEAR	SUPP. NO.	SERVICE TYPE	SUPP. STATUS	VIN	PLATE NO.	UNIT NO.	WEIGHT (LB)	FLEET TYPE	UNIT TRAILER NO.
10000	10000	001	01/2024	1000	New Asset	2 - OUTST	1GTPK3E181G100000	10000	100	15000	TRUCK	10000
10000	10000	001	01/2024	1001	Vehicle A - New	1 - INUSE	1GTPK3E181G100000	10000	100	15000	TRUCK	10000
10000	10000	001	01/2024	1002	Vehicle A - New	1 - INUSE	1GTPK3E181G100000	10000	100	15000	TRUCK	10000
10000	10000	001	01/2024	1003	Vehicle A - New	1 - INUSE	1GTPK3E181G100000	10000	100	15000	TRUCK	10000

- If the purchase or lease date of the vehicle is older than Jan 1st of the previous year, then it is required.
 - Look at when the vehicle was first registered on the account to determine the lease date.

Base Jurisdiction Gross Weight 6000	Purchase Date 04/01/2023	Purchase Price \$107000.00	Factory Price \$107000.00
TVR N	Title Jurisdiction MO - MISSOURI	Title No. APPLIED	In-State Plate Type
In-State Plate Weight	In-State Expiration Date	In-State Plate	In-State Fee \$0.00
Owner Name COLORADO FEE CHANGE TEST 2023	Owner Phone No.	Safety Responsibility O - Owner	Lease N
Safety USDOT 003532128	Safety TPID 854140536	Safety Change N - NO	Use Existing Plate N
Existing Plate	Change Name & Address on USDOT N	Override Grade Crossing Fee N	Override Bicentennial Fee N
Second Plate N	Override Second Plate Fee N	New Plate Required A	Remanufacture
Last Updated User ID AMATED1	Last Updated TimeStamp 04/26/2023 12:05:52 PM	Create UserID AMATED1	Create Timestamp 04/04/2023 09:06:42 AM
Office ID HQ			

MCRS Details			
Owner Name 50 STARS EXPRESS LLC	Street 2772 HAMPSHIRE RD APT 11	Street2	Zip Code 44106
Jur OH-OHIO	City CLEVELAND		

Registration Details			
Registration Issue Date 04/26/2023	Registration Eff Date 04/26/2023	Registration Exp Date 03/31/2024	TVR Issue Date 04/04/2023
TVR Eff. Date 04/14/2023	TVR Exp. Date 05/28/2023	Plate No. 00KA4A	Plate Type PWR

- Trailers do not have to be verified.
- A county issued waiver may be submitted if the carrier has not been assessed any property tax.
- An affidavit affirming no Missouri distance traveled may be submitted as well.
- Generally, the tax receipt is in the name of the registrant/applicant who applies for or renews license plates, the account holder. However, in some cases when the unit is leased and the owner is a Missouri resident, the tax receipt will be under the unit owner's name and a copy of the owner's Missouri county personal property tax receipt may be submitted.

- If the property tax receipt doesn't contain complete vehicle information, at a minimum of year and make, then a detailed vehicle listing may be requested to uniquely identify the vehicle.

Heavy Vehicle Use Tax Receipt (IRS Form 2290)

Form 2290 must be filed for the month the taxable vehicle is first used on public highways during the current period. It must be filed by the last day of the month following the month of first use.

- Trailers not applicable
- A copy of the electronic filing (E-File) showing all VIN's and the watermark.
- A category needs to be listed on the 2290 form.
- A stamped copy of the Schedule 1.
- A front and back copy of the cancelled check (the carrier's bank acct number must be blacked out) along with the Schedule 1 listing the VIN's.
- No proof of payment is required for newly purchased vehicles if the purchase date is within the last 60 days.
 - To determine the requirement for MCS, make sure to use the submit date and not the day the supplement is being processed.
- MCS can accept a 2290 for a vehicle if it is up to 2 digits off.
 - Add comments to the supplement reflecting the 2290 VIN number is 2 digits off.

Category A is at 55,000	Category B is 55,001 to 56,000
Category C is 56,001 to 57,000	Category D is 57,001 to 58,000
Category E is 58,001 to 59,000	Category F is 59,001 to 60,000
Category G is 60,001 to 61,000	Category H is 61,001 to 62,000
Category I is 62,001 to 63,000	Category J is 63,001 to 64,000
Category K is 64,001 to 65,000	Category L is 65,001 to 66,000
Category M is 66,001 to 67,000	Category N is 67,001 to 68,000
Category O is 68,001 to 69,000	Category P is 69,001 to 70,000
Category Q is 70,001 to 71,000	Category R is 71,001 to 72,000
Category S is 72,001 to 73,000	Category T is 73,001 to 74,000
Category U is 74,001 to 75,000	Category V is over 75,000
Category W is a "suspended vehicle" and acceptable	

Lease Agreement

- If the vehicle is leased (not titled to registrant/motor carrier), a lease agreement between the parties involved must be submitted with the following information for MCS verification.
 - Must identify the parties in agreement,
 - Must identify units by year, make, and VIN, and
 - Both parties must sign the lease
 - In some cases, there may be a third party (or more) involved. In this case, an additional lease agreement may be required

Note: There must be a full connection of lease agreements from the owner on the title to the registrant/motor carrier purchasing the license plate.

Title or Validated Titling Receipt

A copy of the current owner's title or validated title receipt is required.

- If power units are owned by the registrant/motor carrier, they must submit a Missouri title or title receipt in their name indicating they have applied for title in their name. The title or title receipt information should be identical to the registrant/motor carrier information.
- If the vehicle is leased, a copy of the current owner's title must be submitted, and this may be an out of state title. An out of state validated title receipt can be used if the validation can be determined. Refer to NADA book when necessary to determine if the out of state title is acceptable.

Note: In no case will MCS accept a signed over (assigned) title; new owner must apply for title in their name prior to being licensed. Salvage titles or title receipts are not acceptable. Bill of Sales are not acceptable.

FMCSA Biennial Update

- Biennial Updates are made through the FMCSA; however, we must verify.
- Registrants who do not have a USDOT number are not required to do any updates. (If it is to change the MCRS on the cab card then those updates must be reflected within 10 days.)
- Carriers who have a USDOT number will need to update their information in accordance with FMCSA's regulations for biennial update.
- Biennial update requirements are determined by that last 2 digits of the DOT number and need to be completed by the year and the month that is determined by those numbers.

If the USDOT number ends in 1 then it must be filed by the last day of January.
If the USDOT number ends in 2 then it must be filed by the last day of February.
If the USDOT number ends in 3 then it must be filed by the last day of March.
If the USDOT number ends in 4 then it must be filed by the last day of April.
If the USDOT number ends in 5 then it must be filed by the last day of May.
If the USDOT number ends in 6 then it must be filed by the last day of June.
If the USDOT number ends in 7 then it must be filed by the last day of July.
If the USDOT number ends in 8 then it must be filed by the last day of August.
If the USDOT number ends in 9 then it must be filed by the last day of September.
If the USDOT number ends in 0 then it must be filed by the last day of October.

- If the next to last digit of the USDOT is odd, the motor carrier shall file the update in every odd numbered calendar year. If the next to last digit of the USDOT is even, the motor carrier shall file the update in every even numbered calendar year.

Surrendered Plate or Registration Receipt for Plate Credit

Complete the surrendered plate sheet if the registrant/motor carrier is surrendering a plate for credit for the unit being licensed.

- Plates sent in by mail; will have this form processed by staff.
- The registration receipt will indicate the legal name, plate number, plate type (BL, L, or possibly F), licensed weight, and expiration date.

- Missouri BL, L, or F plate must be issued in the same registrant/motor carrier name applying for the apportioned license plate. It cannot be issued in any other name to obtain credit of the unused portion of the fees paid.
- Credit will be given from the current month the plate is surrendered until it expires at the end of the calendar year 12/31/XXXX. (I.e., surrender BL, L, or F plate in June, give 7 months credit)

3 Proof of Residency – P.O. Box not acceptable

- Secretary of State Registration
- Federal Income Tax returns
- State Income Tax returns
- Personal or Real Estate Property Tax returns
- Utility bill
- MO Title
- MO Drivers License
- Passport
 - The 3 documents do not have to be 3 matching addresses but providing different MO addresses does demonstrate residency issues and MCS has the prerogative to request additional proofs.

Appendix C

STATE CAPITOL
201 W. CAPITOL AVENUE, ROOM 216
JEFFERSON CITY, MISSOURI 65101



(573) 751-3222
WWW.GOVERNOR.MO.GOV

Mike Kehoe

GOVERNOR
STATE OF MISSOURI

October 16, 2025

Mr. Kevin Ward
U.S. Department of Transportation
Federal Highway Administration
3220 W Edgewood Suite H
Jefferson City, Missouri 65109

Dear Mr. Ward:

I hereby appoint the Director of the Missouri Department of Revenue, the Director of Motor Vehicle and Driver License Division, Missouri Department of Revenue, and the Director of the Motor Carrier Services Division, Missouri Department of Transportation, to serve as my designees for purposes of certification of evidence of payment of the federal heavy vehicle use tax.

Pursuant to 23 CFR 669.7, enclosed is Missouri's certification of evidence of payment of the federal heavy vehicle use tax for the period of October 1, 2024, through September 30, 2025.

Sincerely,

A handwritten signature in blue ink that reads "Michael Kehoe".

Mike L. Kehoe
Governor

c: Ed Hassinger, Director MoDOT

CERTIFICATION

We, Trish Vincent, Director, Missouri Department of Revenue; Hannah Wilson, Director of Motor Vehicle and Driver License Division, Missouri Department of Revenue; and Christopher Aaron Hubbard, Director of Motor Carrier Services, Missouri Department of Transportation, do hereby certify that evidence of payment of the heavy vehicle use tax pursuant to section 4481 of the Internal Revenue Code of 1954, as amended, is being obtained as a condition of registration for vehicles subject to such tax in accordance with 23 U.S.C. 141 (c) and applicable IRS rules including Federal apportionment penalties. This certification is for the period October 1, 2024, through September 30, 2025.

Trish Vincent**Director, Missouri Department of Revenue**

Signature



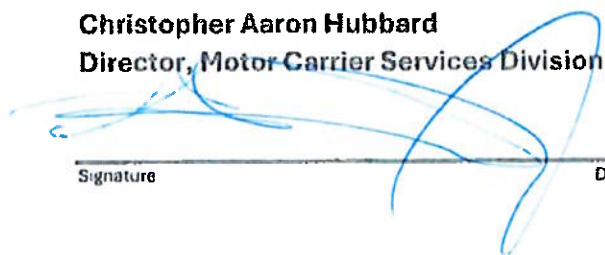
Date of Signature

Hannah Wilson**Director, Motor Vehicle and Driver License Division, Missouri Department of Revenue**

Signature



Date of Signature

Christopher Aaron Hubbard**Director, Motor Carrier Services Division, Missouri Department of Transportation**

Signature



Date of Signature

Adapted from Form FHWA-1563 (9-2003)

ISSUE BRIEF

TO: Governor Kehoe

FROM: Ed Hassinger, P.E.
MoDOT Director

CC: Adam Gresham, Chief of Staff

DATE: October 5, 2025

SUBJECT: MoDOT's Annual Financial Statement Audit for Fiscal Year Ending June 30, 2026 – Draft Auditor Communications Letter

I. ISSUE

RubinBrown, LLP conducted the annual MoDOT financial statement audit for the fiscal year ended June 30, 2026. Audit fieldwork commenced in August and continued through September. A draft auditor communications letter to the MHTC Audit Committee was received September 22, 2026, stating an unmodified or “clean” opinion.

II. RELEVANCE

Revised Statutes of Missouri, Section 21.795, require the Department to have an annual financial statement audit.

III. NEXT STEPS

The final independent audit report was provided on September 30, 2026. The Fiscal Year 2026 Annual Comprehensive Financial Report, including the independent audit report, is expected to be presented at the November 2026 Commission meeting. The issue brief for both final items will be provided after presentation to the Commission.

IV. SUPPLEMENTAL MATERIALS

Attached:

- *Draft Auditor Communications Letter*

V. CONTACT INFORMATION FOR FOLLOW UPS

Doug Hood, Financial Services Director, 573-526-3955

**MISSOURI DEPARTMENT
OF TRANSPORTATION**
AUDITOR COMMUNICATIONS
JUNE 30, 2026





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Suite 2100
St. Louis, MO 63105

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CERTIFIED PUBLIC ACCOUNTANTS & BUSINESS CONSULTANTS

Missouri Highways and Transportation Commission
Missouri Department of Transportation
Jefferson City, Missouri

We have audited the basic financial statements of the Missouri Department of Transportation (the Department) for the year ended June 30, 2026, and have issued our report thereon dated September 30, 2026. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated June 9, 2026. Professional standards also require that we communicate to you the following information related to our audit.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Department are described in Note 1 to the financial statements. During the year ended June 30, 2026, the Department implemented Governmental Accounting Standards Board (GASB) Statement No. 103, *Financial Reporting Model Improvements* and GASB Statement No. 104, *Disclosure of Certain Capital Assets*. Apart from these, no new accounting standards were implemented, and the application of existing accounting standards remained unchanged. We noted no transactions entered into during the year for which there was a lack of authoritative guidance or consensus. No significant transactions have been recognized in a different period than when the transactions occurred. There are no instances where we consider a significant accounting practice that is acceptable under the applicable financial reporting framework not to be most appropriate to the particular circumstances of the Department.

For purposes of this communication, professional standards require us to communicate to you significant unusual transactions identified during our audit. There were no significant unusual transactions identified as a result of our audit procedures that were brought to the attention of management.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements are:

- Depreciation is based on management's estimate of the useful lives for capital assets, including infrastructure
- The estimated liability for self-insurance claims incurred but not yet reported is based on an actuarial valuation

We evaluated the key factors and the assumptions used to develop the above estimates and determined they are reasonable in relation to the financial statements taken as a whole.

The disclosures in the financial statements are neutral, consistent and clear. Certain financial statement disclosures are particularly sensitive because of their significance to the financial statements' users. The most sensitive disclosures affecting the financial statements are:

- Note 2 - Deposits and Investments
- Note 6 - Capital Assets
- Note 7 - Risk Management
- Note 8 - Medical and Life Insurance Plan
- Note 9 - Pension Plan
- Note 10 - Other Post-Employment Benefits (OPEB)
- Note 11 - Financing and Other Obligations
- Note 15 - Accounting Pronouncements
- Note 16 - Restatement

Circumstances That Affect The Form And Content Of The Auditors' Report

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report. We expect to make the following modification to our auditors' report:

- An emphasis of matter relating to a restatement

Matters Resulting In Consultation Outside The Engagement Team

The following significant and relevant matters resulted in consultations outside of our engagement team:

- We consulted with a member outside of the engagement team regarding the restatement of the financial statements as discussed in Note 16.

Difficulties Encountered In Performing The Audit

We encountered no difficulties in dealing with management in performing and completing our audit.

Corrected And Uncorrected Misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole.

The Department has elected not to reduce the liability for incurred but not reported (IBNR) claims as of June 30, 2026 in response to the reduction of the known claims liability recorded via a restatement in fiscal year 2026. Had this reduction in IBNR claims been reported, the claims liability would have been reduced by an estimated \$12.3 million. The Department considers this estimated reduction to be immaterial to the financial statements.

In addition, our audit procedures identified one improperly expensed asset related to installment payments for the purchase of vans. We brought this to the attention of management, and management determined that an adjustment was necessary to increase beginning of year net position and decrease fiscal year 2025 program delivery expenses by \$887,250. Additionally, management determined that an adjustment was necessary to decrease program delivery expenses in the current year and increase capital assets by \$798,525. These corrections have been made within the financial statements.

Disagreements With Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Improve I-70 Program

As part of our tests of the Department's compliance with the provisions of laws, regulations, contracts, and grants, we performed testwork related to the Governor's Improve I-70 program, which is administered by the Department. We obtained a listing of all expenditures on projects related to the program for the year ended June 30, 2026, and reconciled this listing to the underlying accounting records. From this listing, we selected a sample of projects for testing.

We obtained the project cost detail report for each of our samples and reviewed invoices from this detail in order to verify that expenditures were appropriate and within the scope of the program and were recorded in the correct fiscal period. Additionally, we reviewed the Improve I-70 website and verified that each project in our sample appeared on the website. We did not identify any exceptions while performing this testing.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated September 30, 2026. A copy of this letter is included as an attachment to this letter.

Management Consultations With Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves the application of an accounting principle to an entity's financial statements or a determination of the type of auditors' opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

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Other Audit Findings Or Issues

As the Department's auditors, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of the Missouri Highways and Transportation Commission and management of the Department and is not intended to be and should not be used by anyone other than these specified parties.

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