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Missouri Highways and Transportation Commission Members

Chair
Warren K. Erdman
Appointed: 10/05/2022
Term Ending**:** 03/01/2027
Political Party: Republican

Vice Chair
W. Dustin Boatwright
Appointed: 09/28/2020
Term Ending: 03/01/2025
Political Party: Independent

Gregg C. Smith
Appointed: 06/03/2013
Term Ending: 03/01/2019
Political Party: Democrat

Francis Slay
Appointed: 01/02/2024
Term Ending: 03/01/2027
Political Party: Democrat

Daniel Hegeman
Appointed: 01/02/2024
Term Ending: 03/01/2029
Political Party: Republican

Ann Marie Baker
Appointed: 04/15/2024
Term Ending: 03/01/2029
Political Party: Republican

MoDOT Leadership

Ed Hassinger, P.E., was named director on November 13, 2024, following 2 months as interim director. Prior to the interim role, Ed served as chief engineer beginning in 2013, and added the title of deputy director in December 2018. He previously served as St. Louis district engineer for 12 years. He began his MoDOT career in 1984 as a design engineer in the Bridge Division. He's also worked as a traffic engineer, bridge maintenance engineer, assistant district engineer in St. Louis, and spent one year as the district engineer in the Northeast District in Hannibal.

Eric Schroeter, P.E., was named deputy director/chief engineer on December 12, 2024. Eric served as the assistant chief engineer the previous six years, after serving as state design engineer for over five years. He has enjoyed a 30-plus year career at MoDOT in a variety of positions, including construction, operations and design at both the district and Central Office management levels. He was interim district engineer in the Central District prior to becoming state design engineer.

Mark Croarkin, P.E., was named Assistant Chief Engineer on February 10, 2025**.** Mark served as district engineer for the Southeast District the previous four years. He's been with the department for nearly 27 years, including serving as a resident engineer in the Northeast District and being on one of the first MoDOT Design-Build teams, the Statewide Safe and Sound Bridge Program. In addition, he has been the St. Louis district bridge maintenance engineer and district maintenance engineer, as well as assistant district engineer.

Brenda Morris, CPA, was named chief financial officer in January 2019. Previously, she served as MoDOT's Financial Services/Resource Management director since October 2007. She has been with the department for 27 years and in state government for 35 years.

Becky Allmeroth, P.E., was named chief safety and operations officer in January 2019. She became the state maintenance engineer in June 2015, following six years as district maintenance engineer in the St. Louis District. A 29-year MoDOT veteran, she started her career as a highway designer in Willow Springs. In 1996, she moved to the St. Louis District where she worked in planning and traffic.

Lester Woods has served as Interim Chief Administrative Officer since July 2019 and was permanently appointed to the position in April 2020. He previously served nearly 18 years as External Civil Rights director. Before joining MoDOT, he worked in human relations at the University of Missouri.

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Section 8 – Certification and Federal-Aid Project Oversight

Certification

MoDOT certifies that the transportation planning process is being carried out in accordance with the following requirements in 23 CFR 450.218(a).

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101 (b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in department of transportation funded projects;
5. 23 CFR part 230 regarding implementation of an equal opportunity program on federal and federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
7. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the 1990 Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In addition to the above specifically stated requirements, 23 CFR 450.216 describes a number of requirements that MoDOT ensures are met with submission of the Statewide Transportation Improvement Program (STIP). These requirements are as follows:

1. Public involvement was provided for the STIP development as required by 23 CFR 450.210(a).
2. The metropolitan planning area Transportation Improvement Programs (TIPs) are included by reference, without modification, in the STIP and have been approved by the Governor of Missouri.
3. In non-attainment and maintenance areas, the STIP contains only transportation projects found to conform, or from programs that conform, to the air quality requirements.
4. The STIP contains only transportation projects consistent with the long-range statewide plan.
5. The STIP is financially constrained by year as required.
6. The STIP includes a descriptive list of priority transportation projects to be carried out in the first four years.
7. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects requiring action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA).

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8. The STIP contains all regionally significant projects requiring action by FHWA and FTA.
9. The STIP was developed in consultation with local officials with responsibility for transportation and with Indian Tribal governments.

Federal-Aid Project Oversight Agreement

Background and Purpose

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991; the Transportation Equity Act for the 21st Century (TEA-21) of 1998; the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) of 2005; the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 and the Fixing America's Surface Transportation (FAST) Act of 2015 allow states to assume certain responsibilities for FHWA in some National Environmental Policy Act approvals and in the design, construction, award and inspection of certain federal-aid projects.

Section 106 of Title 23, Project Approval and Oversight, requires an agreement between the Secretary of Transportation and the State relating to the extent to which the State assumes nearly all FHWA responsibilities for projects under Title 23 for project development (plans, specifications, and estimates), contract awards, and inspections/final acceptance of federal-aid highway projects. The FHWA Missouri Division and MoDOT updated the FHWA/MoDOT Stewardship and Oversight Agreement on April 15, 2015. The agreement outlines the basic oversight responsibilities and roles of the two agencies in administering the federal aid program in Missouri. The following is a summation regarding oversight responsibilities.

Oversight Responsibilities

Oversight responsibilities can be identified through FHWA's Risk-Based Stewardship and Oversight model. Risk-Based Stewardship and Oversight has three main components: (1) data-driven compliance assurance, i.e., the Compliance Assessment Program (CAP), (2) risk-based stewardship and oversight of Projects of Division Interest (PoDI), and (3) Program Reviews (or annual reviews).

CAP – The purpose of the CAP is to provide reasonable assurance, at both the national and local levels, that federal-aid highway design and construction projects are in compliance with key federal requirements. This is accomplished through FHWA compliance reviews in the areas of civil rights, contract administration, emergency relief, environment, finance, material quality, planning, realty, and work zones. FHWA reviews will be coordinated with appropriate MoDOT staff, as necessary. Unless a CAP project is identified as a PoDI, MoDOT will assume oversight responsibility for all CAP projects.

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PoDI - FHWA's level of involvement (oversight) on PoDIs will vary by project, dependent upon identified risk elements specific to the individual projects. FHWA involvement on PoDIs will be developed based upon project specifics, such as project complexity, cost, scope of work to be constructed, environmental constraints or commitments, impacts to traffic, additions or modification to interstate access, etc. On low-risk projects, such as those of low complexity or with minimal traffic impacts, FHWA involvement may be limited to elements developed during preliminary design stages, while complex projects may require involvement throughout the design phase up to, and including, review and approval of the final Plans, Specifications, and Estimates. Construction risk will be assessed in much the same manner. Projects of low complexity or with minimal traffic impacts may require a lesser level of FHWA involvement during construction, while complex projects may require involvement in all facets of the construction. FHWA involvement during both design and construction will be developed in coordination with MoDOT. A PoDI can be any project with federal aid, whether administered by MoDOT or a local public agency. MoDOT assumes oversight responsibility for all non-PoDI projects. A listing of programmed PoDI projects can be found in the Engineering Policy Guide at Category:123 Federal-Aid Highway Program - Engineering Policy Guide

Identification of CAP and PoDI Projects

CAP – Around April of each year, the project population for each FHWA division office will be randomly identified by FHWA Headquarter's Program Management Improvement Team and will include all federal-aid projects authorized for construction or advance construction within the last 12 months.

PoDI – PoDIs are identified collaboratively by MoDOT and FHWA and have an elevated level of risk (threat or opportunity) to the agency's successful delivery of the federal highway program. In addition to regular amendments of MoDOT's STIP, MoDOT and FHWA will conduct an annual review of the MoDOT STIP to identify the projects that will be administered as PoDI by FHWA. CAP projects are eligible to be identified as PoDI.

Authorization of Work and Obligation of Federal Funds

MoDOT will not submit requests for the authorization of work and obligation of federal funds on any federal-aid construction project until the National Environmental Policy Act (NEPA) approval process has been completed; right of way, utility, and railroad clearance has been approved; and the project for which federal funds are being requested is listed in MoDOT's STIP, and, if necessary, in the appropriate Metropolitan Planning Organization's TIP.

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Other Oversight Agreement Provisions

This agreement is made with the following understandings:

- MoDOT will administer all projects previously authorized prior to the effective date of this agreement under certification acceptance as though the projects were authorized under the provisions of this agreement.

- All non-Title 23 U.S.C. requirements will continue to be subject to FHWA project review, oversight, and approval.

- All projects on the National Highway System (interstate and non-interstate) will conform to MoDOT adopted design and construction standards as approved by FHWA. Amendments or revisions to these standards are subject to FHWA's review and approval.

- All non-National Highway System projects shall be designed, constructed, operated and maintained in accordance with state laws, regulations and directives, and safety, design and construction standards.

- FHWA may complete a final inspection and final acceptance on FHWA identified PoDI projects. MoDOT assumes this responsibility for all other projects. MoDOT will act to close projects in a timely manner.

- This agreement does not preclude FHWA from observing a federal-aid highway project under MoDOT responsibility, including those under a local public agency agreement, should the project contain unique features, if unusual circumstances arise, or should such projects be party to inclusion in joint agency MoDOT Quality Assurance Reviews or FHWA Process Review and Evaluations.

- FHWA and MoDOT enter into this agreement to conduct project oversight activities in accordance with the above stipulated agreement provisions. The effectiveness of these oversight responsibilities will be evaluated periodically, and adjustments made upon mutual agreement.

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Certification

It is hereby certified that MoDOT will follow all federal and state laws, regulations and directives for the design, construction, operation and maintenance of all federal-aid projects.

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