



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, APRIL 2, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, April 2, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 1:30 p.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Francis G. Slay, and Ann Marie Baker. Daniel J. Hegeman was present via WebEx.

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 for the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, April 2, 2025.

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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, Absent
Commissioner Hegeman, Aye
Commissioner Slay, Aye
Commissioner Baker, Aye

The Commission met in closed session on April 2, 2025, at 9:40 a.m. and adjourned at 11:45 a.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, a quorum of Commission members present approved the minutes of the regular meetings held on March 5, 2025, and the special meeting held on March 4, 2025.

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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 April 2, 2025, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Slay, seconded by Commissioner Smith, the 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 April 2, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for June 2025.

Legislative Committee – Commissioner Boatwright shared that the upon their return from legislative spring break members of the General Assembly were intent on getting things done. Especially in the House, as numerous bills had hearings in committees, and many more were debated and passed on the House floor.

Safety measures that the Commission and department support have been amended to legislative proposals that are moving through the process. Sponsored by Representative Dave Griffith (R-Jefferson City), House Committee Substitute (HCS) House Bill (HB) 87, increases the penalties for driving while intoxicated, and includes stronger ignition interlock language. It has crossed over to the Senate and has been referred to the Senate Judiciary and Civil and Criminal Jurisprudence Committee. Similarly, HCS HB 117, sponsored by Representative Jim Murphy (R-St. Louis), also includes ignition interlock language. This proposal has made its way through the House committee process.

This year, the General Assembly has filed proposals that will create a federal road fund, which all disbursements to Missouri from the federal government for highway purposes would be deposited. The money in the federal road fund would then be appropriated by the General Assembly. The Commission and staff continue to monitor these proposals closely as it will have several impacts including:

- uncertainty about the level of funds available for road and bridge construction projects annually;
- Regional Planning Commission (RPC) and Metropolitan Planning Organization (MPO) participation in project selection through the planning process;

- the formulaic distribution of transportation funds across the state;
- it could trigger a bond review and increase costs to borrow money; and
- will likely increase project costs from contractors who have to factor in the risk of not knowing if funds will be available from year to year.

The budget process is in full swing. Earlier this session, staff presented the department’s budget to the General Assembly and participated in hearings. Now the House has debated the bills on the floor. Next, the Senate will take bills under consideration and make their changes. By the time this will be reported at the next Commission meeting, the budget could be completed or will be close to completion.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next MTFC meeting will held in May.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Hegeman reported there was no report and the next MPERS meeting is tentatively scheduled for April 18, if needed, otherwise the board will not meet again until June 20, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported as of Thursday, March 27 there have been 177 people killed in Missouri traffic crashes so far in 2025. This is a 2 percent decrease compared to this time last year.

The month of April represents a point of emphasis for highway safety. Not only is April recognized as Distracted Driving Awareness month, but it is also the time of year in which MoDOT and other DOTs across the country promote Work Zone Awareness Week.

Work Zone Awareness Week will kick off on Monday, April 21 with MoDOT and other coalition partners hosting a variety of events across the state, including several press events and other media engagements. The message is simple: We are asking all drivers to work with us to keep Missouri work zones safe. Later in today’s meeting, there will be a presentation on what the department is doing to improve work zone safety in Missouri.

For Distracted Driving Awareness, the Coalition will once again be partnering with AAA and other partners for an event at the Missouri Capitol rotunda on Tuesday, April 22. This will be a great opportunity to remind Missourians of the Siddens-Bening hands-free law and continue emphasizing the importance of putting down the phone while driving.

Finally, the executive committee is in a time of transition with several changes in state agency leadership. The Committee is looking forward to conveying with the new committee members at the next meeting tentatively scheduled for early June.

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DIRECTOR’S REPORT

During the April 2, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Improve I-70 Groundbreaking – Director Hassinger reported that on March 20, the department broke ground on the second Improve I-70 Project in Foristell. He noted a great crowd was present to help MoDOT kick off the largest single project in MoDOT history, which stretches from Warrenton to Wentzville. The department was fortunate enough to have Vice Chairman Boatwright and Commissioner Slay in attendance, as well as Senate Transportation Committee Chairman Travis Fitzwater, Congressmen Bob Onder, and many General Assembly members, a few local elected officials, and the department’s

contracting partners. The Director shared a short video highlighting some of the remarks shared at the ceremony.

Director Hassinger stated this was another historic milestone for the I-70 program, and Program Director Eric Kopinski and his team are wasting no time getting to work. The department looks forward to sharing updates as these project progress.

ACEC Awards – Director Hassinger shared that last month, several MoDOT projects and contracting teams were recognized at the American Council of Engineering Companies (ACEC) Missouri’s – Annual Awards Banquet in Kansas City. The Director stated he was honored to be there and help present a few MoDOT team members and consulting partners with awards for their excellence in engineering: the project to replace Broadway bridge over I-44 in downtown St. Louis received an Honor Award in the Structural Systems category as did the Fixing Access to Rural Missouri – or FARM – Bridge Program. The Route 25 and K Intersection Safety Improvements project in the Southeast District won an Honor Award in the Transportation Category. Director Hassinger noted that MoDOT also had four projects recognized with a Grand Award: the I-70 Environmental Impact Statement (EIS) National Environmental Policy Act (NEPA) Re-evaluation took home the award in the Studies, Research, and Consulting Engineering Services category. A project to help locate guardrail end terminals on Missouri’s highways system won a Grand Award in the Surveying/Mapping Technology category. A 40- minute documentary discussing the Rex Whitton Expressway and Lafayette Interchange mitigation project was awarded the Grand Award in Environmental category. The I-49 and Route 7 interchange improvement project in the Kansas City District won the Grand Award in the Transportation category for its diverging diamond. Lastly, the I-270 North project was awarded the Grand Conceptor award. The Director noted that was a lot of recognition for MoDOT projects, and it goes to show the quality of the work the department is putting out with the help of consultants. He congratulated each of the team members on the recognition from the industry.

Reason Foundation – Missouri Ranking – Director Hassinger shared good news and positive feedback regarding the state highway system. Last month, the Reason Foundation published its Annual Highway Report, which measures the condition and cost-effectiveness of all 50 state highway systems. In that report, Missouri ranked ninth in the nation in highway performance and cost-effectiveness. That is the same system that ranks forty-seventh nationally in revenue per mile. It is pretty telling that MoDOT is getting more bang for our buck here in Missouri than most other places across the country. The same report ranked Missouri third in terms of capital and bridge disbursements, meaning the costs of building new roads and bridges and widening existing ones. Missouri also ranked fifth nationwide in administrative

disbursements. The Director noted these are all improvements over rankings in last year's report, and he believes it is reaffirming what is known to be true: MoDOT is entrusted with a huge responsibility to invest wisely in this transportation system, and the Commission and staff are among some of the best at doing that efficiently and effectively.

TEAM Recap – Director Hassinger stated last month he had the privilege to join 42 partners and more than 600 engineers at the Transportation Engineers Association of Missouri – or TEAM – annual conference. This was a really great event with important discussions around safety enhancements, innovation and new technology, and project delivery techniques. A lot of the team at MoDOT is involved in this organization and event, and many of them presented, sharing insights, updates, and best practices on projects and processes being worked on across the state. Presentations covered topics like safe work zones, Improve I-70 updates, arterial design considerations, reducing environmental impacts, and so many others. It was three days packed with engaging and educational opportunities for the teams to make sure they are maintaining that world-class standard in engineering. Director Hassinger acknowledged the hard work of the TEAM Governing Board and noted MoDOT has a few different employees represented on that board, and they did a fabulous job pulling this event together.

Innovations Showcase – Director Hassinger shared tomorrow, April 3, is the department's annual Innovations Showcase. He noted the showcase is one of his favorite events of the year and next month the department will share some highlights. The Director took a moment to remind everyone why the Innovations Challenge is so important to the department and this team. Innovation is bred out of necessity, which was also the case at MoDOT years ago. It quickly gained momentum and evolved into a crucial part of the department's culture. It starts here in this room, with the support of the Commission and executive leadership, but it thrives because of the people that will be at tomorrow's Challenge – the front-line "doers" looking for ways to make their work better, safer, and more efficient. Tomorrow is the department's chance to celebrate them, but more importantly, to build upon their successes. It is where people will go from innovation to innovation, and practically see the light bulb come on, planting the seeds for the next great idea. It is such a great opportunity to keep the department energized to innovate, and the Director looks forward to seeing this year's successes up close.

Distinguished Service – Commissioner Erdman highlighted an honor bestowed to Director Hassinger on March 14. The Mizzou College of Engineering bestowed its highest honor, the Missouri Honor Award for Distinguished Service, on Ed Hassinger, director of the Missouri Department of Transportation (MoDOT). Commissioner Erdman noted as a former Curator of the University of Missouri, this is one of the more significant awards the University presents. Director Hassinger's education at Mizzou was the start of a

40-year career in engineering. Mr. Hassinger earned his bachelor's degree in civil engineering from Mizzou and promptly went to work for MoDOT as a design engineer in the bridge division. Among his many achievements over the years, he oversaw MoDOT's transportation planning, design, construction, maintenance and operations activities statewide.

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PUBLIC COMMENT

CONCERNS ABOUT COMMISSION TRANSPARENCY AND ROADWAY SAFETY

Arnie Dienoff expressed his concern on several fronts with the Commission. He shared his displeasure of the Commission and the department because meeting materials are not posted online in advance of the meeting. He requested the closed meeting votes from the Commission's closed meeting in the morning, and the open meeting material. He requested the department order the Burlington Northern Railroad to move their stored railroad cars further away from the railroad crossing. He stated the current state law says railroad cars can be parked 250 feet from a crossing, and he is working on legislation to change that to 500 feet. He also noted he is working to have a crossing gate at all railroad crossings. Mr. Dienoff also noted that there are many bent signs in the state due to weather related issues. He also discussed Old Route 36 in Caldwell County.

Commissioner Erdman thanked Mr. Dienoff for his comments.

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MODOT PRESENTATIONS

WORK ZONE AWARENESS

On behalf of the Director, Jon Nelson, State Highway Safety and Traffic Engineer, and Alex Wassman, Traffic Liaison Engineer, previewed plans for Work Zone Awareness Week. Mr. Nelson began his presentation by thanking the many team members throughout MoDOT who have put in a lot of time and energy into the improvements that will be presented. A few years ago the department established a safety response team and this team was created for the sole purpose of elevating safety throughout all

department operations, including work zones. Since inception, numerous employees from across different divisions and districts have helped moved the department to current processes. Mr. Nelson thanked those many team members that have put in a lot of work for the things that have been accomplished. He also acknowledged that work zone safety is personal for MoDOT and it is personal for the department's contractors and partners. This topic is presented every April commission meeting, as every employee in the department has either been in an active work zone or have a personal relationship with others who are in the field on a regular basis. Every day in Missouri, approximately 2,800 MoDOT employees are serving the public out on the road, often in a boots on the ground capacity in some kind of work zone. On top of that, another 10,000 or so contractors are working on hundreds of construction projects throughout the state. Many times these dedicated individuals find themselves in vulnerable environments working just a few feet away from drivers passing by in 5,000 pound plus vehicles. This is an issue that hits close to home for the department, and this is never more evident than when a team member is lost in the line of duty. The MODOT team has had to say goodbye to a team member 140 times, most recently last September with the loss of senior maintenance worker Jay Bone. Mr. Nelson stated today is to honor Jay and the other 139 team members lost by doing everything possible to keep work zones safe so that everyone can go home safe at the end of the day.

Mr. Nelson reminded everyone that there is still a lot of work to do, as springtime takes center stage bringing a noticeable increase in road work and highway construction. MoDOT's 2025 Work Zone Awareness Week begins April 21, which coincides with the National Work Zone Awareness Week of April 21-25. Missouri is going to have a record number of work zones this year due to the increased program, estimates are there will be 800 to 1,000 work zones active on any given day. As the department continues to deliver projects at a historic pace, there has never been a more important time to emphasize work zone safety than right now. Work zones are an inevitable component of providing a transportation system that benefits all Missourians and to provide a transportation system that is both safe and reliable.

MoDOT's goal is zero fatalities in work zones. Only through continued improvement from everyone will that happen. This year's Work Zone Awareness theme is "Work with Us: You Play a Role in Work Zone Safety," highlighting the important role workers and motorists each play in work zone safety. The department will continue to emphasize the Buckle Up Phone Down initiative, educating the public to put their phones down and wear their seat belts in work zones. The department is also working internally to reduce fatalities in work zones with innovation and new equipment for training and safety purposes.

The reality of work zone safety is grim. Over the last five years, 5,059 people have been injured in work zone crashes. Last year Missouri lost 23 people, and according to preliminary data, 90 people were seriously injured in work zone crashes. MoDOT's Truck Mounted Attenuators (TMAs) – or protective vehicles – continue to get hit. Drivers crashed into these TMAs 35 times. These protective vehicles are designed to get a driver's attention to slow down and move over. They are the only thing between workers making road improvements or repairs and the traveling public. Mr., Nelson noted that these numbers are down compared to 2023, a result that hopefully points to the fact that the efforts being undertaken to improve work zone safety is having a positive impact.

Highway workers are relying on the drivers around them to make safe decisions. Mr. Nelson shared contributing circumstances for work zone crashes: aggressive driving, distracted/inattentive driving, and driving too fast. Last year, distracted driving contributed to 356 work zone crashes in Missouri. The flashing lights and large message boards can only do so much good when a driver's face is buried in the lights of their cellphone. Drivers are being urged to always stay alert and expect the unexpected behind the wheel. Aggressive driving is one of the top contributors to work zone crashes; last year aggressive driving was the contributing factor in fifty percent of work zone crashes. Asking drivers to stay alert and slowing down is not only for the safety of MoDOT crews but to protect the drivers, too.

Mr. Wassman shared some of the safety focus strategies the department is using to make work zones safer including the Safety Response Team, identifying high risk area and adding them to risk based assessments, and typical applications. These updated typical applications drawings will emphasize to the employees using them where they should be most cautious and where they should avoid altogether in a work zone in order to stay safe. In addition to the physical signing, striping, and channelizers traditionally used to notify motorists of a work zone, the department has implemented several driver information measures to warn motorists virtually. Many MoDOT maintenance and emergency response vehicles now have GPS with an alert system, which could send messages about stopped or slow move vehicles to customers through third-party navigation apps like Waze. The system is automatically activated by certain triggers in the vehicle such as an operator turning on the vehicle warning lights. A similar system has been used in several work zones to send an automated notification to the traffic management centers when cones are placed on the roadway or a flashing arrow board is turned on indicating that a lane drop is present. This allows for the timely posting of messages to alert motorists as soon as a work zone is active. Finally, the work zone data exchange is a national effort to standardize and make available work zone information from all states for third party use. This information benefits navigation users and also has the potential to assist automated driving systems. The department's goal over the next year is to communicate more real-time work zone information rather than static work zone information such as when a lane closure is present on a major highway.

Mr. Wassman noted that drivers have gotten more distracted over time, and a key to getting the attention of drivers is to improve the visibility. MoDOT has expanded the use of advanced warning vehicles to alert motorists of work ahead before they arrive at slow moving operations like striping. Truck mounted attenuators now have more visible changeable message boards that can display larger arrows and are more flexible in the type of messaging that is allowed. Mr. Wassman reported that the department frequently tests innovative equipment to keep our crews, contractors, and the public safe. Automated panic

lights are an example of innovative equipment. The system, currently undergoing testing and development at this moment, detects when a vehicle is approaching a TMA too fast or getting too close and will activate the vehicle's existing flashing lights and horns to get the attention of the motorist. Other new equipment is made to answer the question how to get workers off the roadway as much as possible, such as flagging, clearing debris from roadway, pothole patching, and intersection pavement marking. These are all areas where vehicle technology has progressed to allow work to be completed without leaving the cab of the vehicle. These have traditionally been some of the higher risk tasks that workers undertake so removing workers from the roadway should result in a great safety benefit. Mr. Wassman highlighted the newest piece of equipment, which is a pavement marking truck with a robotic arm. This truck allows workers to put down intersection pavement markings from the safety of a truck cab rather than having to get out and apply them by hand. The pavement marking truck went through an on-site demo in February and will be delivered and begin testing in May.

The department continues their partnership with law enforcement whose presence in work zones is a strategy to reduce the speed of traffic in the work zone. Mr. Nelson provided data about the Improve I-70 work zone between Columbia and Kingdom City. Within the 55 mile per hour speed limit in the work zone, the recent analysis showed that 89 percent of drivers were exceeding the speed limit by 5 miles per hour or more. This is compared to only 32 percent of drivers in 2024 when the speed limit was the original 70 miles per hour. Also, 58 percent of motorists were traveling at least 10 miles per hour over the speed limit and almost 9 percent of all vehicles were traveling at least 15 miles per hour over the speed limit or at 70 miles per hour in a 55 mile per hour speed limit in the work zone. Another strategy used is public awareness campaigns such as Buckle Up, Phone Done, and spreading the word the new hands-free law. As construction season ramps up, all of these strategies are simply asking everyone to work with us, buckle up, slow down and stay alert, for our safety and yours.

Commissioner Boatwright thanked Mr. Nelson and Mr. Wassman for sharing about all the work that is going on to educate the public about work zone safety. He noted now more than ever Work Zone Awareness Week is one of the most important weeks of the year. The department is looking at more work zones in Missouri than ever before for this upcoming construction season. Looking at these statistics, it is clear why we are asking people to “work with us.” Commissioner Boatwright stated everyone is trying to get home safely – the traveling public in their cars, and the thousands of the department’s workforce with their boots on the ground every day.

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MULTIMODAL OPERATIONS DIVISION FUNDING

On behalf of the Director, Jerica Holtsclaw, Multimodal Operations Director, presented a brief overview of the funding of the Multimodal Operations Division. Multimodal includes non-highway modes of transportation such as aviation, transit, rail, freight, and waterways.

Unlike highways, MoDOT does not own multimodal facilities such as airports, railways, ports, or transit vans. Instead, the department’s role is to administer funding and provide an oversight role for multimodal improvements and ensure compliance with state and federal regulations. Since this division administers programs and projects that are not on the state system and not owned by MoDOT, the funds used to support multimodal operations such as salaries and expenses do not come from the State Road Fund, with the exception of a small number of railroad section employees that manage state highway rail crossing projects on the state system. The multimodal division has five different appropriations that support salaries that come from five different funding sources. Ms. Holtsclaw noted that each year during legislative session, MoDOT has to get all of the funds reappropriated because these funds do not stand appropriated like the State Road Fund. Since most projects and programs are off system and non-highway modes, Book 2 in the MoDOT Budget Book is entirely Multimodal Operations Division, which is unique. All other division and district budgets are housed in Book 1 since its primarily state road fund.

Ms. Holtsclaw highlighted the many entities staff work with in the non-highway modes: 120 airports from the two large airports that get federal money directly from the Federal Aviation Administration (FAA) to the smaller federally funded airports where federal money runs through MoDOT and the very small airports that only get state funds; over 150 transit subrecipients in five federal programs that support both public transit and specialized transit; five Class 1 railroads; 19 ports and over 1,000 miles of navigable river; and two public supported ferries. She noted there are several funding sources, both state and federal. The state funding sources are as follows:

Aviation Trust Fund: Missouri has a dedicated state revenue stream for airports from the Aviation Trust fund. The funds are generated from jet fuel sales tax proceeds and are primarily used for aviation projects and also to support the Aviation section within the division. These funds are mainly for the thirty state funded only airports that do not receive any federal funds. Missouri also has a 9 cent per gallon general aviation fuel tax that is deposited into this account. The fund typically generates \$6 million per year.

Railroad Expense Fund: The Multimodal Operations division assesses the railroad companies a fee each year to cover the expenses of staff time for rail inspection. This fund generates about \$2 million per year.

Grade Crossing Safety Account: Each year the department gets approximately \$1.5 million of state funds from the Grade Crossing Safety Account and those funds are generated by a 25 cent motor vehicle registration and/or renewal fee.

State Transportation Fund: This fund is supported by one percent of the state sales tax on motor vehicles. The state transportation fund can only be utilized for transportation purposes other than highways, which is multimodal operations for aviation, transit, railroads, ports, and waterways. This fund typically generates about \$6 million per year.

State Road Fund: The Multimodal Division does not get a large portion of the State Road Fund but those funds can be used for some railroad coordination for highway, such as rail crossing projects.

General Revenue:

- **Legislative Designated Projects** – Multimodal Operations staff oversee administering numerous projects selected by the General Assembly that are General Revenue Funded.
- **Core Budget Items** – The Multimodal Division has several items that are part of the core budget that are funded by General Revenue. For example, the Missouri's Elderly and Handicap Transportation Assistance Program (MEHTAP) is funded by General Revenue.
- **Waterways and Ports Trust Fund** – The fund consists of money appropriated by the General Assembly and is General Revenue. On a yearly basis the ports get around \$12 million to spend on capital improvements from this fund, but only have two years to spend the money so the appropriation limit is set at \$20 million. This fund is able to receive monies from donations and grants.

The state funding sources are as follows:

Federal Funding: There are five different programs for transit, and ten federal funding streams for aviation. There is also federal funding for light rail such as Metrolink, KC Streetcar, and Delmar Loop Trolley.

FHWA Highway-Rail Safety Funds: The department receives \$6 million for railway-safety.

Ms. Holtsclaw then focused on Aviation and Transit federal money as they are most of the federal funds and are the most complicated. Each year the department applies for their portion of federal funds in both Aviation and Transit. Most programs have four years to spend the funds from that one year of allocation. At any given time, staff are tracking several years' worth of funds and how these funds could

be spent. Currently for aviation, there are \$126 million of funds available. Out of that amount, \$86 million is under grant, meaning those funds are already committed on an aviation projects and being spent. The remaining \$40 million of the available federal funds have not yet been committed to actual projects but are in the process of being committed. Ms. Holtsclaw noted that another area that adds to uncertainty and the difficulty of setting the correct appropriation is discretionary funds. Discretionary funds from FAA are typical and can be awarded at any time during the year. The department typically does not know about these funds until around the time this money is awarded, and these are usually large sums of money. In May or June of each year, staff work with Financial Services to review the appropriation amounts. In May 2025, the department will be determining Fiscal Year 2027 appropriation amounts.

Transit funding has \$141 million of available funds and \$82 million is committed out of those funds. These funds are already set to be spent by transit agencies for things such as operating expenses and vehicles. The remaining \$59 million of available federal funds not yet committed to actual transit agencies but is in the process of being committed. Transit also has discretionary funds similar to aviation which adds some uncertainty each year. Over the last several years some of the federal transit programs built up a balance that came from backordered vehicles, but those vehicles are starting to be delivered. The other large balance is due to the fact that most of these entities spent the 100 percent COVID funds first, therefore, their normal yearly funds built up a balance because those normal yearly funds required a 50 percent match. Ms. Holtsclaw noted that staff work hard to ensure the department is getting all of the available federal funds for each of programs and work with all the entities to expend the funds.

Ms. Holtsclaw concluded her presentation by thanking the Commission for their support over the past few years and for additional staff to help in delivering this work. Commission Baker thanked Ms. Holtsclaw for her presentation and noted it is an important reminder of the unique role MoDOT plays in multimodal operations across Missouri. Like stated, MoDOT is not the owners of these facilities, but the

Multimodal Operations staff play a crucial role in administering those complex programs and funds and making sure owners are held accountable.

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF RULEMAKING – CONTRACTOR PREQUALIFICATION

On behalf of the Director, Mark Croarkin, Assistant Chief Engineer, presented to the Commission proposed changes to the Contractor Prequalification administrative rule, Title 7, Code of State Regulations (CSR), 10-15. Changes to the rule are being made to clarify, simplify, and streamline the process of contractor prequalification. Incorporating these changes will make the rule more easily understood and current with the electronic means of doing business. Under section 536.175, RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*. As a result of this review, these rule changes are being proposed for implementation.

The public had an opportunity to submit comments in support of or in opposition to the proposed, permanent, amended rulemaking during the January 15, 2025 through February 14, 2025 public comment period. No public comments were received.

After consideration, the Commission, via approval of the consent agenda, unanimously approved the final order of rulemaking to complete the rulemaking process, and authorized the Secretary to the Commission to file the notice of proposed final order of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute the documents necessary to complete the rulemaking process

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COMMISSION POLICY REVISION – EMPLOYEES-GENERAL-DIVERSITY AND INCLUSION

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission’s periodic review, there are occasions where a policy may need to be updated. The department is revising this policy to clarifying responsibilities.

On behalf of the Director, Jennifer Jorgensen, Secretary to the Commission, recommended the EMPLOYEES-General-Diversity and Inclusion policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category: EMPLOYEES
Subcategory: General
Sub-Subcategory: ~~Diversity and Inclusion~~ Involvement and Connection

~~DIVERSITY AND INCLUSION~~ INVOLVEMENT AND CONNECTION

The Commission values the positive outcomes that result from a wide range of backgrounds and perspectives and charges the Director with the responsibility to put in place such policies and processes as are necessary to ensure a ~~diverse and inclusive~~ workforce **that is welcoming and respectful of all employees.**

Effective Date: ~~November 7, 2013~~ April 2, 2025
Supersedes Policy Dated:
Last Reaffirmed: February 6, 2019
Date of Origin: November 7, 2013
Related Commission Minutes: November 7, 2013 – Comprehensive Policy Review. February 6, 2019 – Reaffirmed during comprehensive policy review. **April 2, 2025 – Revised to clarify responsibilities.**

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

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Bidding and Contract Services Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call G03 has local funding as noted in the tables below, and the department received the necessary concurrence.

Ms. Stovall-Taylor recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the March 14, 2025, letting, as recommended, and noted in Table I below; (2) Rejection of Calls A04 and C11 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; (3) Concur in award of contract to Karrenbrock Construction, Inc. for bids received at the City of Lake St. Louis’s April 18, 2024 bid letting, as noted in Table III below; (4) Concur in award of contract to Lamke Trenching & Excavating, Inc. for bids received at the City of O’Fallon’s November 14, 2024 bid letting, as noted in Table IV below; and (5) Concur in award of contract to Lamke Trenching & Excavating, Inc. for bids received at the City of Washington’s December 3, 2024 bid letting, as noted in Table V below.

**Table I
Award of Contracts
March 14, 2025, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	NN	Nodaway	JNW0071	\$2,198,877.50	\$0.00	Louis-Company, LLC	Bridge Replacement
A03	Various	Andrew, Atchison, Buchanan, Clinton, Dekalb, Holt, Nodaway	JNW0148	\$4,844,774.44	\$0.00	Vance Brothers, LLC	Scrub Seal
A04	UU	Chariton	JST0131	\$458,685.60	\$0.00	Capital Paving & Construction, LLC	Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A05	DD	Sullivan	JST0132	\$791,022.28	\$0.00	Above And Below Contracting, LLC	Resurface
A06	YY	Harrison	JST0133	\$285,586.16	\$0.00	Herzog Contracting Corp.	Resurface
B01	V, M, K, W	Adair, Schuyler	JNE0145	\$448,567.00	\$0.00	Stanton Contracting, L.L.C.	ADA Improvements
B02	Y	Audrain, Monroe	JST0128	\$1,342,724.08	\$0.00	Emery Sapp & Sons, Inc.	Resurface
C01	24	Lafayette	J3P3158	\$11,325,502.80	\$0.00	Emery Sapp & Sons, Inc.	Resurface and ADA Improvements
			JKR0249				Resurface
C03	50	Johnson	JKR0134	\$1,904,946.53	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	J-Turns and New Crossovers
C05	Various	Johnson, Lafayette, Pettis, Saline	JKR0412	\$1,750,000.00	\$0.00	Concrete Strategies, LLC	Job Order Contract for Bridge Repair
C06	Various	Clay, Jackson, Platte	JKU0014	\$912,000.00	\$0.00	Collins & Hermann, Inc.	Overhead Sign Replacements
C07	24	Jackson	JKU0040	\$1,492,496.71	\$0.00	Concrete Strategies, LLC	4 Bridge Rehabilitations
C08	Various	Jackson, Platte, Ray	JKU0113	\$198,000.00	\$0.00	Collins & Hermann, Inc.	Impact Attenuator Replacements
C11	Various	Various	JKU0306	\$1,200,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Fence Repair
C12	Various	Various	JKU0318	\$2,596,000.00	\$0.00	Superior Bowen Asphalt Company, LLC	Job Order Contract for Asphalt Pavement Repair
C13	YY	Johnson	JST0130	\$675,994.90	\$0.00	Emery Sapp & Sons, Inc.	Resurface
C14	Various	Clay, Jackson	JKU0370	\$306,131.79	\$0.00	WJ Surface Treatments, LLC	High Friction Surface Treatment
D01	63	Phelps	J5P3537	\$971,791.44	\$0.00	UDT, LLC	Bridge Deck Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D03	CR 8490	Phelps	J5S3547	\$3,948,366.99	\$0.00	Concrete Strategies, LLC	Bridge Rehabilitation
	D		J5S3549				
	E		J5S3541				
	J		J5S3548				
	LP 44		J5S3563				
	28	Pulaski	J5S3480B				
D04	47	Washington	J5S3540	\$588,737.59	\$0.00	UDT, LLC	Bridge Deck Replacement
D06	I-70	Boone, Callaway, Cooper	JCD0008	\$503,496.30	\$0.00	Geromini Concrete Paving, LLC dba GC Paving	Concrete Pavement Repair
D07	Various	Boone, Callaway, Osage, Phelps	JCD0076	\$967,082.30	\$0.00	Aplex, Inc.	ADA Improvements
F01	AC	St Louis	J6I3573B	\$1,922,080.11	\$0.00	Kozeny-Wagner, Inc.	Bridge Rehabilitation and ADA Improvements
F02	MM	Jefferson	J6S3575	\$1,998,000.00	\$0.00	N.B. West Contracting Company	Coldmill and Resurface
F03	D	St Louis	J6S3626	\$11,260,000.00	\$0.00	Kozeny-Wagner, Inc.	2 Bridge Replacements
F04	V	Franklin	JST0134	\$607,363.65	\$0.00	Byrne & Jones Enterprises, Inc. dba Byrne & Jones Construction	Resurface
G03 *	CRD 127	Greene	J8S3156	\$4,610,000.00	\$1,340.55	Hartman and Company, Inc.	Bridge Replacement
G04	I-49, 76, F, 39	Lawrence, McDonald, Taney	JSR0098	\$986,919.57	\$0.00	WJ Surface Treatments, LLC	High Friction Surface Treatment
G05	FF	Polk	JST0135	\$451,710.56	\$0.00	APAC-Central, Inc.	Resurface
H01	8	St Francois	J9P3448	\$3,440,171.15	\$0.00	Plattin Creek Excavating, LLC dba PCX Construction, LLC	Roundabout
H02	102	Mississippi	J9S3680	\$2,288,285.88	\$0.00	Penzel Construction Company, Inc.	Bridge Replacement
	E	New Madrid	JSE0127				
	O	Stoddard	JSE0116				

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H03	O	Ste Genevieve	J9S3699	\$984,000.00	\$0.00	N.B. West Contracting Company	Resurface
H04	412	Dunklin	JSE0058	\$789,000.00	\$0.00	Pace Construction Company, LLC	Coldmill and Resurface
H06	Various	Various	JSE0110	\$1,068,000.00	\$0.00	H.R. Quadri Contractors, LLC	Job Order Contract for Erosion Control
H07	I-55, I-57, I-155	Various	JSE0112	\$417,500.00	\$0.00	Apex Paving Co.	Job Order Contract for Asphalt Pavement Repair
H08	BB	Stoddard	JSE0122	\$1,128,055.15	\$0.00	Apex Paving Co.	Resurface
H09	H	Scott	JSE0123	\$1,475,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H10	I-55, I-57, I-155	Various	JSE0134	\$552,500.00	\$0.00	Putz Construction, LLC	Job Order Contract for Concrete Pavement Repair
H11	Various	Various	JSE0135	\$599,000.00	\$0.00	Putz Construction, LLC	Job Order Contract for Concrete Pavement Repair
H12	Various	Various	JSE0137	\$990,000.00	\$0.00	James H. Drew Corporation	Job Order Contract for Guardrail/Guard Cable Repair
H13	67	Wayne	JSE0198	\$376,051.05	\$0.00	Concrete Strategies, LLC	Bridge Rehabilitation
H14	E	New Madrid	JST0126	\$3,021,561.44	\$0.00	Apex Paving Co.	Resurface
	OO, AA, O, U	Mississippi, New Madrid	JST0129				
H15	67	Madison	JSEM0084	\$83,781.31	\$0.00	Clarkson Construction Company	Pavement Grooving
H5A and H5B	M	Butler	JSE0090	\$1,197,887.69	\$0.00	Apex Paving Co.	Resurface
	OR 67	Butler	JSE0092				
			TOTAL:	\$79,957,651.97	\$1,340.55		

*Call G03 – Funding by City of Springfield and Greene County - \$187,578.50 (J8S3156)

**Table II
Rejection of Bids
March 14, 2025, Bid Opening**

Call	Route	County	Job No.	Description
A04	UU	Chariton	JST0131	Resurface
C11	Various	Various	JK0306	Job Order Contract for Fence Repair

Table III
Concur in Award
April 18, 2024, City of Lake St. Louis Bid Opening

Route	County	Job No.	Bid Amount	Contractor	Description
Old Hwy N**	St. Charles	J6S3508	\$2,364,760.75	Karrenbrock Construction, Inc.	Resurface and Add Turn Lanes, Pedestrian Facilities, and Signals

**MoDOT's Cost Share – \$475,000.00

Table IV
Concur in Award
November 14, 2024, City of O'Fallon Bid Opening

Route	County	Job No.	Bid Amount	Contractor	Description
K, N**	St. Charles	J6S3668	\$1,539,637.99	Lamke Trenching & Excavating, Inc.	Intersection Improvements

**MoDOT's Cost Share – \$655,000.00

Table V
Concur in Award
December 3, 2024, City of Washington Bid Opening

Route	County	Job No.	Bid Amount	Contractor	Description
100**	Franklin	JSL0180	\$919,010.73	Lamke Trenching & Excavating, Inc.	Add Turn Lanes

**MoDOT's Cost Share – \$1,625,000.00

Commission Consideration and Action

After consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner Slay, the Commission took the following action with abstentions noted below.

1. Awarded contracts to the lowest responsive bidders for bids received at the March 14, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected Calls A04 and C11 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Concurred in award to Karrenbrock Construction, Inc. for bids received at the City of Lake St. Louis's April 18, 2024, bid letting, as noted in Table III above.
4. Concurred in award of contract to Lamke Trenching & Excavating, Inc. for bids received at the City of O'Fallon's November 14, 2024, bid letting, as noted in Table IV above.

5. Concurred in award of contract to Lamke Trenching & Excavating, Inc. for bids received at the City of Washington's December 3, 2024, bid letting, as noted in Table V above.
6. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Boatwright abstained from voting on Calls H02, H07, H08, H10, and H14.

Commissioner Erdman abstained from voting on Calls D07 and H14. Commissioner Hegeman abstained from voting on Calls A03 and A06. Commissioner Baker abstained from voting on Call D07.

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REPORT AND RECOMMENDATIONS REGARDING THE ROUTE 291 MISSOURI RIVER BRIDGES PROJECT (J4P3471) IN JACKSON COUNTY, INCLUDING AUTHORITY FOR DESIGN-BUILD AND DELEGATION OF AUTHORITY

On behalf of the Director, Jeff Hardy, Kansas City Assistant District Engineer, recommended the Commission approve the 291 River Bridge Project as a Design-Build project and approve authority be delegated to the Deputy Director/Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the 291 River Bridges Design-Build Project:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents and expend funds for costs associated with the escrow of bid documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by Chief Counsel's Office (CCO) and Commission Secretary's (CS) attestation.
- **Railroad Agreements** – Approve authority to execute agreements pertaining to railroads, subject to approval as to form by CCO and CS attestation.
- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, 40 USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285 RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.

- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer and the State Bridge Engineer, subject to consultation with the department’s technical experts.

Project changes resulting from this delegation will not exceed the cap of two percent over the programmed cost or those changes will be taken back to the Commission. The 291 River Bridges Project procurement process will begin in the Fall 2025. Funds for this project are included in the Statewide Transportation Improvement Program. The project is estimated at \$106 million total for right of way, utility relocation, and the design-build contract. Via approval of the consent agenda, the Commission unanimously approved the delegation of authority as recommended and noted above.

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PROPERTY ACQUISITION AND CONVEYANCES

APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Danica Stovall-Taylor, Assistant 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>
Jackson	I-70	J4I1486D
St. Louis	67	J6P3623

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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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

**I-70 and I-64, Warren and St. Charles Counties
Job Nos. JST0020 and J6I3033
Public Hearings Held February 3 and February 6, 2025
Online Public Comments Received until March 6, 2025**

The proposed improvement includes the addition of a third lane to I-70 from Warrenton to I-64 and to I-64 from I-70 to Route K. The project will also reconstruct all mainline I-70 pavement within the project limits, reconstruct five interchanges, and make pavement repairs to I-64. The project will have fully controlled and normal access right of way. Phased construction will keep traffic flowing, with two lanes open on the I-70 and I-64 during peak hours. The project is 30 miles in length.

On behalf of the Director, Eric Kopinski, Improve I-70 Program Director, recommended approval of the location and design as presented at the public hearing.

After full consideration of the favorable and adverse economic, social, and environmental effects of the recommended location and designs, the Commission via approval of the consent agenda unanimously found and determined the recommended location and designs would best serve the interest of the public and approved the recommendation.

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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

MEDICAL AND LIFE INSURANCE PLAN: MISSOURI DEPARTMENT OF TRANSPORTATION AND MISSOURI STATE HIGHWAY PATROL MEDICAL AND LIFE INSURANCE PLAN REPORT

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer and Medical and Life Insurance Plan Board Chairman, provided financial and claims data reports for the period July 2024 through December 2024, and for the most recent five calendar years, to update the Commission on the cost and utilization of the Medical and Life Insurance Plan.

Mr. Denkler reviewed the number of claims processed monthly. There was an increase of 0.51 percent in the total number of claims processed when compared to the calendar year 2023. There was an increase of 0.93 percent in medical claims, and a decrease of 0.46 percent in pharmacy claims processed.

A review of the claim costs indicates an increase of 11.7 percent in total claims expense when compared to calendar year 2023. Medical claim costs increased 16.3 percent while pharmacy claims decreased 2.2 percent when compared to the same time frame in 2023. The specialty drug cost has increased to 54.82 percent over the past calendar year 2024, while the volume continues to account for just over 1.5 percent of all pharmacy claims.

The total operating revenues increased 11.3 percent compared to 2023. This is primarily the result of there being a medical premium increase in 2024. The medical plan had a loss of \$6,991,206 in 2024, resulting in a net position of \$27,477,819 as of December 31, 2024.

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IMPROVE I-70 PROGRAM QUARTERLY REPORT

Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission report regarding the Improve I-70 Program. 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. Missouri has 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. Construction of the Missouri portion of I-70 was completed in 1965 making it the oldest interstate in U.S. history.

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. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles.

Funding. Of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) to directly pay for project costs. As MoDOT is ready to issue contracts for work on I-70, the funding is transferred into the SRF. MoDOT and the Office of Administration (OA) executed a formal funding agreement similar to the funding agreement utilized for the Governor's Focus on Bridges Program. The remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program. A maximum allocation of \$136 million per year is allocated for debt service payments. With this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP), the Improve I-70 Program is fully funded.

The department is exploring federal discretionary grants as an opportunity to leverage funding. In the summer of 2023 MoDOT submitted an aggressive grant application request of \$300 million for the Improve I-70 Program. In January 2024, Missouri was notified of a partial award of \$92.8 million.

In State Fiscal Year 2025, the Missouri General Assembly allocated \$40 million in Budget Stabilization Funds for the costs to construct an interchange and outer road improvements along I-70 in Warren County. MoDOT has developed a funding flow chart to demonstrate how the General Revenue, Budget Stabilization, and STIP funding will be utilized for the Improve I-70 Program projects.

Schedule. The Improve I-70 Program includes eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded as either design-bid-build or design-build. Total completion of the corridor is anticipated by the end of 2030. An estimated project list and timeline is outlined in the table below.

Project Limits	Award	Completion
Columbia to Kingdom City	Summer 2024	Late 2027
Warrenton to Wentzville	Fall 2024	Late 2028
Blue Springs to Odessa	Spring 2025	Late 2028
Boonville to Rocheport	Late 2025	Fall 2027
High Hill Realignment	Spring 2026	Summer 2027
Rocheport to Columbia	Spring 2026	Late 2029
Kingdom City to Warrenton	Spring 2027	Summer 2030
Odessa to Boonville	Fall 2027	Late 2030

Schedule Update. MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. By only having one contract procurement at a time, it allows the department to maximize competition for each project. For each project the Improve I-70 team performs a risk assessment and project delivery

determination. Based on the findings from these two exercises, MoDOT determines if Design-Build or traditional design bid build is the method of delivery. A project update is outlined in the table below.

Project Limits	Update
Columbia to Kingdom City	<p>The Improve I-70 Columbia to Kingdom City Project was awarded at the February 2024 Commission meeting. Even with an extreme winter the project team has been able to have a productive early spring. Paving continues in the seven miles stretch between Callaway County Routes J and M. Within the next month, the additional lane for both eastbound and westbound will be completed in this area.</p> <p>Interchange work for the improvements at I-70 and Route 63 in Columbia is also fully underway. Multiple bridges are being constructed. Significant grading in the interchange is also taking place. Within the last week, crews have also started work for the I-70 and Route 54 interchange in Kingdom City.</p> <p>This project remains on schedule and on budget.</p>
Warrenton to Wentzville	<p>The Improve I-70 Warrenton to Wentzville Project was awarded at the November 2024 Commission meeting; this project includes adding an additional lane on I-64 from I-70 to Route K.</p> <p>The design for the project has kept an extremely aggressive schedule. Weekly the project team is reviewing hundreds of plan sheets for various plan submittals. In the field, crews have begun work with utility relocations and tree clearing throughout the project. In mid-March crews started to place temporary concrete barrier wall on I-64 between Route K and Route 364. This will allow the contractor to safely work on adding the additional lane eastbound and westbound in this segment. The additional lane is expected to be completed later this year for the four-mile section.</p> <p>This project remains on schedule and on budget.</p>
Blue Springs to Odessa	<p>The Improve I-70 Blue Springs to Odessa Project shortlisted five industry teams in December 2024. Since being shortlisted, each design-build team has been meeting with MoDOT every other week for confidential technical meetings. Proposals for this project are due to MoDOT on April 18. At the Commission meeting on May 7, MoDOT’s Improve I-70 team will present the recommendation for best-value proposer selection for the Commission’s approval.</p> <p>This project is still on schedule to be completed by late 2028.</p>
Rocheport to Columbia	<p>The next project scheduled for procurement is the Improve I-70 Rocheport to Columbia Project. MoDOT is scheduled to host an industry meeting for this project on May 1, 2025.</p>

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MODOT BRIEFING REPORT

Ed Hassinger, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were no briefing reports to the Governor for the past month, but two attachments were provided to the Governor’s office to highlight MoDOT’s success. One attachment was a highlight of the summary of the Reason Foundation’s report ranking Missouri ninth in the nation. The second attachment was the summary report of the Reason Foundation’s report ranking Missouri ninth in the nation.

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date February 28, 2025, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of February 2025, 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 661 active contracts held by individual engineering consultant firms prior to March 1, 2025. Twenty-four engineering consultant services contracts were executed in February 2025, for a total of \$9,139,443. There were no non-engineering consultant contracts executed in February 2025.

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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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