

Posted: August 27, 2025, at 11:00 a.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

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

Missouri Highways and Transportation Commission Tentative Agenda

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

**Branson Convention Center
Short Creek 1 & 2
200 South Sycamore Street
Branson, MO**

September 4, 2025

Open Meeting 9:00 a.m.

| | <u>Est. Time</u> |
|---|------------------|
| COMMISSION ITEMS. | |
| 1. <u>Action Item</u> – <u>Consideration of Minutes</u> : Regular Meetings on July 9, 2025 and August 6, 2025, and Special Meetings on July 8, 2025 and August 5, 2025. | 9:05 – 9:10 |
| 2. <u>Action Item</u> – Consideration of Items on the Consent Agenda. | 9:10 – 9:15 |
| 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 his desire to abstain prior to the vote.</i> | |
| 3. <u>Non-Action Item</u> – Committee and Board Reports. | 9:15 – 9:30 |
| a. Audit (Boatwright, Slay, and Baker) | |
| b. Legislative (Boatwright and Erdman) | |
| c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker) | |
| d. MoDOT and Patrol Employees’ Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman) | |
| e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright) | |
| 4. <u>Non-Action Item</u> - <u>MoDOT Director’s Report.</u> | 9:30 – 9:45 |

Est. Time

PUBLIC PRESENTATIONS.

1. **Non-Action Item** – **Southwest Missouri Council of Governments.** 9:45 – 10:00
Jason Ray, Executive Director for the Southwest Missouri Council of Governments

Southwest Missouri Council of Governments (SMCOG)
110 Park Central Square
Springfield, MO 65806
(417) 836-6900

MODOT PRESENTATIONS.

2. **Action Item** – **Consideration of Bids for Transportation Improvements.** 10:00 – 10:15
Sarah Kleinschmit, State Design Engineer
3. **Non-Action Item** – **Condition of the State System.** 10:15 – 10:30
Mark Croarkin, Assistant Chief Engineer; Becky Allmeroth, Chief Safety and Operations Officer; and Bryan Hartnagel, State Bridge Engineer
4. **Non-Action Item** – **Update on Human Resources Division.** 10:30 – 10:45
Ashley Halford, Human Resources Director

-- **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. **[2026 – 2030 Statewide Transportation Improvement Program Amendment.](#)**
Consideration to revise the 2026-2030 Statewide Transportation Improvement Program (STIP) approved in July 2025 for the implementation of twenty-five Highway and Bridge projects.
Eric Schroeter, Deputy Director/Chief Engineer

2. **[Approval of Plans for Condemnation.](#)**
Request for ratification of staff approval of detailed right of way plans on various routes.
Sarah Kleinschmit, State Design Engineer

| <u>County</u> | <u>Route</u> | <u>Job Number</u> |
|-----------------------|--------------|-------------------|
| St. Charles/St. Louis | 340/DD/30/K | J6P3510C |
| St. Louis | 67 | J6S3557 |
| St. Louis | 67 | J6S3625 |
| Ste. Genevieve County | 61 | J9P3855 |

3. **Request for Approval of Location and/or Design of Highways.** Consideration for the following roadways location and/or design.

[U.S. Route 54 in Callaway County from U.S. Route 63 to the Missouri River Bridge.](#)

This project will provide for the improvement of westbound U.S. Route 54 in Callaway County from U.S. Route 63 to the Missouri River Bridge by constructing an additional westbound lane and relocating the westbound entrance ramp from Route W. The project has an estimated cost of \$4.5 million. The project will be constructed in various stages under traffic using temporary lane closures, lane shifts, and detours. The project will have fully controlled and normal access right-of-way. The project is 1.5 miles in length.

Machelle Watkins, Central District Engineer

-- REPORTS --

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

1. **MoDOT Briefing Report.**
Ed Hassinger, Director
2. **Missouri Department of Transportation Financial Report – Fiscal Year 2026.**
Year-to-Date. Period ending July 31, 2025.
Doug Hood, Financial Services Director
3. **Consultant Services Contract Report.**
Sarah Kleinschmit, State Design Engineer



Minutes



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN COLUMBIA, MISSOURI,
WEDNESDAY, JULY 9, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 9, 2025, at University of Missouri, Memorial Student Union, 518 Hitt Street, Columbia, 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, July 9, 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.*

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Boatwright, seconded by Commissioner Smith, a quorum of Commission members present approved the minutes of the regular meeting held on June 5, 2025 and the special meeting held June 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 July 9, 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 July 9, 2025, meeting.

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

Legislative Committee – The Missouri General Assembly completed the objectives outlined in the Governor's call for a special session in just nine days this June. During that time, they passed three key bills:

- Senate Bill 1 addressing budget considerations,
- Senate Bill 3 providing tax incentives aimed at retaining Missouri's professional sports teams, and
- Senate Bill 4 offering aid for severe weather recovery.

All three bills passed both chambers and have been signed into law by the Governor.

Looking ahead, there is a possibility of another special session later this year. The General Assembly has expressed interest in addressing what it views as a statewide property tax issue. It remains to be seen whether Governor Kehoe will call a second special session to coincide with the veto session in September. On June 30, the Governor signed the Fiscal Year 2026 state budget, totaling \$50.8 billion.

MoDOT's funding requests were included in the enacted budget; however, the General Assembly approved only approximately seven to nine months' worth of appropriations. As a result, the department will need to request a supplemental appropriation early in the upcoming legislative session. In addition, a number of legislatively designated projects were included in the Fiscal Year 2026 budget, with some carried over from Fiscal Year 2025. The Governor has the authority to issue line-item vetoes and withholdings, doing so in the department's budget on several highway, river-port, and airport projects.

In total, 14 lines in the department's budget were vetoed. The Governor also restricted spending on another 14 budget items. A list of the Governor's line-item vetoes and expenditure restrictions can be found at governor.mo.gov. During the regular legislative session, 49 House and Senate bills were Truly Agreed and Finally Passed during the regular legislative session (excluding budget bills). As of July 1, Governor Kehoe signed 9 of those bills. He has until July 14 to act on all passed legislation. Unless otherwise specified, signed bills will take effect on August 28.

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

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Hegeman reported the board met on June 20, 2025. Nick Mestres and Kristen Brown from Williams-Keepers were present to remind the committee of the requirements for the audit and when it will take place. The annual audit will begin in July. The Board accepted the budget for Fiscal Year 2026. It was noted during the meeting that renovations of 1913 William Street are modestly higher than expected and staff have been diligent in managing the increases to best serve the system. House Bill 147 was the only pension related bill that was passed during the 2025 legislative session. The next Board meeting is September 18, 2025.

Missouri Coalition for Roadway Safety Executive Committee – The Missouri Coalition for Roadway Safety Executive Committee met on Monday, June 16. In addition to the Commission’s Vice Chair, the committee welcomed its newest members, including:

- MoDOT Director, Ed Hassinger;
- Department of Public Safety Director, Mark James;
- Department of Revenue Director, Trish Vincent;
- Department of Commerce and Insurance Director, Angela Nelson; and
- Superintendent of the Missouri State Highway Patrol, Colonel Michael Turner.

During the meeting, the committee discussed the goals and objectives of the Coalition, including public policy priorities, public awareness initiatives, and the importance of local community activities. The committee also discussed the potential of new technologies to help identify, analyze, and address crashes in Missouri. The committee also received a progress report on the Coalition’s effort to update the state’s strategic highway safety plan, Show-Me Zero. The new plan will be unveiled this September at the Missouri Highway Safety and Traffic Conference and will focus on 5 key areas:

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Safer Response

Finally, the committee will be working to add two new at-large members from the traffic safety community over the next couple of months. As of Tuesday, July 1, there were 415 traffic fatalities in Missouri this year compared to 422 at the same time last year.

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DIRECTOR’S REPORT

During the July 9, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Legislative Visits in DC – Last month Director Hassinger traveled to Washington D.C. and had the opportunity to meet with staff from all 10 members of Missouri’s congressional delegation, as well as staff with the Subcommittee on Highways and Transit. He was fortunate to meet directly with Congressmen Bob Onder, Emanuel Cleaver, Sam Graves, and Jason Smith. These discussions were a great opportunity to share the department’s priorities for the upcoming surface reauthorization legislation, including increasing formula funds to state Departments of Transportation and right-sizing regulations to promote project delivery. The current authorization expires in September 2026, and the new

reauthorization is currently being crafted and possibly passed before the current one expires. These meetings also allowed for discussion about major projects happening or planned across the state and other transportation-related topics that were important to each of them. Director Hassinger emphasized MoDOT's support as the reauthorization progresses, offering to answer any questions the congressmen or staff might have and to assist in any way possible. He concluded by noting the department's Governmental Relations staff will remain in contact with their offices throughout the process.

Route Y Emergency Bridge – Director Hassinger commended the Southwest District team for some quick action taken in an emergency situation. A storm in early June brought 7 inches of rain in a short time to the Webster County area, resulting in a flash flooding event that critically damaged the Route Y bridge. The MoDOT team worked quickly to close and barricade the bridge, but drivers were moving those barricades to use the bridge anyway. The Southwest District team recognized the immediate concern and moved quickly to get an emergency contract in place to remove the bridge.

Director Hassinger displayed before and after photos of the damage, the initial barricades, and the removal. He noted staff has also worked to get a design contract underway to replace the bridge. This is such a great example of the MoDOT team identifying a problem and moving quickly toward a solution. These types of emergencies happen more often than preferred, but this team is consistently prepared when Mother Nature acts up.

Statewide Transportation Improvement Program (STIP) – Director Hassinger noted the current agenda includes a presentation on the Fiscal Year 2026-2030 Statewide Transportation Improvement Program (STIP). This is another program of truly incredible investments in the state's transportation system, with more than \$13.2 billion worth of revenues available for all modes of transportation in the next five years. MoDOT is delivering on more projects than ever before, and it takes a lot of collaboration and hard work to get us to this point.

Director Hassinger thanked the dedicated team here at MoDOT as well as the various regional planning partners who helped develop this plan. These communities across the state work diligently with the department to get projects identified and prioritized to be ready for the program. Delivering this high of a level of investment in projects is only possible because of the partnership between the MoDOT team and the private sector in design engineering and construction contractors.

Intern Conference – Director Hassinger reported the annual Intern Conference was held in Jefferson City and noted this is their chance to see how all of the pieces of this department work together to bring programmed projects to life. He stated it is a fun way for the interns to network with each other and members of the leadership team at MoDOT. But it is also a really rewarding learning opportunity through a unique, hands-on approach. MoDOT had more than 120 interns participate in this year's conference, representing just about every division and district across this department.

One of the highlights of the conference is an activity to develop a design and construction plan for a fictional interchange. The interns attend breakout sessions and learn from the teams here at MoDOT about the various roles it takes to deliver a project. Then they take all of that knowledge and work in groups to develop their plan for the interchange. They then present that plan in a mock public meeting where MoDOT employees attend their meetings as "customers," and give them a little taste of what it is like to bring an improvement to a community. It is a really immersive way to show the interns how each area of this department plays a crucial role in the project delivery effort.

Director Hassinger concluded by saying this is just one example of how the conference brings interns together to interact and learn from each other. Members of the leadership team share insights with the interns throughout the conference, and the interaction of the leadership team helps them learn from the interns, too. The one-on-one conversations with these students are always enlightening, and hearing their passions and goals gives a lot of confidence in the future of this industry, hopefully right here at MoDOT.

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PUBLIC COMMENTS

SUPPORT OF BIKE AND PEDESTRIAN FACILITIES

Jackson Hotaling, Community Engagement Director at Missourians for Responsible Transportation, stated they are a nonprofit working to build streets, roads and trails that work for all Missourians. They are recognized as vulnerable real user experts in consultation on the Long-Range Transportation Plan and Strategic Highway Safety Plan update processes, and have worked along MoDOT to advocate for legislative goals such as distracted driving legislation. They also have a contract with Missouri Department of Health and Senior Services on numerous efforts, including leading Missouri Complete Streets and Initiative, founded in 2010 that has worked to help numerous communities across the state develop strong draft of transportation policies.

Mr. Hotaling noted the Missourians for Responsible Transportation fully supports the addition of a statewide active transportation plan to Missouri's transportation planning framework. He stated that Missouri has reported its highest ever pedestrian fatality rate in 2024, reflecting an 88 percent increase in bicycle and pedestrian fatalities since 2014. In 2020, for Missouri, ranked second to last in terms of bicycle friendly states and last for safe routes to school, according to several national organizations that analyze all states policies for bicycle pedestrian planning. He said factors related to those issues include distracted driving, larger than average size of vehicles, and rapid roadway and highway expansions across Missouri without accompanying bike, pedestrian, or transit infrastructure, and those are exacerbating the safety challenges.

Mr. Hotaling stated MoDOT is set to update Missouri's long-range transportation planning document, and there may be no better opportunity than now to establish a system for statewide active transportation planning. And because MoDOT recognizes safety issues faced by vulnerable road users, a changing demand for more transportation options, and the quality of life gained by developing active transportation infrastructure, the Missourians for Responsible Transportation requested that MoDOT seek solutions to meet the needs of all Missouri roadway users.

Commissioner Erdman thanked Mr. Hotaling for his comments.

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CONCERNS ABOUT PUBLIC HEARINGS, TRANSPARENCY, AND THE TRANSPORTATION MANAGEMENT CENTER

Arnie Dienoff stated that he is an advocate of official public hearings, and that MoDOT's informal public meetings that rely on people writing comments on paper is not a public hearing. He encouraged the Commission to look into true public hearings. He also verbally submitted a records request for the open meeting material, any votes taken, and the audit committee meeting material. He also noted the need for transparency and that the information should be posted on the website before the meeting. He stated there are secret meetings and that the Commission needs scrutiny and transparency.

Mr. Dienoff commended Eric Kopinski, Improve I-70 Program Director, and the I-70 team for their communication and transparency. He noted concrete is being poured on I-70 and that is a great sign. He reported there are problems with the Transportation Management Center in St. Louis, as he reported concerns and the customer service staff were unprofessional. He concluded by discussing the intersection of Technology Boulevard and Weldon Spring Road, Highway N from Highway K, and the tall grass in those locations.

Commissioner Erdman thanked Mr. Dienoff for his comments.

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PUBLIC PRESENTATIONS

THE CITY OF COLUMBIA

Barbara Buffaloe, Mayor of Columbia, thanked the Commission for being in Columbia and for the strong partnership between the city and MoDOT. The City of Columbia offers small-town friendliness with big city features and a high quality of life for people of all ages and interests. The city's mission is to serve the public equitably through democratic, transparent, and efficient government. Columbia's transportation strategy prioritizes people, not just vehicles. The city supports a safe, inclusive, and future ready infrastructure.

Mayor Buffaloe appreciates the collaboration for the improvements to I-70. She noted this is a major thoroughfare that goes through the heart of the city. The important thing for the city is that it is more than just traffic flow. It is also about moving communities safely from one place to another. Thinking about traffic means also thinking about safety. Columbia strongly supports a Complete Streets program. In the design on that, the city works closely with MoDOT to continue the application during the improvements to I-70. Mayor Buffaloe thanked the Commission and the staff for the inclusion of pedestrian and multimodal improvements on some of the bridges within the city. Residents rely on sidewalks, bike lanes, and transit to move around the city. Anytime there is an opportunity to enhance these crossings, it helps the citizens of the community get around.

Mayor Buffaloe noted that while I-70 is a huge project that deserves a lot of attention, there are other MoDOT maintained roads in the city of Columbia, such as Stadium, Providence, and Route V. The city urges the continued focus on this maintenance to keep those corridors improved for safety and reliability across the whole network to connect people and grow. She also noted that transportation is a catalyst for growth. For example, the city has a lot of new investments in economic development happening near Route B, and the city staff appreciate the responsiveness from MoDOT staff to help figure out how to get commercial vehicles in and out of the new expansion. The quality of infrastructure is

foundational to economic development and something that the city hears often when businesses are growing in Columbia. From talent recruitment to retail access, these improvements support Columbia's vitality, and the community identifies transportation as a priority, and they are grateful for their role in advancing them.

Mayor Buffaloe said the city is eager to continue partnering with MoDOT, not just for the improvements to I-70 and enhancements that will happen there, but also for projects on Safe Streets for All and the Reconnecting Communities grant. All of these opportunities will help deliver safer streets, stronger neighborhoods, and smarter growth. She acknowledged staff work in partnership with the federal rules on a safe system approach, which anticipates human error. It designs roadways to reduce fatal and serious injuries. It is about shared responsibility between engineers, planners, and policymakers. And then the mindset is how to deliver, design, maintain, and advocate for a safer transportation system. The city is currently revising their Complete Streets policy. The goal is to ensure that every transportation investment considers the needs for all of users – pedestrians, cyclists, transit riders, and drivers – at every stage. She noted the city has a cost share with MoDOT, which allowed for enhancements such as additional pedestrian’s needs on the bridges crossing over I-70.

Commissioner Erdman thanked the mayor for her presentation and the continued emphases on safety. Commissioner Slay thanked Mayor Buffaloe for her leadership along with her collaboration and cooperation between the city and MoDOT.

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COLUMBIA CHAMBER OF COMMERCE: I-70 ENHANCEMENTS

Matt McCormick, President of the Columbia Chamber of Commerce, thanked the Commission and appreciates the collaboration with the MoDOT team. The mission of the Chamber of Commerce is to lead the community, drive commerce in the region and advance community and regional collaborations, thereby enhancing the quality of where people live, learn, work and play. He noted recent enhancements

have been a collaborative project and process, not just with the chamber, city, county, and the university, but a number of businesses have stepped up to be a part of this project and wanted to be given back to this project because they understand this is a once in a generation project. Everyone wanted to take the time to make sure it is done well and right.

Mr. McCormick provided an overview of where they started, where they are, and where they are going. From the first meeting in 2023, it began with an idea of flyovers at the Interstate 70 and Highway 63 interchange and other possible enhancements or ideas. Conversations were had about how to build on top of the great work MoDOT was doing on current and future projects. Numerous community members, companies, and partners came together as one body to start talking through the process. A consultant was hired to help facilitate that conversation and build that idea. He discussed different enhancements such as different styles of bridges, monuments or end caps on bridges, and additional details like light boxes. These enhancements showcase that a driver is in the city of Columbia, and that they are proud of their community. Local funds were used to move forward with these ideas and enhancements. The community has stepped up, raised funds, and come to the table with ideas. Mr. McCormick concluded noting the collaboration between the community and MoDOT has been fantastic.

Commissioner Hegeman thanked Mr. McCormick for his presentation and appreciated the collaboration on these projects to move forward and enhance the community. He noted his appreciation for the legislators and former legislators that helped make the Improve I-70 project a reality.

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MIZZOU CIVIL AND ENVIRONMENTAL ENGINEERING

Praveen Edara, University of Missouri (MU) Civil and Environmental Engineering Chair, thanked the Commission for all the work in keeping and providing a safe transportation system that is also very efficient. He explained how Mizzou is helping to support the mission of providing a safe and efficient transportation system for all Missourians. He explained Mizzou's history and noted that they were the

first university to offer a civil engineering degree west of the Mississippi River, going back to the middle 1800s. Since then, they have been producing excellent civil engineers that go on to serve the state in public and private sector. Last year, the university began an environmental engineering degree program. There is also a new degree program in construction management, given the demand, not just in the state but nationally in construction disciplines. The university listens to students, what their interests are, and will be offering one in the future. He noted they expect to offer a business in construction management as well.

Dr. Edara said that on any given day, they have over 400 students that grace the hallways and classrooms, eager to learn how to design bridges, how to time traffic signals, how to provide flood mitigation, and control. MU Engineering is very good at placing students in jobs, and civil engineering in particular has been excellent in the last few years. In fact, last year 98.5 percent of our student body has been placed in either a full-time job upon graduation or a master's degree program. This shows just how good the market is and how excellent the students are. He noted that there is a 30 percent increase in fall enrollment of students who are choosing civil or environmental engineering major.

Dr. Edara provided information on the different programs available such as the construction management program, which was designed with the help of contractors and consultants. He noted the continuous innovation in the classroom, such as finding ways to better teach civil engineering concepts and using artificial intelligence (AI) to help the student view the same problem from different angles. The MU Department of Civil and Environmental Engineering department has more than tripled their research expenditures in the past five years. Faculty have served on national committees such as transportation, geotechnical, seismic, and structural analysis committees

Dr. Edara reported that the Missouri Center for Transportation Innovation is a great partnership where all the talents within the state get together to deliver and solve key transportation challenges. He also noted that the last time he presented was one year ago when the Missouri Work Zone Safety Center of Excellence was launched. He also highlighted their partnership with Department of Natural Resources

to address the pressing water needs in the state, flood management, mitigation, and water quality. He concluded by highlighting the research success of faculty and provided examples of their projects.

Commissioner Boatwright thanked Dr. Edara for his presentation and noted it is great to see the universities tapping local resources to drive innovation and use experts to make the system better. He recognized Dr. Edara's leadership has been a large part of that success.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S CENTRAL DISTRICT

On behalf of the Director, Mabelle Watkins, Central District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Central District. The Central District is focusing its Statewide Transportation Improvement Program (STIP) 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, signing, and striping, in addition to maintaining roads and bridges.

The Central District, which consists of 547 employees, proudly supports the MoDOT values of safety, service, and stability while serving more than 678,659 Missourians in 18 counties in the heart of Missouri. The Central District maintains 11,600 lane miles of interstates and major, minor, and low volume routes. Interstates and major routes in the region include Interstates 70 and 44, and U.S. Routes 63, 54, and 50.

The Central District's major roads are maintained at 92.9 percent good (statewide goal 90 percent); 81.9 percent of its minor roads are in good condition (statewide goal 80 percent) and 87.8 percent of its low volume roads are in good condition (statewide goal 70 percent). The Central District has 1,303 bridges, 88 of which are in poor condition. She noted these conditions have all increased from last year

and are above the statewide goals. This success of the improved low volume roads is due to the Governor's Rural Roads program and the Commission's actions with the asset management deficit program.

Ms. Watkins noted success in the region depends on good partnerships. Central District's Planning Partners include Meramec Regional Planning Commission, Lake of the Ozarks Council of Local Governments, Mid-Mo Regional Planning Commission, Columbia Area Transportation Study Organization, and Capital Area Metropolitan Planning Organization. These five entities do the heavy lift of identifying transportation needs and prioritizing those needs. Collectively, they have worked together to identify the transportation needs for the district.

The results of the planning work have led to many critical high impact projects that are underway in the Central District. The first project of the Improve I-70 Program, from U.S. 63 interchange in Columbia to the U.S. 54 interchange in Kingdom City, is well underway. The Lance Corporal Leon Deraps Interstate 70 Missouri River Bridge project near Rocheport has been completed and will be three lanes when the adjoining sections of I-70 are completed. There is a tremendous amount of work in relation to sidewalk and Americans with Disabilities Act (ADA) improvements, along with 25 communities seeing construction zones this season for resurfacing. There is an intersection improvement project on Route 50 and Route CC at the entrance to State Technical College on Missouri in Linn, which includes additional lanes, signals, sidewalk improvements, and resurfacing. This project will provide better traffic flow and provide for less congestion once it is completed. In Columbia, there are improvements on the eastern side of the interchange of Route 63 and Route AC (Grindstone Parkway), which will greatly reduce congestion that is experienced in morning and evening rush hours.

Additional maintenance of Central District's roadways will take place including 738 miles of roadway resurfacing, totaling \$55.6 million; 328 miles of Governor Rural Roads resurfacing, totaling \$14.3 million; and 182 miles of seal coats, totaling \$5.5 million. There is also scheduled bridge work for the district including 37 bridge rehabilitations and replacements, totaling \$30.4 million.

Ms. Watkins highlighted some of the district's upcoming projects such as a safety project that will eliminate an at grade crossing near Cadet Missouri as it will take Route 47 over the railroad. The project is being funded through a railroad grant with some contributions from Union Pacific. Another project is the expansion of U.S. Route 54 in Camdenton to two lanes each direction, with a center turn lane, from South Business Route 5 to the city limits, which was included in today's bid letting awards, and will reduce congestion and improve safety. Interchange improvements associated with Route W (Airport Road) including modifying the interchange and widening U.S. Route 54 in Callaway County, north of the Missouri River. Corridor improvement on U.S. Route 63 from U.S. Route 50 to County Road 611, south of Westphalia, is planned to be awarded in 2028. Lastly, the Improve I-70 Rocheport to Columbia and Boonville to Rocheport will begin in the next six to seven months.

Central District maintenance forces completed significant work including 122,977 tons of asphalt pavement repair in 2024, and 40,133 tons year to date in 2025; 2,824 ton of pothole patching in 2024, and 1,062 tons year to date in 2025; 13,888 acres of spraying noxious weeds in 2024, and 15,119 acres year to date in 2025; 15,789 square feet of signs installed in 2024, and 6,368 square feet year to date in 2025; 7,535 miles of striping in 2024, and close to 1,000 miles year to date in 2025; 15,959 labor hours of litter pick up in 2024, and 20,595 labor hours year to date in 2025; 27,911 miles of mowing in 2024, and 10,251 miles year to date in 2025; and 525 lane miles of sealing operations in 2024, and 300 lanes miles planned for 2025. Ms. Watkins further noted that Central District staff spent almost 90,000 hours on winter operations, and preparations have begun for the upcoming winter season.

Ms. Watkins stated safety is part of the districts and department's culture, and highlighted a few safety improvements. A traffic garden was held at Belle Elementary School this spring and was done with a grant from the Governor's Highway Association and the National Road Safety Foundation. Staff collaborated with the Coalition for Roadway Safety and painted a traffic system on their playground. The students walked it, learned about the striping and what the signs meant, and were taught bicycle safety. It

led into conversations about driver safety, about always wearing your seatbelt, not driving distracted, and putting phones down while driving. It was an opportunity to build the behavior of the next generation of drivers and doing it in a fun way that really sticks with them.

Ms. Watkins also highlighted innovative thinking and recent winners at the Innovations Showcase. The flush mounted tractor lights submitted by the Rolla employees won the Productivity category. The tack oil sprayer submitted by the Columbia facility won the Tool and Equipment category. The powerline marker submitted by the Jefferson City staff won the Tool and Equipment category. The paver lookout submitted by the St. Robert facility was the overall winner for the Tool and Equipment category. Each of these winners were able to bring back money to their facilities, where they could dedicate it towards the maintenance and operation in their region.

Central District maintains a strong recruitment and outreach program through efforts including internships; community college, trade school, and targeted high school career fair participation; JAG event participation; location-specific hiring events; Bring a Child to Workday; STEM outreach on large projects; and collaboration with the University of Missouri on Capstone Projects each semester. Ms. Watkins highlighted the district's success on recruitment and retention. The Commission's action to implement pay plan efforts really made a noticeable difference in Central District. Last year the district spent efforts recruiting employees, this year the district has been able to maintain staffing at about 98 percent. She noted there had been 63 separations but 74 new hires. There has been a lot of emphasis on retention in the form of good quality candidates that are joining, getting proper training, with a sense of belonging and welcoming for those individuals, making them part of the team early, and having challenging and rewarding work.

Commissioner Erdman thanked Ms. Watkins for her presentation. Commissioner Smith congratulated Ms. Watkins on her success of being 98 percent staffed and retaining employees.

Commissioner Baker commended Ms. Watkin's presentation and her highlights on the I-70 project, maintenance issues, covering 11,000 lane miles, and the windshield issues in the district.

* * * * *

MODOT IMPROVE I-70 PROGRAM REPORT

On behalf of the Director, Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission an update 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. MoDOT has been formally studying the I-70 corridor for over 30 years as there have been many concepts and ideas; it came down to funding. 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. Mr. Kopinski noted that 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 and 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.

Mr. Kopinski stated the funding was approved in June 2023 and the first groundbreaking celebration was in Columbia in June 2024. Since then, a lot of work has been accomplished. He noted that keeping focused on staying on time and on budget is paramount to the Improve I-70 project team. Individuals from other Departments of Transportation (DOT) that are leading major projects face this real challenge to stay on time and on budget, and a lot of that is driven by political pressures or pressures from the DOT. The stability MoDOT has from state and local elected officials and the Commission has really allowed the project team to stay on schedule and on budget. If there is no bigger takeaway today, it is that the team is on schedule to deliver this project with this historic funding.

Mr. Kopinski discussed the Infrastructure for Rebuilding America (INFRA) Grant components. In an effort to leverage funding for the Improve I-70 program, MoDOT submitted an aggressive grant application to the U.S. Department of Transportation. This discretionary federal grant program allows transportation owners to compete for federal funding. Historically, less than 10 percent of applicants are successful with a funding award. In 2024, MoDOT received a partial award for Improve I-70 with a discretionary federal grant. A total of \$92 million in federal funds were awarded to MoDOT for the Improve I-70 Program. The INFRA grant funds will be used to make improvements beyond the addition of a third lane on the first three segments of the Improve I-70 Program.

He stated the Columbia to Kingdom City project is underway and over \$100 million of high-quality improvements that have been made in the last year. The project is on time and on schedule, but the team could really use a break from the rain. He noted the paving crews could use dry and warm weather, but they are paving and working on bridges every night. He commended the work of Millstone Weber and Jacobs delivering this project and also commended the City of Columbia and Columbia Chamber of Commerce for coming to the table with their leadership group and decision makers. That ability to move quick is a priority to the Improve I-70 project team and projects, so they appreciate those ongoing partnerships.

In November of last year, the largest single project in MoDOT history was awarded at a little over \$600 million. This project was awarded to Emery Sapp Clarkson with designers HNTB and Bartlett West, and this project is fully underway now. The area is starting to transform, and pavers are fully operational laying down pavement every night. Mr. Kopinski noted that 22 bridges are being replaced or providing substantial improvements, so it is not just pavement. It is interchanges, bridges, and overall safety components improvements outside of adding the third lane and replacing the existing pavement.

In May 2025, the team brought the Blue Springs to Odessa project to the Commission, and it was awarded to Rademacher and Decker team with the design firm Wilson. Public meetings are scheduled for next month where staff will be sharing more information about the project. Construction for this project will start in early September. The turnaround period from award to when a shovel is on the ground to begin substantial bridge work and paving work is four months, which is pretty well unheard of in this process.

Mr. Kopinski highlighted the upcoming projects of the Improve I-70 Program. The team has begun confidential one on one meetings with the three shortlisted teams for the 13 miles of I-70 from Rocheport to Columbia. The tentative project award date is December 2025. This will be the fourth Improve I-70 procurement that will come to the Commission for award. These will be the program's four largest projects, and in the top ten largest projects ever delivered. The 12 miles of I-70 from Boonville to Rocheport will be a traditional design bid build project with a January 2026 bid letting, with a tentative project award date of February 2026.

As with every project MoDOT programs, getting public input is critical to success from the early design stage to the final ribbon cutting. Since August 2023, MoDOT completed 12 statewide public meetings around the state, 8 industry meetings around the state, and over 4,000 individuals have signed up for the Improve I-70 Program emails. The team also continues to reach out to customers that call with recommendations, concerns, and complaints. Currently, there are three upcoming public meetings in

Boonville, Blue Springs, and Odessa. The purpose of these meetings is to inform residents and stakeholders that the project in their area would soon be underway and to highlight the local partnerships and support along with the impact and benefits of these projects. Mr. Kopinski also highlighted a new communications tool led by Lairyn McGregor called I-70 Beyond the Barrels, which highlights workers on the Improve I-70 projects and why the I-70 projects are so important.

Mr. Kopinski concluded with information about the workforce and contractors working on the Improve I-70 projects. Some of these contractors are stuck with a million problems and they find ways to overcome it. Not only does MoDOT have world class companies building these projects, but the key people that they have associated with it are really true leaders and help the driving completion of this being on time and on budget. He also stated that a number one priority is safety of the workers on the roadway. The team continues to work with the Missouri State Highway Patrol (MHSP) to help keep work zones as safe as possible.

Commissioner Smith commended Mr. Kopinski for his leadership on this project, how quickly the projects have moved, and the excitement of bringing the fourth project to the Commission in the near future. Director Hassinger commended the team for setting the bar for a project of this magnitude; Mr. Kopinski and his team have exercised unprecedented leadership, but also the Missouri based contracting community has been exceptional.

* * * * *

2026-2030 FINAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented the 2026-2030 Statewide Transportation Improvement Program (STIP), which is developed in coordination with the budget and financial forecast. The STIP is a proposed list of transportation projects for the next five years. This document is an essential part of communication with customers sharing how their transportation dollars are being invested and represents MoDOT's commitment to Missourians.

The STIP was developed using a transparent, inclusive, and flexible approach to identifying transportation solutions. The planning framework is an open and engaging public involvement process that is used to develop the STIP. MoDOT district staff work closely with nine metropolitan planning organizations and nineteen regional planning commissions. It is focused on bottom-up decision making and ensures that there is a local voice in the room when decisions are made so the projects selected are impactful to the regions.

Mr. Taylor was pleased to announce that the final STIP for 2026-2030 totals \$13.3 billion including 1,289 STIP projects. The Commission's funding distribution policy provides predictable funding levels to all areas of the state and allows for multi-year planning. For fiscal years 2026-2030, the construction program funds available total \$6.6 billion. The funds are then distributed on objective factors and are distributed to safety \$351 million, asset management \$4.9 billion, and then system improvements \$1.4 billion.

Missouri's transportation system is very large including nearly 34,000 miles and over 10,400 bridges, which takes a combination of highway and bridge construction along with the operations and maintenance plan to take care of the system. Most of the work on 5,560 miles of major highways and roughly 17,900 miles of minor roads are accomplished through the highway and bridge portion of the STIP. There are also about 10,350 miles of low volume minor roads, and most of the work on those roads is accomplished through operations and maintenance work. Asset management is the focus of the 2026-2030 STIP, it is what customers requested and ensures Missouri's roads and bridges are in good condition. He then described how the first three years of this STIP focuses 82 percent of the funding on asset management, 12 percent on capital improvements, and 6 percent on other projects. The first three years of the STIP will improve 12,549 miles of pavement and 1,029 bridges.

Mr. Taylor described some of the key changes for the 2026-2030 STIP. He noted that existing projects increased about \$200 million, approximately 2.2 percent is due to inflation, and 4.78 percent due

to other cost drivers. There was schedule adjustments made to 163 projects to align the program with availability or to accommodate processes. There were 298 projects added, the majority of which are asset management projects. There were 19 projects deleted due to the project being incorporated into other large-scale projects including the Improve I-70 Program projects, work being addressed by MoDOT forces, or work overlapped with other projects. One cost share project was withdrawn by the partnering entity.

This legislative session, the General Assembly designated additional general revenue funding for transportation projects. With the recent legislative session action, the department was able to add 459 lane miles of pavement to the current STIP. It also includes remaining work for I-70 from the 2023 legislative session. From the 2024 legislative session it includes \$579 million for the I-44 corridor. It also includes a list of specific projects across the state on a variety of routes, multimodal projects, and off-system projects and studies, totaling \$90 million. The department is grateful for the additional funding for these transportation projects.

The multimodal portion of the STIP has \$1.1 billion in funding for the 2026-2030 STIP. The multimodal program has grown significantly since 2020. These funds are federal pass-through funds and designated funds for the other modes.

The STIP also includes the maintenance operations plans for the districts. It outlines the anticipated work in each region so the public can know not only the scheduled contract work, but the work that is going to be accomplished by MoDOT's forces as well. This additional information is provided to allow Missourians to more easily see how their transportation funding is invested.

The department held a thirty-day public comment period on the draft STIP. As a result of the public comment period, MoDOT received 73 comments regarding the draft STIP. Forty-one comments requested additional road and bridge improvements. Thirteen comments offered support for projects. Four comments identified locations with poor system conditions. Four comments were regarding multimodal

improvements or plans for transit or rail. The comments expressed concern with how monies are spent. Two comments requested formal support of the Ozark Parkway / Ozark Expressway. One comment thanked the St. Louis District for a balance of work programmed in the district. One comment identified a location of concern that is not on the state system. One comment identified an incorrect reference. One comment did not support the STIP. One comment said the Commission and MoDOT do not keep commitments. Lastly, one comment requested to focus on maintaining the system. Each comment was responded to and shared with the districts and corresponding planning organization.

Mr. Taylor reported there were some project changes made to the STIP between the draft that was presented to the Commission at the May Commission meeting and the final STIP being presented for consideration at this meeting. There were 31 major changes total. Ten changes included General Assembly designated projects that were added to fix low-volume and minor routes. There are seven General Assembly designated projects added for road and bridge projects. There were five General Assembly designated projects added for off the state system project or study. There are eight General Assembly designated projects added for multimodal improvements. There was one project added for emergency bridge replacement due to flooding. There were several minor changes made to clean up language, note project changes, make technical corrections, modify tables, and make wording updates.

Mr. Taylor then recommended the Commission:

- approve the 2026-2030 STIP;
- certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.220;
- delegate to the Deputy Director/Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases, and urgent or emergency projects; and
- delegate to the Deputy Director/Chief Engineer authority to approve fiscally constrained revisions to projects.

Commissioner Boatwright thanked Mr. Taylor for the presentation and commended him on this large STIP, the entire planning process, and his leadership. The Commission appreciates the hard work of

the staff in Central Office and all the Districts who worked with local planning partners to develop this plan. After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Slay, the Commission unanimously approved the recommendations as outlined above.

* * * * *

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 C09 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 June 20, 2025, letting, as recommended, and noted in Table I below; (2) Award of contract to the lowest responsive bidders for Call C09, contingent upon receiving additional funding from the local entity; and (3) Ratification of the award of Job Number JSRM0108 that was awarded by Southwest District Engineer on June 13, 2025 for the urgent removal of a culvert damaged by flooding noted in Table II below.

**Table I
Award of Contracts
June 20, 2025, Bid Opening**

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|----------------|-------------------------------|----------------|-------------------|------------------------------|----------------------------|--------------------|
| A01 | 36 | Caldwell, DeKalb | JNW0003 | \$909,306.35 | \$0.00 | Vance Brothers, LLC | Scrub Seal |
| A02 | CC, H, J, O | Buchanan, Clay, Clinton | JNW0029 | \$2,789,405.98 | \$0.00 | Emery Sapp & Sons, Inc. | Resurfacing |
| A03 | 24, 11 | Carroll, Chariton, Linn | JNW0084 | \$2,348,592.14 | \$0.00 | Vance Brothers, LLC | Scrub Seal |
| A04 | Various | Various | JNWM0090 | \$4,140,235.97 | \$0.00 | Vance Brothers, LLC | Scrub Seal |
| A05 | Various | Various | JNWM0091 | \$3,790,573.48 | \$0.00 | Vance Brothers, LLC | Scrub Seal |

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|---------------|----------------|--------------------------------|----------|------------------------|-----------------------|--|--|
| B01 | C, J, 149, 156 | Macon | JNE0147 | \$982,521.30 | \$0.00 | Stanton Contracting, L.L.C. | ADA Improvements |
| B02 | 149 | Adair, Macon, Putnam, Randolph | JNEM0096 | \$652,789.11 | \$0.00 | W. L. Miller Company | Seal Coat |
| | Y | | JNEM0099 | | | | |
| B03 | B | Clark, Lewis, Scotland | JNEM0098 | \$1,584,272.92 | \$0.00 | W. L. Miller Company | Seal Coat |
| | A | | JNEM0097 | | | | |
| | H | | JNEM0100 | | | | |
| C01 | 50 | Johnson | JKR0102 | \$1,235,354.70 | \$0.00 | Louis-Company, LLC | Bridge Redeck |
| C03 | I-29 | Clay, Platte | JKU0017 | \$14,141,226.50 | \$0.00 | Superior Bowen Asphalt Company, LLC | Coldmill and Resurface |
| C04 | Holmes Street | Jackson | JKU0024 | \$6,746,301.37 | \$0.00 | Clarkson Construction Company | Bridge Replacement |
| C05 | Various | Clay, Platte | JKU0108 | \$759,043.71 | \$0.00 | Custom Lighting Services, LLC dba Black & McDonald | ITS Improvement |
| C06 | Various | Various | JKU0390 | \$1,980,899.78 | \$0.00 | Vance Brothers, LLC | Seal Coat |
| C07 | Various | Various | JKU0422 | \$1,095,900.00 | \$0.00 | Mar-Jim Contracting, LLC | Job Order Contract for Sign Replacement |
| C09*+ | 350 | Jackson | JKU0404 | \$4,975,166.19 | \$0.00 | Pyramid Contractors, Inc. | Bridge Replacement |
| D01 | 54 | Camden | J5P3573 | \$6,858,291.67 | \$628.00 | Capital Paving & Construction, LLC | Add Lanes, Drainage and ADA Improvements |
| F02 | 94 | St Charles | JSL0222B | \$172,817.06 | \$16,000.00 | CSD Environmental Services, Inc. | Pedestrian Signals |
| F03 | 30 | Franklin, Jefferson | J6S3435 | \$13,898,000.00 | \$0.00 | N.B. West Contracting Company | Coldmill, Resurface and Crack Fill Bridges |
| H01 | 17 | Howell | J9S3692 | \$3,180,000.00 | \$0.00 | Pace Construction Company, LLC | Resurface |
| TOTAL: | | | | \$72,240,698.23 | \$16,628.00 | | |

* Call C09 – Funding by City of Kansas City – \$103,564.82

+ Award contingent upon receipt of additional funding from local entity

**Table II
Award of Emergency Project
June 13, 2025, Bid Opening**

| Route | County | Job No. | Bid Amount | Contractor | Description |
|--------------|---------------|----------------|--------------------|---------------------------|------------------------|
| Y | Webster | JSRM0108 | \$99,300.00 | Hartman and Company, Inc. | Urgent Culvert Removal |
| | | TOTAL | \$99,300.00 | | |

Commission Consideration and Action

After consideration, and upon motion by Commissioner Smith, 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 June 20, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Ratified the award of Job Number JSRM0108 that was awarded by the Southwest District Engineer on June 13, 2025, for an emergency project as noted in Table II above.
3. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls C04 and C06. Commissioner Smith abstained from voting on Call D01. Commissioner Hegeman abstained from voting on Calls A01, A03, C04, and C03.

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ADMINISTRATIVE RULES/POLICIES

COMMISSION POLICY REVISION – COMMISSION–MEMBERS–SOCIAL EVENTS POLICY REVISIONS

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission’s periodic review, there are occasions where a policy

may need to be updated. The department is revising this policy to better align with department and community/partner goals to enrich relationships.

On behalf of the Director, Jennifer Jorgensen, Secretary to the Commission, recommended the COMMISSION-Members-Social Events policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category: COMMISSION
Sub-Category: Members
Sub-Sub-Category: Social Events

RECEPTIONS

Stakeholders, Community Organizations, Chambers of Commerce and other interested parties may host a reception or event for the members of the Missouri Highways and Transportation Commission to provide opportunities for the Commissioners to learn more about the wants and needs of local communities, stakeholders and members of the public.

Those wishing to host a reception must make arrangements with the Secretary to the Commission, who will coordinate the scheduling of the event in alignment with the Commission meeting schedule.

The following requirements must be met for each event:

- A request must be submitted to the Secretary to the Commission.
- ~~The event must be open to members of the public.~~ The event should be a widely attended community-based event that is a benefit to the department and not exceed \$35 per person.
- ~~Commissioners must pay for the expenses associated with their participation in the event. Expenses include event space, food, beverages, and the like.~~
- ~~If alcohol is served all attendees must pay for their own drinks.~~
- MoDOT staff **will not** be required to attend the event, but they are welcome to attend a widely attended community-based event that is a benefit to the department and not exceed \$35 per person.
 - ~~MoDOT Staff that are invited will notify the Secretary to the Commission of the invitation, where upon they may request from the Secretary to the Commission the expense for attending the event, and inform the Secretary to the Commission whether or not they will attend.~~
 - ~~MoDOT Staff attending must pay the expenses associated with their participation in the event. Expenses include event space, food, beverages, and the like.~~
- The event host will coordinate with the Secretary to the Commission ~~on Commission member payment for expenses.~~ The Secretary to the Commission will confirm with each Commission member ~~the expense for and~~ their attendance at the event prior to finalizing any plans with the host.

Effective Date: ~~July 11, 2018~~ July 9, 2025

Supersedes Policy Dated:

Last Reaffirmed: October 3, 2018

Date of Origin: July 11, 2018

Related Commission Actions: July 11, 2018 new policy adopted. October 3, 2018 – reaffirmed. July 9, 2025, updated policy adopted.

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

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-- REPORTS --

REPORTS

The Commission received the following written reports.

DEBT MANAGEMENT REPORT

Todd Grosvenor, Financial Services Director, provided an update on Missouri Highways and Transportation Commission outstanding debt. The Commission’s Debt Management Policy ensures each long-term financing is completed in compliance with laws and industry standards and in an efficient manner. The policy helps to attain the goal of maintaining optimum credit ratings and minimizing borrowing costs. The Debt Management Policy limits the amount of debt the MHTC can issue by capping annual debt service to no more than five percent of annual total road and bridge revenue. New or additional funding sources, such as Amendment 3, 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 in the policy. MHTC’s estimated debt obligations are projected to be below the five percent limitation and the MHTC is in compliance with the policy.

Between December 2000 and December 2022, the MHTC issued \$4,532,525,000 in new money bonds and \$1,631,660,000 in refunding bonds. As of June 30, 2025, the amount of outstanding bonds is \$1,127,955,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety, and addressing congestion. MoDOT staff will continue to work with the Bond Trustee

to ensure: (1) bondholders are paid on time; (2) certain financial and operational information is disclosed on an ongoing basis as required; and (3) the MHTC stays in compliance with its Master Bond Indentures.

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.

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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 May 31, 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 May 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 638 active contracts held by individual engineering consultant firms prior to June 1, 2025. Thirteen engineering consultant services contracts were executed in May 2025, for a total of \$9,944,678. There were zero non-engineering consultant contracts executed in May 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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**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN ST. JOSEPH, MISSOURI,
WEDNESDAY, AUGUST 6, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, August 6, 2025, at Missouri Western State University, Houlne Center for Convergent Technology, 4141 Mitchell Avenue, St. Joseph, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 12:30 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 to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, August 6, 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.*

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

The Commission tabled for future consideration the approval of the minutes of the regular meeting held on July 9, 2025, and the special meeting held on July 8, 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 August 6, 2025, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, 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 August 6, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for later this summer.

Legislative Committee – Commissioner Boatwright reported during the regular legislative session, 49 House and Senate bills were Truly Agreed and Finally Passed, in addition to the 16 budget bills. The Governor's deadline to sign or veto legislation was July 15. Notably, the Governor did not veto any bills passed by the General Assembly this year, except for budget bills that can be line-item vetoed. Unless otherwise specified, all bills will take effect on August 28.

On June 30, the Governor signed the Fiscal Year 2026 state budget, totaling \$50.8 billion. MoDOT's funding requests were included in the enacted budget; however, the General Assembly approved only approximately seven to nine months' worth of appropriations. As a result, the department will need to request a supplemental appropriation early in the upcoming legislative session.

On June 14, Governor Kehoe signed Senate Bills 1, 3, and 4 into law following the special session he convened for disaster relief, property tax relief, economic development and business retention, and budget initiatives. During special session, the Missouri General Assembly passed three bills in nine days.

In accordance with the state constitution, veto session is scheduled for September 10. Currently, there is no activity anticipated other than what is statutorily required. The department is developing a proposed legislative agenda for the Commission's consideration that will be shared and discussed during this report at the September Commission meeting.

On the federal side, each chamber of Congress is working on their version of the appropriations for Transportation, Housing and Urban Development, and related agencies and will need to get something passed prior to October 1. Additionally, with the federal reauthorization for surface transportation expiring in September 2026, the U.S. Department of Transportation Secretary Duffy opened a public comment period for consideration in the development of the next surface transportation authorizing legislation. Comments are due August 20, 2025.

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

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Hegeman stated there was no report this month. The next MPERS meeting will be September 18, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright stated the Committee is finalizing the agenda and program for the Highway Safety and Traffic Conference in Columbia, Missouri, on September 16-18, 2025. The conference contains a myriad of valuable topics, presentations, and speakers in each of the five safety system areas of Missouri’s Strategic Highway Safety Plan – *Show Me Zero*.

Traffic fatalities remain lower than this same time last year, although the margin is narrow. To finish the year at a lower total than 2024, August and September will have to come in at or below last year’s totals. To accomplish this, MoDOT, the regional coalitions, and law enforcement will need to step up visibility and awareness during the final two months of summer.

Through a cooperative effort with the Missouri Coalition for Roadway Safety, MoDOT has completed the first draft of Missouri’s Strategic Highway Safety Plan – *Show Me Zero*. Preliminary graphic layout is underway as the first draft is undergoing review.

Commissioner Boatwright concluded his report with an update on traffic fatalities. As of Monday, July 28, there have been 497 people killed in Missouri traffic crashes so far in 2025.

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DIRECTOR’S REPORT

During the August 6, 2025, Commission meeting, Director Ed Hassinger provided the following report:

HPUN/LRTP Public Meetings – The past few weeks have been an active time for public meetings across the state. Along with the countless meetings the department holds for projects under design, they are also currently asking the public to think about the big picture and the future.

This month, meetings will be hosted across the state for the annual discussion on the High Priority Unfunded Needs (HPUN). This list helps guide the development of the needs the planning partners and communities across the state have identified as priority into funded projects as funds become available in future years. The draft document was released late last month. The public can provide comment on the projects identified in the three tiers through the MoDOT website or at the meetings. Comments will be accepted through September 11. Transportation Planning Director Llans Taylor will present the findings and a final document for the Commission’s review and approval at the October meeting.

The department is also in the process of updating the Long-Range Transportation Plan (LRTP) and State Freight and Rail Plan and will be sharing an update on that process at these meetings. The Long-Range Transportation Plan is really the roadmap of the transportation system in Missouri for the next 25 years. The Freight and Rail Plan outlines the vision, goals, and priorities of Missouri’s freight and passenger rail systems.

These meetings are an opportunity to look ahead to the transportation system envisioned in the next five to twenty-five years and provide the department with feedback to help get there. All upcoming meeting dates across the state are on the MoDOT website, and people are encouraged to attend these meetings and provide that crucial feedback.

Stand Up for Safety Day – Director Hassinger stated one of his focus areas as director is to work safely for the MoDOT team and for the traveling public. As the department’s annual Day of Remembrance, where we pause to honor and remember fellow team members who died in service to this state, approaches next month, it is a sobering reminder of what employees put on the line every day.

Each summer the department dedicates one day fully to the effort. The annual Stand Up for Safety Day, which took place last month, is a chance for employees to stop and fully evaluate and recalibrate the workplace, tools, and practices to make sure everyone is working as safely as possible, for ourselves and for the traveling public. This year, topics covered ranged from pre-shift planning meetings and updated risk-based assessments for certain operations to human trafficking awareness training.

The leadership team made it a point to get out to some of these events across the state, and it is always worthwhile to hear from team members who are putting themselves out there alongside the highway every day. Director Hassinger appreciated the opportunity to not only share dedication toward and concern for their safety, but to hear their concerns so their concerns can be addressed in efforts moving forward.

I-470 Resurfacing in Kansas City – The Kansas City District is hard at work getting the area in great shape to host the World Cup next year. A full closure of one direction of Interstate 470 near Lee's Summit for a resurfacing job has been scheduled. The closure allowed contracted crews to resurface more than three miles in just one weekend, and Director Hassinger played a video showing how much work they were able to achieve in such a short time.

While the contracted crews were working to resurface, MoDOT maintenance crews were able to clear and clean drains along the route. These full closures are one way to really minimize the time employees are in the way of the traveling public. As the video noted, the contractor and maintenance forces are going to do the same thing on the westbound lanes.

Communications Director Announcement – Chief Administrative Officer Lester Woods introduced the newest member of the Senior Management Team, Taylor Brune as the new Communications Director. Ms. Brune is a graduate of the University of Missouri School of Journalism and has been with the department for nearly eight years, most recently as the assistant communications director. In that time, she has led multiple teams and efforts to improve the customer service and communications tools and processes for the department.

Recognition of Service: Todd Grosvenor – Director Hassinger concluded his report today with a different kind of staffing announcement. Todd Grosvenor is the Financial Services director, and after 35 years with the department, he is storing away the calculator next month to enjoy a well-deserved retirement.

Mr. Grosvenor has spent the past six and a half years as the Financial Services director but has vast previous experience across the team in Audits, Maintenance, and Design. Director Hassinger noted that it would be hard to find another person in this country who knows more about federal aid than Mr. Grosvenor. In fact, he is responsible for creating a computer program back in the aftermath of the 1993 flood to bill the federal government for reimbursement, which brought in \$100 million to the department’s recovery efforts. He also crafted a line for the 2005 federal transportation bill (SAFETEA-LU) that increased formula funds to Missouri by \$50 million. This became known as the “Missouri Fix,” and the

department is still reaping the benefits of that today. Director Hassinger congratulated Mr. Grosvenor on his retirement.

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PUBLIC PRESENTATIONS

WELCOME BY MISSOURI WESTERN STATE UNIVERSITY

Dr. Elizabeth Kennedy, President of Missouri Western State University, welcomed the Commission and distinguished guests to the campus. She stated that Missouri Western State University, or sometimes referred to as Mo West, is one of Missouri's nine public regional universities. The public regional universities in the state of Missouri last fall enrolled over 70,000 students combined, which is outstanding. She noted that regional public universities are the workhorses of higher education in America, educating nearly 5 million, or 70 percent of all students seeking a four-year degree at a public institution. They are producing graduates who spur innovation and growth in the local and state economies. Missouri Western focuses on contributing to the economic viability of the region they serve, and they are producing results. Last year alone, nearly 87 percent of Missouri Western State University graduates reported living and working in Missouri, and 62 percent in Buchanan County by intentionally aligning student demand with workforce needs. She noted the only center for convergent technology is an excellent example of that alignment. It was a \$19 million project that was funded in part by a sales grant and matched to local partnerships. As a result, they are seeing significant growth in their construction engineering technology programs as well as in their cybersecurity degree programs. According to research conducted at the Georgetown University, by 2030, 66 percent of all good jobs will require at least a bachelor's degree or an industry related certificate. Mo West provides that education our strong and deliberate mutual partnerships across vital sectors so that the university produces the much-needed workforce for the community, the region, and the entire state of Missouri.

Commissioner Erdman thanked Dr. Kennedy for her comments and appreciated the opportunity to meet at the Houline Center on the Missouri Western State University campus.

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DELEGATION REPRESENTING ST. JOSEPH REGION

Abe Forney, Director of Public Works and Transportation for the City of St. Joseph, presented to the Commission about collaboration and partnership between the city, the chamber, Buchanan County, and MoDOT to get projects accomplished. Mr. Forney noted the city was the recipient of the Governor's Cost Share Program funds. The widening of Pickett Road and Craig Parkway is a significant project supported by the Governor's Cost Share Program. This road is a direct feeder to Altec, one of the region's biggest industries along with some other industries that are located south of Pickett Road. Construction on this project is slated to begin late summer. Another project is the Route AC bridge update. Once the Pickett Road project is completed, Altec will have an alternative entrance during the replacement of the Route AC bridge. This project will improve the intersection at the outer road and Route AC, and is partnership with Altec, the City of St. Joseph, and MoDOT, is a top priority for the area. Mr. Forney noted Governor's Cost Share Program has been great to get these projects underway and give those industries director routes to work every day.

Mr. Forney stated the St. Joseph Area Transportation Study Organization (SJATSO) is a metropolitan planning organization (MPO) in St. Joseph, similar to the Mid-America Regional Council in Kansas City. The MPO is a direct recipient of thousands of dollars to support various infrastructure improvements and transportation projects in collaboration with local engineering teams. The MPO will work with St. Joseph Engineering on transportation alternative program (TAP) projects that will focus on enhancing facilities to serve the community's growing needs effectively. Funding includes \$500,000 in TAP funds designated for Patee Branch phases 2 and 3, and the improvement of sidewalks on Cook Road, crucial for future road widening efforts.

Mr. Forney noted the 139th Airlift Wing is housed at Rosecrans Memorial Airport along with the Advanced Airlift Tactical Training Center. Over 18 different allied nations are trained at these facilities. Rosecrans Memorial Airport received a block grant through MoDOT from the Federal Aviation Administration (FAA) for a runway project. The funding breakdown is 65 percent from the National Guard Bureau, 30 percent from Airport Improvement Program grants, 5 percent contribution from MoDOT funding, and 5 percent of the total funding from the City of St. Joseph. He remarked that this is a lot of collaboration on the \$28 million runway project.

Mr. Forney reported that Interstate 29 (I-29) is extremely busy in the St. Joseph region. From Frederick Avenue to Highway 169, there are 20,000 vehicles a day which highlights the heavy traffic on I-29. The city also has received a grant for a study that focuses on potential developments at Faron Street and an exit onto I-29. In addition to those projects, the Gene Field Bridge replacement project is slated for 2027. MoDOT will replace the Gene Field Bridge; the new bridge, a collaboration with the city, will include aesthetic enhancements to the Cook Road Bridge, improving both functionality and visual appeal. Lastly, since 2016, the City of St. Joseph has been working with MoDOT on a conceptual design for the future of the double-decker I-229 bridge. The city looks forward to a continued partnership with MoDOT on the design-build process to enhance connections to I-229 and improve flow into downtown, supporting smarter infrastructure and better traffic movement.

Natalie Hawn, Chief Executive Officer of the St. Joseph Chamber of Commerce, provided an economic overview of the St. Joseph region. She also highlighted some of the region's statistics including the close location to Kansas City International airport and being located at the crossroads of I-29 and Highway 36. The city was named first in best places to work in manufacturing, the top 20 small business startups, and a great place to start a business. St. Joseph is also the birthplace of the Pony Express, Cherry Mash, and home to the 139th Airlift Wing. She noted that St. Joseph is the third largest exporter in the state, and several companies have headquarters in the city. Ms. Hawn stated there are numerous

manufacturers in St. Joseph, approximately 35 percent. These industries rely on roads, airports, and ports to be successful.

The City of St. Joseph’s port recently received funding for storage bins and a conveyor system. The multimodal port also has rail transloading and barge transloading, to move large items like wind turbine blades. Additionally, the port recently installed a seawall that was funded through MoDOT. Ms. Hawn thanked the Commission and department for their investments and support.

Commissioner Hegeman thanked Mr. Forney and Ms. Hawn for their presentation along with their partnership and support of the region.

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MODOT PRESENTATIONS

UPDATE FROM MODOT’S NORTHWEST DISTRICT

On behalf of the Director, Marty Liles, Northwest District Engineer, provided a brief overview of the current state of roads, bridges, and safety improvements in the Northwest District.

The Northwest District proudly supports the MoDOT values of safety, service, and stability while serving more than 262,000 Missourians in 20 counties. The Northwest District maintains 11,350 lane miles of interstates and major, minor, and low volume routes, including Interstates 29, 35, and 229 and several U.S. Routes including 36, 65, 71, and 24, and 1,359 bridges. The district is currently staffed at 87 percent with 470 employees; of those, there are 295 in maintenance. They continue to focus on recruitment and outreach.

Mr. Liles highlighted the region’s planning partners including the northwest Missouri Regional Council of Governments, Mo-Kan, Green Hills Regional Planning Commission, and the St. Joseph Area Transportation Study Organization. He appreciated the partnership with the planning partners and noted their contributions to transportation priorities and needs in the region. Mr. Liles also thanked the legislature and governors for dedication of general revenue funding for low volume roads throughout the

entire state. The Governor's Rural Routes Program provided \$117.5 million in funding on 2,278 lane miles of low volume roads in Northwest Missouri.

The Northwest District's 775 miles of interstate roads are maintained at 87 percent good; 1,440 miles of major roads are maintained at 82 percent good (statewide goal 90 percent); 81 percent of its 3,595 miles of minor roads are in good condition (statewide goal 80 percent) and 77 percent of its 5,540 miles of low volume roads are in good condition (statewide goal 70 percent), which is up from 69 percent last year. Since 2023, the district has received General Revenue funding, which has allowed the district to make improvements to 41 percent of their low volume roads.

The Northwest District has 1,359 bridges with 95 in poor condition. The district continues to focus on making improvements to these poor condition bridges. In 2020, the district had 214 poor condition bridges. This is a reduction of 119 bridges off the poor condition list in part due to the Fixing Access to Rural Missouri (FARM) Bridge Design-Build project in the Northwest and Northeast districts and the Governor's Focus on Bridge Program.

The I-229 Environmental Assessment Study has been completed. Mr. Liles noted final approval has been received from the Federal Highway Administration (FHWA). The preferred alternative is to remove the bridge and place the highway on the ground in its current footprint. Ms. Joyce Reynolds has been selected as the Project Director and will move this project into completion.

Mr. Liles highlighted current projects included the Northwest Bridge Bundle, which is a Design-Build Project that will rehabilitate or replace 31 bridges in nine counties. Fifteen of those bridges have been completed, 1 is under construction, and 16 will begin in 2025 or 2026. The district expects to complete all the bridges by December 2026. He also noted the intersection improvements to U.S. Route 59/Alabama Street that aims to improve turning movements onto/off of U.S. Route 59, reduce congestion at Route U railroad crossing, and add sidewalks. The project is under contract and plans to be completed in 2026 with the cost of \$9.2 million. The Clinton County I-35 project aims to rehabilitate Interstate

35 between south Cameron and Lathrop exits. The project is under construction and plans to be completed in 2026 with the cost of \$42.2 million.

None of this would be possible without the staff to get this work done safely. Mr. Liles reported the Northwest District has had the highest safety score for the last ten consecutive months and congratulated the maintenance crews on their success. He highlighted their work on winter response including 18 days of emergency operation center activation, twenty plus inches of snows with 181 trucks. Employee's plowed 659,516 miles and put in 62,915 labor hours during winter operations. Lastly, he congratulated the Northwest District on their continued success at the statewide Innovations Challenge. Nine teams were selected for the Innovations Challenge and two were winners: Empirical Slab Design (earned Second in Projects category) and Temporary Roundabout (earned Third in Projects category).

Mr. Liles concluded his presentation by sharing some community events including Touch-A-Truck events and the Northwest Coalition for Roadway Safety, who created a safety course on the Hosea Elementary playground and taught the second graders right there about bicycle safety.

Commissioner Boatwright thanked Mr. Liles for his presentation and for the work on rural roads and in the communities. He also congratulated Mr. Liles on the progress on the I-229 project.

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MEDICAL PLAN FUNDING RECOMMENDATION FOR CALENDAR YEAR 2026

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, shared the contribution recommendations for the medical and life insurance plan. Contributions are based on projected funding necessary to provide medical and life insurance benefits to employees, retirees, vested annuitants, and the dependents of these groups of MoDOT, the Missouri State Highway Patrol (MSHP), and the MoDOT and Patrol Employees' Retirement System (MPERS). The Medical and Life Insurance Plan Board of Trustees (Board) provides recommendations based upon an actuarial review. AON Hewitt Consulting conducted an actuarial review and analysis of medical plan funding on a semi-annual basis.

Based upon the June 25, 2025, review, the Board made recommendations for plan funding for calendar year 2026. The recommendations are projected to maintain adequate funding for medical plan costs.

Mr. Denkler noted the plan has provided employer sponsored health benefits for over 47 years. The plan is governed by a Board of Trustees composed of four active MoDOT employees, two active Patrol employees, and one retiree from each agency. These Board members are recommended by either the MoDOT Director or the MSHP Superintendent, respectively, and require approval by the Commission. MoDOT's Assistant to the Chief Administrative Officer-Employee Health and Wellness serves as the Chairman of the Plan Board of Trustees. One task of the board is to recommend contracting with third-party administrators. Currently, that includes Anthem for medical claims, Carelon Rx for pharmacy administration, and United Healthcare for the Medicare advantage plan.

The plan offers three options. One option is the Preferred Provider Organization (PPO) with a \$600 annual deductible; as of July 1, 2025, there are 7,528 subscribers in the PPO option. There is also a High Deductible Health Plan (HDHP) offered in conjunction with a health savings account (HSA). As of July 1, 2025, there are 645 subscribers in the HDHP option. The Medicare Advantage Plan offers insurance for retirees that are eligible for Medicare. About sixty-four percent of the plan serves active employees and their dependents.

Mr. Denkler stated the goal is to maintain a financially stable, and sustainable health care plan for the active employees and retiree groups. In calendar year 2024, the Commission through the employers contributed \$102 million in healthcare premiums. and the employees and retirees contributed \$28 million. For active employees, the Commission contributes 85 percent% of the total premium. The contribution varies for the retiree group depending on their year of retirement and their years of service to the employers. For calendar year 2025, the employers are being asked to absorb the entire premium increase for active employees and subscribers in the work-related disability categories.

The report explained the number of medical claims increased 0.4 percent and the cost of the medical claims increased 16.2 percent. The number of medical claims increased to 508,445 claims in 2024 compared to 506,453 claims in 2023. He noted in 2025 thus far, there has been a 1.4 percent increase in the amount paid for medical claims through the first five months as compared to the same time last year. Furthermore, the price for medical services is increasing 5 percent per year. There is also an increase in utilization across the country. This is a direct correlation to an increase in medical providers entering the market.

The report also noted the prescription drug plan costs continue to rise, largely due to the cost of specialty medications. Specialty drugs are prescriptions that generally have unique uses, may require special dosing or administration, and are used to treat diagnoses such as cancer, rheumatoid arthritis, multiple sclerosis, and hepatitis C. Specialty drugs are 1.74 percent of total claims, but account for over 54 percent of total drug plan spending. This trend is a serious issue for health insurance plans nationwide with no apparent strategy to combat the trend in the foreseeable future.

Mr. Denkler expressed concern that the plan funding has been decreasing and the costs have been increasing. Due to the Commission's continued support, a stable medical plan has been maintained over the years. However, that is slowly trending downward. As a result, the reserve funds are at a level that it is necessary to seek additional funding for premiums. Mr. Denkler reported the total net position as of May 31, 2025, was \$32.4 million and is down compared to \$36.2 million at the same time last year.

Mr. Denkler recommended the Commission continue offering two plan options, the Preferred Provider Option (PPO) and the High Deductible Health Plan (HDHP) with a Health Savings Account (HSA), with no changes in Plan design. He also recommended an increase of 9.5 percent in total medical plan premiums for all rate categories in calendar year 2026. He also recommended the employers absorb the entire premium increase for active employees and subscribers in the work-related disability categories.

After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Slay, the Commission unanimously approved the medical and life insurance plan recommendations to: (1) increase medical plan premiums by 9.5 percent for all rate categories in calendar year 2026; (2) continue offering two plan options PPO and HDHP with a HSA with no changes in Plan design; and (3) absorb the entire premium increase for active employees and subscribers in the work related disability categories.

Commissioner Erdman thanked Mr. Denkler for his presentation and the work it takes to manage this benefit. He noted this benefit is expensive and stated this is the third year in a row that the commission has absorbed the premium increase and is the eighth year in a row with no personal increase to active employees.

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MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2027 APPROPRIATIONS SUBMITTAL AND FISCAL YEAR 2026 SUPPLEMENTAL APPROPRIATIONS SUBMITTAL

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented the fiscal year 2027 appropriations request for \$5.2 billion for House Bill 4, \$3.7 billion for House Bill 17, and \$88.5 million for House Bill 20, and the fiscal year 2026 supplemental appropriations request for \$642.7 million. Ms. Morris explained the department is required by law to submit both the appropriations request and supplemental appropriations requests to the Office of Administration (OA) by October 1 of each year. This appropriations request is the basis of the Governor’s recommendation, which is submitted to the Missouri General Assembly within thirty days of when the legislature convenes the regular session.

Ms. Morris briefly explained the budget timeline beginning in March, when the districts and divisions submit their budget requests. Then, the Financial Services Division reviews and compiles the appropriations request. In August, the Commission potentially approves the appropriations and supplemental appropriations requests. From October to May, the budget is submitted to OA and the

department's Financial Services staff supports the request through the legislative process. In May, the Commission will review the budget request. In June, the budget request is submitted to the Commission for final approval. On July 1, the new fiscal year begins.

She then reviewed the breakdown of the appropriation submittal by category. The majority of the department's budget is for program delivery and safety and operation, which is 78.5 percent. Refunds and transfers, which makes up 12.4 percent, are mainly needed for accounting purposes, to move monies between funds. The largest transfer moves motor fuel taxes and a portion of the motor vehicle and driver's license fees from the State Highways and Transportation Department fund to the State Road Fund. The smallest category is administration at 0.4 percent.

This appropriations submittal includes \$513.2 million for personal services and the related positions, expense and equipment, and program to restore funds in the State Road Fund for Administration, Safety and Operations, and Program Delivery. The legislature proposed the creation of a new federal road fund. In anticipation of that legislation passing, the legislature reduced the appropriations from the State Road Fund and added spending authority from the Federal Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The legislature did not pass the enabling legislation, creating the mechanism to fund the Federal Road Fund, and the Governor's Office later vetoed the related appropriations from the new fund. This item is needed so the department has sufficient spending authority to pay expenditures for a full year in fiscal year 2027. In addition, a supplemental budget is being submitted to restore the same appropriations and positions for fiscal year 2026. We are thankful for the support of the governor and the legislature that allowed us to implement.

Ms. Morris thanked the Governor and legislature for their support of the department's pay plan for fiscal year 2026 to continue to address employee pay. In July 2022, the department implemented a portion of a market plan within the appropriation authority approved by the legislature. The market adjustments for employee salaries included modifying the salary structure to optimize it and being more competitive

with market; establishing market competitive midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure and performance. This submittal includes a department requested pay plan that includes a market adjustment of 2 percent for all employees, as well as tenure-based pay increases. This pay plan will move more employees to market and will help reduce salary compression at the lower end of the ranges. In addition, the submittal includes the personal service dollars and related fringe benefits for 100 new positions in maintenance. These positions will help the department restore operations. Restoring operations will help meet customer expectations as it relates to windshield items like litter pickup, mowing, trimming, pavement repairs, striping, and signing. These additional positions, or full-time equivalent (FTEs), will be funded from the State Road Fund, not general revenue. The department is requesting additional people, not the funding of them, in order to address these issues.

This submittal also includes additional monies totaling \$6.9 million for Safety and Operations, which is responsible for striping, pavement repair, mowing right-of-way, and plowing snow and ice. The spending authority will be used for things like additional asphalt and concrete repairs on roadways, support for the World Cup, and allowing the department to spend additional federal funds for highway safety. Ensuring these items are adequately funded will help improve safety for the traveling public.

In addition, reappropriations of the \$20 million for low volume roads minor roads that was appropriated in fiscal year 2026 is included in the current appropriations request. Ms. Morris appreciated the additional general revenue funds dedicated by the Governor and General Assembly for transportation. This appropriation submittal includes those projects previously approved as reappropriations such as the Improve I-70 Program, Forward 44 Program, and a road replacement in Platte County.

Program Delivery is the largest appropriation category, and it is used to pay consultants to design projects, purchase right-of-way, pass federal monies through to local entities, and pay contractors who build the construction projects. MoDOT requested a decrease of \$283.0 million, compared to the fiscal year 2026 TAFP budget. The department requested a decrease of \$274.1 million for expenditures made

on projects such as Low Volume Routes, Improve I-70, and the Governor's Transportation Cost-Share Projects, and \$8.8 million for projects vetoed or restricted by the Governor.

Fleet, Facilities, and Information Systems (FFIS) increased \$3.0 million compared to the fiscal year 2026 TAFP budget. The department's annual allocation for fleet is just over \$42.4 million to maintain a fleet valued at \$595 million. The increase is requested to cover a portion of the inflationary costs associated with fleet. The last fleet acquisition budget increase was in fiscal year 2022. This request represents a seven percent increase and allows the department to continue to make progress decreasing the average age of MoDOT fleet, consistent with the fleet asset management plan.

MoDOT requested a multimodal appropriation decrease of \$20.9 million, compared to the fiscal year 2026 TAFP. This request includes the following: \$1.7 million of general revenue to add a third-round trip on the Amtrak River Runner for the World Cup in Kansas City, Missouri in July 2026; \$750,000 of general revenue to fund the cost of providing twice daily passenger rail service through Amtrak because of inflation; \$8.7 million decrease for expenditures made on projects such as the Mobility Management Pilot Program, the Jefferson County Port, and capital improvements at the Rosecrans Airport; and \$14.7 million decrease for projects vetoed or restricted by the Governor.

Ms. Morris recommended approval of the proposed fiscal year 2027 appropriations submittal totaling \$5.2 billion. She also recommended approval of the proposed fiscal year 2027 appropriations submittal totaling \$3.7 billion, for all MoDOT appropriations associated with House Bill 17. She also recommended approval of the proposed fiscal year 2027 appropriations submittal totaling \$88.5 million, for all MoDOT appropriations associated with House Bill 20. Lastly, she also recommended approval of the proposed fiscal year 2026 supplemental appropriations submittal totaling \$642.7 million.

Following discussion, and upon motion by Commissioner Hegeman, seconded by Commissioner Slay, the Commission unanimously approved the Missouri Department of Transportation Fiscal Year 2027 Appropriations Submittal, as noted in the tables below, and authorized staff to release the request to OA

– Division of Budget and Planning; and approved the proposed Fiscal Year 2026 Supplemental Appropriations Submittal totaling \$642.7 million. The Commission also approved the Fiscal Year 2027 appropriations submittal totaling \$3.7 billion, for all MoDOT appropriations associated with House Bill 17. The Commission also approved the Fiscal Year 2027 appropriations request totaling \$88.5 million, for all MoDOT appropriations associated with House Bill 20.



**Fiscal Year 2027 Appropriations Submittal
House Bill 4 By Appropriation Category**
(Dollars in Thousands)

| <u>Appropriations</u> | <u>Fiscal Year 2025 Actual Expenditures</u> | <u>Fiscal Year 2026 TAFP¹ Budget</u> | <u>Fiscal Year 2027 Appropriations Request</u> |
|--|---|---|--|
| Administration | \$ 25,890 | \$ 24,439 | \$ 31,896 |
| Safety and Operations ² | \$ 484,768 | \$ 456,818 | \$ 595,161 |
| Program Delivery ^{2,3} | \$ 2,288,815 | \$ 2,400,776 | \$ 2,770,515 |
| Fleet, Facilities, and Information Systems (FFIS) | \$ 116,538 | \$ 132,813 | \$ 136,414 |
| Multimodal ^{2, 5} | \$ 145,350 | \$ 295,352 | \$ 281,992 |
| Fringe Benefits | \$ 233,126 | \$ 284,787 | \$ 287,790 |
| Refunds and Transfers ⁴ | \$ 881,072 | \$ 1,095,366 | \$ 1,095,366 |
| Total MoDOT Appropriations Request | \$ 4,175,559 | \$ 4,690,351 | \$ 5,198,884 |

¹ Fiscal year 2026 Truly Agreed to and Finally Passed (TAFP) budget is prior to any vetoes or restrictions occurring and does not include any Federal Road SRF Transfer Fund appropriations, which were later vetoed by the Governor.
² Includes federal funds MoDOT pays to contractors and providers for goods and services.
³ Includes appropriations for Contractor Payments, Design and Bridge Consultant Payments, Accelerated Program, Right of Way and Federal Pass-Through.
⁴ Appropriation request amount is \$1 in the event the appropriation is needed.
⁵ These items were vetoed or restricted by the Governor.



**Fiscal Year 2027 Appropriations
 Submittal
 House Bill 17 Capital Improvements**

| <u>Appropriations</u> | <u>Fiscal Year 2025 Actual Expenditures</u> | <u>Fiscal Year 2026 TAFP³ Budget</u> | <u>Fiscal Year 2027 Appropriations Request</u> |
|---|---|---|--|
| Program Delivery | | | |
| Program | | | |
| Low-Volume Routes FY24 - Budget Stabilization Fund ^{1,4} | \$ 56,346 | \$ 28,340 | \$ 0 |
| Improve I-70 Program from Bond Proceeds ² | 151,635 | 1,400,000 | 1,248,365 |
| Improve I-70 Program from General Revenue (GR) ² | 25,968 | 1,400,000 | 1,374,032 |
| Forward I-44 Program from Bond Proceeds ² | 0 | 363,750 | 363,750 |
| Forward I-44 Program from GR ² | 49 | 213,750 | 213,701 |
| Transportation Cost-Share Program - Budget Stabilization Fund ² | 7,174 | 64,654 | 57,068 |
| I-44 Environmental Study - GR ² | 6,648 | 19,703 | 13,055 |
| I-55 Outer Service Road - GR ² | 2,537 | 11,717 | 9,180 |
| Highway BB Engineering Study Cameron County - GR ² | 63 | 1,000 | 937 |
| Highway 67 Improvements Butler County - GR ² | 1,472 | 60,000 | 58,528 |
| US 67 Butler County - State Road Fund ² | 0 | 90,000 | 90,000 |
| LeCompte Road Industry Upgrade - Budget Stabilization Fund ² | 0 | 3,400 | 3,400 |
| I-70 Improvements Warren County - Budget Stabilization Fund ² | 4,302 | 40,000 | 35,698 |
| US 65 & Route B - GR ² | 0 | 4,700 | 4,700 |
| I-49 & US 58 Improvements Cass County - GR ² | 55 | 20,000 | 19,945 |
| Highway 63 Improvements Columbia - GR ² | 83 | 4,200 | 4,117 |
| Highway 65 Additional Lanes - Budget Stabilization Fund ² | 109 | 38,000 | 37,891 |
| Low Volume Routes FY25 - GR ² | 33,633 | 100,000 | 66,367 |
| Total Program Delivery | \$ 290,073 | \$ 3,863,214 | \$ 3,600,735 |
| Multimodal | | | |
| Program | | | |
| Warrensburg Airport - Budget Stabilization Fund ¹ | 0 | 850 | 850 |
| Mobility Management Pilot Program - Budget Stabilization Fund ^{2,4} | 3,000 | 3,000 | 0 |
| Railroad Grade Crossing Hazards - GR ² | 0 | 25,000 | 25,000 |
| DeSoto Train Stop - GR ² | 0 | 1,000 | 1,000 |
| Rosecrans Airport Capital Improvements - GR ² | 1,724 | 10,200 | 8,476 |
| Cape Girardeau Airport - GR ² | 0 | 350 | 350 |
| Airport Capital Improvements and Maintenance - GR ² | 70 | 2,327 | 2,257 |
| Rosecrans Airport 139th - Budget Stabilization Fund ² | 0 | 7,500 | 7,500 |
| Rosecrans Airport Fam Fuel - Budget Stabilization Fund ² | 0 | 2,000 | 2,000 |
| Kirksville Airport - GR ² | 26 | 1,300 | 1,274 |
| Federal Aviation Assistance JC Airport - Multimodal Operations Federal Fund ² | 0 | 3,400 | 3,400 |
| Federal Aviation Assistance St. Joe Airport - Multimodal Operations Federal Fund ² | 0 | 8,800 | 8,800 |
| Jefferson County Port Authority - Budget Stabilization Fund ² | 19,753 | 6,700 | 4,877 |
| SEMO Port - Budget Stabilization Fund ^{2,4} | 500 | 500 | 0 |
| Pemiscot County Port - GR ² | 333 | 4,000 | 3,667 |
| Total Multimodal | \$ 25,407 | \$ 76,927 | \$ 69,450 |
| Total MoDOT Disbursements | \$ 315,480 | \$ 3,940,141 | \$ 3,670,185 |

¹ In previous years, these appropriations were in House Bill 19.
² In previous years, these appropriations were in House Bill 4.
³ Fiscal year 2026 Truly Agreed to and Finally Passed (TAFP) budget.
⁴ These projects will be fully expended by the end of fiscal year 2026.



Fiscal Year 2027 Appropriations Submittal
House Bill 20 American Rescue Plan Act (ARPA) of 2021
(Dollars in Thousands)

| | Fiscal Year 2025 Actual Expenditures | Fiscal Year 2026 TAFP ² Budget | Fiscal Year 2027 Appropriations Request ³ |
|--|---|--|---|
| Administered by MoDOT | | | |
| KC Streetcar - Budget Stabilization Fund | \$ 467 | \$ 1,000 | \$ 533 |
| KC Port - Budget Stabilization Fund | 2,728 | 28,442 | 25,714 |
| KC Port Improvements - Budget Stabilization Fund | 4,248 | 6,824 | 2,576 |
| Total Administered by MoDOT | \$ 7,443 | \$ 36,266 | \$ 28,823 |
| Administered by OA¹ | | | |
| Waste Water Improvements | 2,667 | 6,689 | 4,822 |
| Kirkwood Historic Train Station | 2,349 | 2,291 | 0 |
| Carrollton Amtrak Station | 38 | 965 | 961 |
| Washington County Airport | 102 | 1,000 | 898 |
| Buffalo Municipal Airport Improvement | 205 | 687 | 482 |
| Port Capital Improvement Projects | 4,732 | 10,990 | 8,446 |
| New Madrid County Port Authority | 1,247 | 2,899 | 2,323 |
| Elderly and Disabled Transit Assistance | 442 | 6,000 | 5,558 |
| Highway 76 Road Improvements in Branson | 0 | 6,200 | 6,200 |
| I-35, I-29, and US 169 Road Improvements | 0 | 30,000 | 30,000 |
| Total Administered by OA | \$ 11,782 | \$ 67,722 | \$ 59,690 |
| Total Disbursements | \$ 19,225 | \$ 103,988 | \$ 88,513 |

¹ ARPA funding for these items are being administered by Office of Administration (OA); however, MoDOT is overseeing the projects.

² Fiscal year 2026 Truly Agreed to and Finally Passed (TAFP) budget.

³ ARPA funding will expire 12/31/2026.



Fiscal Year 2026
Supplemental Appropriations Submittal
House Bill 14
(Dollars in Thousands)

| | Fiscal Year 2025 Actual Expenditures | Fiscal Year 2026 TAFP ¹ Budget | Fiscal Year 2026 Supplemental Appropriations Request |
|--|---|--|--|
| Appropriations | | | |
| Administration | | | |
| Administration Personal Services (PS) | \$ 22,548 | \$ 19,277 | \$ 5,588 |
| Administration E&E | 3,265 | 5,082 | 1,485 |
| Total Administration | \$ 25,813 | \$ 24,359 | \$ 7,073 |
| Safety and Operations | | | |
| Operations PS | 174,461 | 150,364 | 43,489 |
| Operations E&E | 281,921 | 254,408 | 74,050 |
| Total Safety and Operations | \$ 456,382 | \$ 404,772 | \$ 117,539 |
| Program Delivery | | | |
| Program Delivery PS | 86,226 | 78,965 | 20,723 |
| Program Delivery E&E | 25,430 | 30,755 | 10,362 |
| Program Delivery Program ^{2,3} | 1,710,619 | 1,674,435 | 487,002 |
| Total Program Delivery | \$ 1,822,275 | \$ 1,784,155 | \$ 518,087 |
| Total MoDOT Supplemental Appropriations Request | \$ 2,304,470 | \$ 2,213,286 | \$ 642,699 |

This schedule lists each individual appropriation as prescribed by the Office of Administration - Division of Budget and Planning's (OA) budget instructions. The appropriations have been organized into the categories used in MoDOT's budget.

¹ Fiscal year 2026 Truly Agreed to and Finally Passed (TAFP) budget is prior to any vetoes or restrictions occurring and does not include any Federal Road Fund appropriations, which were later vetoed by the Governor.

² Includes federal funds MoDOT pays to contractors and providers for goods and services.

³ Includes appropriations for Contractor Payments, Design and Bridge Consultant Payments, Accelerated Program, Right of Way, and Federal Pass-Through.

* * * * *

RESOLUTION

RESOLUTION EXPRESSING APPRECIATION TO THE HONORABLE MIKE PARSON FOR OUTSTANDING SERVICE TO THE STATE OF MISSOURI

The Commission recognized former Governor Parson for his contributions to transportation and the state of Missouri. Following discussion and comments, the Commission unanimously approved the following resolution:

WHEREAS, the Honorable Mike Parson was elected to the Missouri House of Representatives in 2004, serving the citizens of Missouri’s 133rd District for six years; elected to the Missouri Senate in 2010, serving the citizens of Missouri’s 28th Senatorial District for six years; elected Lieutenant Governor of Missouri in 2016; and served as the 57th Governor of Missouri from 2018 to 2025; and

WHEREAS, Governor Parson has performed his duties with vision, dedication, and genuine compassion for the best interests of the citizens of Missouri and a lifelong commitment to serving others with more than 30 years of experience in public service; and

WHEREAS, Governor Parson firmly believes a sound transportation network is essential to safe travel, economic development and a good quality of life in Missouri; and

WHEREAS, Governor Parson and the General Assembly supported the improvement of Interstate 70 and provided \$2.8 billion in General Revenue in the Fiscal Year 2024 budget. This once in a lifetime investment made it a priority to plan, design, construct, reconstruct, rehabilitate, and repair three lanes of Interstate 70 in each direction from Blue Springs to Wentzville; and

WHEREAS, Governor Parson created the Governor's Rural Routes Program, which focused on improving the condition of low-volume rural roads in poor condition in Missouri. The program allocated more than \$300 million of General Revenue, improved conditions of more than 5,400 lane miles of low-volume rural roads, and is scheduled for completion by November 2025; and

WHEREAS, in 2019, Governor Parson announced the Governor's Transportation Cost-Share Program, funded with General Revenue to build partnerships with local communities and private entities to deliver road and bridge projects and address transportation needs. The program matched investments from project sponsors and included improvements to interchanges, roadways, and bridge projects across the state, supporting economic development and workforce development; and

WHEREAS, in 2019, Governor Parson initiated the Focus on Bridges Program, which addressed the need to repair or replace hundreds of bridges in poor condition across the state. Initial funding included \$50 million in General Revenue to replace or repair 45 bridges but later received an \$81.2 million federal grant to facilitate the construction of a new I-70 Missouri River Bridge at Rocheport and I-70 climbing lanes at Mineola Hill in Montgomery County, two significant improvements to the I-70 freight corridor. The grant also triggered a \$301 million bonding program, authorized by the legislature in the 2019 session and to be

repaid over seven years from State General Revenue, that repaired or replaced an additional 215 bridges across the state; and

WHEREAS, Governor Parson also supported transit operations like the Missouri Elderly and Handicapped Transportation Assistance Program, along with non-profit organizations providing integrated transit planning and services for seniors, veterans, and the disabled, and for the First and Last Mile Connectivity for Missourians study, which may lead to dedicated microtransit programs; and

WHEREAS, Governor Parson included further investments in transportation and infrastructure, such as broadband investments, I-44 expansion planning, road and bridge projects within the Statewide Transportation Improvement Program, and airport upgrades, along with improvements at Missouri's river ports; and

WHEREAS, Governor Parson performed his duties with extraordinary professionalism, integrity, dignity, and the desire for his actions to reflect the best interest of all Missourians; and

WHEREAS, Governor Parson's expertise in the development of sound public policy, coupled with his humility in resolving complex civic challenges, gained his well-known and well-deserved recognition as a great public servant and esteemed statesman; and

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Governor Parson, for the work he has performed for the citizens of Missouri.

BE IT FURTHER RESOLVED that a copy of this Resolution be forwarded to Governor Parson so he will have a permanent record of the high esteem in which he is held by the members of the Missouri Highways and Transportation Commission.

* * * * *

BUSINESS ISSUES

CITY OF REPUBLIC, COST SHARE ECONOMIC DEVELOPMENT

The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent of participation costs. Twenty percent of the cost share program funds are set-aside for projects that demonstrate economic development through job creation. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director. Guidelines require Commission approval for projects that use the cost share economic

development funds. This action is required to occur prior to the project being included in the Statewide Transportation Improvement Program (STIP).

The City of Republic submitted a \$1,712,886 request for cost share economic development funds to widen Route MM from Route 360 (James River Freeway) to Interstate 44. This request for additional Cost Share Economic Development set-aside funds for the project is a result of inflation. The project is located in the Southwest district.

The Cost Share Committee approved the City’s additional request at their June 12, 2025, meeting. On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, recommended approval of the award of \$1,712,886 in additional Cost Share Economic Development set-aside funds to the City of Republic as a result of inflation to widen Route MM from Route 360 (James River Freeway) to Interstate 44. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

* * * * *

FISCAL YEAR 2026 BUDGET AMENDMENT

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended decreasing the budget for fiscal year 2026 by \$330.4 million. The budget decrease is \$49.8 million for items restricted by the Governor during his review of the state’s fiscal year 2026 budget; decrease of \$23.6 million for items vetoed by the Governor during his review of the state’s fiscal year 2026 budget; decrease of \$399,800 due to three percent of the General Revenue spending being restricted by the Governor during his review of the state’s fiscal year 2026 budget; and decrease of \$256.6 million for expenditures incurred in fiscal year 2025. Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2026 budget amendment described above.

* * * * *

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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> |
|----------------------|---------------------|--------------------------|
| St. Louis | 61/67 | J6S3578 |
| St. Louis | 231 | J6S3631 |
| St. Louis | 231 | J6S3632 |

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.

* * * * *

-- **REPORTS** --

REPORTS

The Commission received the following written reports.

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.

* * * * *

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date June 30, 2025, with budget and prior year comparisons.

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of June 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 631 active contracts held by individual engineering consultant firms prior to July 1, 2025. Thirteen engineering consultant services contracts were executed in June 2025, for a total of \$6,089,517. There were zero non-engineering consultant contracts executed in June 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.

* * * * *



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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July 8, 2025

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COMMISSION/DIRECTOR ITEMS

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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN COLUMBIA, MISSOURI,
TUESDAY, JULY 8, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, July 8, 2025, at University of Missouri, Memorial Student Union, 518 Hitt Street, Columbia, Missouri. Warren K. Erdman, Chair, called the meeting to order at 1:00 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 to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Tuesday, July 8, 2025.

* * * * *

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

The Commission met in closed session on Tuesday, July 8, 2025, at 2:30 p.m. and adjourned at 4:30 p.m.

* * * * *

*“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 – MEDICAL AND LIFE INSURANCE

The Commission held a special meeting to review the MoDOT/MSHP Medical and Life Insurance Plan (Plan). The Commission provides a self-insured medical insurance plan that provides coverage for employees, retirees, vested annuitants, and the dependents of these groups, of MoDOT, the Missouri State Highway Patrol, and the MoDOT and Patrol Employees’ Retirement System. The Commission has established the MoDOT/MSHP Medical and Life Insurance Plan Board of Trustees (Board) to provide oversight of Plan administration and to provide recommendations to the Commission regarding Plan funding, benefit changes, and other issues that may significantly impact the Plan.

Brandon Denkler, Assistant to the Chief Administrative Officer and Medical Plan Board Chairman, provided an update to the Commission regarding the history and current status of the Plan. Mr. Denkler reviewed the recommendations based upon an actuarial review. AON Hewitt Consulting conducts an actuarial review and analysis of medical plan funding on a semi-annual basis. Mr. Denkler reviewed with the Commission the Board’s recommendations for rates for calendar year 2026. Throughout the presentation, the Commission inquired about and discussed the subjects brought before them. Mr. Denkler explained he would present the recommendations at the August Commission meeting to seek approval of these recommendations.

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By unanimous consensus of all members present, the meeting of the Commission adjourned.

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- 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**

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August 5, 2025

VOTE TO CLOSE MEETING 4

**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN ST. JOSEPH, MISSOURI,
WEDNESDAY, AUGUST 5, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Wednesday, August 5, 2025, at Missouri Western State University, Houlne Center for Convergent Technology, 4141 Mitchell Avenue, St. Joseph, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 2:00 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.

* * * * *

* * * * *

Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, August 5, 2025.

* * * * *

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

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

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

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

The Commission met in closed session on Wednesday, August 5, 2025, at 2:00 p.m. and adjourned at 4:30 p.m.

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By unanimous consensus of all members present, the meeting of the Commission adjourned.

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

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* * * * *



Director's Report

Director's Report

SEPTEMBER 4, 2025





AASHTO Recognizes Lester Woods

America's Transportation Awards



2025 Regional Award Winners

- Buck O'Neil Bridge Project
- Focus on Bridges
- U.S. Route 160 Intersection

Improve I-70: Columbia to Kingdom City

Video to be played during the meeting.

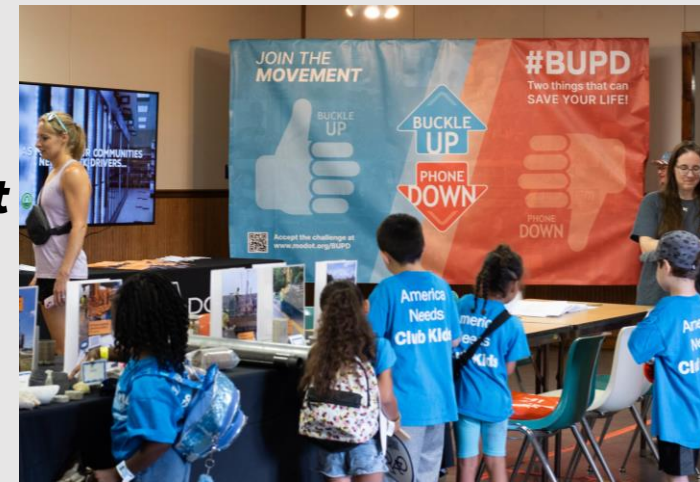
***The video can be viewed by playing the recording of the entire meeting
located at***

<https://www.modot.org/past-meeting-recordings>.



Missouri State Fair

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





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SOUTHWEST MISSOURI COUNCIL OF GOVERNMENTS

-- Presented by Jason Ray, Executive Director of the Southwest Missouri Council of Governments.

ISSUE: The Southwest Missouri Council of Governments (SMCOG) works to enhance the quality of the communities through regional cooperation. SMCOG serves 88 local governments across ten counties, including 24 state legislators, and is based on the campus of Missouri State University in the Center for Resource Planning and Management.

The organization takes a lead role in a region with over 640,000 in population in matters including transportation planning, coordination, and policy, as well as economic development, grant writing/administration, and public engagement. Regional planning leads to success like the US 60 Master Plan, which covers 22-miles of the US 60 Corridor and includes 49 at-grade intersections, 36 at-grade rail crossings, more than 27 daily trains and an Average Annual Daily Traffic Count of 23,225 vehicles.

SMCOG believes, “Funding follows Planning,” and successful partner planning allows the region great success in gaining project grants and funding, including the \$10.4 million USDOT CRISI Grant for railroad crossing improvements along the Route 60 corridor. The organization works to bring transportation initiatives to the communities, and was the recipient of the 2025 National Association of Development Organizations Excellence Awards for Regional Success for work on the Webster County Transit & Active Transportation Plan. SMCOG takes part in multi-jurisdictional hazard mitigation plans, inventorying and prioritizing low water crossings, and advocating for Congressional Disaster Supplemental funds for public infrastructure.

DEPARTMENT VIEW:

- It is impressive to see the growth, investment in economic development and support of the infrastructure in the region.
- MoDOT appreciates supportive transportation partners like the Southwest Missouri Council of Governments, and all of the staff, who help to program projects that address the region’s priorities.
- The district also appreciates their help in facilitating many successful cost-share programs for the region.
- The department and partners will continue to work together to move economic development and transportation for Missourians forward safely.

Southwest Missouri Council of Governments

Missouri Highways and Transportation Commission

September 4, 2025

Branson, MO



Jason Ray, AICP

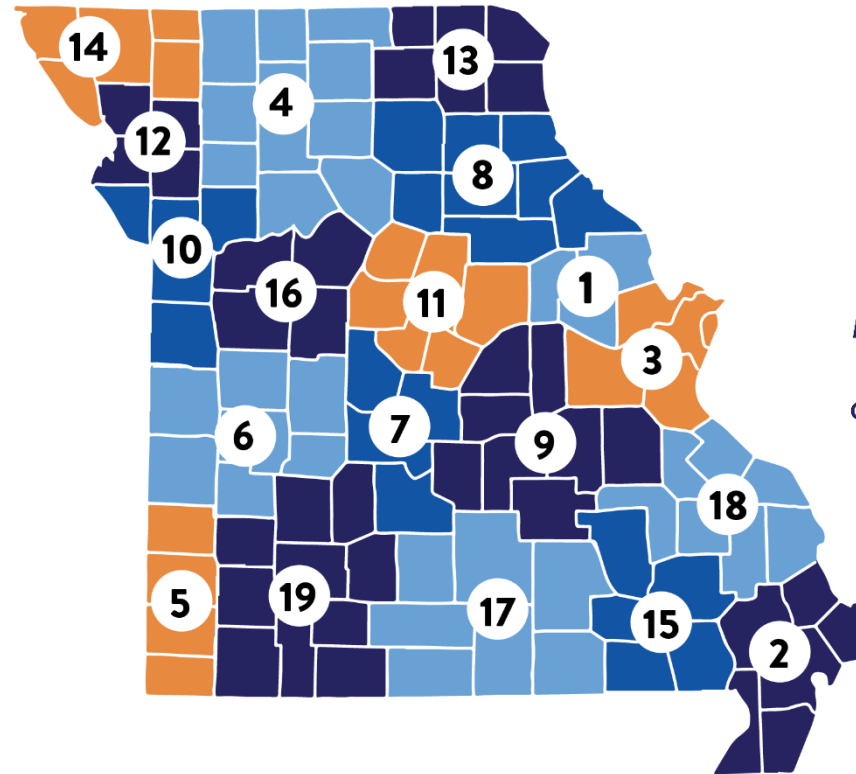
SOUTHWEST MISSOURI COUNCIL OF GOVERNMENTS

- B.S. Community and Regional Planning
 - Missouri State University
- Harry S Truman Coordinating Council
 - Deputy Director (Joplin, MO)
- Springfield Planning & Zoning Commissioner
- American Planning Association (APA)
 - Missouri Chapter President



Southwest Missouri Council of Governments

- SMCOG + MACOG
- Regional Planning Commission
- Partnership est. 1989
- Quasi-Governmental
- Established by state statute
- 10-county region



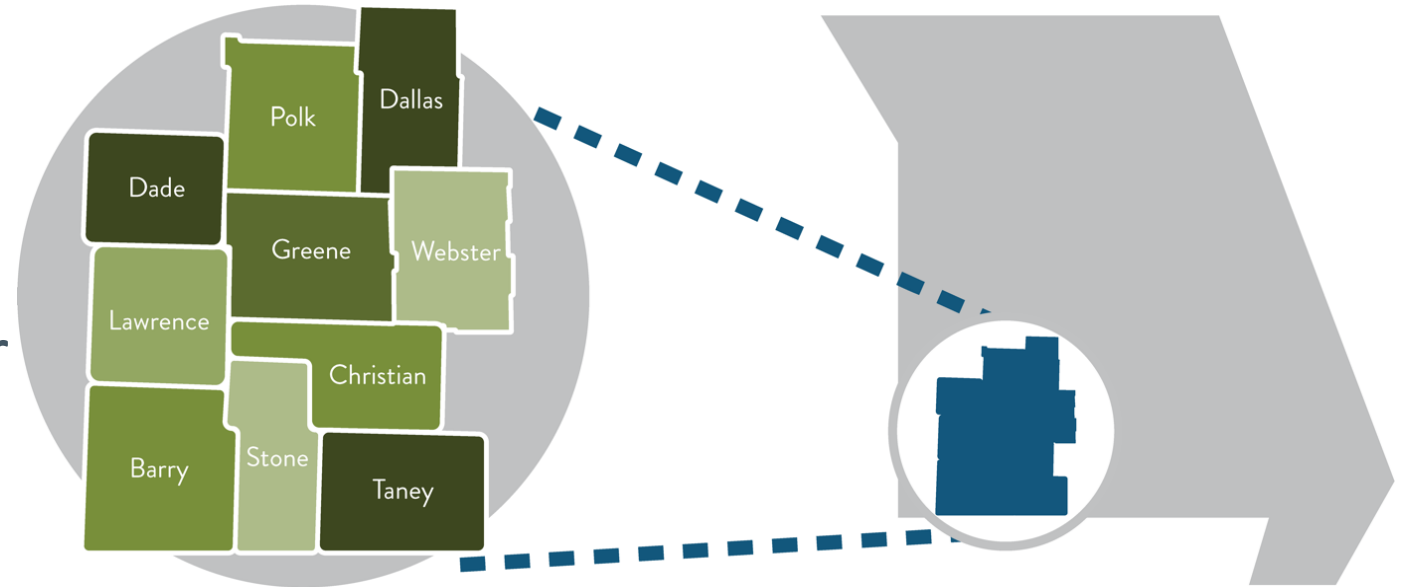
Center for Resource Planning & Management

- CRPM
- Applied research center est. 1979
- Cartography/mapping
- Partnership Established in 1989



Southwest Missouri Council of Governments

- Serving 88 Local Governments
- 12 Non-Governmental
- 18 Associate Members
- 24 State Legislators
- Missouri OA Commissioner



Southwest Missouri Council of Governments



Transportation Planning



Economic Development



Comprehensive Planning



Public Engagement



Regional Coordination



Grant Writing/Administration



Regional Policy

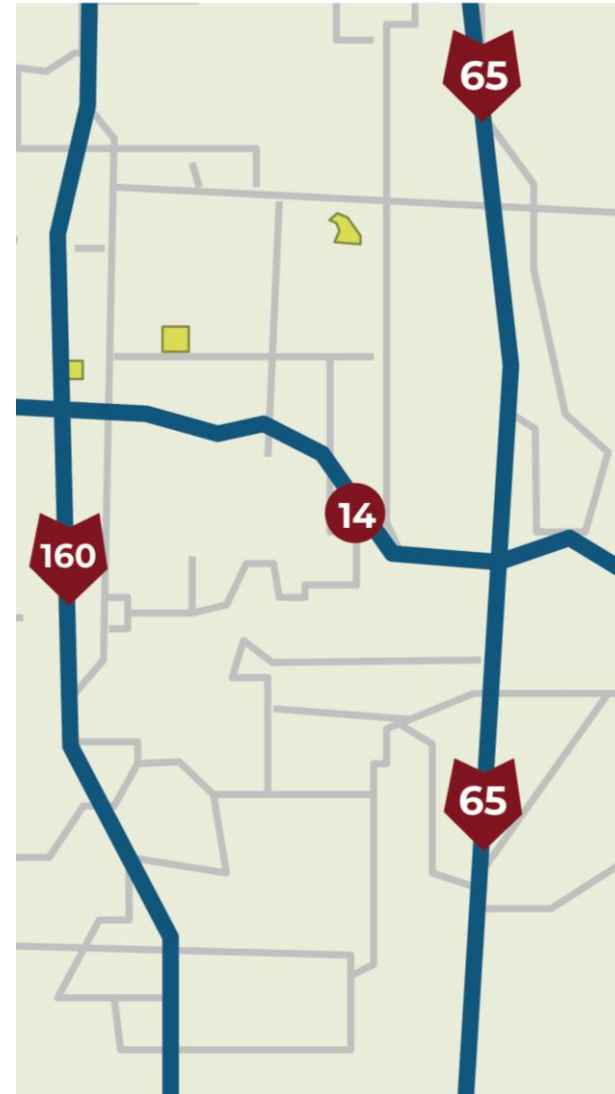


Information for Local Governments

TRANSPORTATION PLANNING



- **Transportation Advisory Committee (TAC)**
- Regional Prioritization
 - Road & Bridge – Regionally Significant
 - Bike/Ped – TAP Funding
- Public Transit – Human Services Transportation Plan
 - Multi-Modal TAC



The diagram illustrates the SMCOG Transportation Planning Process as a circular flow of five steps. At the center is a large green circle containing the SMCOG logo and the text "SMCOG Transportation Planning Process". Five smaller circular icons are arranged around the center, each representing a step. Step 1: "Gathering Needs" with an icon of a person at a mailbox. Step 2: "County-Level Prioritization" with an icon of two people at a table. Step 3: "Regional Prioritization" with an icon of a group of people. Step 4: "District-Wide Prioritization" with an icon of a person presenting to a group. Step 5: "Outcomes" with an icon of a bridge and a dollar sign. Dashed arrows connect the steps in a clockwise direction, starting from "New Transportation Needs Identified" at the top and ending at "Project Delivery" on the left.

SMCOG
Transportation Planning Process

New Transportation Needs Identified

1

Gathering Needs

SMCOG collects transportation needs through a mailed and online Transportation Needs Questionnaire.

2

County-Level Prioritization

We meet with each of our 10 county commissions, along with the communities in those counties, to prioritize transportation needs within each county.

3

Regional Prioritization

County transportation needs are brought to the regional level and prioritized through the Transportation Advisory Committee (TAC).

4

District-Wide Prioritization

SMCOG joins other planning partners in the MoDOT Southwest District to prioritize transportation needs for the entire Southwest District.

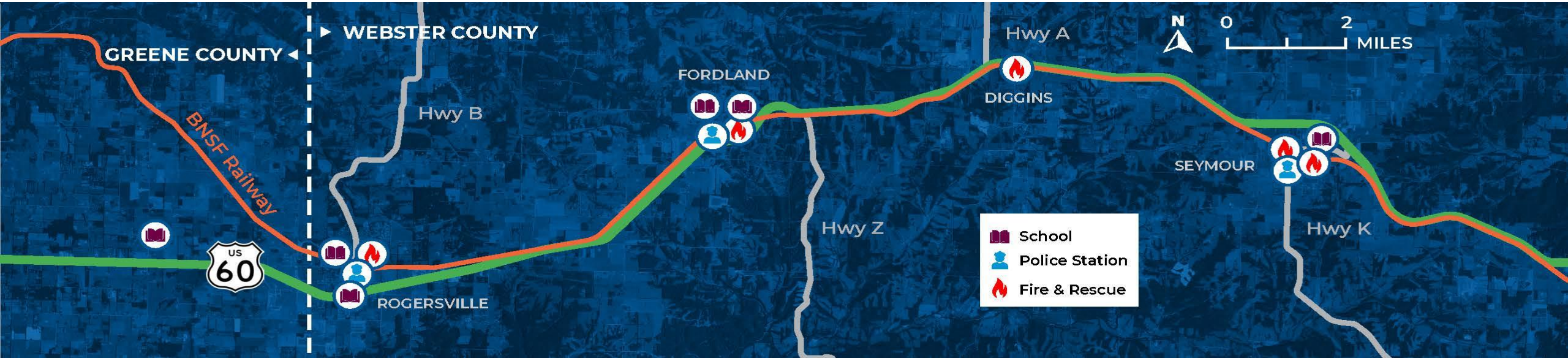
5

Outcomes

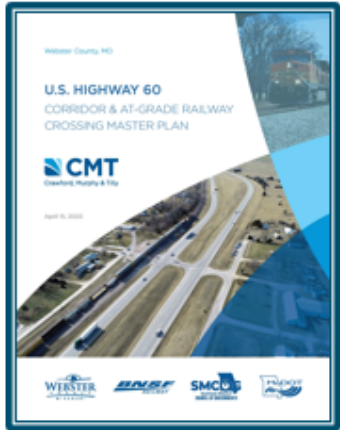
MoDOT, MPOs and RPCs determine which high priority needs are placed into the STIP as committed projects. Needs that are not funded in the current cycle are carried forward to be reconsidered during the next year's prioritization process.

Project Delivery

REGIONAL SUCCESS - US 60 Master Plan, Webster County



REGIONAL SUCCESS - "Funding Follows Planning"

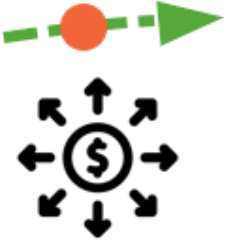


US 60 Study & Master Plan Completed
May 2020



FRA CRISI Grant - \$18.5M Section
Sept 2020
Successful Award of \$10.4M

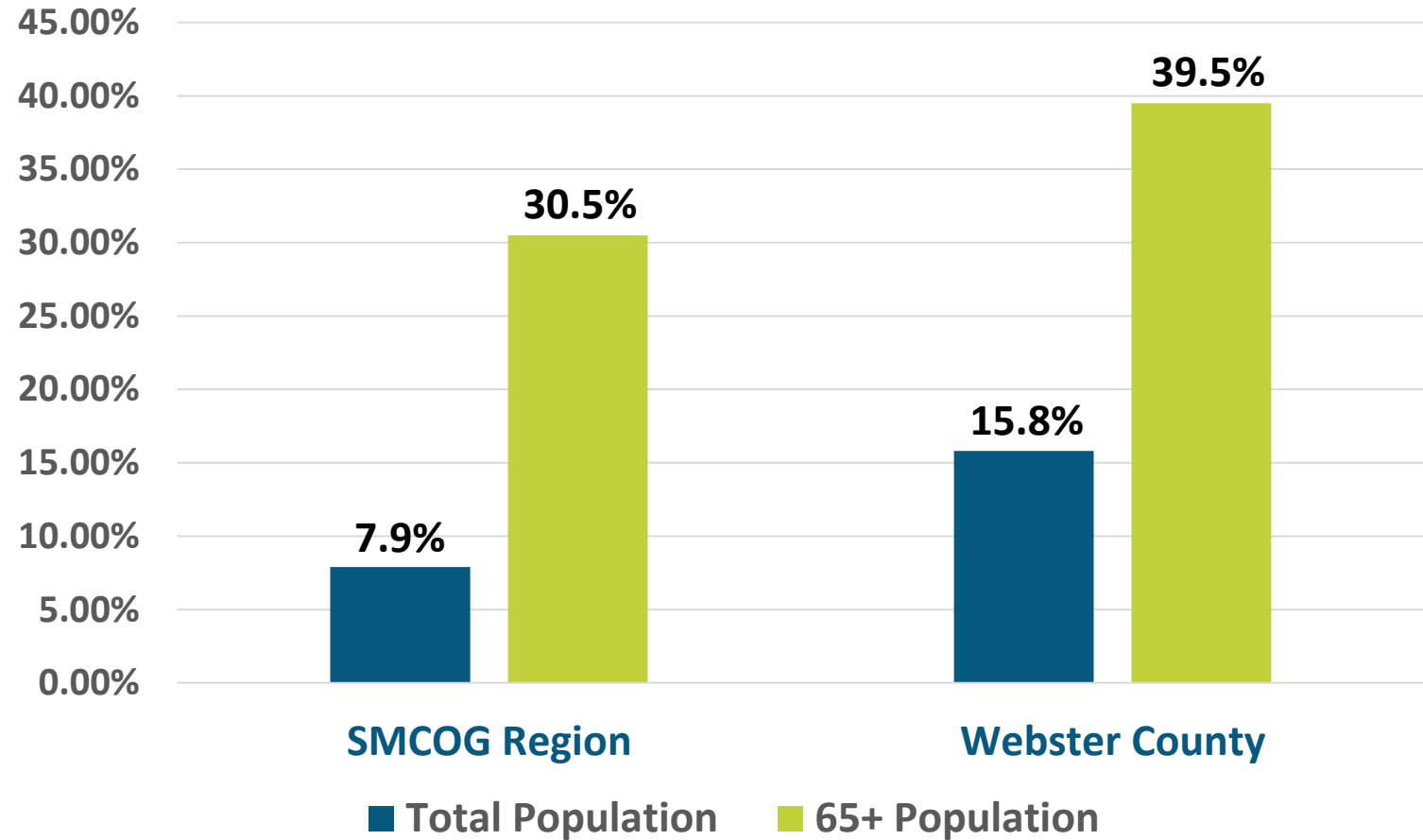
EDA Grant – Hwy A PEL Study
Sept 2020
Successful Award of \$150k



Future Improvements
Prioritized as Funding Opportunities Arise



Population Growth (2010-2024)



REGIONAL FOCUS: *MOBILITY FOR ALL*



REGIONAL FOCUS: *MOBILITY FOR ALL*



What the residents had to say...

"As an adult that doesn't drive, I really have no idea how to use any public transit in the area. Information being more readily available would help a lot."

"I see so many elderly walking to get where they're going. We need sidewalks!!"

"My wife and I do not need public transportation - yet!"

"Transit should run further in the rural areas."

"The elderly need all the help we can get."



REGIONAL SUCCESS - Webster Co. Transit & Active Transportation Plan



2025
NADO
EXCELLENCE
in Regional
Transportation
AWARDS

**SOUTHWEST MISSOURI
COUNCIL OF GOVERNMENTS**

in recognition of their

**Webster County Public Transit
and Active Transportation Plan**

project

Gena McCullough
Gena McCullough, AICP
Chair, RPO America
Deputy Director, Bi-State Regional Commission

Joe McKinney
Joe McKinney
Executive Director,
National Association
of Development Organizations

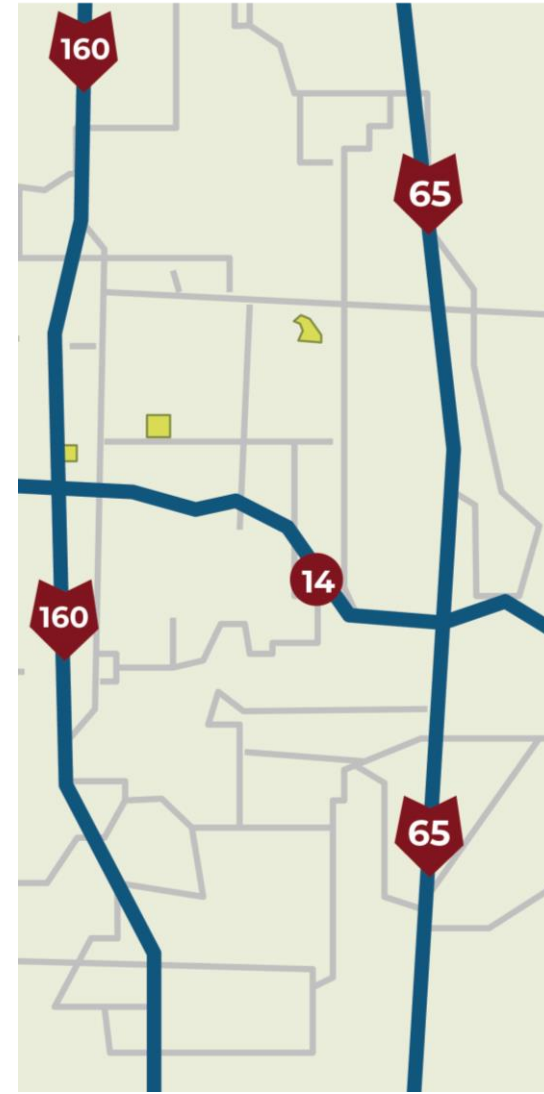
RPOAMERICA

NADO

TRANSPORTATION NEEDS



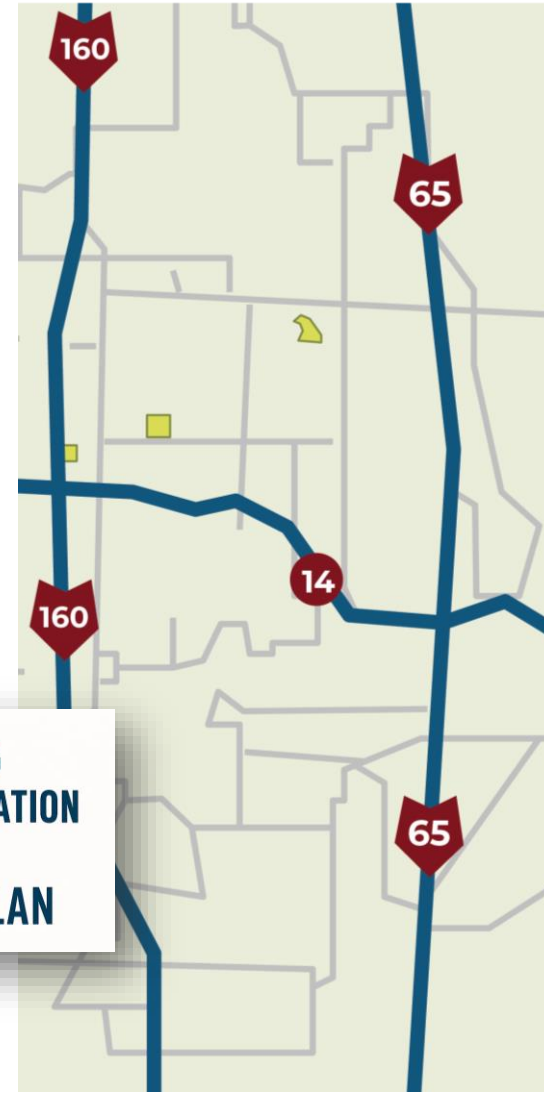
- 76 Hwy Plan: Branson West (MO-13) to Hwy 265 (Stone Co.)
- 13 Hwy Improvements: Nixa to Kimberling City (Christian & Stone Co.)
- 65 Hwy Intersection Improvements (Dallas Co. & Christian Co. to AR)
- 76 Hwy and Lakeshore Drive (Taney Co.)
- 86 Hwy Improvements: 65 to Long Creek Bridge (Taney Co.)
- Multi-Modal Needs



LOCAL PLANNING PROJECTS - SMCOG



- Ash Grove Comprehensive Plan - 2025
- Buffalo Comprehensive Plan – 2025
- Branson Comprehensive Plan – 2026
- Monett Comprehensive Plan – 2026
- Indian Point Comprehensive Plan – 2026
- Marionville Comprehensive Plan – 2026
- Taney County Master Plan – 2026 /2027
- Regional Transportation Safety Action Plan (SS4A) – 2026



SMCOG
TRANSPORTATION
SAFETY
ACTION PLAN

**“Enhancing the
quality of our
communities
through regional
cooperation.”**

Jason Ray, AICP

JasonRay@MissouriState.edu

www.SMCOG.org





2

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 August 15, 2025, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- Budget Update (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
August 15, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % | |
|----------|---|------------------------------------|----------------------|---------|---|----------------------------|----------------|------------------------------|----------|----------------|----------------|-------|---|
| NW | A01 | CARROLL, CHARITON, LIVINGSTON | D, KK, JJ, B | JNW0010 | 129 - 446 | 4 BRIDGE DECK REPLACEMENTS | | 0.298 | 80% | | | | |
| | LOW | E & C BRIDGE, LLC | | | | \$2,489,470.46 | | | | \$3,517,000.00 | 7 | 3 | |
| | | LOUIS-COMPANY, LLC | | | | \$3,196,066.69 | | | | | | | |
| | | EMERY SAPP & SONS, INC. | | | | \$3,338,668.73 | | | | | | | |
| | | GENE HAILE EXCAVATING, INC. | | | | \$3,450,860.50 | | | | | | | |
| | | CAPITAL PAVING & CONSTRUCTION, LLC | | | | \$3,477,409.91 | | | | | | | |
| | REALM CONSTRUCTION INC. | | | | \$3,622,811.90 | | | | | | | | |
| | COMANCHE CONSTRUCTION, INC. | | | | \$4,759,457.43 | | | | | | | | |
| NW | A02 | ATCHISON, HOLT, NODAWAY | Various | JNW0103 | Various | 29 BRIDGE REHABILITATIONS | | 0.927 | 80% | | | | |
| | LOW | CAPITAL PAVING & CONSTRUCTION, LLC | | | | \$2,614,738.97 | | | | \$2,687,000.00 | 1 | 0 | |
| NE | B01 | ADAIR | P | JNE0025 | 3,450 | COLDMILL AND RESURFACE | | 1.291 | 80% | | | | |
| | | ADAIR | P | JNE0209 | 552 | RESURFACE | | 3.51 | | | | | |
| | | ADAIR | H | JNE0212 | 2,048 | RESURFACE | | 2.305 | | | | | |
| | LOW | W. L. MILLER COMPANY | | | | \$1,154,987.63 | | | | \$969,000.00 | 1 | 3 | |
| | B02 | LEWIS | C | JNE0027 | 690 | RESURFACE | | 14.194 | 80% | | | | |
| | | LOW | W. L. MILLER COMPANY | | | | \$1,513,151.02 | | | | \$2,043,000.00 | 3 | 3 |
| | | EMERY SAPP & SONS, INC. | | | | \$1,713,125.69 | | | | | | | |
| | ABOVE AND BELOW CONTRACTING, LLC | | | | \$1,942,074.62 | | | | | | | | |
| B03 | SCOTLAND | 15 | JNE0056 | 2,205 | SEAL COAT | | 10.633 | 80% | | | | | |
| | KNOX, SCOTLAND | 15 | JNE0057 | 2,205 | SEAL COAT | | 22.333 | | | | | | |
| | LOW | W. L. MILLER COMPANY | | | | \$1,390,127.70 | | | | \$1,322,000.00 | 2 | 0 | |
| | BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY | | | | \$1,416,754.25 | | | | | | | | |
| B04 | MACON | 36 | JNE0120 | 11,483 | COLDMILL, RESURFACE, GUARDRAIL AND 4 BRIDGE REHABILITATIONS | | 14.662 | 80% | | | | | |
| | MACON | 63 | JNE0137 | 17,185 | GRADING, PAVEMENT, BRIDGE REHABILITATION, SIGNALS, SIGNING, LIGHTIN | | 0.53 | | | | | | |
| | LOW | MAGRUDER PAVING, LLC | | | | \$8,199,897.69 | | | | \$9,825,000.00 | 4 | 5 | |
| | PACE CONSTRUCTION COMPANY, LLC | | | | \$8,949,000.00 | | | | | | | | |
| | EMERY SAPP & SONS, INC. | | | | \$8,980,459.94 | | | | | | | | |
| | CAPITAL PAVING & CONSTRUCTION, LLC | | | | \$9,288,117.68 | | | | | | | | |
| B05 | LEWIS | V | JNE0146 | 461 | ADA IMPROVEMENTS | | 0.59 | 80% | | | | | |
| | LOW | TI-ZACK CONCRETE, LLC | | | | \$749,178.56 | | | | \$526,000.00 | 3 | 3 | |
| | | HESSLING CONSTRUCTION, INC. | | | | \$751,183.03 | | | | | | | |
| | BLEIGH CONSTRUCTION COMPANY | | | | \$783,781.74 | | | | | | | | |
| KC | C01 | PLATTE | B | J4S3492 | 550 | BRIDGE REPLACEMENT | | 0.104 | 80% | | | | |
| | LOW | LOUIS-COMPANY, LLC | | | | \$1,804,738.33 | | | | \$1,255,000.00 | 2 | 6 | |
| | CAPITAL PAVING & CONSTRUCTION, LLC | | | | \$2,134,618.50 | | | | | | | | |

SUMMARY OF BID OPENING
Aug 15, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|----------|--|--|-----------------|----------|---------------|--|--------|------------------------------|--------------|----------------|-------------|-------|
| KC | C02 | CLINTON, PLATTE | Z | JKU0047 | 1,039 | RESURFACE | | 12.418 | 80% | | | |
| | LOW | HERZOG CONTRACTING CORP. IDEKER, INC. EMERY SAPP & SONS, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC | | | | \$1,554,461.43 \$1,567,024.38 \$1,621,754.58 \$1,820,128.28 | | | | \$2,139,000.00 | 4 | 0 |
| | C03 | CASS, JOHNSON | 2 | JKU0049 | 8,200 | RESURFACE | | 14.657 | 80% | | | |
| | LOW | EMERY SAPP & SONS, INC. IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC CAPITAL PAVING & CONSTRUCTION, LLC | | | | \$2,634,120.08 \$2,722,998.85 \$2,994,586.13 \$3,271,844.85 | | | | \$3,398,000.00 | 4 | 3 |
| KC | C04 | CASS, CLAY, JACKSON, PLATTE, RAY | Various | JKU0308 | Various | JOB ORDER CONTRACTING FOR LIGHTING REPAIR | | 0 | STATE | | | |
| | LOW | CUSTOM LIGHTING SERVICES, LLC DBA BLACK & MCDONALD | | | | \$86,522,400.00 | | 2 | | \$2,400,000.00 | 1 | 0 |
| | C05 | CASS, CLAY, JACKSON, PLATTE, RAY | Various | JKU0424 | Various | JOB ORDER CONTRACTING FOR ITS SYSTEM REPAIRS | | | 80% | | | |
| LOW | CUSTOM LIGHTING SERVICES, LLC DBA BLACK & MCDONALD | | | | \$717,000.00 | | 1 | | \$300,000.00 | 1 | 0 | |
| KC | C06 | JOHNSON, LAFAYETTE, PETTIS, SALINE | Various | JKR0309 | Various | JOB ORDER CONTRACT FOR ASPHALT REPAIR | | 0 | 80% | | | |
| | LOW | IDEKER, INC. | | | | \$1,045,500.00 | | 1 | | \$510,000.00 | 1 | 0 |
| CD | D01 | PULASKI | 17, LP 44, Z | JCD0128 | 21,710 | ADA IMPROVEMENTS | | 2.808 | 80% | | | |
| | LOW | TI-ZACK CONCRETE, LLC | | | | \$3,135,427.42 | | | | \$2,028,000.00 | 1 | 5 |
| | D02 | COOPER | 135 | JCD0192 | 465 - 1,896 | SEAL COAT | | 20.4 | 80% | | | |
| | LOW | BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. VANCE BROTHERS, LLC BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY | | | | \$783,774.00 \$884,820.81 \$905,166.67 | | | | \$834,000.00 | 3 | 0 |
| CD | D03 | BOONE | J, O, UU, OR 70 | JCD0196 | 1,374 - 2,504 | SEAL COAT | | 23.808 | 80% | | | |
| | | BOONE | A | JCD0197 | 1,001 | SEAL COAT | | 4.269 | | | | |
| | LOW | BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY VANCE BROTHERS, LLC | | | | \$995,862.00 \$1,140,826.69 \$1,250,084.65 | | | | \$1,042,000.00 | 3 | 0 |
| SL | F01 | ST LOUIS | D | J6S3215B | 10,336 | RESURFACE, SIGNALS, ADA IMPROVEMENTS, AND BRIDGE REHABILITATION | | 1.49 | 80% | | | |
| | LOW | N.B. WEST CONTRACTING COMPANY GERSHENSON CONSTRUCTION CO., INC. PACE CONSTRUCTION COMPANY, LLC MILLSTONE WEBER, LLC | | | | \$9,632,342.77 \$9,761,432.94 \$10,511,111.11 \$10,679,975.49 | | | | \$8,943,000.00 | 4 | 8 |
| | | | | | | FUNDING BY GREAT RIVERS GREENWAY - \$298,139.80 | | | | | | |

SUMMARY OF BID OPENING
Aug 15, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|------------|--|--|----------|--------------------|--|--|--------|------------------------------|----------------|-----------------|-------------|-------|
| SL | F02 | ST LOUIS | 231 | J6S3632 | 31,842 | COLDMILL, RESURFACE, ADA IMPROVEMENTS, SIGNALS | | 7.073 | | 80% | | |
| | LOW | PACE CONSTRUCTION COMPANY, LLC GERSHENSON CONSTRUCTION CO., INC. N.B. WEST CONTRACTING COMPANY BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION | | | | \$15,901,777.00 \$16,057,718.85 \$16,695,000.00 \$18,679,245.96 | | | | \$22,260,000.00 | 4 | 7 |
| | F03 | FRANKLIN, ST LOUIS | I-44 | JSLM0072 | 90,000 | PAVEMENT REPAIR | | 15.6 | | STATE | | |
| | LOW | LAMKE TRENCHING & EXCAVATING, INC. CAUSIE CONTRACTING INC. R. V. WAGNER, INC. N.B. WEST CONTRACTING COMPANY IOWA CIVIL CONTRACTING, INC. EMERY SAPP & SONS, INC. DIAMOND SURFACE, INC. | | | | \$1,756,519.94 \$1,761,007.00 \$1,862,561.00 \$1,968,720.40 \$2,030,019.69 \$2,073,892.70 \$2,433,367.50 | | | | \$1,471,000.00 | 7 | 0 |
| | F04 | VARIOUS | Various | JSLM0085 | Various | JOB ORDER CONTRACT FOR SIGN REPAIR | | 0 | | STATE | | |
| LOW | DIAMOND FENCE, LLC CSD ENVIRONMENTAL SERVICES, INC. COLLINS & HERMANN, INC. | | | | \$423,334.18 \$899,935.13 \$1,000,002.00 | | | 2 | | \$500,000.00 | 3 | 0 |
| F05 | FRANKLIN | 50 | JSLM0063 | 3,925 | PIPE REPLACEMENT | | 0.095 | | STATE | | | |
| LOW | COURTNEY CONSTRUCTION, LLC DBA COURTNEY EXCAVATING & CONSTRUCTION K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO. PACE CONSTRUCTION COMPANY, LLC LAMKE TRENCHING & EXCAVATING, INC. | | | | \$158,568.20 \$289,860.00 \$339,000.00 \$348,076.50 | | | | \$300,000.00 | 4 | 0 | |
| SW | G02 | GREENE | LP 44 | J8P3144 | 16,847 | SIGNAL UPGRADES AND ADD TURN LANE AND ADA IMPROVEMENTS | | 1.454 | | 80% | | |
| | LOW | D & E PLUMBING AND HEATING, INC. RADMACHER BROTHERS EXCAVATING CO., INC. BRANCO ENTERPRISES, INC. | | | | \$1,480,862.35 \$1,675,000.00 \$1,998,728.50 | | | | \$1,377,000.00 | 3 | 5 |
| | G03 | JASPER | 43 M | JSR0073 JSR0074 | 3,162 839 | 2 BRIDGE REHABILITATIONS BRIDGE DECK REPLACEMENT | | 0.252 0.117 | | 80% | | |
| LOW | WEST PLAINS BRIDGE & GRADING, LLC DBA WEST PLAINS BRIDGE & GRADING EMERY SAPP & SONS, INC. LOUIS-COMPANY, LLC CAPITAL PAVING & CONSTRUCTION, LLC COMANCHE CONSTRUCTION, INC. WILLIAM CHARLES CONSTRUCTION | | | | \$3,192,000.00 \$4,028,390.89 \$4,242,307.47 \$4,555,431.84 \$5,294,079.91 \$5,528,000.00 | | | | \$2,917,000.00 | 6 | 0 | |
| SE | H03 | SCOTT | Y | JSE0150 | 2,741 | ROUNDBOUT | | 0.43 | | 80% | | |
| | LOW | RL PERSONS CONSTRUCTION, INC. FRONABARGER CONCRETTERS, INC. H.R. QUADRI CONTRACTORS, LLC LAPPE CEMENT FINISHING, INC. YOUNG'S GENERAL CONTRACTING, INC. PUTZ CONSTRUCTION, LLC | | | | \$2,339,999.00 \$2,669,490.25 \$2,698,635.25 \$2,765,810.00 \$2,801,067.78 \$3,368,020.02 | | | | \$1,997,000.00 | 6 | 5 |

SUMMARY OF BID OPENING
Aug 15, 2025

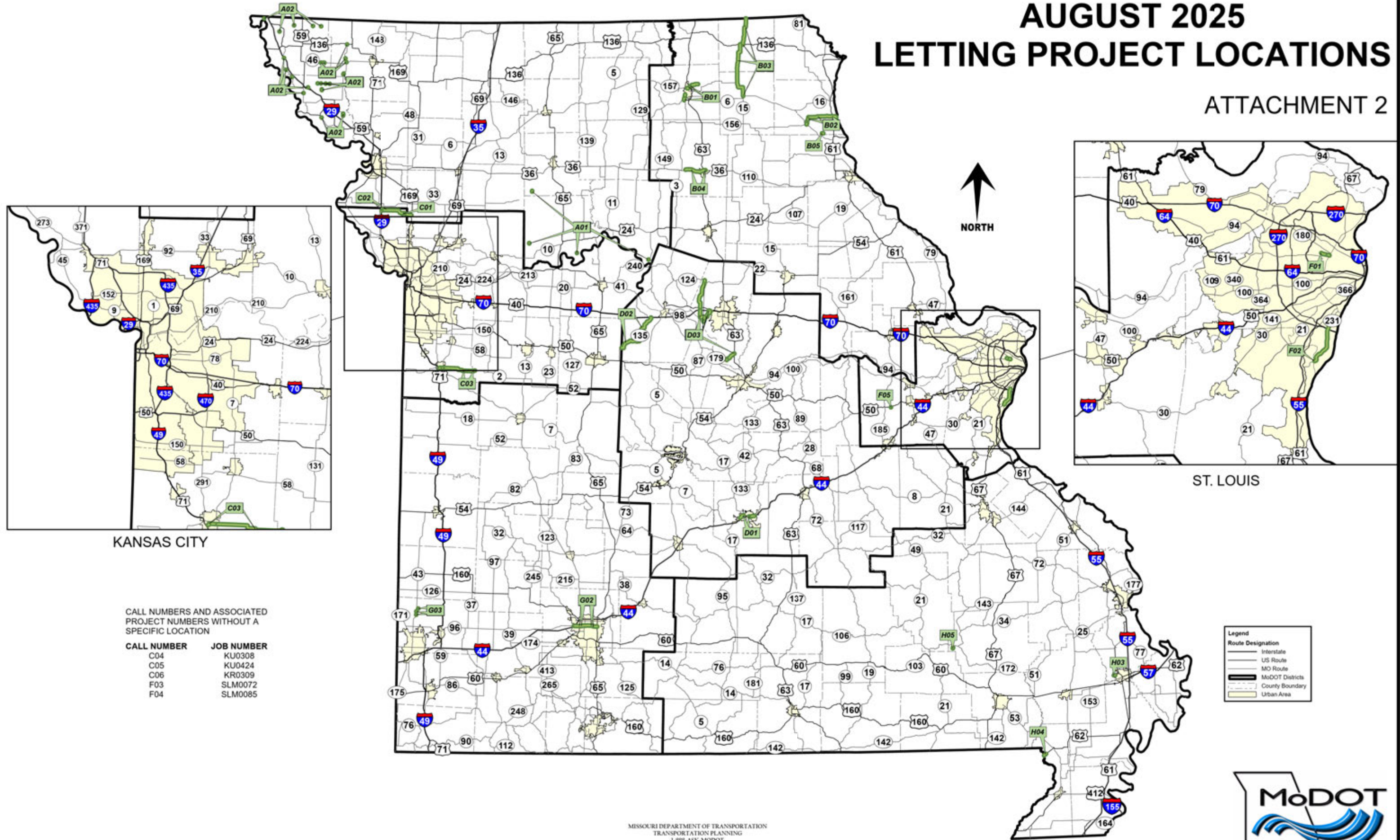
| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|---|--|------|----------|-------|---|-------------------------|--------|------------------------------|---------------|------------------------|-------------|-------|
| H04 | DUNKLIN | 62 | JSE0155 | 1,128 | GRADING, DRAINAGE, RESURFACE AND BRIDGE REPLACEMENT | | 0.344 | | 80% | | | |
| LOW | WEST PLAINS BRIDGE & GRADING, LLC DBA WEST PLAINS BRIDGE & GRADING | | | | | \$11,532,500.00 | | | | \$15,616,000.00 | 4 | 0 |
| | PENZEL CONSTRUCTION COMPANY, INC. | | | | | \$12,487,176.67 | | | | | | |
| | ROBERTSON CONTRACTORS, INC. | | | | | \$13,553,821.83 | | | | | | |
| | LOUIS-COMPANY, LLC | | | | | \$14,741,558.59 | | | | | | |
| H05 | WAYNE | KK | JSEM0106 | 46 | REPLACE LOW WATER CROSSING | | 0.05 | | STATE | | | |
| LOW | H.R. QUADRI CONTRACTORS, LLC | | | | | \$148,840.00 | | | | \$174,000.00 | 7 | 0 |
| | JOE'S BRIDGE & GRADING, INC. | | | | | \$206,586.00 | | | | | | |
| | RL PERSONS CONSTRUCTION, INC. | | | | | \$207,999.00 | | | | | | |
| | WIDEL, INC. | | | | | \$218,373.50 | | | | | | |
| | YOUNG'S GENERAL CONTRACTING, INC. | | | | | \$234,465.54 | | | | | | |
| | COURTNEY CONSTRUCTION, LLC DBA COURTNEY EXCAVATING & CONSTRUCTION | | | | | \$260,620.84 | | | | | | |
| | GREGORY CONSTRUCTION, INC. | | | | | \$308,652.00 | | | | | | |
| LOW BID TOTAL | | | | | | \$163,871,578.73 | | | \$0.00 | \$90,350,000.00 | 89 | |
| NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS (PROGRAM CAP) | | | | | | \$3,710,000.00 | | | | | | |
| NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON JOB ORDER CONTRACTS | | | | | | \$78,873,344.55 | | | | | | |
| | | | | | | % DIFFERENCE | | -12.7% | | | | |

SUMMARY OF BID OPENING
Aug 15, 2025
 Awarded August 18, 2025 by Eric Schroeter

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|----------|----------|--------------------------------|----------|--------|-----------------------|--------------|--------|------------------------------|----------|----------------|-------------|-------|
| F06 | ST LOUIS | I-270 | JSLM0112 | 85,345 | BRIDGE REHABILITATION | | 0.017 | | STATE | | | |
| 15 | LOW | KOZENY-WAGNER, INC. | | | | \$481,000.00 | | | | \$350,000.00 | 3 | 0 |
| | | MILLSTONE WEBER, LLC | | | | \$609,976.95 | | | | | | |
| | | PACE CONSTRUCTION COMPANY, LLC | | | | \$615,000.00 | | | | | | |

AUGUST 2025 LETTING PROJECT LOCATIONS

ATTACHMENT 2



CALL NUMBERS AND ASSOCIATED PROJECT NUMBERS WITHOUT A SPECIFIC LOCATION

| CALL NUMBER | JOB NUMBER |
|-------------|------------|
| C04 | KU0308 |
| C05 | KU0424 |
| C06 | KR0309 |
| F03 | SLM0072 |
| F04 | SLM0085 |

Legend

- Route Designation
 - Interstate
 - US Route
 - MO Route
- MoDOT Districts
- County Boundary
- Urban Area



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 15, 2025 Lettings (August 6, 2025 Awards, SFY 2026) | | | | |
|---|----------------------|--|---------------------------------|--------------|
| | Number of Projects | Program Construction Estimate with Contingencies | Award Amount with Contingencies | % Difference |
| TOTAL ALL PROJECTS | 22 | \$90,066,000 | \$73,587,694 | -18.3 |
| STIP PROJECTS | 15 | \$79,277,460 | \$63,216,465 | -20.3 |
| FUNDING BY OTHERS | 1 | \$103,565 | | |
| | Number of Projects | Program Construction Estimate | Award Amount | % Difference |
| DESIGN BUILD PROJECTS | 0 | \$0 | \$0 | - |
| PROJECTS LET BY OTHERS | 0 | \$0 | \$0 | - |
| PROJECTS LET BY DISTRICT | 0 | \$0 | \$0 | - |
| Awards Year-to-Date for SFY 2026 | | | | |
| | Number of Projects | Program Construction Estimate with Contingencies | Award Amount with Contingencies | % Difference |
| TOTAL ALL PROJECTS | 22 | \$90,066,000 | \$73,587,694 | -18.3 |
| STIP PROJECTS | 15 | \$79,277,460 | \$63,216,465 | -20.3 |
| FUNDING BY OTHERS | 1 | \$103,565 | | |
| * Includes Design Build Projects | | | | |
| Completed Projects Year-to-Date for SFY 2026 | | | | |
| | Program Constr. Est. | Final Project Cost | Difference | % Difference |
| STIP PROJECTS | \$149,131,000 | \$164,715,000 | \$15,584,000 | 10.4 |

Completed Projects as Reported in the Annual Accountability Report

| | No. of Projects | Program Construction Estimate | Final Project Cost | Difference | % Difference |
|------------------------|-----------------|-------------------------------|--------------------|-----------------|--------------|
| STIP PROJECTS SFY 2025 | 461 | \$1,220,317,000 | \$1,317,531,000 | \$96,925,000 | 7.9 |
| 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 |
| STIP PROJECTS SFY 2016 | 514 | \$1,094,935,000 | \$1,065,982,000 | (\$28,953,000) | -2.6 |
| ALL PROJECTS TOTAL | 4278 | \$9,792,804,000 | \$9,589,398,000 | (\$203,695,000) | -2.1 |

Program vs. Award SFY 2016 to SFY 2025 (STIP PROJECTS ONLY)

| | No. of Projects | Program Construction Estimate | Award Amount | Difference | % Difference |
|------------------------|-----------------|-------------------------------|------------------|-----------------|--------------|
| 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 SFY 2016 | 299 | \$559,268,280 | \$516,418,575 | (\$42,849,705) | -7.7 |
| STIP PROJECTS TOTAL | 4119 | \$11,962,234,175 | \$12,011,649,570 | \$49,415,395 | 0.4 |



3

CONDITION OF THE STATE SYSTEM

-- Presented by Mark Croarkin, Assistant Chief Engineer, 573-751-4586; Becky Allmeroth, Chief Safety and Operations Officer, 573-522-5301; and Bryan Hartnagel, State Bridge Engineer, 573-751-4676.

ISSUE: It takes continual investment and committed effort to maintain and improve the condition of Missouri's nearly 78,000 lane miles of pavement and minimize the deterioration of our 10,427 bridges. This agenda item will provide an update on the condition of the system including information regarding the condition of routes, the asset management program, as well as information on increased efforts to improve signing.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- MoDOT uses an Asset Management first approach to programming the Statewide Transportation Improvement Program (STIP).
- One of MoDOT's core values is accountability. Both STIP programming and Asset Management have mechanisms in place to ensure accountability and to drive decision making.
- Keeping state highways and bridges in good condition is one of the department's tangible results.
- Maintaining the system and services that are provided today is the number one goal from MoDOT's Long Range Transportation Plan.
- There are currently 752 poor bridges on the state system compared to 759 one year ago. The trend line indicates a decrease in the number of poor bridges in the future.
- There are currently 825 weight restricted bridges on the state system compared to 869 one year ago.
- There are currently 249 bridges that are both poor and weight restricted.
- Our current target for the number of poor bridges in Tracker Measure 5a is below 900. Additional funding from the Senate Bill 262 statewide fuel tax and the Bipartisan Infrastructure Law or Infrastructure Investment and Jobs Act as well as Governor Parson's Focus on Bridges Program has had a positive impact on reducing the number of poor bridges. Additional progress comes from design-build bridge bundles in the Southwest and Northwest districts.
- About 50 percent of our bridges are older than their intended useful life of 50 years. The wave of bridges built in the 1950's and 1960's reaching the end of their lives is here.
- Major bridges cost between \$25 and \$300 million to replace.
- It would cost about \$8.5 billion to replace all 209 major bridges.
- When major bridges are closed or restricted by weight limits, the typical detours are 50 to 100 miles.
- Most major bridges are designed to last 75 to 100 years; however, 39 of them are over 60 years old.

- The four most significant major bridge projects in the current STIP are:
 - Replacement of I-29 bridges over Guinotte Avenue south of the Missouri River and Bedford Avenue north of the Missouri River in the Kansas City District – 2028. Both bridges also involve multiple railroad tracks.
 - Payment to Illinois Department of Transportation for replacement of Quincy Memorial Bridge US Route 24 Eastbound – 2030.
 - Bridge removals and construct roadway in place of I-229 in St. Joseph – 2028.
 - Replacement of the Route 291 northbound bridge “Liberty Bend” over the Missouri River in the Kansas City District – 2026.

OTHER VIEWS:

- Citizens throughout Missouri have an interest in the condition of routes.
- There are concerns from the public regarding mobility and economic development as the number of poor bridges remains around 752 and 825 are weight restricted.

MHTC POLICY:

- Statewide Transportation Improvement Program – Approval – Statewide Transportation Improvement Program Approval.
- Highways – Bridges.
- Commission–Meetings–Staff Presentation.
- Highways–Bridges–Bridge Weight and Speed Limit Postings.
- State and Local Governmental Entities–Local Roads–Bridge Inspection Contracts.

OTHER PERTINENT INFORMATION:

- The Governors Rural Route Program has invested \$320 million of General Revenue funds (\$300 million awarded to date and another \$20 million programmed over the next few months) into rural routes condition. Approximately \$200 million of work has been completed and paid to date.
- Major bridges are defined as those over 1,000 feet in length. MoDOT has 209 major bridges and while they make up only 2 percent of the number of state bridges, they represent 25 percent of the deck area.

SOURCE OF FUNDING: Asset management projects are traditionally funded by the State Road Fund, however in 2023, 2024, and 2025 the General Assembly Designated and Funded projects to maintain or improve pavement conditions.



CONDITION OF THE STATE SYSTEM

Mark Croarkin

Assistant Chief Engineer

Becky Allmeroth

Chief Safety and Operations Officer

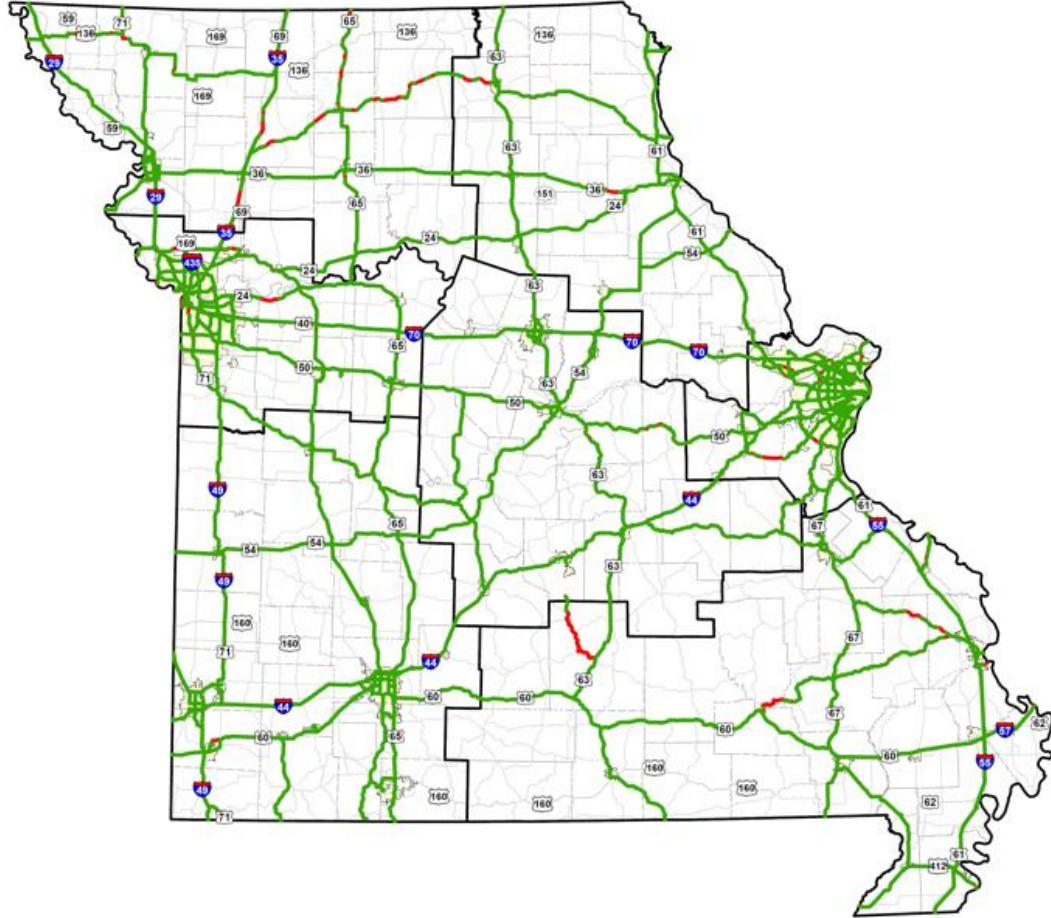
Bryan Hartnagel

State Bridge Engineer

ROAD CONDITIONS

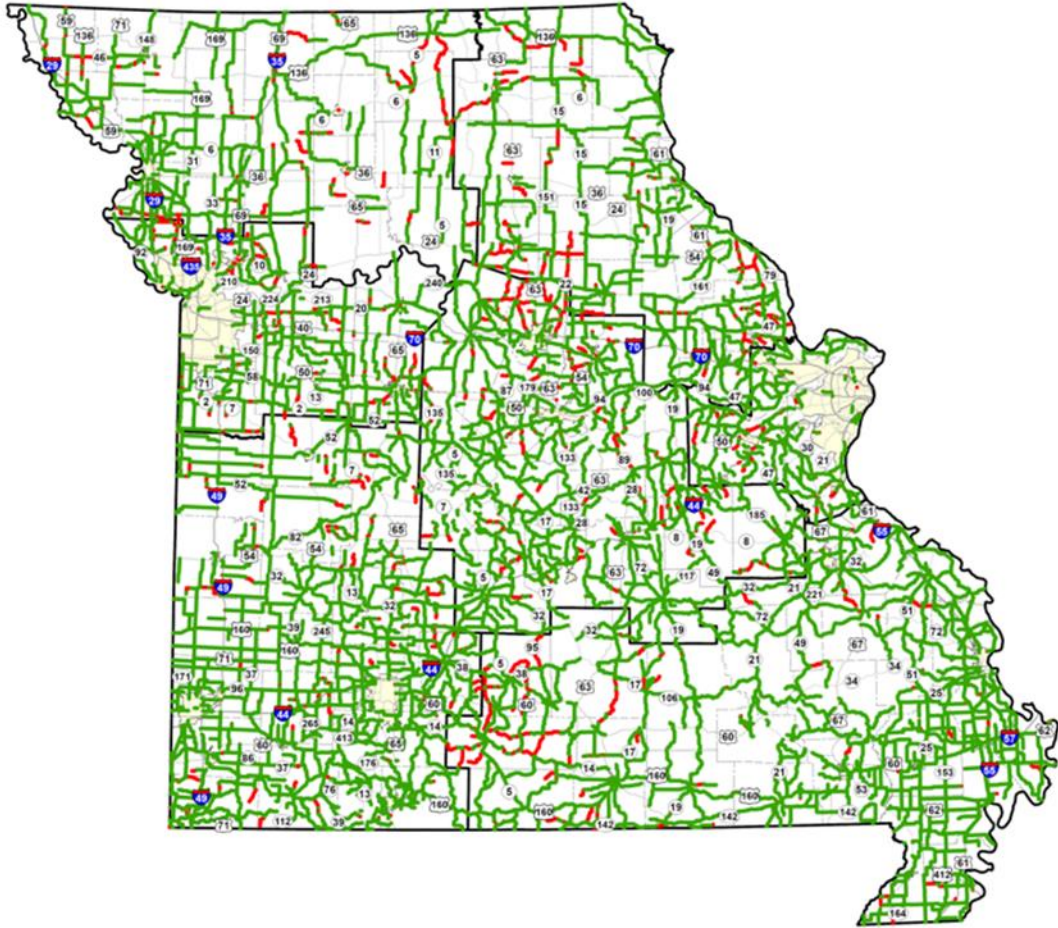


MAJOR ROADS



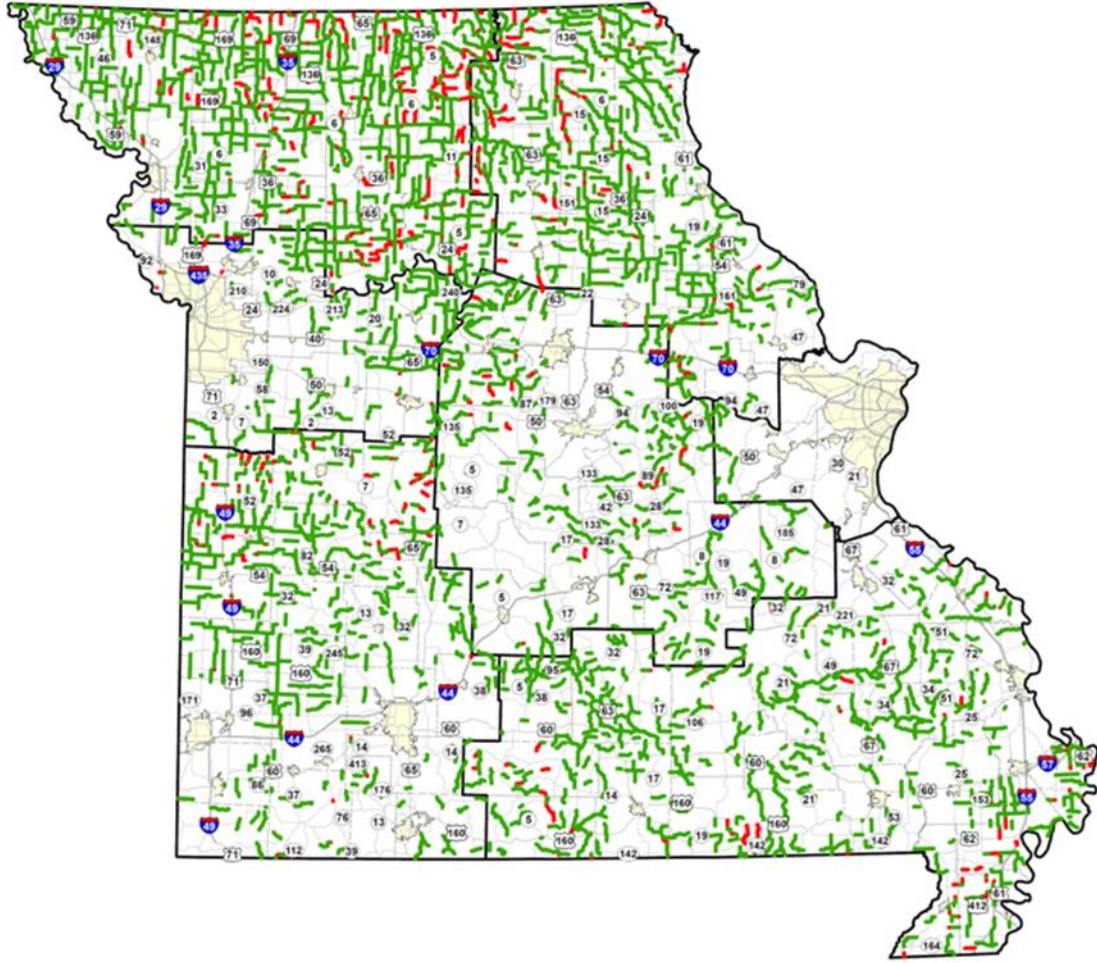
- 5,560 miles = 16% of system
- 77% of travel total
- Pavement goal: 90%
 - Currently: 89%
 - Districts range: 81-98%
- Planned average cost to maintain: \$160,770/lane mile
 - 85-95% preventive maintenance

MINOR ROADS



- 17,903 miles = 53% of system
- 22% of travel total
- Pavement goal: 80%
 - Currently: 83%
 - Districts range: 75-89%
- Planned average cost to maintain: \$63,270/lane mile
 - 100% preventive maintenance

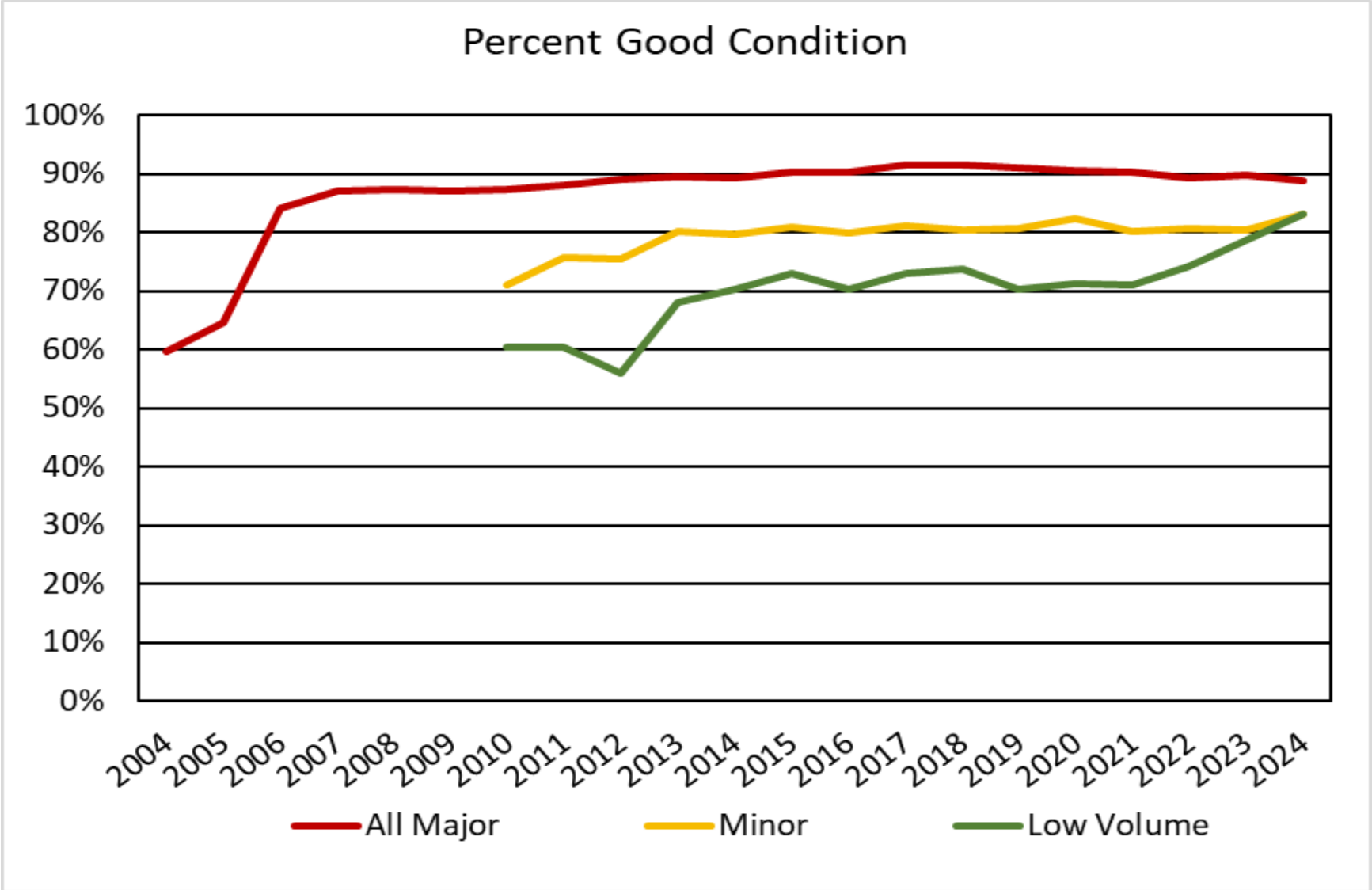
LOW VOLUME ROADS



- 10,351 miles = 31% of system
- 1% of travel total
- Pavement goal: 70%
 - Currently: 83%
 - Districts range: 56-91%
- Maintained by MoDOT
- Governor's Rural Routes and Asset Management Deficient programs

ROAD CONDITION TRENDS

PERCENT GOOD CONDITION



LANE MILES QUINTILED BY VMT

| Lane Miles Quintiled by District VMT 2024 | | | | | | | | | | | | | |
|---|-----------|--------------|------|-------|-----|--------------|-------|-------|-----|-------------------|-------|-------|-----|
| | Quintiles | Major Routes | | | | Minor Routes | | | | Low Volume Routes | | | |
| | | Miles | %Fed | %Good | 90% | Miles | %Fed | %Good | 80% | Miles | %Fed | %Good | 70% |
| NW | 0-20% | 913 | 100% | 77% | ✗ | 1,741 | 90% | 74% | ✗ | 2,562 | 38% | 71% | ✓ |
| | 20-40% | 503 | 100% | 91% | ✓ | 752 | 100% | 85% | ✓ | 1,222 | 67% | 80% | ✓ |
| | 40-60% | 348 | 100% | 87% | ✗ | 488 | 100% | 87% | ✓ | 877 | 74% | 77% | ✓ |
| | 60-80% | 276 | 100% | 84% | ✗ | 275 | 100% | 94% | ✓ | 652 | 83% | 86% | ✓ |
| | 80-100% | 176 | 100% | 96% | ✓ | 156 | 99% | 91% | ✓ | 416 | 92% | 86% | ✓ |
| | Subtotal | 2,216 | 100% | 84.0% | ✗ | 3,412 | 94.5% | 80.7% | ✓ | 5,729 | 58.8% | 76.7% | ✓ |
| NE | 0-20% | 724 | 100% | 89% | ✗ | 2,254 | 91% | 76% | ✗ | 1,659 | 38% | 76% | ✓ |
| | 20-40% | 480 | 100% | 92% | ✓ | 894 | 93% | 83% | ✓ | 831 | 54% | 86% | ✓ |
| | 40-60% | 354 | 100% | 95% | ✓ | 473 | 96% | 79% | ✗ | 593 | 69% | 82% | ✓ |
| | 60-80% | 204 | 100% | 95% | ✓ | 300 | 96% | 79% | ✗ | 481 | 71% | 86% | ✓ |
| | 80-100% | 124 | 100% | 98% | ✓ | 130 | 97% | 89% | ✓ | 300 | 89% | 83% | ✓ |
| | Subtotal | 1,886 | 100% | 92.1% | ✓ | 4,051 | 92.8% | 78.7% | ✗ | 3,864 | 54.1% | 80.8% | ✓ |
| KCU | 0-20% | 1,069 | 100% | 87% | ✗ | 1,016 | 79% | 68% | ✗ | 170 | 28% | 81% | ✓ |
| | 20-40% | 462 | 100% | 89% | ✗ | 281 | 96% | 83% | ✓ | 81 | 43% | 89% | ✓ |
| | 40-60% | 338 | 100% | 82% | ✗ | 182 | 98% | 86% | ✓ | 60 | 61% | 87% | ✓ |
| | 60-80% | 284 | 100% | 80% | ✗ | 159 | 95% | 84% | ✓ | 48 | 75% | 95% | ✓ |
| | 80-100% | 244 | 100% | 74% | ✗ | 118 | 99% | 84% | ✓ | 38 | 38% | 98% | ✓ |
| | Subtotal | 2,397 | 100% | 84.6% | ✗ | 1,756 | 86.3% | 74.8% | ✗ | 397 | 42.8% | 87.0% | ✓ |
| KCR | 0-20% | 348 | 100% | 89% | ✗ | 795 | 77% | 76% | ✗ | 376 | 18% | 87% | ✓ |
| | 20-40% | 194 | 100% | 96% | ✓ | 370 | 95% | 82% | ✓ | 178 | 56% | 97% | ✓ |
| | 40-60% | 129 | 100% | 96% | ✓ | 221 | 97% | 89% | ✓ | 147 | 56% | 96% | ✓ |
| | 60-80% | 107 | 100% | 98% | ✓ | 139 | 100% | 79% | ✗ | 115 | 41% | 96% | ✓ |
| | 80-100% | 92 | 100% | 96% | ✓ | 78 | 98% | 86% | ✓ | 64 | 48% | 85% | ✓ |
| | Subtotal | 870 | 100% | 93.4% | ✓ | 1,603 | 86.8% | 80.1% | ✓ | 880 | 37.3% | 91.4% | ✓ |
| CD | 0-20% | 1,024 | 100% | 92% | ✓ | 3,711 | 77% | 78% | ✗ | 913 | 30% | 84% | ✓ |
| | 20-40% | 533 | 100% | 92% | ✓ | 1,411 | 90% | 87% | ✓ | 481 | 42% | 91% | ✓ |
| | 40-60% | 358 | 100% | 94% | ✓ | 821 | 92% | 83% | ✓ | 382 | 45% | 90% | ✓ |
| | 60-80% | 311 | 100% | 96% | ✓ | 507 | 91% | 91% | ✓ | 304 | 70% | 90% | ✓ |
| | 80-100% | 283 | 100% | 91% | ✓ | 315 | 100% | 89% | ✓ | 246 | 74% | 90% | ✓ |
| | Subtotal | 2,509 | 100% | 92.9% | ✓ | 6,765 | 83.7% | 81.9% | ✓ | 2,326 | 44.8% | 87.8% | ✓ |

LANE MILES QUINTILED BY VMT

| | | | | | | | | | | | | | |
|--|-----------------|---------------|-------------|--------------|----------|---------------|--------------|--------------|----------|---------------|--------------|--------------|----------|
| SL | 0-20% | 1,473 | 100% | 83% | ✗ | 1,134 | 65% | 78% | ✗ | 53 | 3% | 68% | ✗ |
| | 20-40% | 741 | 100% | 77% | ✗ | 430 | 96% | 82% | ✓ | 33 | 0% | 88% | ✓ |
| | 40-60% | 569 | 100% | 77% | ✗ | 253 | 97% | 73% | ✗ | 21 | 0% | 82% | ✓ |
| | 60-80% | 464 | 100% | 79% | ✗ | 204 | 99% | 85% | ✓ | 13 | 21% | 79% | ✓ |
| | 80-100% | 394 | 100% | 89% | ✗ | 144 | 98% | 79% | ✗ | 10 | 0% | 94% | ✓ |
| | Subtotal | 3,641 | 100% | 80.9% | ✗ | 2,165 | 80.3% | 79.1% | ✗ | 130 | 3.1% | 78.7% | ✓ |
| SWU | 0-20% | 232 | 100% | 97% | ✓ | 222 | 71% | 83% | ✓ | 10 | 7% | 53% | ✗ |
| | 20-40% | 164 | 100% | 99% | ✓ | 78 | 97% | 93% | ✓ | 1 | 0% | 0% | ✗ |
| | 40-60% | 119 | 100% | 93% | ✓ | 48 | 100% | 97% | ✓ | - | - | - | - |
| | 60-80% | 87 | 100% | 91% | ✓ | 47 | 100% | 96% | ✓ | 6 | 5% | 62% | ✗ |
| | 80-100% | 80 | 100% | 89% | ✗ | 35 | 100% | 93% | ✓ | 2 | 0% | 95% | ✓ |
| | Subtotal | 682 | 100% | 95.2% | ✓ | 430 | 84.7% | 88.8% | ✓ | 19 | 5.4% | 56.2% | ✗ |
| SWR | 0-20% | 1,053 | 100% | 97% | ✓ | 4,169 | 82% | 80% | ✓ | 1,161 | 27% | 79% | ✓ |
| | 20-40% | 720 | 100% | 97% | ✓ | 1,637 | 94% | 91% | ✓ | 654 | 53% | 90% | ✓ |
| | 40-60% | 544 | 100% | 98% | ✓ | 923 | 99% | 94% | ✓ | 496 | 60% | 91% | ✓ |
| | 60-80% | 348 | 100% | 98% | ✓ | 599 | 97% | 94% | ✓ | 403 | 59% | 94% | ✓ |
| | 80-100% | 278 | 100% | 98% | ✓ | 338 | 99% | 94% | ✓ | 297 | 77% | 87% | ✓ |
| | Subtotal | 2,943 | 100% | 97.7% | ✓ | 7,666 | 88.3% | 85.7% | ✓ | 3,011 | 47.2% | 86.0% | ✓ |
| SE | 0-20% | 1,175 | 100% | 82% | ✗ | 4,674 | 84% | 82% | ✓ | 1,897 | 33% | 80% | ✓ |
| | 20-40% | 723 | 100% | 91% | ✓ | 1,917 | 97% | 92% | ✓ | 861 | 45% | 91% | ✓ |
| | 40-60% | 473 | 100% | 94% | ✓ | 1,109 | 98% | 91% | ✓ | 682 | 62% | 95% | ✓ |
| | 60-80% | 397 | 100% | 96% | ✓ | 674 | 96% | 96% | ✓ | 480 | 64% | 93% | ✓ |
| | 80-100% | 317 | 100% | 96% | ✓ | 430 | 99% | 93% | ✓ | 397 | 84% | 94% | ✓ |
| | Subtotal | 3,085 | 100% | 89.0% | ✗ | 8,804 | 90.4% | 87.2% | ✓ | 4,317 | 48.0% | 87.4% | ✓ |
| All | 0-20% | 8,011 | 100% | 87.0% | ✗ | 19,716 | 81.9% | 78.4% | ✗ | 8,801 | 33.1% | 77.1% | ✓ |
| | 20-40% | 4,520 | 100% | 90.2% | ✓ | 7,770 | 94.5% | 88.1% | ✓ | 4,342 | 53.9% | 87.1% | ✓ |
| | 40-60% | 3,232 | 100% | 89.8% | ✗ | 4,518 | 97.0% | 87.3% | ✓ | 3,258 | 63.8% | 86.1% | ✓ |
| | 60-80% | 2,478 | 100% | 89.9% | ✗ | 2,904 | 96.0% | 90.5% | ✓ | 2,502 | 68.9% | 89.7% | ✓ |
| | 80-100% | 1,988 | 100% | 91.3% | ✓ | 1,744 | 99.1% | 90.1% | ✓ | 1,770 | 81.3% | 88.5% | ✓ |
| | Total | 20,229 | 100% | 88.9% | ✗ | 36,652 | 88.3% | 83.1% | ✓ | 20,673 | 50.8% | 83.1% | ✓ |
| <p>The above mileages have been rounded and therefore may not match the official reported miles.</p> | | | | | | | | | | | | | |



ASSET MANAGEMENT APPROACH AND ACCOUNTABILITY

PROGRAMMING AND ASSET MANAGEMENT

AMP Summary for 2026-2030 STIP Attachment 2

| Region | Road Type | of lane miles per year | Previous AMP Miles Treated per Year | Miles Treated per Year | Current AMP Cost /Mile per Year | TIP Avg. Treatment Cost per Lane Mile | Previous AMP Treatment Cost per Lane Mile | Current AMP Treatment Cost per Lane Mile | Total Planned Pavement Cost by Route Type | Typical Bridges | | | | | | | | |
|-----------------------------|------------------|------------------------|-------------------------------------|------------------------|---------------------------------|---------------------------------------|---|--|---|-------------------------|------------|---------------|-------------------------------------|--------------------------------|-------------------------------|---|---------------------------------|---------------|
| | | | | | | | | | | Current 3 yr STIP Sq Ft | Sq Ft Goal | Sq Ft Planned | Current STIP 3 yr Avg. Cost/Sq. Ft. | Previous AMP Avg. Cost/Sq. Ft. | Current AMP Avg. Cost/Sq. Ft. | Total Planned Bridge Cost by Treatment Type | | |
| KCU | Interstate | 75 | 119 | 119 | \$410,996 | \$145,629 | \$270,000 | \$32,130,000 | Replacement | 18,097 | 10,780 | 9,163 | \$507 | \$408 | \$431 | \$3,949,290 | | |
| | Other Majors | 64 | 129 | 216 | \$222,788 | \$174,726 | \$166,242 | \$35,908,272 | Redeck | 35,826 | 32,153 | 27,330 | \$152 | \$145 | \$163 | \$4,454,729 | | |
| | Minors > 400 ADT | 68 | 133 | 53 | \$166,254 | \$100,439 | \$57,143 | \$3,028,579 | Rehabilitation | 31,136 | 82,164 | 69,840 | \$29 | \$50 | \$50 | \$3,491,983 | | |
| CD | Interstate | 10 | 84 | 48 | \$708,229 | \$221,667 | \$249,673 | \$11,984,293 | Preventive Maintenance | 31,171 | 24,649 | 20,952 | \$26 | \$11 | \$13 | \$272,375 | | |
| | Other Majors | 114 | 154 | 150 | \$118,751 | \$129,299 | \$126,697 | \$19,004,619 | Contract Maintenance | 40,888 | 57,515 | 48,888 | \$5 | \$13 | \$11 | \$537,765 | | |
| | Minors > 400 ADT | 577 | 837 | 859 | \$39,241 | \$47,490 | \$48,288 | \$41,479,203 | Replacement | 15,849 | 28,672 | 12,197 | \$583 | \$335 | \$335 | \$4,085,995 | | |
| SL | Interstate | 123 | 210 | 240 | \$105,101 | \$123,600 | \$136,493 | \$32,758,320 | Redeck | 2,455 | 8,192 | 5,427 | \$151 | \$146 | \$146 | \$792,342 | | |
| | Other Majors | 206 | 230 | 264 | \$105,101 | \$123,600 | \$136,493 | \$32,758,320 | Rehabilitation | 9,144 | 25,000 | 10,589 | \$88 | \$90 | \$47 | \$497,683 | | |
| | Minors > 400 ADT | 117 | 148 | 197 | \$133,274 | \$107,173 | \$162,900 | \$32,091,300 | Preventive Maintenance | 7,956 | 25,000 | 11,516 | \$29 | \$15 | \$15 | \$172,740 | | |
| SWR | Interstate | 105 | 80 | 71 | \$223,789 | \$132,910 | \$164,470 | \$11,733,290 | Contract Maintenance | 21,584 | 25,000 | 17,681 | \$54 | \$10 | \$23 | \$406,663 | | |
| | Other Majors | 173 | 195 | 207 | \$139,791 | \$116,226 | \$112,410 | \$23,269,994 | Replacement | 1,253 | 10,850 | 3,739 | \$812 | \$490 | \$410 | \$1,532,990 | | |
| | Minors > 400 ADT | 214 | 398 | 394 | \$94,343 | \$58,539 | \$60,570 | \$23,871,848 | Redeck | 17,257 | 4,650 | 5,006 | \$123 | \$140 | \$162 | \$810,972 | | |
| SE | Interstate | 0 | 16 | 9 | \$0 | \$155,653 | \$156,510 | \$1,366,332 | Rehabilitation | 11,708 | 13,333 | 21,612 | \$213 | \$160 | \$84 | \$1,815,408 | | |
| | Other Majors | 15 | 48 | 51 | \$92,846 | \$120,922 | \$114,290 | \$5,792,217 | Preventive Maintenance | 27,499 | 15,000 | 431 | \$21 | \$20 | \$10 | \$4,310 | | |
| | Minors > 400 ADT | 10 | 31 | 31 | \$83,604 | \$68,112 | \$6,990 | \$220,045 | Contract Maintenance | 0 | 50,000 | 9,894 | \$0 | \$15 | \$5 | \$49,470 | | |
| Totals | Interstate | 424 | 697 | 647 | \$236,717 | \$160,667 | \$199,138 | \$128,934,458 | Replacement | 45,666 | 33,800 | 43,063 | \$515 | \$375 | \$390 | \$16,794,570 | | |
| | Other majors | 844 | 1366 | 1448 | \$146,205 | \$130,979 | \$143,609 | \$207,875,753 | Redeck | 2,230 | 18,200 | 34,998 | \$240 | \$180 | \$155 | \$5,424,690 | | |
| | Minors > 400 ADT | 1775 | 2906 | 2828 | \$68,870 | \$58,522 | \$63,270 | \$178,911,499 | Rehabilitation | 137,376 | 60,000 | 55,816 | \$154 | \$90 | \$47 | \$2,623,352 | | |
| Totals | | 3043 | 4969 | 4923 | \$113,705 | \$104,763 | \$110,710 | \$515,721,710 | Preventive Maintenance | 7,737 | 50,000 | 237,257 | \$57 | \$15 | \$5 | \$1,186,285 | | |
| Programmed Average per Year | | | | | | | | \$346,029,862 | Contract Maintenance | 4,816 | 100,000 | 83,831 | \$96 | \$13 | \$10 | \$838,310 | | |
| | | | | | | | | | | Replacement | 21,786 | 19,850 | 14,654 | \$351 | \$331 | \$331 | \$4,850,342 | |
| | | | | | | | | | | Redeck | 40,011 | 66,456 | 41,838 | \$153 | \$142 | \$142 | \$5,940,939 | |
| | | | | | | | | | | Rehabilitation | 75,813 | 110,651 | 102,979 | \$83 | \$78 | \$78 | \$8,032,393 | |
| | | | | | | | | | | Preventive Maintenance | 61,815 | 50,296 | 20,479 | \$33 | \$15 | \$15 | \$307,190 | |
| | | | | | | | | | | Contract Maintenance | 782 | 40,237 | 44,203 | \$29 | \$59 | \$59 | \$2,607,989 | |
| | | | | | | | | | | Replacement | 45,216 | 50,000 | 28,121 | \$417 | \$287 | \$375 | \$10,545,354 | |
| | | | | | | | | | | Redeck | 18,104 | 12,000 | 21,417 | \$120 | \$162 | \$200 | \$4,283,377 | |
| | | | | | | | | | | Rehabilitation | 237,829 | 250,000 | 200,000 | \$103 | \$99 | \$125 | \$30,510,983 | |
| | | | | | | | | | | Preventive Maintenance | 542,983 | 250,000 | 328,074 | \$7 | \$15 | \$15 | \$4,921,116 | |
| | | | | | | | | | | Contract Maintenance | 14,011 | 5,000 | 5,000 | \$25 | \$19 | \$19 | \$95,000 | |
| | | | | | | | | | | Replacement | 57,189 | 57,976 | 62,191 | \$482 | \$392 | \$435 | \$27,082,937 | |
| | | | | | | | | | | Redeck | 28,925 | 23,877 | 23,877 | \$120 | \$176 | \$172 | \$4,102,546 | |
| | | | | | | | | | | Rehabilitation | 133,556 | 108,336 | 109,690 | \$48 | \$44 | \$42 | \$4,657,437 | |
| | | | | | | | | | | Preventive Maintenance | 105,298 | 225,747 | 228,924 | \$22 | \$22 | \$25 | \$5,723,100 | |
| | | | | | | | | | | Contract Maintenance | 89,214 | 0 | 0 | \$0 | \$0 | \$0 | \$0 | |
| | | | | | | | | | | Replacement | 1,805 | 5,255 | 5,255 | \$774 | \$355 | \$445 | \$4,000,211 | |
| | | | | | | | | | | Redeck | 0 | 901 | 901 | \$0 | \$134 | \$0 | \$107,814 | |
| | | | | | | | | | | Rehabilitation | 16,799 | 29,900 | 29,900 | \$23 | \$23 | \$24 | \$713,713 | |
| | | | | | | | | | | Preventive Maintenance | 33,919 | 47,710 | 47,710 | \$17 | \$35 | \$29 | \$1,363,075 | |
| | | | | | | | | | | Contract Maintenance | 3,787 | 0 | 0 | \$172 | \$0 | \$0 | \$0 | |
| | | | | | | | | | | Replacement | 65,401 | 68,000 | 68,000 | \$490 | \$375 | \$400 | \$27,200,000 | |
| | | | | | | | | | | Redeck | 5,034 | 20,000 | 20,000 | \$191 | \$175 | \$175 | \$3,500,000 | |
| | | | | | | | | | | Rehabilitation | 50,230 | 150,000 | 150,000 | \$42 | \$20 | \$20 | \$3,000,000 | |
| | | | | | | | | | | Preventive Maintenance | 31,151 | 0 | 0 | \$32 | \$0 | \$0 | \$0 | |
| | | | | | | | | | | Contract Maintenance | 0 | 0 | 0 | \$0 | \$0 | \$0 | \$0 | |
| | | | | | | | | | | Replacement | 272,260 | 285,183 | 246,383 | \$479 | \$361 | \$399 | \$98,380,688 | |
| | | | | | | | | | | Redeck | 150,842 | 186,429 | 180,793 | \$142 | \$156 | \$163 | \$29,417,408 | |
| | | | | | | | | | | Rehabilitation | 703,589 | 829,384 | 794,514 | \$93 | \$62 | \$70 | \$55,342,952 | |
| | | | | | | | | | | Preventive Maintenance | 848,748 | 688,402 | 895,344 | \$14 | \$18 | \$16 | \$13,950,190 | |
| | | | | | | | | | | Contract Maintenance | 175,082 | 277,752 | 209,497 | \$16 | \$20 | \$22 | \$4,535,197 | |
| | | | | | | | | | | Totals | 2,150,522 | | 2,326,530 | | | | Total Typical Bridge AM | \$201,626,435 |
| | | | | | | | | | | | | | | | | | Programmed Average per Year | \$231,416,333 |
| | | | | | | | | | | | | | | | | | Total Pavement AM | \$515,721,710 |
| | | | | | | | | | | | | | | | | | Total AM Annual Cost Uninflated | \$717,348,146 |

PROGRAMMING AND ASSET MANAGEMENT

SOUTHWEST RURAL EXAMPLE

| | <u>Current STIP Avg # of lane miles per year</u> | <u>Previous AMP Miles Treated per Year</u> | <u>Current AMP Miles Treated per Year</u> | <u>Current STIP Avg Cost /Mile per Year</u> | <u>Previous AMP Treatment Cost per Lane Mile</u> | <u>Current AMP Treatment Cost per Lane Mile</u> | <u>Total Planned Pavement Cost by Route Type</u> |
|------------------|--|--|---|---|--|---|--|
| Interstate | 105 | 80 | 71 | \$223,789 | \$132,910 | \$164,470 | \$11,733,290 |
| Other Majors | 173 | 195 | 207 | \$139,791 | \$116,226 | \$112,410 | \$23,269,994 |
| Minors > 400 ADT | 214 | 398 | 394 | \$94,343 | \$58,539 | \$60,570 | \$23,871,848 |

| | <u>Current 3 yr STIP Sq Ft Avg*</u> | <u>Sq Ft Goal</u> | <u>Sq Ft Planned</u> | <u>Current STIP 3 yr Avg Cost/Sq. Ft</u> | <u>Previous AMP Avg Cost/Sq.Ft.</u> | <u>Current AMP Avg Cost/Sq.Ft.</u> | <u>Total Planned Bridge Cost by Treatment Type</u> |
|------------------------|---|-------------------|----------------------|--|---|--|--|
| Replacement | 57,189 | 57,976 | 62,191 | \$482 | \$392 | \$435 | \$27,082,937 |
| Redeck | 28,925 | 23,877 | 23,877 | \$120 | \$176 | \$172 | \$4,102,546 |
| Rehabilitation | 133,556 | 108,336 | 109,690 | \$48 | \$44 | \$42 | \$4,657,437 |
| Preventive Maintenance | 105,298 | 225,747 | 228,924 | \$22 | \$22 | \$25 | \$5,723,100 |
| Contract Maintenance | 89,214 | 0 | 0 | \$0 | \$0 | \$0 | \$0 |

MoDOT'S SIGN INVESTMENT

≈ 700,000

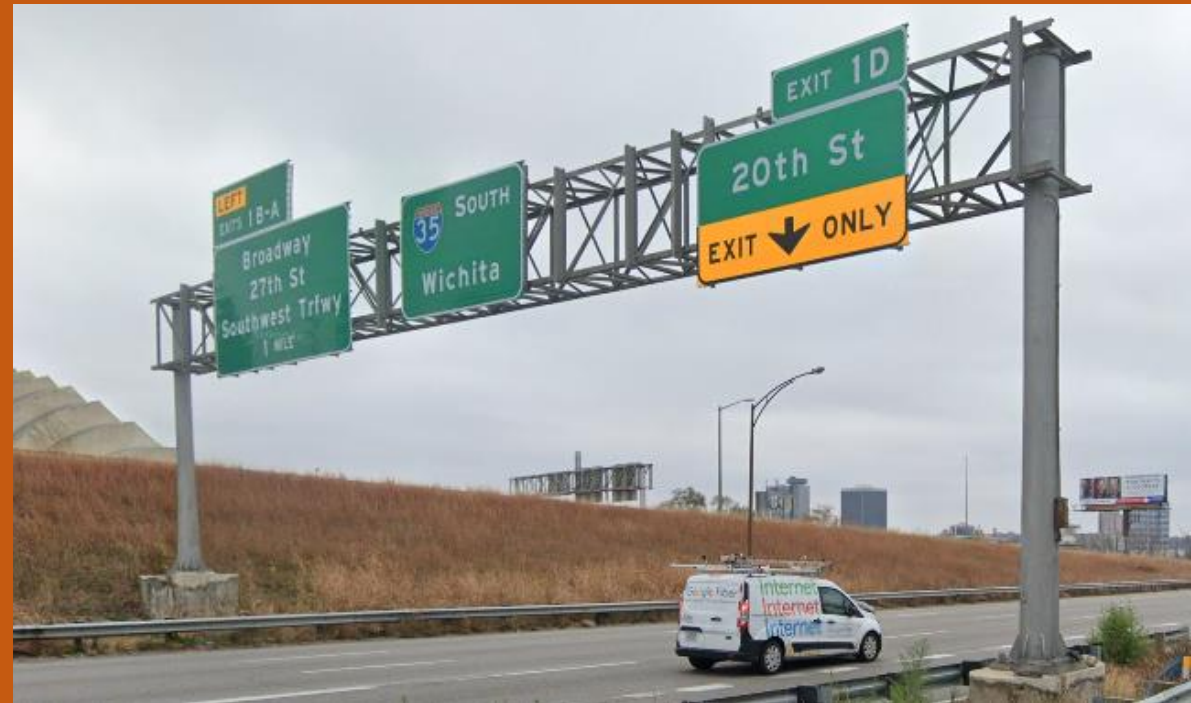
individual signs

7.3 Million+

square feet of signs

\$700 Million+

total value of signs

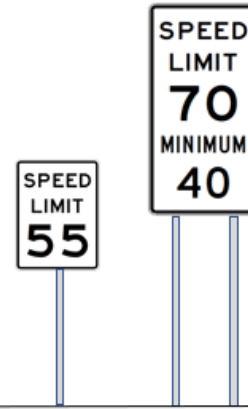
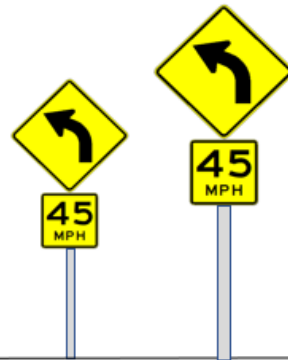
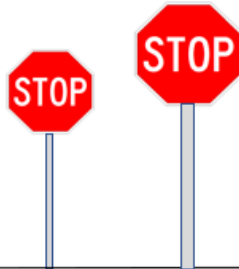
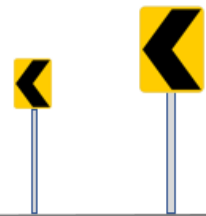
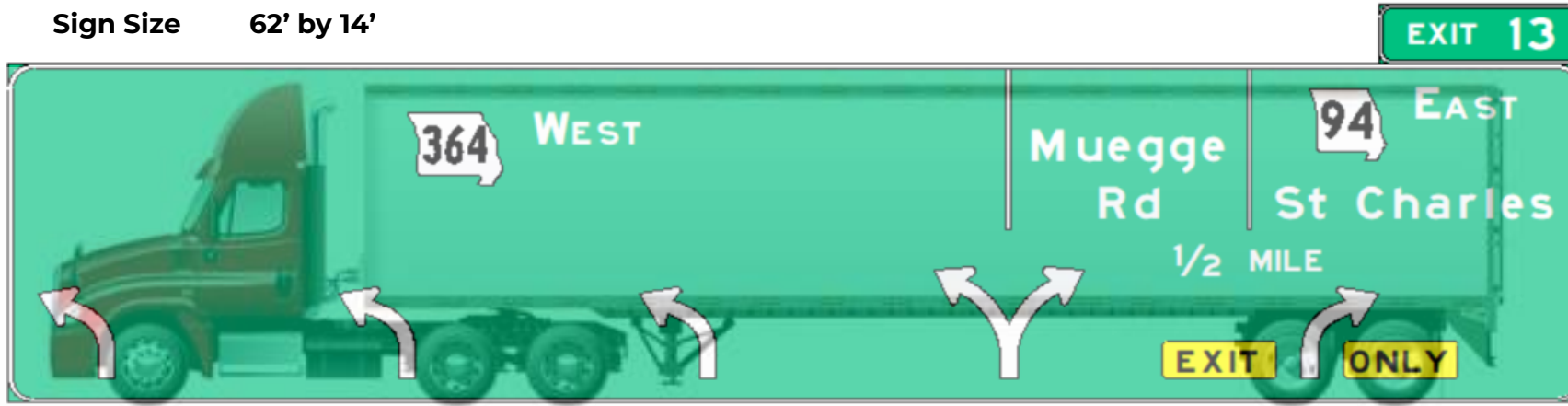


SIZE AND SCALE OF SIGNING



SIZE AND SCALE OF SIGNING

Sign Size 62' by 14'



Sign Size 18" x 24" 30" x 36"

36" x 36" 48" x 48"

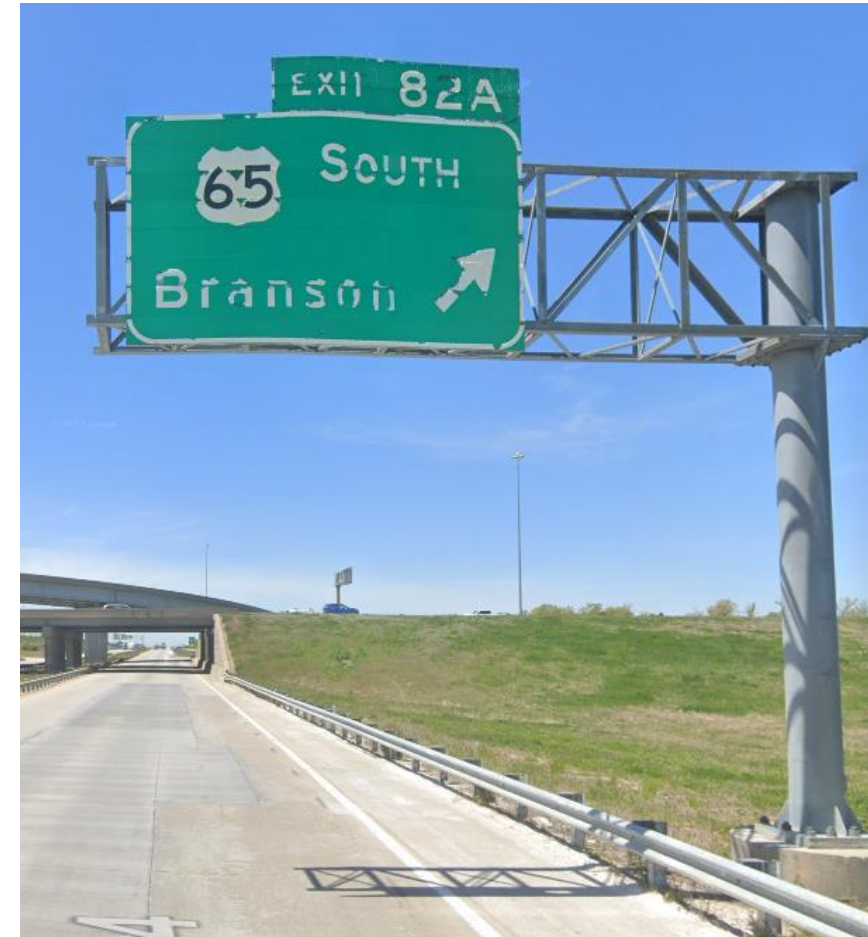
36" x 36" 48" x 48"
24" x 24" 30" x 30"

36" x 48" 48" x 96"

12' x 20'

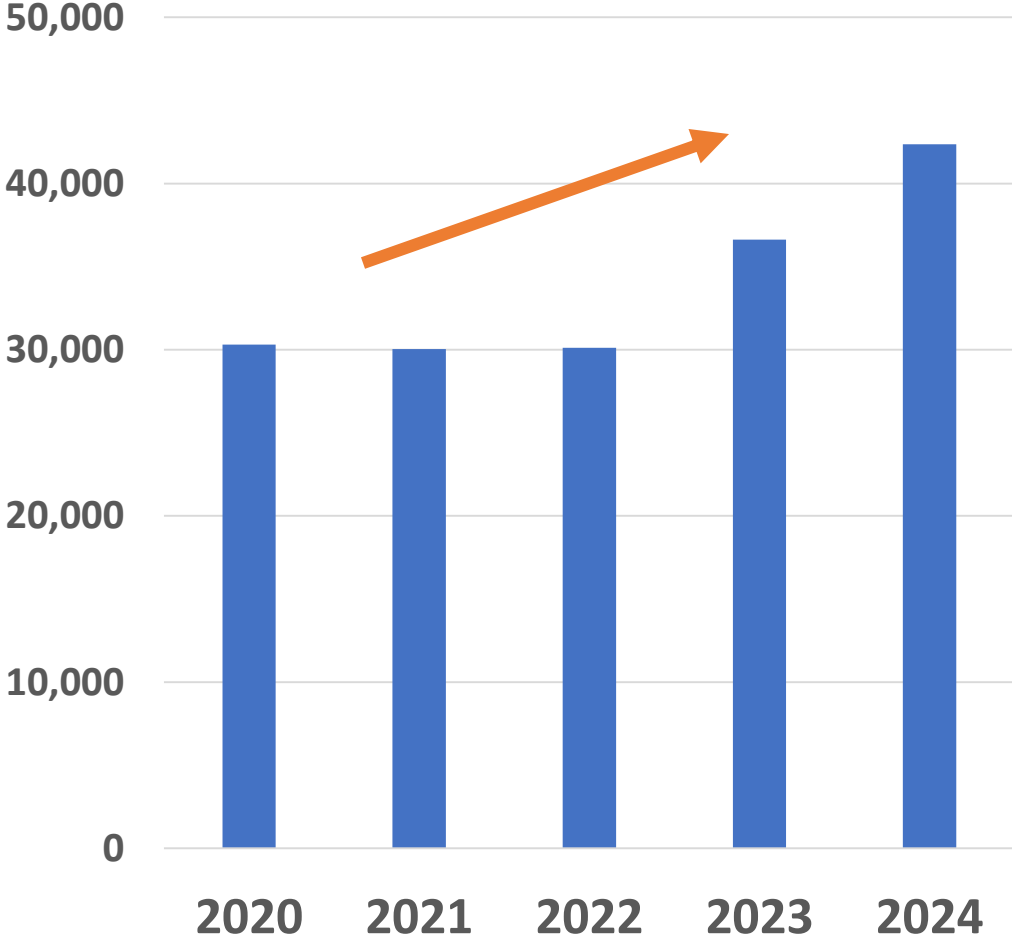
THE LIFE OF A HIGHWAY SIGN

- Average life: 15 years
- Typical deficiencies:
 - Loss of reflectivity
 - Peeling/cracking
 - Structural damage
 - Vandalism

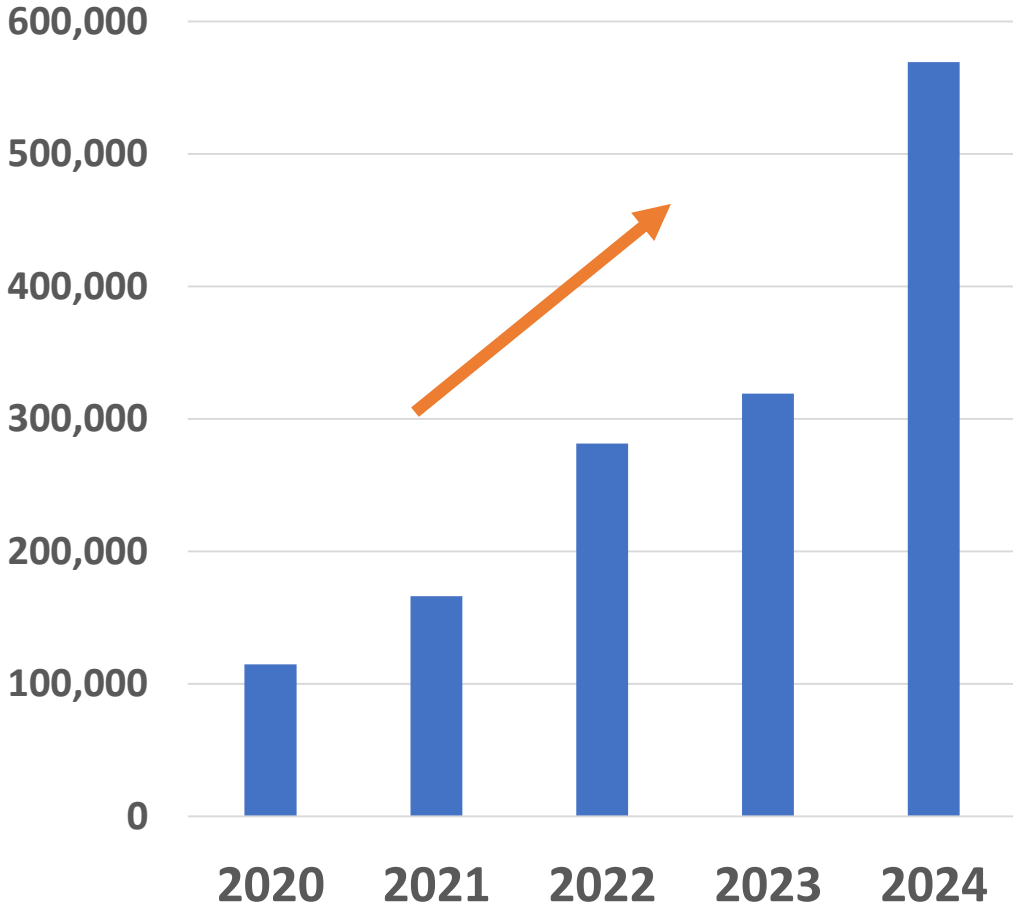


SIGN REPLACEMENTS

MoDOT Crews (Number of Signs)

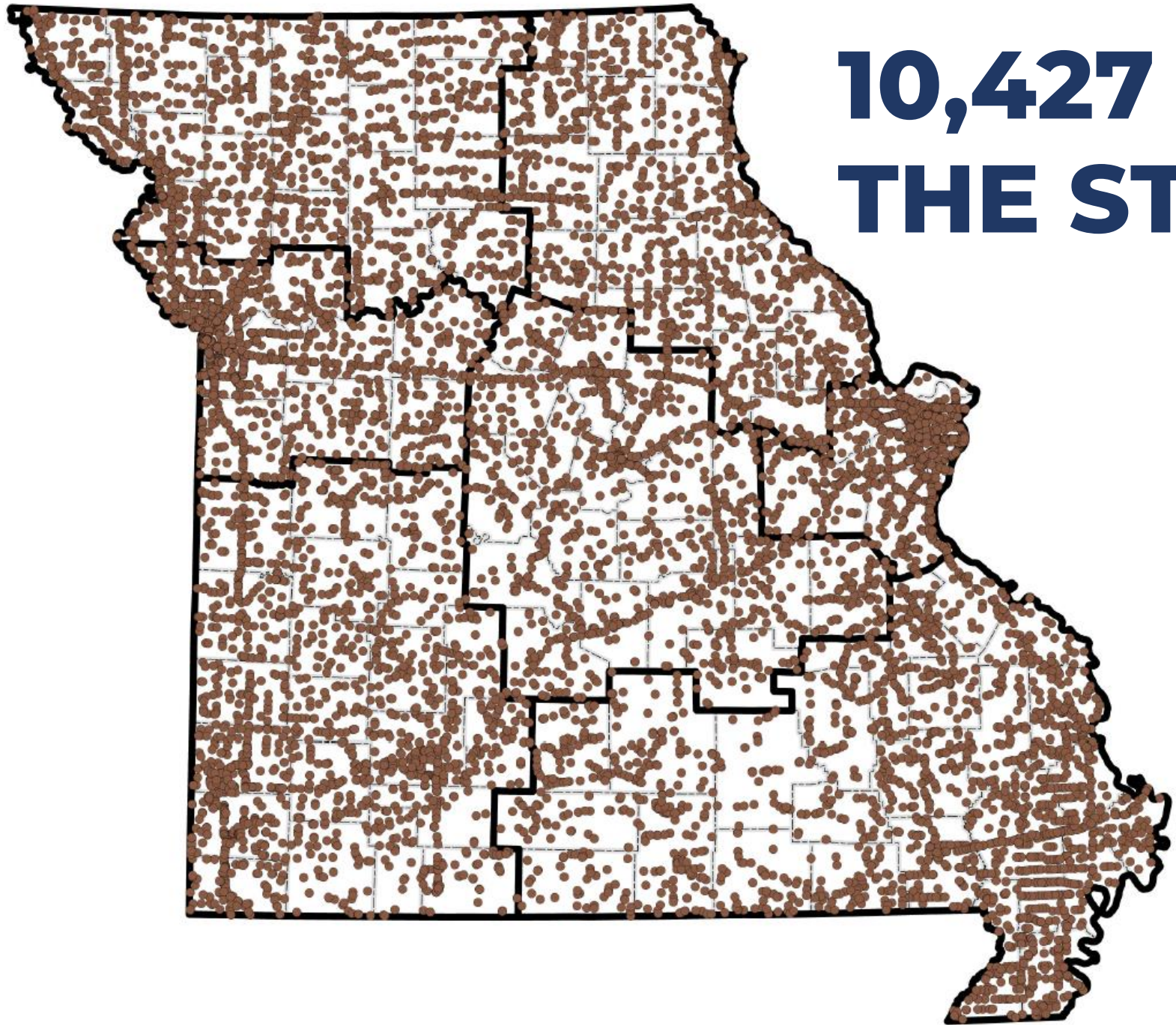


Contractor (Square Footage)



SIGN REPLACEMENTS

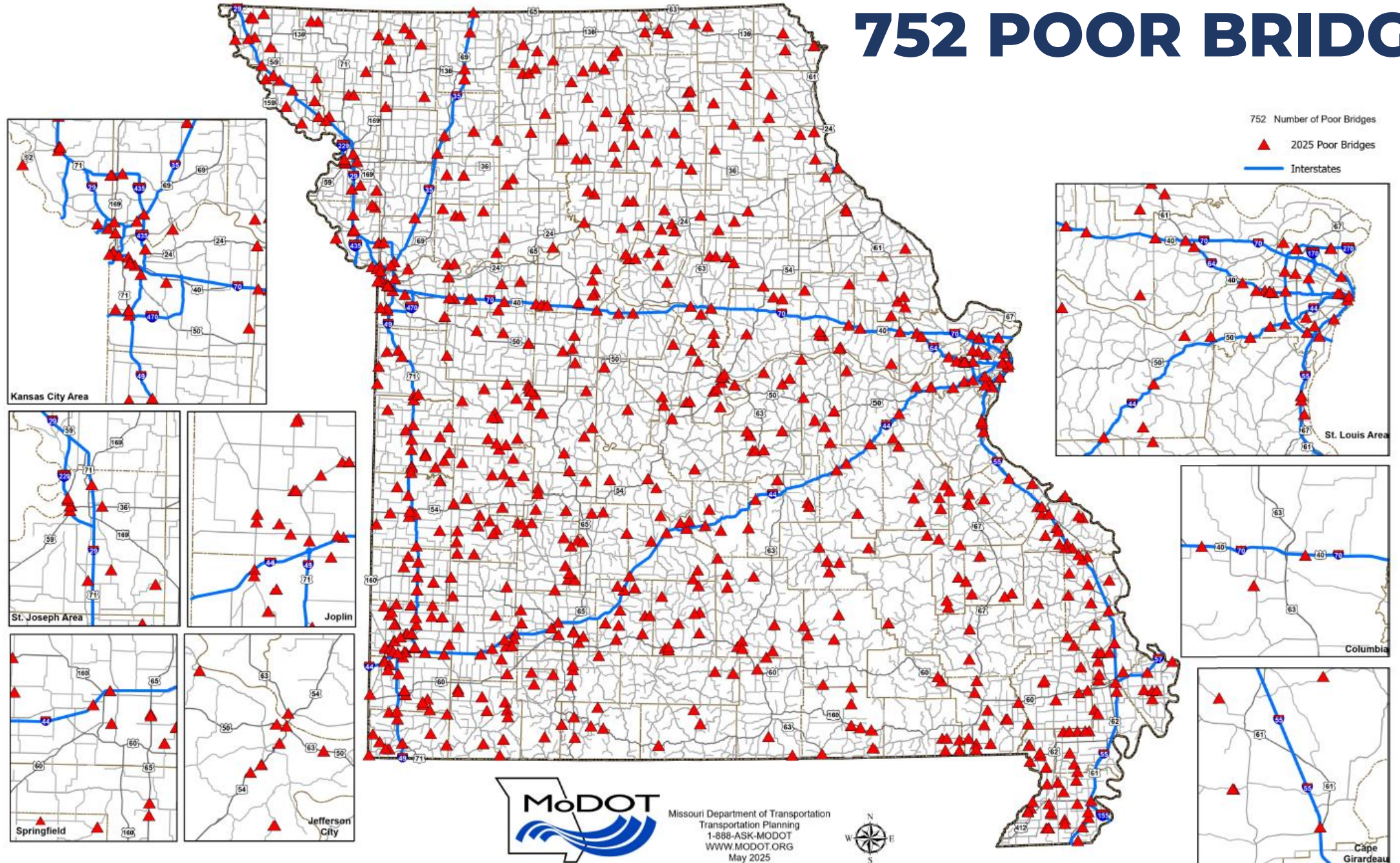




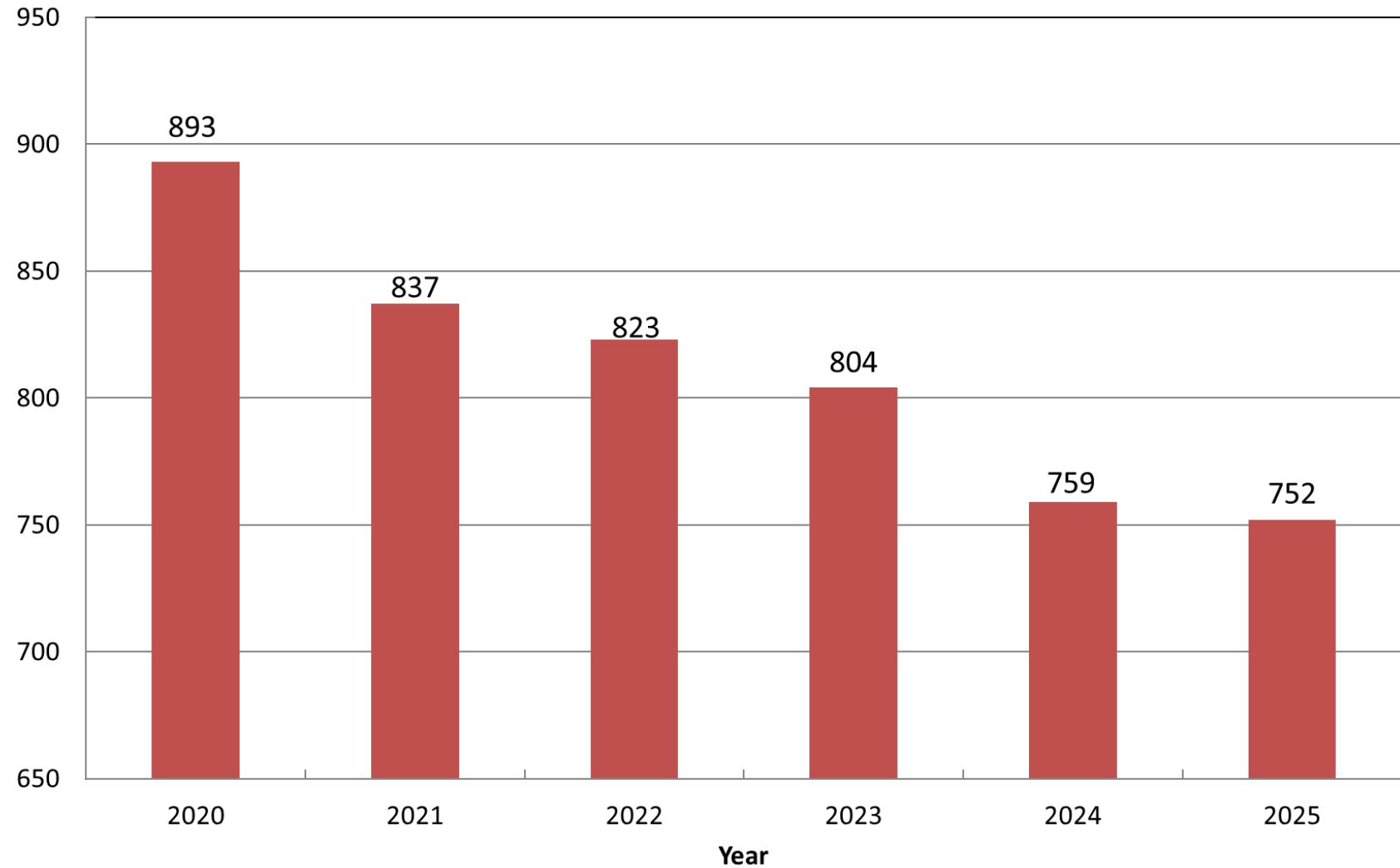
10,427 BRIDGES ON THE STATE SYSTEM

*Based on 2025
National Bridge
Inventory (NBI)
submittal*

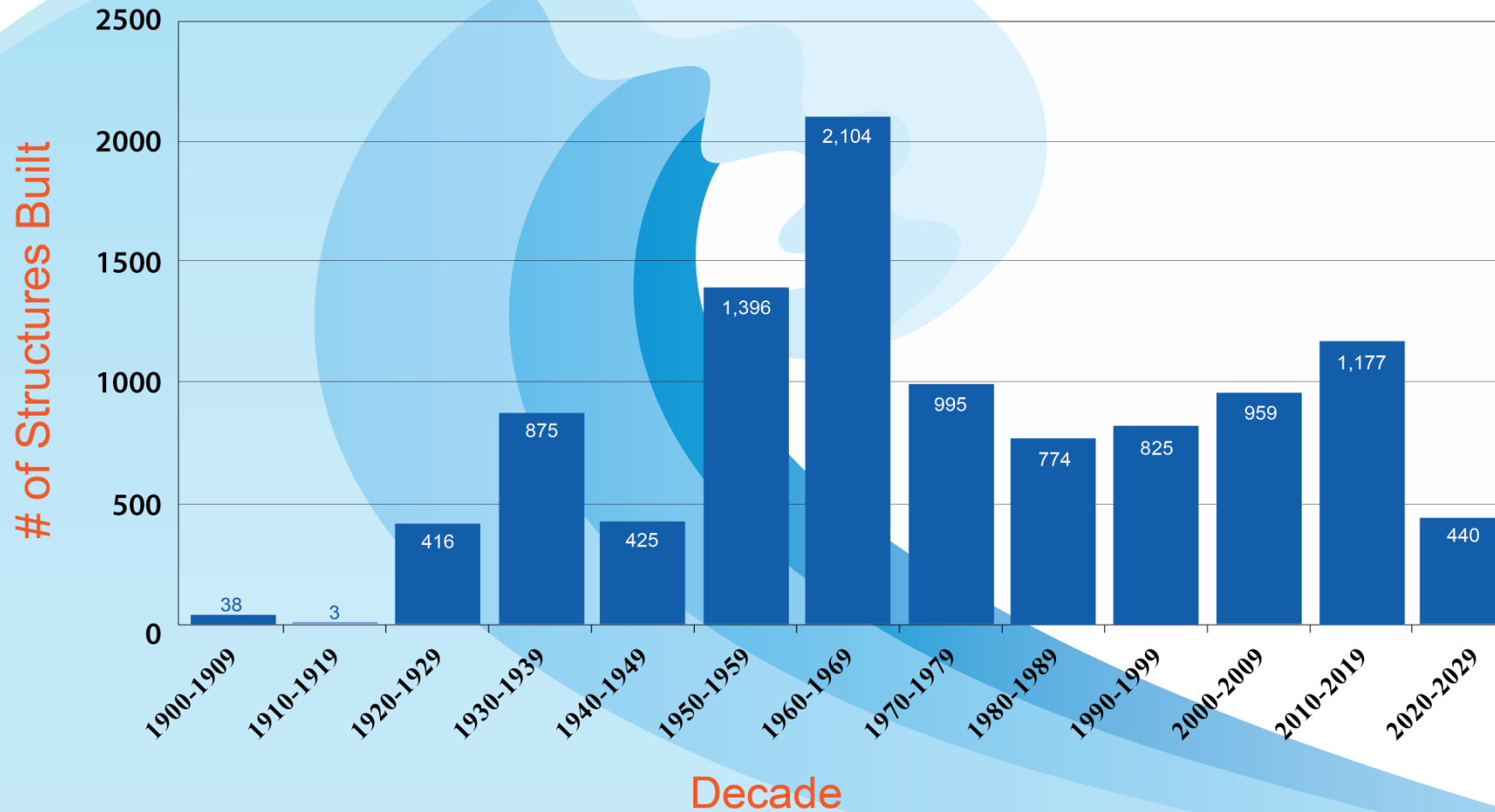
752 POOR BRIDGES



752 POOR BRIDGES

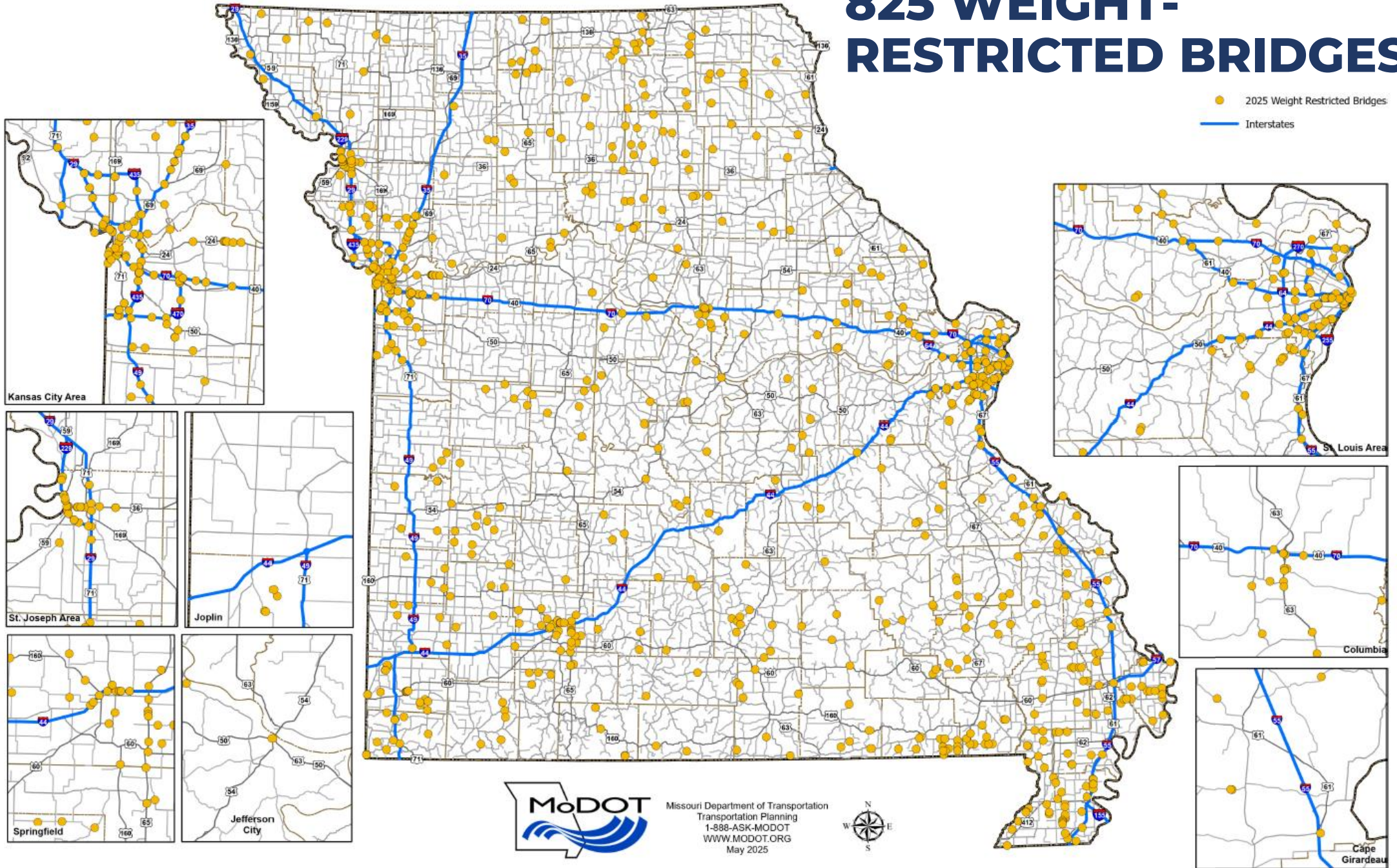


DISTRIBUTION BY DECADE



About 50% of our bridges are older than their intended useful life of 50 years (those built prior to 1970).

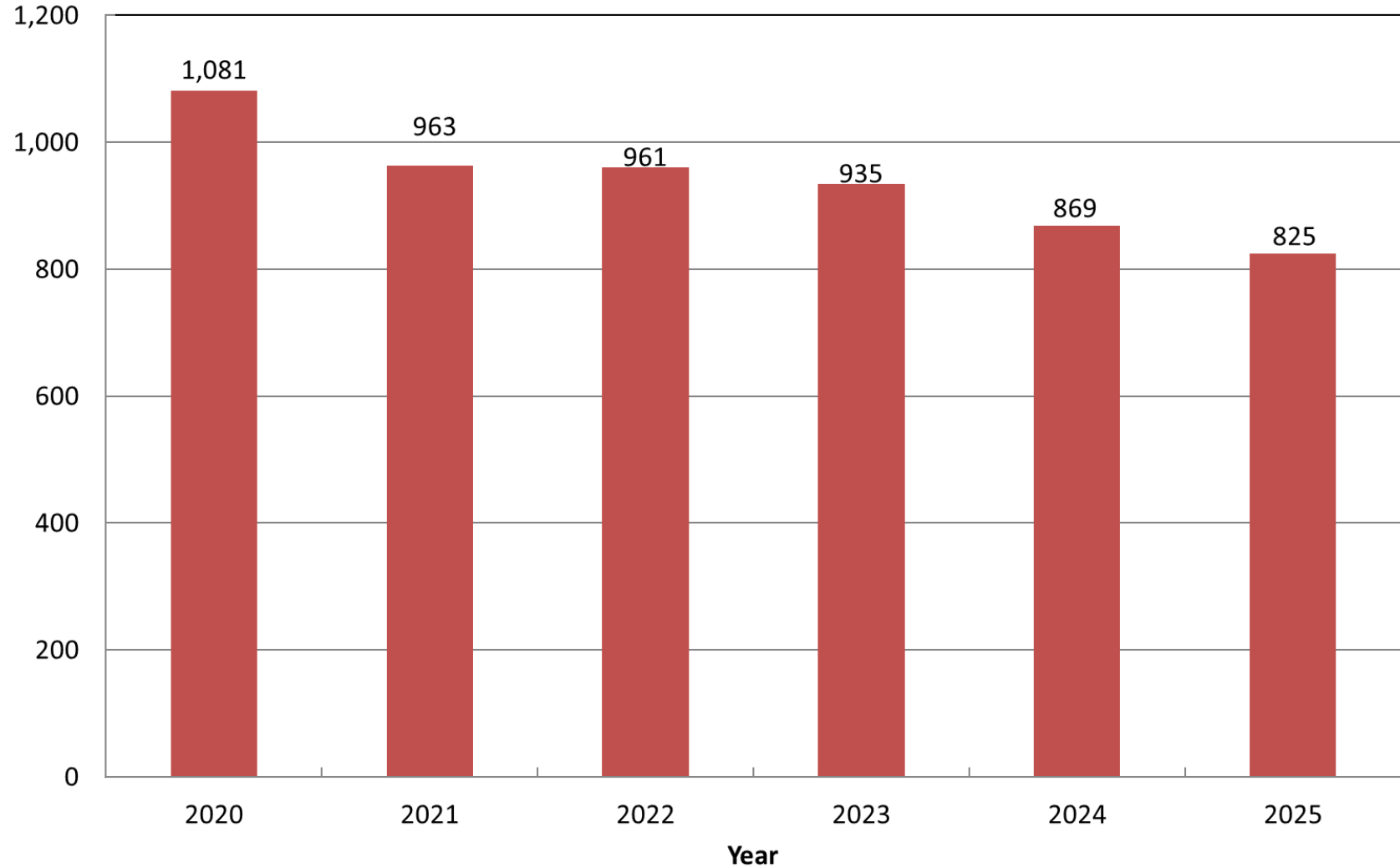
825 WEIGHT-RESTRICTED BRIDGES



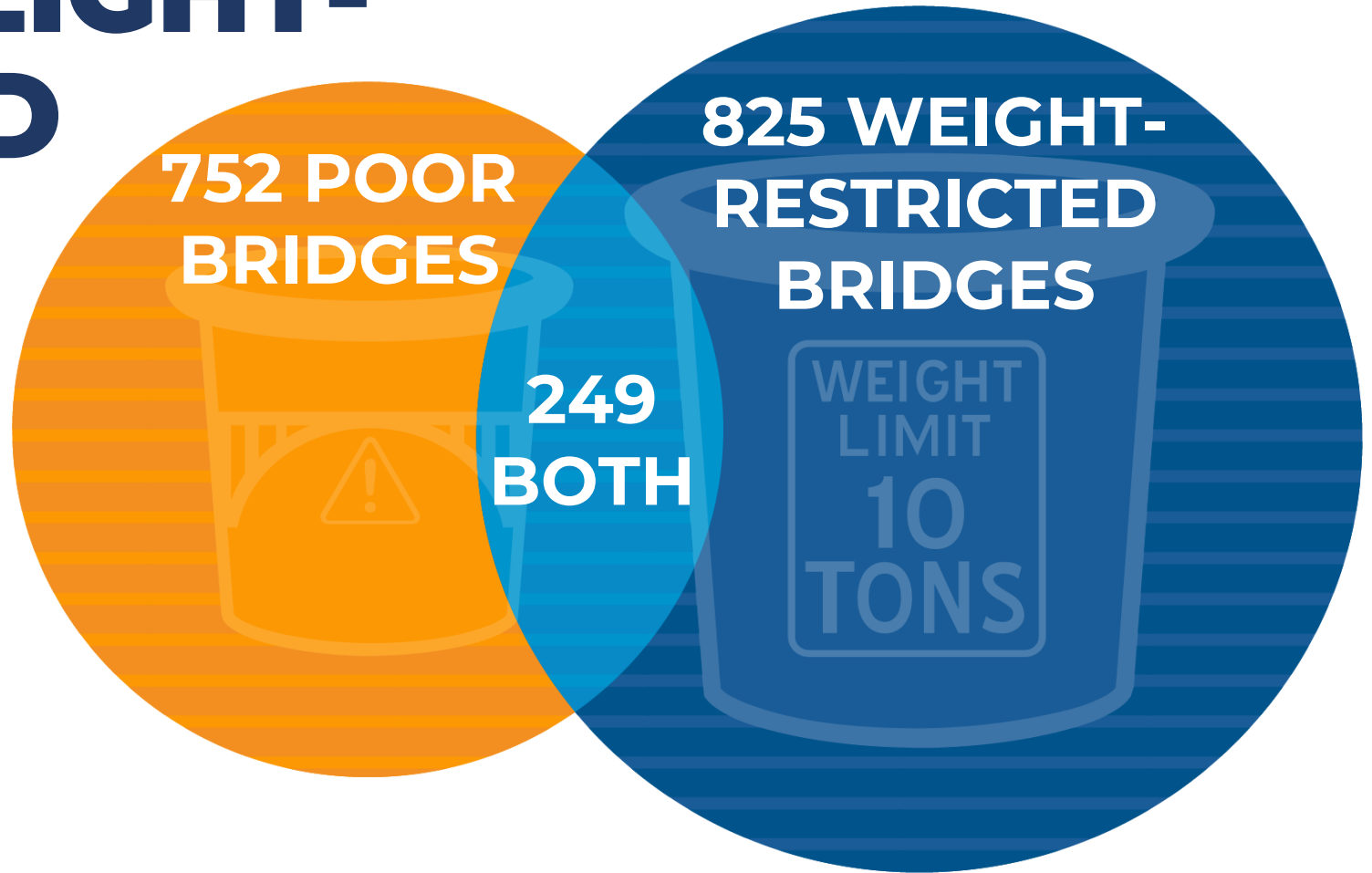
Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
May 2025



825 WEIGHT-RESTRICTED BRIDGES



POOR & WEIGHT-RESTRICTED BRIDGES



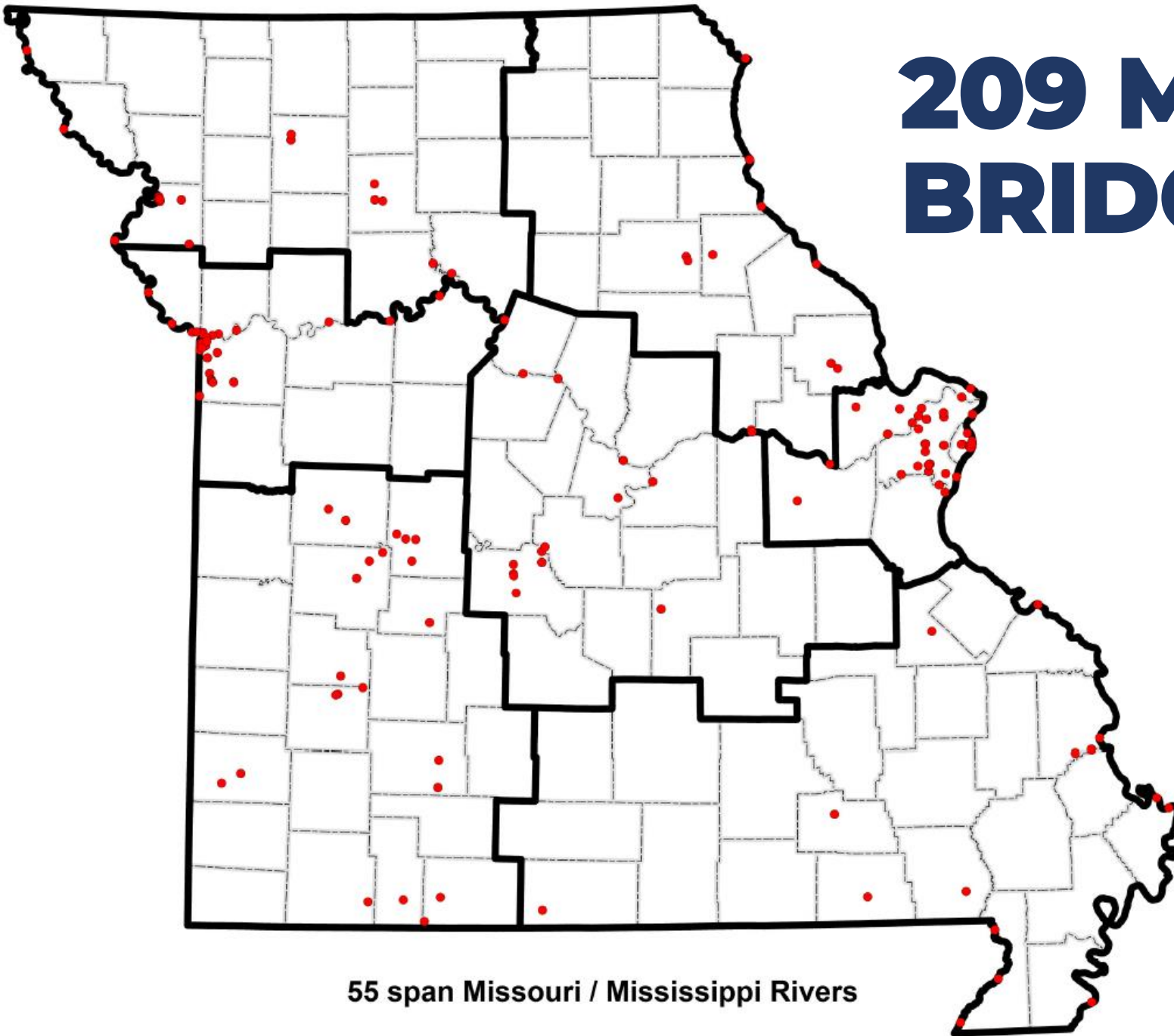
BRIDGES: TYPICAL OR MAJOR

- Typical (under 1,000-feet long) – 10,218
- Major (over 1,000-feet long) – 209



Cole A7123 08/24/16
E MCCARTY ST E over US 50
East profile

209 MAJOR BRIDGES



55 span Missouri / Mississippi Rivers

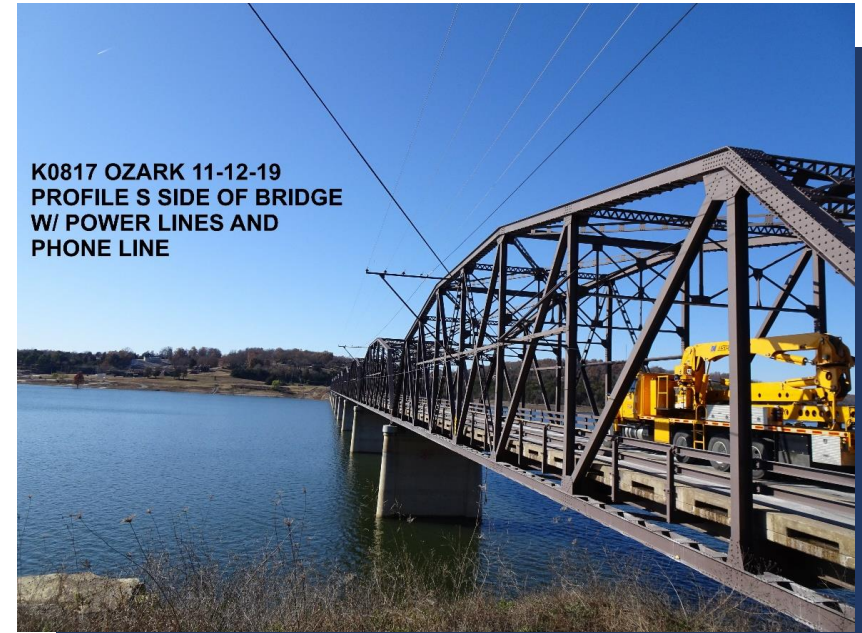
FUNDED MAJOR BRIDGE REPLACEMENTS

- 2026: Route 291 over Missouri River in Kansas City
- 2026: Route 62 over St. Francis River
- 2027: I-64 over Vandeventer Avenue in St. Louis
- 2028: I-229 removal in St. Joseph



FUNDED MAJOR BRIDGE REPLACEMENTS

- 2028: I-29 North and South Viaduct approaches to KCI CON Bridge in Kansas City
- 2029: Route 160 over Bull Shoals Lake
- 2028: Payment to KDOT for Route 92 Centennial Bridge
- 2030: Payment to IDOT Route 24 over Mississippi River Quincy Memorial Bridge



UNFUNDED MAJOR BRIDGE REPLACEMENTS

- 2031: Route 136 over the Missouri River in Northwest
- 2032: MLK over the Mississippi River in St. Louis





4

UPDATE ON HUMAN RESOURCES DIVISION

-- Presented by Ashley Halford, Human Resources Director, 573-526-7644.

ISSUE: The Human Resources Division will update the Missouri Highways and Transportation Commission on an overview of the Human Resources Division and highlight accomplishments with regard to recruitment, employee development, and retention over the past year.

RECOMMEND THAT THE COMMISSION:

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

DEPARTMENT VIEW:

- Recruitment and retention of good employees representing all the communities we serve continues to be an organizational priority.
- Recruitment and retention has improved as a result of the market adjustment salary increases from July 2022 and 2025.
- The separation rate for calendar year 2024 was 13.8 percent which is a decrease from 2023's rate of 14.6 percent and 2022's rate of 16.7 percent.
- In 2024, resignations accounted for 56.9 percent, retirements for 29.2 percent, releases for 12.5 percent, and active employee deaths for 1.4 percent of all separations.
- Employees with less than one year of service accounted for 32.3 percent of the 2024 separations. In 2023, employees with less than one year of service accounted for 23.8 percent of the separations.
- Continued advocacy for legislative approval of MoDOT's pay strategy is critical to the department's future success.
- The department fully implemented the market based pay plan initiated in fiscal year 2025.

OTHER VIEWS:

- Our customers expect outstanding customer service while still being good stewards of taxpayer dollars.
- Across all constituencies, the expectation remains that our workforce has the talent necessary to serve Missouri citizens and safely deliver results but at the least cost possible.

MHTC POLICY:

- Employees – General.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Not applicable.



HUMAN RESOURCES UPDATE

Ashley Halford

Human Resources Director

September 2025

THE TEAM

- Administration
- Employment
- Compensation
- Employee Development
- HR Services



ADMINISTRATION



Human Resources Strategies



Succession Planning



Total Rewards

EMPLOYMENT

- Policy review
- Employee relations
- Data analysis
- Enterprise content management solution



COMPENSATION

- ✓ FY25 appropriations request
- ✓ Implementation of full salary structure
- ✓ Continued within grade movement
- ✓ Additional staffing for major projects



EMPLOYEE DEVELOPMENT



MOVERS Learn



Introduction to Leadership



Performance Management



Leadership Development



HR SERVICES



COLLEGES & UNIVERSITIES

MU
UMR
Nebraska
Purdue
Missouri State
Oklahoma State
Southern Illinois

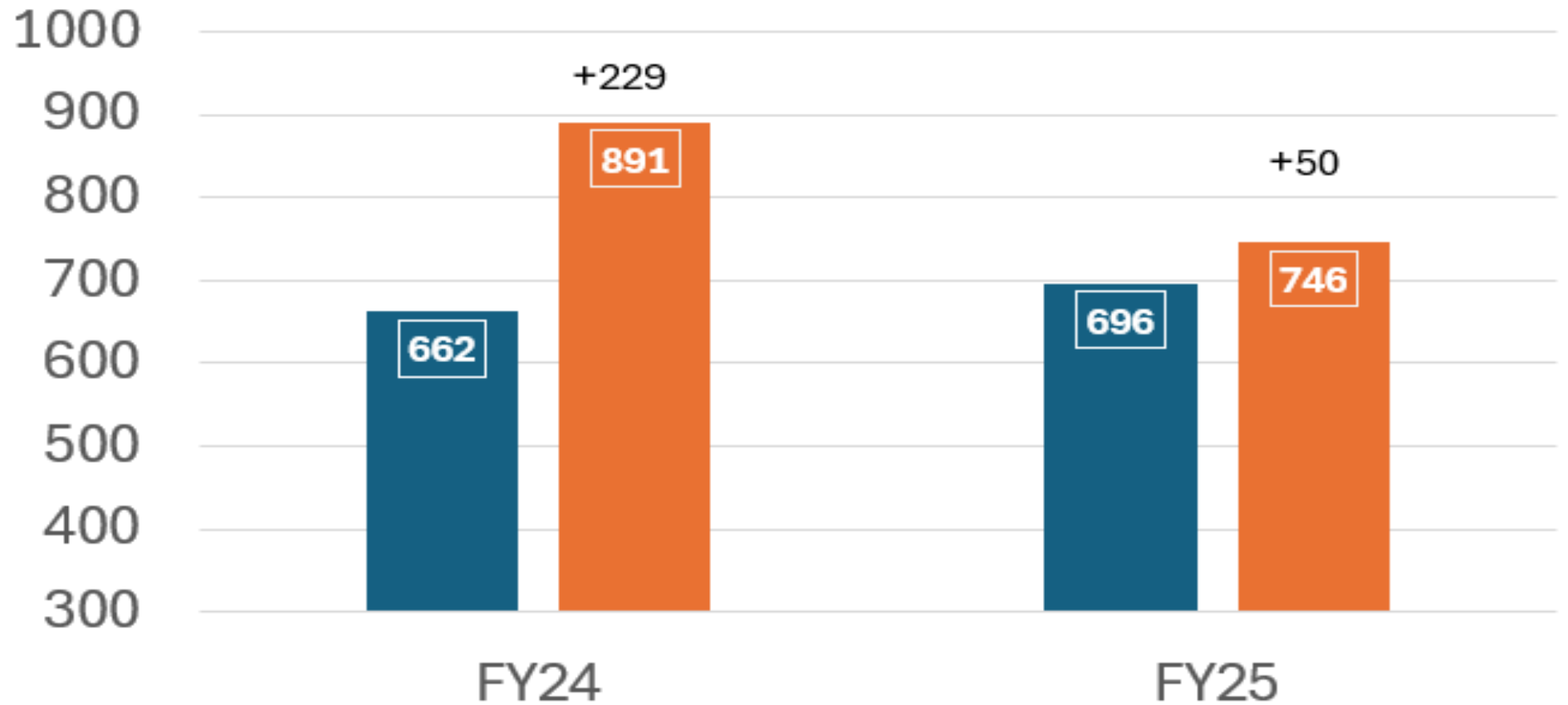
COMMUNITY OUTREACH

Skills USA
Build My Future
Missouri Veterans
Goodwill
HALO

TECHNICAL & TRADE

JAG
Ranken
State Tech
Crowder College
Ozarks Technical
CC
St. Mary's HS

FILLING THE VACANCIES



■ Separated ■ Hired



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www.MoDOT.org/careers

FOCUS ON RETENTION

- Selection process
- Competitive compensation & benefits
- Onboarding
- Training & development
- Recognition & rewards
- Mission-driven culture
- Inclusive environment



HUMAN RESOURCES – ONE TEAM



New
technology



Statewide
collaboration



MoDOT
values



Better
results



1

2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

ISSUE: In accordance with Commission policy, revisions to the Statewide Transportation Improvement Program (STIP) must be approved by the Commission. MoDOT is requesting approval to revise the 2026-2030 STIP approved in July 2025 for the implementation of twenty five Highway and Bridge projects.

RECOMMEND that the Commission:

- Approve the attached September 2025 project amendments to the 2026-2030 STIP.

DEPARTMENT VIEW:

- Highway and Bridge Projects:
 - MoDOT requests approval for twenty three projects (Attachment 1)
 - Six new projects are being added for flood damage due to November 2024 event.
 - Five new projects are being added to improve intersections and for safety.
 - Five existing projects are being modified for budget, funding source, description, scope, location, length, divide, and delay.
 - Four Improve I-70 projects are being calibrated for project limits and budget.
 - Three projects are being deleted: two are due to MoDOT workforce completing the work and one is due to being incorporated into another project.
 - MoDOT requests approval of two projects (Attachment 2)
 - Two existing 2025 projects, 4I1486D and ST0020, are being modified for budget to add additional STIP funds, St. Charles County funds, and approved Cost Share funds to expand the scope of work. The projects have already been let and awarded therefore the additional funds will be considered at project closeout.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- A seven day public comment period will be provided from August 28, 2025 to September 3, 2025. MoDOT does not anticipate receiving public comments. If any are received, a summary will be provided.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, and ONEDOT approval.

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

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 1

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|----------|---------|------------------|---------|--|--|---|-----------------------------|
| KC | Cass | MO 2 | KU0299 | 2026 CN | <p>Culvert replacement over Muddy Creek. \$204,090 Cost Share, \$215,000 Harrisonville, and \$861,000 STBG-Urban funds.</p> <p>Reason: To modify existing project budget, description, and divide to KU0299B. (September Administrative Modification)</p> <p>Funding Source: Harrisonville and STBG-Urban funds.</p> | \$1,046 | \$15 |
| KC | Clay | MO 33 | 4S3507 | 2026 CN | <p>Payment to Kearney to add turn lanes, pedestrian signals, traffic signals, sidewalks, and bike lanes at 19th Street. \$1,224,582 Cost Share funds.</p> <p>Reason: To add project to improve intersection.</p> <p>Funding Source: Cost Share funds.</p> | \$1,225 | \$0 |
| KC | Jackson | CST VIEW HIGH DR | 4I3470 | 2026 CN | <p>Payment to I-470 Western Gateway Transportation Development District to modify interchange configuration at I-470. \$5,195,000 Cost Share funds.</p> <p>Reason: To modify existing project budget, description, and delay from SFY 2025 to SFY 2026.</p> <p>Funding Source: Cost Share funds.</p> | \$5,195 | \$275 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 1

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|----------|--------|--------|---------|--|---|---|-----------------------------|
| CD | Dent | MO 119 | CD0338 | 2026 CN 2026 RW | Scour repair at Pigeon Creek. Project involves bridge A5335. \$164,000 Emergency Relief funds, November 2024 flood event. Reason: To add project to repair damage due to flooding. Funding Source: Emergency Relief funds. | \$205 | \$74 |
| CD | Dent | MO 19 | CD0336 | 2026 CN 2026 RW | Repair slide 0.3 mile south of County Road 4050. \$572,000 Emergency Relief funds, November 2024 flood event. Reason: To add project to repair damage due to flooding. Funding Source: Emergency Relief funds. | \$715 | \$259 |
| CD | Dent | MO 32 | CD0337 | 2026 CN 2026 RW | Repair bank erosion at Spring Creek. Project involves bridge B0468. \$102,000 Emergency Relief funds, November 2024 flood event. Reason: To add project to repair damage due to flooding. Funding Source: Emergency Relief funds. | \$129 | \$46 |
| CD | Dent | MO 72 | CD0339 | 2026 CN 2026 RW | Scour repair at Dry Fork Creek. Project involves bridge A6744. \$246,000 Emergency Relief funds, November 2024 flood event. Reason: To add project to repair damage due to flooding. Funding Source: Emergency Relief funds. | \$307 | \$111 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 1

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|----------|--------|-------|---------|--|---|---|-----------------------------|
| CD | Dent | RT B | CD0340 | 2026 CN 2026 RW | Scour repair at Dry Branch. Project involves bridge A5558. \$328,000 Emergency Relief funds, November 2024 flood event. Reason: To add project to repair damage due to flooding. Funding Source: Emergency Relief funds. | \$409 | \$148 |
| CD | Dent | RT FF | CD0341 | 2026 CN 2026 RW | Scour repair at Dry Fork Creek. Project involves bridge A2060. \$450,000 Emergency Relief funds, November 2024 flood event. Reason: To add project to repair damage due to flooding. Funding Source: Emergency Relief funds. | \$562 | \$204 |
| CD | Osage | RT E | CD0060 | | Bridge rehabilitation over Town Creek. Project involves bridge Y0198. Reason: The project was removed due to coordinating work through internal MoDOT division. Funding Source: Not applicable. | -\$110 | -\$14 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 1

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|----------|--------|--------|---------|--|---|---|-----------------------------|
| SW | Jasper | MO 66 | 7S2185C | 2026 CN 2026 RW | Rebuild pavement, upgrade signals, and upgrade pedestrian facilities to comply with the ADA Transition Plan on 7th Street from Maiden Lane to Rte. 43 (Main Street) and construct a new culvert from Byers Avenue to Wall Avenue in Joplin. \$5,299,000 Joplin funds. Reason: To modify existing project budget, funding source, and description. Funding Source: Joplin funds. | \$5,299 | \$0 |
| SE | Ripley | US 160 | 9S3806 | 2026 CN | Pavement and bridge resurfacing from south intersection of Rte. 21 to Rte. Jj. Project involves bridge A3087. Reason: To modify existing project budget. Funding Source: Available STIP funds. | \$1,362 | \$30 |
| ST | Boone | IS 70 | ST0017 | 2026 CN | Safety and capacity improvements from the Missouri River near Rocheport to Columbia. Design-Build. Involves bridge L0286. \$15,727,618 INFRA Grant, \$900,000 Wildlife Crossing Pilot Program, \$50,000 MO Dept. of Conservation, and \$50,000 Design Bridge Consultant Budget. Reason: To calibrate existing Improve I-70 project to account for shifting project limits and budget. Funding Source: Not applicable. | -\$39,000 | -\$11,498 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 1

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|----------|-----------|-------|---------|--|--|---|-----------------------------|
| ST | Callaway | IS 70 | ST0018 | 2027 CN 2026 RW | Safety and capacity improvements from Kingdom City to Warrenton. Project involves bridges A0096 and A0865. Reason: To calibrate existing Improve I-70 project to account for shifting project limits and budget. Funding Source: General Revenue and available STIP funds. | \$98,309 | -\$21,999 |
| ST | Chariton | RT UU | ST0131 | | Pavement resurfacing from Rte. 5 to Scribner Road. Reason: The project was removed due to the work being incorporated into another project. (ST0154) Funding Source: Not applicable. | \$0 | \$0 |
| ST | Franklin | IS 44 | ST0115 | 2027 CN | Interchange and pavement improvements at Rte. 50. Potential Design-Build project. Reason: To modify existing project budget, description, scope, location, and length. Funding Source: General Revenue. | \$38,220 | \$3,675 |
| ST | Lafayette | IS 70 | ST0016 | 2027 CN | Safety and capacity improvements from Rte. H east of Odessa to Concordia. Reason: To calibrate existing Improve I-70 project to account for shifting project limits and budget. Funding Source: General Revenue and available STIP funds. | -\$469,418 | \$500 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 1

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|----------|------------|---------|---------|--|---|---|-----------------------------|
| ST | Lafayette | IS 70 | ST0016C | 2027 CN 2026 RW | Safety and capacity improvements from Concordia to Boonville. Project involves bridge L0945. \$1,087,200 Congressionally Directed Spending Demo ID MO261. Reason: To calibrate existing Improve I-70 project to account for shifting project limits and budget. Funding Source: General Revenue, available STIP, and Congressionally Directed Spending funds. | \$551,995 | \$5,000 |
| ST | Montgomery | IS 70 | ST0018B | | Safety and capacity improvements from Rte. F at High Hill to east of Rte. Y at Jonesburg. Project involves bridge A0865. Reason: To calibrate existing Improve I-70 project to account for shifting project limits and budget, divide project to ST0018, and delete. Funding Source: Not applicable. | -\$71,712 | -\$3,000 |
| ST | Various | Various | ST0138 | 2026 CN | Guardrail improvements at various locations in the Northwest District. \$3,800,000 private entity funds. Reason: To add project to improve safety. Funding Source: Private entity for guardrail settlement. | \$3,800 | \$266 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 1

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|---------------|---------|---------|---------|--|---|---|-----------------------------|
| ST | Various | Various | ST0143 | 2026 CN | Guardrail improvements at various locations in the urban Southwest District. \$161,000 private entity funds. Reason: To add project to improve safety. Funding Source: Private entity for guardrail settlement. | \$161 | \$50 |
| ST | Various | Various | ST0143B | 2026 CN | Guardrail improvements at various locations in the rural Southwest District in Barton, Bates, Benton, Cedar, Dade, Dallas, Henry, Hickory, Polk, St. Clair, and Vernon counties. \$2,239,000 private entity funds. Reason: To add project to improve safety. Funding Source: Private entity for guardrail settlement. | \$2,239 | \$699 |
| ST | Various | Various | ST0143C | 2026 CN | Guardrail improvements at various locations in the rural Southwest District in Barry, Christian, Greene, Jasper, Lawrence, McDonald, Newton, Stone, Taney, and Webster counties. \$1,778,000 private entity funds. Reason: To add project to improve safety. Funding Source: Private entity for guardrail settlement. | \$1,778 | \$556 |
| Total: | | | | | | \$132,716 | -\$24,603 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 2

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|----------|---------|-------|---------|--|---|---|-----------------------------|
| ST | Jackson | IS 70 | 411486D | 2025 CN | <p>Bridge replacement, removal and rebuild pavement, and replace median barrier from Paseo to I-435. Design-Build. Project includes various bridges in Jackson County. \$3,951,000 Open Container funds and \$13,230,000 in Kansas City funds.</p> <p>Reason: To modify existing project budget.</p> <p>Funding Source: Available STIP funds.</p> <p>Note: The project has already been awarded therefore the additional funds will be considered at project closeout.</p> | \$8,691 | \$0 |

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
September Amendment**

Attachment 2

(Dollars in Thousands)

| District | County | Route | Job No. | Tentative Award State Fiscal Year and Change by Type | Description of Location/Improvement/Funding | Change in Construction and Right of Way Funds | Change in Engineering Funds |
|---------------|--------|-------|---------|--|---|---|-----------------------------|
| ST | Warren | IS 70 | ST0020 | 2025 CN | Safety and capacity improvements from Warrenton to I-64 in Wentzville. Design-Build project. \$4,540,000 Cost Share, \$540,000 St Charles County funds, and \$14,307,210 Infrastructure for Rebuilding America Grant. Reason: To calibrate existing Improve I-70 project to account for added Cost Share and St. Charles County funds. Funding Source: Cost Share and St. Charles County funds. Note: The project has already been awarded therefore the additional funds will be considered at project closeout. | \$1,080 | \$0 |
| Total: | | | | | | \$9,770 | \$0 |



2

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.

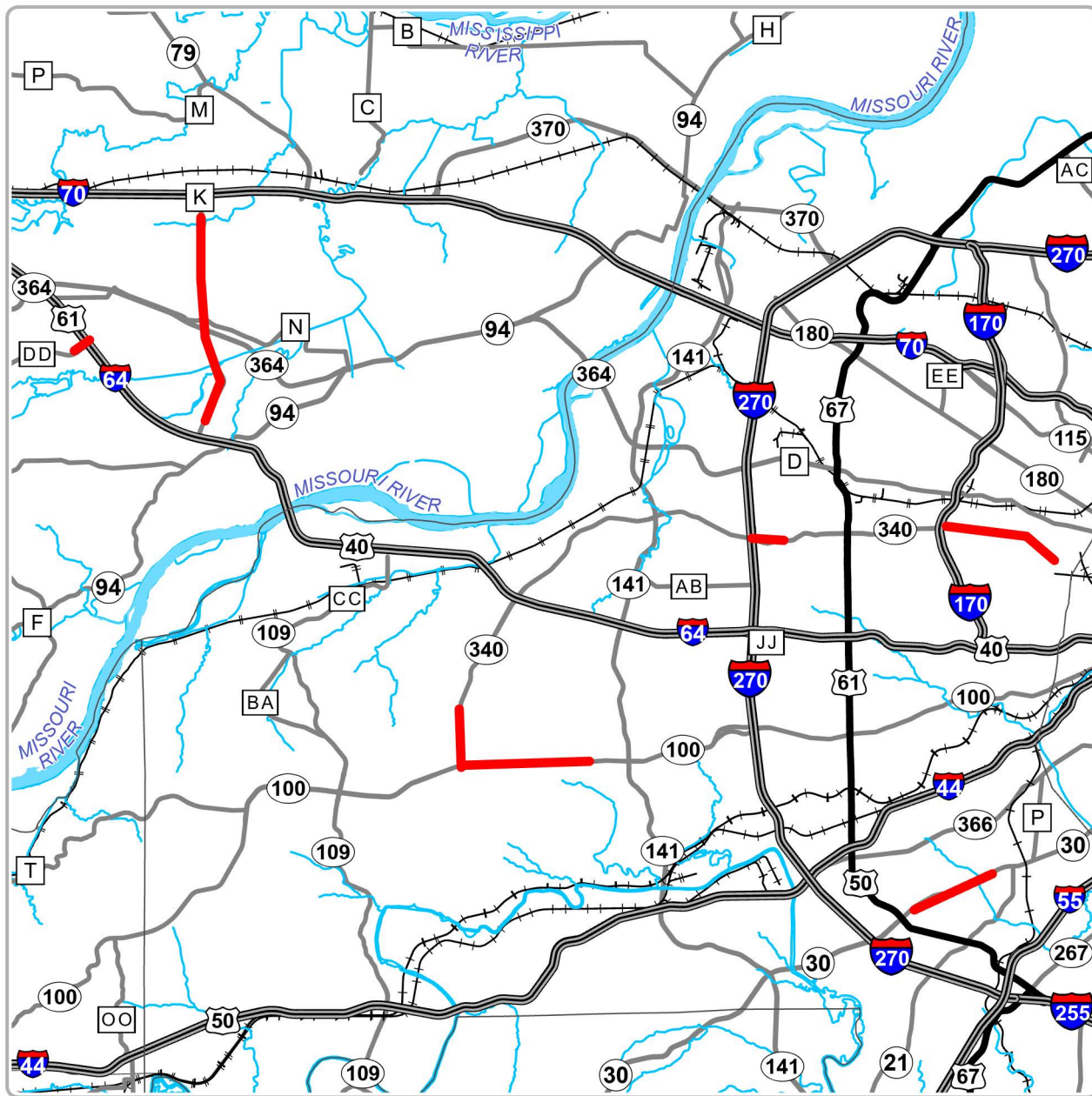
OTHER PERTINENT INFORMATION:

| <u>County</u> | <u>Route</u> | <u>Job Number</u> |
|-----------------------|--------------|-------------------|
| St. Charles/St. Louis | 340/DD/30/K | J6P3510C |
| St. Louis | 67 | J6S3557 |
| St. Louis | 67 | J6S3625 |
| Ste. Genevieve County | 61 | J9P3855 |

PROJECT DESCRIPTION:

- Route 340/DD/30/K, St. Charles/St. Louis County – A highway improvement project including pavement resurfacing and upgrade pedestrian facilities, together with any incidental work on the above state road from various locations on the routes mentioned above, Route 340 (University City).
- Route 67, St. Louis County – A highway improvement project including pavement resurfacing and upgrade pedestrian facilities, together with any incidental work on the above state road from I-70 to Route D.
- Route 67, St. Louis County – A highway improvement project including pavement resurfacing, replace signals, guardrail, and upgrade pedestrian facilities, together with any incidental work on the above state road from Route AC to Candle Light Lane.
- Route 61 Ste. Genevieve County – A highway improvement project including widening the intersection at Route Y, drainage improvements, and ADA improvements, together with any incidental work on the above state road from Route 61.

SOURCE OF FUNDING: Funding for these improvements has already been committed in the Commission approved FY2022-FY2026 Statewide Transportation Improvement Program.



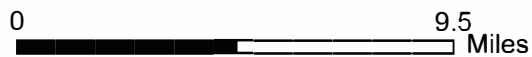
Project Location

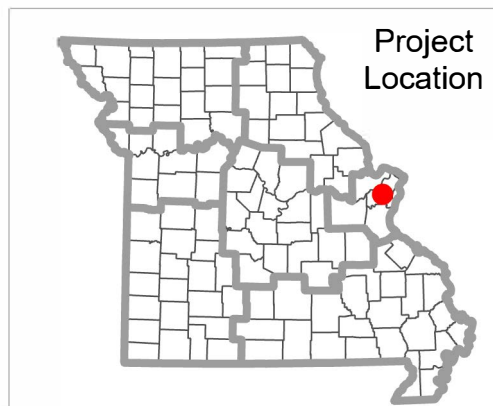
— Project Locations

CERTIFICATION OF RIGHT OF WAY PLANS

JOB NUMBER: J6P3510C

ST. LOUIS AND ST. CHARLES COUNTY



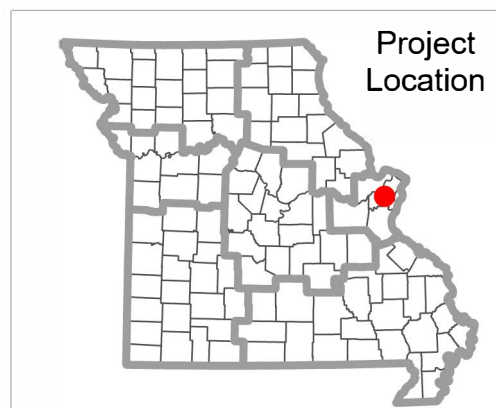


Project Location

— Project Locations

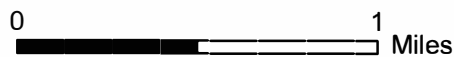
**CERTIFICATION OF
RIGHT OF WAY PLANS
JOB NUMBER:
J6S3557
ST. LOUIS COUNTY**

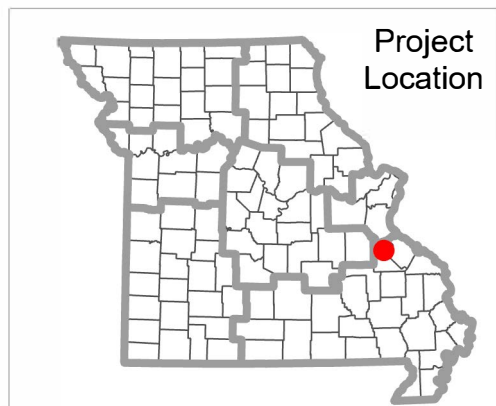




— Project Locations

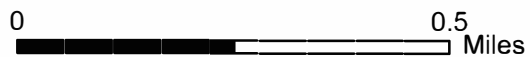
**CERTIFICATION OF
RIGHT OF WAY PLANS
JOB NUMBER:
J6S3625
ST. LOUIS COUNTY**





Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
JOB NUMBER:
J9P3855
SOUTHEAST DISTRICT**





3

REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

– Presented by Mabelle Watkins Central District Engineer, 573-751-7687

ISSUE: The public hearing was conducted on May 6, 2025. Commission action regarding the roadway location and design is required prior to acquisition of right-of-way.

- **Location:** U.S. Route 54 corridor improvements from north of U.S. Route 63/ MO Route 94 interchange to West Main Street exit ramp in Jefferson City.
- **Project Description:** This project will provide for the improvement of westbound U.S. Route 54 in Callaway County from U.S. Route 63 to the Missouri River Bridge by constructing an additional westbound lane and relocating the westbound entrance ramp from Route W.
- **Project Length:** Approximately 1.5 miles.
- **Right of Way Type:** Fully controlled and normal access right of way.
- **Traffic:** The project will be constructed in various stages under traffic using temporary lane closures, lane shifts, and detours.
- **Hearings Held:** Tuesday, May 6, 2025, 4:30-6:00 pm
John G. Christy Municipal Building
320 E. McCarty Street, Jefferson City, MO
- **Attendance:** 35 in-person attendees at the May 6, 2025, public hearing
- **Job No.:** JCD0170

RECOMMEND that the Commission:

- Approve the design of the proposed project as presented at the public hearing.

DEPARTMENT VIEW:

- The project improvements will create a safer, more efficient, and more reliable flow for the high volume of traffic using westbound U.S. Route 54 and southbound U.S. Route 63 in North Jefferson City.

OTHER VIEWS:

- The City of Jefferson and the Jefferson City Parks and Recreation support the project. Some stakeholders with businesses in the vicinity of the interchange prefer the existing interchange configuration.

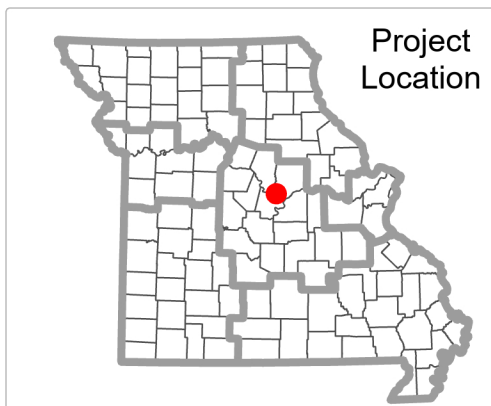
MHTC POLICY:

- Highways – Location and Design – Location and Design Approval.

OTHER PERTINENT INFORMATION:

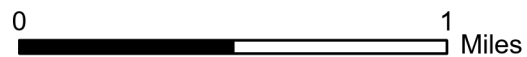
- The project is in the latest approved Statewide Transportation Improvement Program (STIP).
- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway locations and/or designs; based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation.

SOURCE OF FUNDING: Total funding for the project is \$4.5 million, with a construction cost estimated at \$3.5 million. Right-of-way cost is currently estimated at \$250,000.



 **Project Locations**

**DESIGN APPROVAL
JOB NUMBER:
JCD0170
CALLAWAY COUNTY**





1

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 departments are 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 no 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:

- Not applicable.

SOURCE OF FUNDING: Not applicable.



2

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

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

ISSUE: Attached is a copy of the Financial Report for fiscal year to date July 31, 2025, 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.
- During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval and the budget will increase to the necessary levels.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
 - Total MoDOT disbursements are \$79.2 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, Safety and Operations Program, Low Volume Roads, Program Delivery Program, Improve I-70 Program, and Multimodal Program, and decreased spending in Fringe Benefits and General Assembly Designated and Funded Projects.
 - Personal Services disbursements are \$1.2 million more than the same period last fiscal year and Fringe Benefits disbursements are \$1.9 million less than the same period last fiscal year. The increase in personal services is due to the continued implementation of the Commission approved market compensation plan effective July 1, 2025 and fewer vacancies compared to the previous year. The decrease in Fringe Benefits can be attributed to the department's retirement contribution rate decreasing from 52.0 percent in fiscal year 2025 to 37.0 percent in fiscal year 2026.
 - Expense and Equipment disbursements are \$3.5 million more than the same period last fiscal year. Disbursements were lower in fiscal year 2025 due to delays in planned work, such as striping, chip sealing, and pavement repair due to wet weather conditions in July 2024. The increase can also be attributed to the timing of facility projects and fleet deliveries.
 - The Program disbursements for Safety and Operations are \$1.2 million more than the same period last fiscal year due to the timing of reimbursement requests for

federal safety grants. The timing of disbursements depends on when pass-through entities submit request for reimbursement and is not predictable.

- Disbursements for Low Volume Roads first appropriated in 2025 are \$10.9 million more than the same period last fiscal year. This appropriation will be spent over multiple years, and we are in the second year of spending. Additionally, disbursements will vary based on the construction season.
- The Program disbursements for Program Delivery increased \$41.4 million compared to the same period last fiscal year due to an increase in contractor payments related to a larger construction program.
- The Improve I-70 Program disbursements for Program Delivery are \$22.7 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024. As of July 31, 2025, MoDOT has awarded four of the nine projects that make up this program.
- The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$6.7 million less than the same period last fiscal year due to completing most of the Low Volume Road improvements first appropriated in fiscal year 2024.
- The Program disbursements for Multimodal increased by \$7.1 million compared to the same period last fiscal year. The increase is due to the timing of reimbursement requests for aviation, transit, and rail projects.
- Attachment 2 provides a breakdown of the ARPA (American Rescue Plan Act) and the General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.
- Attachment 4 provides details for the funding of the Forward 44 Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

- The Financial Report is prepared on a cash basis and does not reflect outstanding construction awards or funds encumbered for expense and equipment.

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



Fiscal Year 2026 Financial Summary

One Month Ended July 31, 2025 and 2024

Cash Basis (Dollars in Thousands)

| | Fiscal Year 2026 <u>Budget¹</u> | Fiscal Year 2026 <u>Actual</u> | Percentage of Budget-to- Date | Fiscal Year 2025 <u>Actual</u> |
|--|--|--------------------------------------|--|--------------------------------------|
| Administration | | | | |
| Personal Services | \$ 19,277 | \$ 1,915 | 9.9 % | \$ 1,861 |
| Expense and Equipment | <u>5,162</u> | <u>215</u> | <u>4.2</u> | <u>85</u> |
| Total Administration | 24,439 | 2,130 | 8.7 | 1,946 |
| Safety and Operations | | | | |
| Personal Services | 150,946 | 14,416 | 9.6 | 14,005 |
| Expense and Equipment | 254,298 | 16,950 | 6.7 | 14,889 |
| Program | 31,401 | 2,915 | 9.3 | 1,706 |
| Low Volume Roads | <u>120,000</u> | <u>10,856</u> | <u>9.0</u> | <u>---</u> |
| Total Safety and Operations | 556,645 | 45,137 | 8.1 | 30,600 |
| Program Delivery | | | | |
| Personal Services | 78,965 | 7,906 | 10.0 | 7,188 |
| Expense and Equipment | 30,755 | 806 | 2.6 | 766 |
| Program | 2,284,406 | 208,216 | 9.1 | 166,790 |
| Improve I-70 Program | 2,800,000 | 24,822 | 0.9 | 2,133 |
| Forward 44 Program | 577,500 | 105 | 0.0 | --- |
| Gen. Assembly Designated/Funded Projects | <u>392,363</u> | <u>2,243</u> | <u>0.6</u> | <u>8,915</u> |
| Total Program Delivery | 6,163,989 | 244,098 | 4.0 | 185,792 |
| Fleet, Facilities, and Information Systems | | | | |
| Personal Services | 15,356 | 1,151 | 7.5 | 1,104 |
| Expense and Equipment | <u>117,457</u> | <u>3,166</u> | <u>2.7</u> | <u>1,921</u> |
| Total Fleet, Facilities, and Information | 132,813 | 4,317 | 3.3 | 3,025 |
| Multimodal | | | | |
| Personal Services | 3,358 | 213 | 6.3 | 205 |
| Expense and Equipment | 1,119 | 81 | 7.2 | 74 |
| Program | 281,853 | 7,559 | 2.7 | 468 |
| Railroad Grade Crossing Safety Program | 25,000 | 239 | 1.0 | 71 |
| Gen. Assembly Designated/Funded Projects | <u>96,466</u> | <u>41</u> | <u>0.0</u> | <u>---</u> |
| Total Multimodal | 407,796 | 8,133 | 2.0 | 818 |
| Fringe Benefits | | | | |
| Retirement and Long-Term Disability | 193,706 | 10,725 | 5.5 | 13,263 |
| Medical, Life Insurance, and EAP | 59,769 | 4,609 | 7.7 | 4,173 |
| Retiree Medical Insurance | 21,865 | 1,703 | 7.8 | 1,576 |
| Workers' Compensation | 9,447 | 750 | 7.9 | 750 |
| Other Fringe Benefits ² | <u>29,922</u> | <u>2,190</u> | <u>7.3</u> | <u>2,093</u> |
| Total Fringe Benefits | 314,709 | 19,977 | 6.3 | 21,855 |
| Subtotal MoDOT Disbursements | <u>7,600,391</u> | <u>323,792</u> | <u>4.3</u> | <u>244,036</u> |
| Motor Carrier Refunds | <u>41,000</u> | <u>130</u> | <u>0.3</u> | <u>689</u> |
| Total MoDOT Disbursements | <u>\$ 7,641,391</u> | <u>\$ 323,922</u> | <u>4.2 %</u> | <u>\$ 244,725</u> |

¹During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval and the budget will increase to the necessary levels.

²Includes 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 2026 Financial Summary
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
One Month Ended July 31, 2025 and 2024
Cash Basis (Dollars in Thousands)

| | Fiscal Year 2026 <u>Budget⁴</u> | Fiscal Year 2026 <u>Actual</u> | Percentage of Budget-to- Date | Fiscal Year 2025 <u>Actual</u> |
|---|---|---|--|---|
| Projects³ | | | | |
| Waste Water Improvements ¹ | \$ 6,690 | \$ 176 | 2.6 % | \$ 109 |
| Kirkwood Historic Train Station ¹ | 2,291 | --- | --- | --- |
| Carrolton Amtrak Station ¹ | 965 | --- | --- | --- |
| Washington County Airport ¹ | 1,000 | 120 | 12.0 | --- |
| Buffalo Municipal Airport ¹ | 687 | --- | --- | --- |
| Port Capital Improvement Projects ¹ | 10,990 | --- | --- | 384 |
| New Madrid County Port Authority ¹ | 2,899 | --- | --- | 670 |
| Elderly and Disabled Transit Assistant ¹ | 6,000 | 101 | 1.7 | --- |
| Highway 76 Road Improvements in Branson ² | 6,200 | --- | --- | --- |
| I-35, I-29, and US 169 Road Improvements ² | 30,000 | --- | --- | --- |
| Total Disbursements | \$ <u>67,722</u> | \$ <u>397</u> | <u>0.6 %</u> | \$ <u>1,163</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 2026 budget is Truly Agreed to and Finally Passed appropriation amounts.



Fiscal Year 2026 Financial Summary
Improve I-70 Program
One Month Ended July 31, 2025
 Cash Basis (Dollars in Thousands)

| | <u>Budget</u> | <u>Bond Proceeds To Date</u> | <u>Prior Fiscal Year Disbursements</u> | <u>Fiscal Year 2026 Disbursements</u> | <u>Remaining</u> |
|------------------------------|---------------|------------------------------|--|---------------------------------------|------------------|
| <u>Bonding</u> | | | | | |
| I-70 Bonds | \$ 1,400,000 | \$ 390,204 | N/A | N/A | \$ 1,009,796 |
| I-70 Construction from Bonds | | \$ 390,204 | \$ 190,960 | \$ 24,714 | \$ 174,530 |

| | <u>Budget</u> | <u>Transfers To Date</u> | <u>Prior Fiscal Year Disbursements</u> | <u>Fiscal Year 2026 Disbursements</u> | <u>Remaining</u> |
|---|---------------|--------------------------|--|---------------------------------------|------------------|
| <u>Cash</u> | | | | | |
| OA I-70 Project | \$ 1,400,000 | \$ (185,307) | N/A | N/A | \$ 1,214,693 |
| I-70 Construction from General Revenue Transfer | | \$ 185,307 | \$ 37,313 | \$ 108 | \$ 147,886 |



Fiscal Year 2026 Financial Summary
Forward 44 Program
One Month Ended July 31, 2025
Cash Basis (Dollars in Thousands)

| | <u>Budget</u> | <u>Bond Proceeds to Date</u> | <u>Prior Fiscal Year Disbursements</u> | <u>Fiscal Year 2026 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 2026 Disbursements</u> | <u>Remaining</u> |
|---|---------------|--------------------------|--|---------------------------------------|------------------|
| <u>Cash</u> | | | | | |
| OA I-44 Project | \$ 213,750 | \$ (12,707) | N/A | N/A | \$ 201,043 |
| I-44 Construction from General Revenue Transfer | | \$ 12,707 | \$ 49 | \$ 105 | \$ 12,553 |



3

CONSULTANT SERVICES CONTRACT REPORT

-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

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

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2025 DBC Budget Status as of August 1, 2025:
 Budgeted: \$110 million
 Expenditures: \$10.5 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to July 1, 2025. 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 July 1-31, 2025.
- Attachment 3 No attachment.

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 – Statewide Transportation Improvement Program (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 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, 2025 | | | | |
|---|----------------------|----------------------------|----------------------------|---------------------------------|
| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
| Crawford, Murphy & Tilly (CMT) | N | 52 | \$52,929,747.00 | \$42,494,049.00 |
| HDR | N | 36 | \$44,567,509.00 | \$24,040,294.00 |
| Wilson & Company | N | 26 | \$37,652,165.00 | \$25,335,736.00 |
| Bartlett & West | N | 51 | \$30,279,419.00 | \$17,573,702.00 |
| George Butler Associates, Inc. (GBA) | N | 27 | \$29,194,471.00 | \$18,273,062.00 |
| Garver LLC | N | 28 | \$28,637,337.00 | \$16,777,950.00 |
| WSP USA Inc. | N | 18 | \$24,241,211.00 | \$12,715,201.00 |
| TREKK Design Group, LLC | Y | 23 | \$23,791,735.00 | \$10,085,493.00 |
| Olsson Assoc. | N | 38 | \$23,115,476.00 | \$11,856,260.00 |
| HNTB | N | 34 | \$20,080,370.00 | \$12,221,432.00 |
| Burns & McDonnell | N | 13 | \$19,868,151.00 | \$10,393,814.00 |
| HR Green, Inc. | N | 28 | \$16,671,265.00 | \$5,071,186.00 |
| CDM Smith | N | 4 | \$14,694,908.00 | \$15,074,599.00 |
| Jacobs Engineering Group | N | 7 | \$13,944,278.00 | \$12,228,424.00 |
| EFK Moen | Y | 38 | \$13,480,781.00 | \$8,168,370.00 |
| HG Consult, Inc. | Y | 9 | \$11,940,732.00 | \$12,602,035.00 |
| Horner & Shifrin, Inc. | N | 21 | \$10,309,118.00 | \$6,813,411.00 |
| Kapsch TrafficCom USA, Inc. | N | 1 | \$9,763,797.00 | \$9,763,797.00 |
| Oates Associates, Inc. | N | 11 | \$9,251,561.00 | \$3,374,748.00 |
| Hanson Professional Services, Inc. | N | 10 | \$8,546,024.00 | \$2,146,584.00 |
| Thouvenot, Wade & Moerchen, Inc. | N | 8 | \$8,235,147.00 | \$1,389,452.00 |
| Bacon Farmer Workman Engineering & Testing | N | 19 | \$7,278,968.00 | \$3,383,638.00 |
| Gonzalez Companies, LLC | Y | 12 | \$5,955,715.00 | \$3,311,800.00 |
| Lochmueller Group | N | 11 | \$5,919,002.00 | \$2,985,851.00 |
| TranSystems | N | 10 | \$4,883,848.00 | \$3,167,218.00 |
| Alfred Benesch and Company | N | 8 | \$4,762,049.00 | \$1,144,224.00 |
| AECOM Technical Services, Inc. | N | 5 | \$4,602,381.00 | \$5,486,822.00 |
| Engineering Design Source Inc. (EDSI) | Y | 3 | \$4,551,953.00 | \$5,288,334.00 |
| Civil Design | Y | 8 | \$4,480,510.00 | \$955,831.00 |
| Veenstra & Kim | N | 16 | \$4,130,975.00 | \$1,769,122.00 |
| Transcore ITS, LLC | N | 4 | \$3,948,254.00 | \$3,948,254.00 |
| OWN, Inc. | N | 6 | \$3,938,481.00 | \$844,248.00 |
| Klingner & Associates, P.C. | N | 9 | \$3,285,891.00 | \$1,549,221.00 |

| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
|--|---------------|---------------------|---------------------|--------------------------|
| Affinis | N | 4 | \$3,197,454.00 | \$2,004,421.00 |
| Kimley-Horn and Associates | N | 5 | \$3,069,411.00 | \$1,613,386.00 |
| CDG Engineers | N | 5 | \$2,633,042.00 | \$1,565,659.00 |
| Modjeski and Masters, Inc. | N | 2 | \$1,986,968.00 | \$479,087.00 |
| George L. Crawford & Associates dba CBB | N | 10 | \$1,889,865.00 | \$1,467,197.00 |
| TWM | N | 1 | \$1,829,245.00 | \$1,117,139.00 |
| EXP U.S. Services, Inc. | N | 1 | \$1,310,861.00 | \$423,203.00 |
| Parsons Transportation Group | N | 1 | \$1,215,898.00 | \$1,215,898.00 |
| Powell & Assoc. | N | 2 | \$1,022,258.00 | \$666,055.00 |
| Anderson Engineering | N | 4 | \$1,011,550.00 | \$346,185.00 |
| CASCO Diversified Corporation | N | 8 | \$888,780.00 | \$888,780.00 |
| Wood Environment & Infrastructure Solutions | N | 2 | \$820,485.00 | \$305,059.00 |
| Prairie Engineers P.C. | Y | 11 | \$753,342.00 | \$308,257.00 |
| Access Engineering, LLC | Y | 2 | \$745,758.00 | \$745,758.00 |
| SCI Engineering, Inc. | N | 10 | \$731,761.00 | \$365,432.00 |
| Surveying and Mapping, LLC | N | 8 | \$627,214.00 | \$412,807.00 |
| Quigg Engineering, Inc. | Y | 5 | \$594,389.00 | \$246,251.00 |
| Terracon Consultants, Inc. | N | 4 | \$546,406.00 | \$277,260.00 |
| R. Hitt Consulting, LLC | N | 1 | \$453,886.00 | \$453,886.00 |
| CB Engineering, Inc. dba Cochran | N | 3 | \$409,651.00 | \$262,941.00 |
| Pickering Firm, Inc. | N | 5 | \$400,758.00 | \$115,963.00 |
| Engineering Surveys & Services, LLC | N | 3 | \$360,197.00 | \$212,773.00 |
| HW Lochner | N | 2 | \$338,629.00 | \$15,366.00 |
| GeoEngineers | N | 4 | \$295,906.00 | \$72,484.00 |
| Powell CWM, Inc. | N | 2 | \$278,411.00 | \$110,220.00 |
| Renaissance Infrastructure Consulting, Inc. | N | 2 | \$270,562.00 | \$70,027.00 |
| Infrasense, Inc. | N | 3 | \$257,334.00 | \$256,543.00 |
| Cook, Flatt & Strobel Engineers, P.A. | N | 4 | \$255,616.00 | \$255,616.00 |
| Hutchison Engineering, Inc. | N | 2 | \$254,412.00 | \$188,525.00 |
| ABNA Engineering, Inc. | Y | 2 | \$243,399.00 | \$141,930.00 |
| All Civil Engineering, LLC | N | 2 | \$220,862.00 | \$167,247.00 |
| Geotechnology, Inc. | N | 5 | \$208,009.00 | \$78,964.00 |
| Kaskaskia Engineering | Y | 3 | \$205,341.00 | \$196,055.00 |
| Lion CSG, LLC. | N | 1 | \$182,835.00 | \$6,252.00 |
| UES Professional Solutions 25, LLC f/k/a Geote | N | 1 | \$178,909.00 | \$30,266.00 |
| Midland Surveying | N | 4 | \$157,719.00 | \$157,719.00 |
| St. Charles Engineering & Surveying, Inc. | N | 2 | \$149,580.00 | \$71,687.00 |
| West Engineers, Inc. | N | 1 | \$117,619.00 | \$122.00 |
| Toth & Associates, Inc. | N | 1 | \$114,182.00 | \$114,182.00 |

| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
|--|----------------------|----------------------------|----------------------------|---------------------------------|
| S.H. Smith & Co. Inc. (dba Smith & Co.) | N | 1 | \$99,705.00 | \$10,042.00 |
| Farnsworth Group Inc. | N | 3 | \$94,399.00 | \$38,087.00 |
| Bowlby & Assoc. | N | 4 | \$87,898.00 | \$28,608.00 |
| Golder Associates Inc. | N | 1 | \$82,523.00 | \$118.00 |
| Merge Midwest Engineering | N | 2 | \$61,346.00 | \$206.00 |
| HS Smith and Company | N | 1 | \$56,479.00 | \$6,198.00 |
| Poepping, Stone, Bach & Associates, Inc. | N | 1 | \$45,975.00 | \$45,975.00 |
| Missouri State University | N | 2 | \$41,350.00 | \$41,350.00 |
| Custom Engineering Inc. | Y | 1 | \$21,415.00 | \$507.00 |
| Allstate Consulting LLC | N | 1 | \$11,400.00 | \$4,054.00 |
| Totals | | 722 | \$539,764,223.00 | \$329,835,909.00 |

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

| Consultant | DBE Firm Y/N? | Number of Contracts | Current Budget Amount | Available Budget Amount |
|--------------------------------------|------------------------------|------------------------------------|--------------------------------------|--|
| Bartlett & West | N | 1 | \$191,212 | \$191,212 |
| Crawford, Murphy & Tilly (CMT) | N | 3 | \$1,194,697 | \$1,194,697 |
| George Butler Associates, Inc. (GBA) | N | 1 | \$143,923 | \$143,923 |
| Gonzalez Companies, LLC | Y | 1 | \$696,839 | \$696,839 |
| HDR | N | 3 | \$1,511,296 | \$1,511,296 |
| HG Consult, Inc. | Y | 1 | \$535,155 | \$535,155 |
| Horner & Shifrin, Inc. | N | 1 | \$10,399 | \$10,399 |
| HR Green, Inc. | N | 2 | \$1,026,074 | \$1,026,074 |
| Olsson Assoc. | N | 3 | \$976,153 | \$976,153 |
| Prairie Engineers P.C. | Y | 1 | \$168,891 | \$168,891 |
| Terracon | N | 1 | \$54,171 | \$54,171 |
| TranSystems | N | 2 | \$980,303 | \$980,303 |
| Veenstra & Kim | N | 1 | \$98,850 | \$98,850 |
| | | 21 | \$7,587,963 | \$7,587,963 |