



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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October 1, 2025

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN KIRKWOOD, MISSOURI,
WEDNESDAY, OCTOBER 1, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, October 1, 2025, at Kirkwood Performing Arts Center, Strauss Black Box Theatre and Event Space, 210 East Monroe Avenue, Kirkwood, 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, October 1, 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 Smith, seconded by Commissioner Boatwright, a quorum of Commission members present approved the minutes of the regular meetings held on September 4, 2025, and the special meetings held September 3, 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 October 1, 2025, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Slay, 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 October 1, 2025, meeting.

Audit Committee – Commissioner Slay stated the audit committee met on September 15, 2025. The committee reviewed and accepted one internal audit report: Review of Maintenance Required Safety Activities and Training. The next audit committee meeting is scheduled for November 5, 2025.

Legislative Committee – Commissioner Boatwright reported the Governor called a special session that started on September 3 and concluded on September 12. During this special session the General Assembly addressed congressional redistricting and initiative petition reform. Additionally, the General Assembly held its annual veto session on September 10.

House Bill 1, the redistricting bill, was sponsored by Representative Dirk Deaton (R-Seneca). House Joint Resolution 3, sponsored by Representative Ed Lewis (R-Macon), proposed changes to the state's initiative petition process. Governor Kehoe signed House Bill 1; it will be effective beginning with the election of the 120th Congress, which will be in 2026.

House Joint Resolution 3, on the other hand, is a constitutional amendment and must go before a vote of the people before it could go into effect. Lawmakers convened for the Veto Session of the First Regular Session of the 103rd General Assembly on September 10. At odds with the flurry of activity around the special session, the 2025 veto session was mundane. Because Governor Kehoe did not veto any legislative bills, the House and Senate had only line-item budget vetoes to debate.

On September 10, Director Ed Hassinger presented a transportation update to the Joint Committee on Transportation Oversight. At this meeting he reported the department will have a supplemental appropriations request for the Fiscal Year 2026 budget. The requested supplemental appropriations total \$643 million in the State Road Fund, since it was reduced in anticipation of the passage of legislation creating the Federal Road Fund. Such legislation was not passed, and the Fiscal Year 2026 Truly Agreed and Finally Passed budget does not provide enough spending authority for the full fiscal year to make contractor payments, purchase materials and equipment needed to maintain roadways, and pay employees. The requested supplemental budget needs to be passed by the legislative spring break to have the spending

authority in place to continue operations and payments to contractors and employees. The Commission and department are focusing on the passage of the supplemental budget.

Commissioner Boatwright also shared that MoDOT has targeted its efforts into four key focus areas: (1) deliver the program, (2) restore operations, (3) work safely for our team and the traveling public, and (4) focus on customers. He then elaborated on each of those areas.

He concluded by noting that Congress has reached the end of their fiscal year. They were unable to pass a budget or a continuing resolution and as a result the federal government has shut down temporarily while congress continues to work on the budget. Hopefully a resolution will be reached soon.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith reported the board met on September 30, 2025. The board accepted the Fiscal Year 2025 Financial Statement Audit presented by Williams-Keepers LLC. This was the twenty-ninth consecutive clean audit for the MTFC. Doug Hood, MoDOT Financial Services Director, was elected the MTFC Treasurer. Sunny Wilde, MoDOT Assistant Financial Services Director, was elected the MTFC Assistant Treasurer. The board approved a one-year renewal option with Williams-Keepers LLC to perform audit services for fiscal year 2026. The board received its seventeenth certificate of achievement from the Government Finance Officers Association (GFOA) for excellence in financial reporting. The next MTFC meeting will be in February.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that the board met on September 18. Representatives from MPERS' actuary, GRS, presented the annual actuarial valuation. The annual actuarial valuation is designed to measure the overall financial condition of the retirement system. Mr. Simon reported to the Board that all the System's vital signs are "green" or without concern. The Investment Committee met before the board meeting on September 18, 2025. Various investment staff presented the current liquidity analysis, the private markets pacing plan, the semi-annual internal fixed income review, and a management fee analysis. Mr. Simon reported that MPERS' hired a new Chief Financial Officer (CFO) who started on August 4, 2025. This position was filled early to include overlap prior to the current CFO's retirement in early 2026. He also shared that MPERS will be open in their new building beginning September 29, 2025. The next board meeting is scheduled for November 20, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported two weeks ago, hundreds of safety advocates gathered in Columbia, Missouri for the annual Missouri Highway Safety and Traffic Conference. It was a wonderful event that brought together many different disciplines who can work together to reduce traffic fatalities.

The Coalition Executive Committee will meet again on Thursday, October 9. Anticipated agenda items include discussing implementation of the state's new strategic highway safety plan, legislative priorities for the upcoming session, and novel programs for further consideration in Missouri.

On Wednesday, October 29, the Coalition will be hosting the 9th annual Buckle Up Phone Down Day (BUPD) in Missouri. This day is set aside to bring some extra attention to Buckle Up, Phone Down, and it is always a great opportunity for schools, businesses, cities, counties, and even other states to join the cause. To commemorate the day, each MoDOT district is planning a number of activities to highlight BUPD, and all Coalition partners are also being encouraged to find ways to engage the public on that day. The Commission encourages everyone to join in by posting BUPD support and using the BUPD Day hashtag (#BUPDDay).

Total traffic fatalities remained down three percent compared to last year. The Coalition is asking all Missourians to finish the year strong by buckling up, putting the phone down, slowing down, and driving sober.

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DIRECTOR'S REPORT

During the October 1, 2025, Commission meeting, Director Ed Hassinger provided the following report:

U.S. Route 54 BUILD Grant – Director Hassinger noted that a couple months ago the effort to widen U.S. Route 54 in northern Missouri received some good news in the form of a \$24.9 million federal BUILD Grant. The grant will widen about a 14-mile segment of 54 from a two-lane roadway to a shared four-lane with alternating passing lanes in Audrain and Pike counties. Congressman Sam Graves, who chairs the House Transportation and Infrastructure Committee, was instrumental in bringing that opportunity to life, alongside the A Better 54 Coalition. This is an exciting step forward on this effort, and there are many partners in northern Missouri that are thrilled with the news. The Director thanked the Coalition and the local communities for helping tee this up, and Congressman Graves for coming through with the big hit. MoDOT looks forward to delivering this project to the region. The Director recognized Congressman Graves's team as well as Alan Winders and Bill Allen with A Better 54 Coalition, all who made the trip today to help celebrate making this project a reality for northern Missouri.

Improve I-70 Groundbreaking – Director Hassinger reported last month MoDOT celebrated another milestone in the effort to improve I-70 across the state. He noted that if it feels like he is sharing a milestone on this program just about every month, it is because he is. This program continues to move at unprecedented speeds. On September 9, the Chairman and Director met in Grain Valley with local officials, representatives of state and federal elected leaders, and industry partners to break ground on the third Improve I-70 project, this one from Blue Springs to Odessa. The Director shared a brief video of highlights from that event. He noted it is worth reminding everyone what a crucial role they play in making those work zones a safe place to work and drive. Drivers should expect to see active construction, narrowed lanes and lower speed limits – now at three work zones along the corridor – so work with us: slow down and stay alert.

St. Louis Bridge Crews – Restoring Operations – The Director highlighted some crucial bridge work this St. Louis District team has completed in the last year. Just this past spring, an oversized load collided and struck the Route AF bridge over I-44 in Franklin County, causing significant damage to the bridge's steel girders. By mid-July, the St. Louis bridge maintenance team heat-straightened the damaged girder and made all the other necessary repairs. There is a similar story for the Route AH bridge over I-44, also in Franklin County. It was struck in June, causing significant damage and this crew had it heat-straightened by August. These are just a couple success stories in this area that really showcase how critical it is that the department restores the capabilities of operations at MoDOT. The MoDOT team was able to use in-house expertise to make the repairs quickly and efficiently. It is a great example of the importance of retaining core competencies in the different work areas.

Highway Safety Conference/Day of Remembrance – Director Hassinger shared a brief recap of one of the more energizing and important gatherings hosted by the department each year. MoDOT's annual Highway Safety Conference was held a couple weeks ago, bringing together more than 570 safety advocates from across the state. Those attendees got to be among the first to access Missouri's new strategic highway safety plan. That plan, "Show-Me Zero 2.0", is built around the safe system approach and consists of five key elements: safer people, safer vehicles, safer speeds, safer infrastructure, and safer

response. The conference was a chance to share the many strategies across these five elements that can be implemented by all Missourians. One key area highlighted in the discussions focused on how to improve safety for the most vulnerable road users, primarily pedestrians. The Director noted there would be a deeper dive into that later in the meeting, so the public can see in greater detail how the MoDOT team and partners are working to address this. That was only one of many conversations with the shared goal of improved highway safety. Discussions also centered on the anticipated traffic impacts of hosting the World Cup in Kansas City, post-crash care opportunities, the importance of traffic stops, the success of safety countermeasures, how to reach and engage younger generations, and more. The Director had the privilege of sharing a few words at the conference, particularly aimed at work zone driver behavior, which has been, quite frankly, atrocious as of late.

Last month MoDOT observed the annual Day of Remembrance, where staff pause in each of the districts and Central Office to remember and honor those coworkers who died in the line of duty. Each of the 140 names are read and reflect on the department's mission to never add another name to that list. Some of the behaviors in work zones, namely excessive speeds and dangerous distractions, are putting people at risk, which is unacceptable. While the team of dedicated safety advocates is exhausting all avenues to improve the state of highway safety in Missouri, the road toward zero fatalities continues to rely on the critical role each of us play behind the wheel.

AASHTO Awards – Director Hassinger noted the Communications team recently attended the American Association of State Highway and Transportation Officials (AASHTO) annual transportation communication conference, where the team brought home awards for outstanding work in public relations. The department's work zone safety video that was put together for work zone awareness week this year was recognized as the top public service announcement.

MoDOT's team in Kansas City put together a great video detailing the work that went into the Buck O'Neil bridge mural as part of that project. It is a really neat video where viewers can hear from the MoDOT team as well as the artist who brought it to life and see all the history wrapped up in this huge, beautiful mural. That recap took top video honors. MoDOT's team in the Central District was recognized for their public involvement approach to keeping various customers in the loop about last summer's work happening on the U.S. Route 54 bridges in Jefferson City. This awards contest is considered the premier competition in the transportation industry, and these wins are the result of a lot of hard work to get the messages crafted and delivered effectively to the people who need them.

The Director shared one more piece of good news: MoDOT's Focus on Bridges program advanced to the top 12 in the America's Transportation Awards competition. The project, which took first place in the regional competition, is now in the running for the top two prizes: the Grand Prize and the People's Choice Award, the latter of which is determined by public online voting. Director Hassinger encouraged everyone to go to the MoDOT website and vote daily for this project, which brought 250 new and improved bridges to communities all across the state.

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PUBLIC PRESENTATIONS

WELCOME BY CITY OF KIRKWOOD

Elizabeth Gibbons, Mayor of Kirkwood, welcomed the Commission to the City of Kirkwood and provided historical background on the city, which was the first planned community west of the Mississippi River and was formed in 1853. She noted that the steepest, non-mountainous grade of railroad track in the country is in Kirkwood, coming up the hill from Valley Park. The original wooden train station was replaced in 1893 with the current stone station, which is in the process of undergoing a \$5.8 million renovation. Kirkwood is the third busiest train station along the Missouri River route, only to Saint Louis and Kansas City. Mayor Gibbons also highlighted the city's connected essential services such as electric, water, and trash, along with the transportation structure such as I-44, I-270, and Manchester Road. The cost-share project on Manchester Road updated sidewalks and lighting. The city has also worked on trails to connect downtown to the surrounding areas.

Commissioner Erdman thanked Ms. Gibbons for her comments and rich history of the City of Kirkwood.

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MISSOURI RAIL PASSENGER ADVISORY COMMITTEE (MORPAC)

David Pearce, University of Central Missouri (UCM) Executive Director for Governmental Relations; Liz Gibbons, Mayor of City of Kirkwood; and Tammy Bruckerhoff, Director of Economic Development and Tourism in Hermann; presented about the Missouri Rail Passenger Advisory Committee (MORPAC), who are volunteers from communities with an Amtrak stop in their town. The communities with stations along the Missouri River Runner route include St. Louis, Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit, Independence, and Kansas City. Mr. Pearce stated there are two federal rail lines, both coming from Chicago. One is the Southwest Chief that goes from Chicago all the way to Los Angeles; there are two stops in Missouri, La Plata and Kansas City. The other

federal rail line, Texas Eagle, goes from Chicago to San Antonio, with stops in St. Louis and Poplar Bluff. He noted the state of Missouri does not financially support these lines as they are federally funded.

He expressed his appreciation for the department, legislative, and Governor's support of the Missouri River Runner. Mr. Pearce reported on the economic impact of Amtrak. He explained that last year the state budget included \$17.5 million to support two daily round trips of this state funded train service. He noted that ridership had increased in 2024 to 194,276 passengers with projected 2025 numbers higher than the previous year. Additionally, there are 116 Missourians who are employed directly with Amtrak, with a payroll of over \$10 million.

Ms. Gibbons shared the excitement about Missouri hosting games in the 2026 World Cup. With increased ridership anticipated for the World Cup, a third round trip train between Kansas City and St. Louis will be offered during specific months. She thanked the legislature for providing this additional funding. Every station along the line is thrilled and ready to support travelers to the World Cup.

Ms. Bruckerhoff shared about the MORPAC marketing committee's efforts to increase ridership. Efforts include partnering with the University of Central Missouri (UCM) journalism students to offer backpack journalism. The UCM students came into communities and wrote stories, which landed on UCM media channels, along with print and digital version of the Muleskinner. Advanced Media ran digital ads to increase awareness all throughout the Midwest, which helped increase ridership. The Missouri Division of Tourism also features the Missouri River runner on social media and the Missouri Travel Guide, and in numerous other promotions domestically and internationally. The Missouri River Runner Marketing Partners will be honored at the Governor's Conference on Tourism next week by receiving the Marketing Campaign Award for Small Markets. This award is given to an organization that has effective integrated marketing campaign that results in increased tourism and economic benefit to a region.

Ms. Bruckerhoff concluded by highlighting the newest partner, Ollie the mascot. He is the only Amtrak mascot in the United States and has become a star in just one year. Ollie has made 18 appearances

at events along the Missouri River runner line and met thousands of people. He has his own calendar, business card, and fan club.

Commissioner Baker thanked Mr. Pearce, Ms. Gibbons, and Ms. Bruckerhoff for their presentation, appreciated the focus on collaboration, partnership, and shared goals, and congratulated them on their marketing and outreach including Ollie.

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GREAT RIVERS GREENWAY AND MISSOURI DEPARTMENT OF TRANSPORTATION: COLLOBORATING FOR COMMUNITY IMPACT

Todd Antoine, Chief of Planning and Projects, presented to the Commission the history, mission, and projects of the Great Rivers Greenway, who is celebrating their 25th anniversary. The Great Rivers Greenway (GRG) is a public agency created by a vote of the people in St. Louis City, St. Louis County, and St. Charles County in the year 2000 to develop a sales tax dedicated to parks and greenways. GRG is one of the only districts in the United States, funded with the sole mission of building an interconnected system of greenways, parks, and trails connecting all the great assets in the Saint Louis region, such as parks, community centers, transit stations, and rivers. The greenway network measures between 2.5 and 3 million bicycle and pedestrian visitors per year. It is used by residents, not for just recreational purposes but also as a way to get to their destination like school, work, and Metrolink. GRG's mission is to make the St. Louis region a more vibrant place to live, work, and play by developing a regional network of greenways.

Great Rivers Greenway collaborates with partners and communities to build, care for, and bring to life a 140-mile network of greenways. The vision is to build about 650 miles of greenways, so there is still work to be done. GRG has three trails that connect directly to the Katy Trail system. Visitors come from across the United States to travel the Katy Trail so having connectivity in the St. Louis region has a positive economic impact.

Mr. Antoine noted Great Rivers Greenway collaborates with over 265 partners, and is accountable to the taxpayers through annual reports, collaborative regional plans every five years, and ongoing community engagement. He highlighted some of the partnerships with various government agencies; municipalities; state, regional, and transit agencies; county governments; nonprofit organizations; businesses; religious, cultural and art institutions; and neighborhood associations.

Mr. Antoine provided an overview of various projects including leveraging resources on \$30 million in various federal grants received through East-West Gateway Council of Governments, as well as working with MoDOT to build out the system. He highlighted the following projects: Centennial Greenway along I-170; Centennial Greenway bridges over Highways 364 and 94; Gravois Greenway (Grant's Trail) along I-55; St. Vincent Greenway in the City of Pagedale on St. Charles Rock Road; Meramec Greenway river bridge along I-44; and the Centennial Greenway project that is underway to connect the 39 North Ag Tech Innovation District, U.S. 67 bridge, and Creve Coeur. He also highlighted the region's partnership on the City Arch River project, which was a \$380 million project that just concluded with the completion of the old courthouse.

Mr. Antoine concluded with presenting the Brickline Greenway, which is a major initiative with the City of St. Louis and numerous partners to connect some of the main attractions and recreational amenities in the St. Louis region. The Brickline Greenway promotes an exceptional experience, connectivity, economic growth, environmental leadership, and healthy lifestyles. The overall investment is \$245 million, which is using public, private, and nonprofit resources. Great Rivers Greenway is at about 60 percent of their goal.

Commissioner Erdman thanked Mr. Antoine for his inspiring presentation and bold vision. Commissioner Smith thanked Mr. Antoine for his partnership in working to create safe environments for pedestrians and bicyclists.

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PUBLIC COMMENTS

APPRECIATION AND SUPPORT FROM ST. LOUIS COUNTY

Kenneth Murdock, St. Louis County's Director of Diversity, Equity, and Inclusion, stated the county values their relationship with MoDOT and have worked collaboratively on many key projects including I-64 and I-270. He noted both projects have had profound and positive effects on the area. As a local public agency, the county depends upon federal funds to advance their limited dollars to bring value and needed projects to the area. The county will continue to work diligently to modify their process, so they are able to meet obligation requirements, assuring federal funding stays in the region to maintain and build local roads. Mr. Murdock thanked the Commission and MoDOT for the open communication between the agencies.

Commissioner Erdman thanked Mr. Murdock for his comments and the county's partnership.

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TRANSPARENCY, REQUEST FOR MATERIALS, AND ROADWAY CONCERNS

Arnie Dienoff expressed his concern regarding disclosing public documents including meeting material. He reported he is drafting legislation that requires meeting materials be posted in advance of the meeting including details, contracts, communications, cost analysis, meeting minutes, and the financial report. Mr. Dienoff requested the following: meeting material for the October 1, 2025, open meeting; minutes and material for the Missouri Transportation Finance Corporation (MTFC) meeting held September 30, 2025; and any votes or discussions from the closed meeting held September 30, 2025. He also stated all meeting locations should include free parking and be ADA accessible.

Mr. Dienoff reported I-270 from I-70 to Big Bend Road needs repaired, safety repairs across the state are not getting fixed; and construction zones need attention. He said the Missouri State Highway Patrol and local county municipal law enforcement need to work more overtime in these areas and more needs to be done regarding inattentive driving.

Commissioner Erdman thanked Mr. Dienoff for his comments and noted the applicable staff took notes on his comments and concerns.

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SAFER STREETS FOR ST. LOUIS

Michael Carmody, Safer Streets for St. Louis, requested safety countermeasures in projects in the St. Louis region. He recommended proven safety countermeasures in East-West Gateway Council of Governments projects when they received federal transportation grants. He highlighted the Safer tool that was development to facilitate safety discussions during the project planning phase. He requested that MoDOT provide oversight to direct other entities toward missed safety opportunities.

Commissioner Erdman thanked Mr. Carmody for his comments.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S ST. LOUIS DISTRICT

On behalf of the Director, Tom Blair, St. Louis District Engineer, provided to the Commission an overview of the current state of roads, bridges, projects, and other critical issues in the St. Louis District and highlighted the Director's four focus areas of safety, operations, program delivery, and customer service. The St. Louis District is home to approximately 2.5 million Missourians in the City of St. Louis, St. Charles, Franklin, Jefferson, and St. Louis counties. The district maintains about 6,000 lane miles of interstates, major, and minor routes; of those lane miles, 1,717 are interstate miles which is the most of any district. Twenty-six percent of vehicle miles traveled in the state of Missouri, on the state transportation system, occur in the St. Louis District. The district also maintains 1,167 non-major bridges and 55 major bridges.

Mr. Blair stated safety is a priority for everyone and highlighted the department's values of "I am safe, what I use is safe, where I am is safe, my customers are safe, so we go home safe." The district is

implementing strategies in projects and operations to reduce crashes and serious injuries. MoDOT staff use risk-based assessments and typical applications to ensure a safe standard across the department and state. There have been 157 fatalities in the St. Louis region in 2025, which is similar to 2024. Twenty-five percent of fatalities involved vulnerable road users. The top issues concerning crashes is seatbelt use, helmet use, speeding, and distracted driving. Staff continue to educate drivers on these issues. There have been 1,508 crashes in work zones and 527 occurred on the state system. Of all MoDOT truck mounted attenuators (TMAs) strikes, about 48 percent of them happen in the St. Louis District. This happens when drivers run into the back of vehicles protecting employees that are sweeping and mowing grass. Mr. Blair highlighted a few items that play a critical role in helping drivers be more attentive such as the hands-free law that prohibits drivers from holding a cell phone while operating a vehicle, TMAs with enhanced visibility through changeable message signs, and third brake lights and DVR cameras on TMAs.

Michelle Forneris, St. Louis District Assistant District Engineer, reported how restoring operations is essential for safety, to help efficiently maintain the system, and to meet customer expectations. While pavement conditions are in good condition, the bridge conditions have room for improvement. However, the St. Louis District has many more assets than just pavement and bridges. Over 40 percent of MoDOT's traffic signals are located within the St. Louis District, which takes a lot of maintenance and engineering to maintain and operate those intersections. Almost 170 dynamic message signs and over 700 cameras are essential to both the MoDOT team and the traveling public to make better informed travel decisions. The district also has 279 miles of concrete barrier, 149 miles of guard cable, and 36 miles of sound walls. Additionally, the traffic management of the state system is housed at the Transportation Management Center located in Chesterfield and maintained by the MoDOT team.

The district is working to deliver visible results in its litter and debris removal. Roadside litter and debris along the roadway are on the rise in the St. Louis area; and the amount of time and resources the team spends on these two tasks is not enough to keep the area clean. Ms. Forneris reported that to date,

the district's maintenance team spent over 14,300 labor hours picking up roadside litter, and over 16,400 labor hours sweeping in 2024. MoDOT crews have picked up over 70,800 bags of litter and removed 8,800 tons of debris road sweeping. Those efforts are also supplemented with contracted litter pickups on many corridors. Litter and road debris is significant and there are a tremendous amount of resources used to pick up tons of trash routinely.

MoDOT crews have used 1,800 tons of patching material and spent over 44,700 hours performing pothole patching operations this year. They have filled approximately 46,600 potholes this year. St. Louis crews spend quite a bit of effort conducting bridge maintenance like deck sealing and deck repair. They have sealed over 1,400,000 square feet on 101 structures in 2024 and required 2,600 square feet of decking. Over 1,600 labor hours have been spent removing graffiti. Addressing safety and cleanup of unsheltered encampments on state right of way account for over 2,000 labor hours.

Tom Evers, St. Louis District Assistant District Engineer, presented on delivering the program. There are 100 active projects worth \$922 million in the St. Louis District. He provided a highlight of a few of the major projects. The I-55 project in St. Louis City and St. Louis County is an asset management project that is rebuilding bridges while expanding their life. This addressed 14 bridges between Lindbergh and Arsenal and will also resurface the scarring from traffic switches. It should be completed in early 2026. The I-55 expansion and interchange improvement project from Route Z to U.S. 67 is a \$246 million project that will add an additional lane on an 8-mile section and address 27 bridges. It is expected to be completed in December 2026. Primarily an asset management project, I-270 at I-64 is major bridge work and replacement at Conway Road. The two-year construction project is worth \$38.5 million and handles over 180,000 cars per day. This project is expected to be completed in spring 2026.

Mr. Evers reported that over the past five years, the St. Louis District has delivered 32 arterial ADA and pavement focused projects, improving 149 centerline miles of roadway. These investments totaled \$286 million, including \$70 million dedicated to pedestrian improvements. He highlighted the 14

remaining projects covering 40 centerline miles, with an estimated investment of \$143 million, including \$55 million dedicated to ADA upgrades. Sidewalk upgrades also require temporary or permanent easements; just over the last two years, the department has acquired over 600 easements.

Mr. Evers explained the 2026-2030 Statewide Transportation Improvement Program (STIP) for the St. Louis District includes 207 projects valued at \$1.4 billion; this will include work on 71 bridge projects affecting a total of 377 structures, 58 projects addressing 553 centerline miles (2,155 lane miles) of pavement improvements, and 125 centerline miles (678 lane miles) of structural sign replacements.

Mr. Blair noted the district operates the Traffic Management Center (TMC). The St. Louis TMC monitors traffic for the district and serves as MoDOT's 24/7 hub for after-hours statewide calls and incident management. The TMC handles more lane-blocking incidents than any other in the Midwest. The district's customer service team answers on average 231 phone calls per day, which is a 61 percent increase from the previous year.

He concluded by recognizing the hardworking people in the St. Louis district. He noted the district is 91 percent staff which is a big accomplishment. He thanked the Commission for investing in MoDOT to be competitive. The St. Louis team is deeply connected to the community and committed to developing strong leaders. As far as the community, the district is making a dedicated effort to grow and fill vacant positions, leading communities by serving and participating in local recruitment and outreach efforts.

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

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VULNERABLE ROAD USERS IN MISSOURI

On behalf of the Director, Katy Harlan, Traffic Safety Engineer, reported that over the last decade Missouri has seen a higher rate in vulnerable road user (VRU) fatalities and serious injuries. A vulnerable

road user is any person that is walking, biking, or traveling by personal conveyance, including things like scooters or wheelchairs. These users of the system are the most vulnerable and the number of fatalities and serious injuries involving these users has been on the rise for over a decade. Nationally from 2010 to 2020, the total number of fatalities has been increasing, but the number of pedestrian and bicycle fatalities in that same time frame has been increasing at a higher rate. This same trend can be seen when looking at Missouri specific data, too. From 2015 to 2023, the total number of fatality and serious injury crashes in Missouri has increased by 14 percent, but the VRU fatal and serious injury crashes increased by 51 percent. Knowing the trend was occurring across the country, additional emphasis was brought to these road users through the Bipartisan Infrastructure Law (BIL), which contains a specific requirement that all states need to complete a VRU safety assessment along with their Highway Safety Improvement Program (HSIP).

Missouri saw over 760 million miles walked and over 110 million miles biked in 2024. From 2015 to 2023, Missouri saw 1,144 VRU fatal crashes, 3,445 VRU serious injury crashes, and 12,331 minor injury VRU crashes. It is anticipated that 2025 will end with an increase in 18 percent in VRU fatalities. As always, it is important to remember that these are not just numbers; these are people that have been killed and injured on the roadways.

Ms. Harlan reviewed the assessment that breaks down the crash data and reviews risk factors in various ways to showcase where there is the potential opportunity for improvements on the road to zero. This assessment is required to occur in the same timeframe when the Strategic Highway Safety Plan is updated, once every five years. Some of the risk factors include the time of day, lighting, and the type of roadway. For example, the assessment showed that over half of the fatal and serious injury crashes occurred at night, either in dark, unlit, or lit conditions. The assessment also reviewed various systemic factors, including the neighborhood, roadway configuration, and users.

Ms. Harlan shared it is important to note that there have been other programs and planning done with a focus on VRU that have already occurred. This includes things such as the ADA transition plan, apportionment of certain federal funds, and the Safer program. Looking first at the ADA transition plan, it was identified at the beginning that there were over 37,000 barriers within the right of way that needed to be addressed to completely comply with the requirements of the Americans with Disabilities Act. Since the start of addressing the barriers identified as part of this plan, the department has completed over \$190 million of work. This accounts for 66 percent of the plan being completed as of August 2025. It is estimated that another \$120 million will be expended to complete this plan by August 2027. Another source of allocated funding for VRUs is through the Highway Safety Improvement Program. As previously mentioned, the Bipartisan Infrastructure Law added a special rule specific to VRUs starting this fiscal year. Fifteen percent of the total HSIP funds will be spent on VRU projects and will be approximately \$12 million. Finally, the Safety Assessment for Every Roadway program focuses on asking the right questions in the project development process, with the goal of having safety on all projects. The Safer document also incorporates the Federal Highway Administration (FHWA) Proven Safety countermeasures and is broken down into several sections, which include things like roadway visibility, access management, transportation systems management and operations, and VRUs. Each section is a list of questions that prompts the project team to consider various aspects within the project areas. This program started in July of 2022 and has been very successful, with over 70 percent of projects in the first three years of the most recent Statewide Transportation Improvement Program (STIP) including a safety improvement.

Ms. Harlan highlighted continuing activities and planned next steps such as continuing the HSIP VRU apportionment and the Safer document and updating various policies within the Engineering Policy Guide to provide more direction and address some of the findings from the assessments and other ongoing research. She concluded by stating there is currently a research project underway through a grant to review

the current lighting policy and compare that to national guidance for pedestrian lighting. Those results will provide the next steps in updating the department's policy. Other upcoming guidance includes reviewing various VRU safety countermeasures. Some examples of these countermeasures include high visibility crosswalks, leading pedestrian intervals, and pedestrian refuge islands.

Commissioner Erdman thanked Ms. Harlan for her presentation and appreciated the amount of data processed to pinpoint issues and opportunities. Commissioner Slay thanked Ms. Harlan for her work and noted the national trend of increasing pedestrian fatalities is alarming.

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HIGH PRIORITY UNFUNDED NEEDS UPDATE

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented Missouri's High Priority Unfunded Needs. This document plays a critical role because it fills the gap between the funded Statewide Transportation Improvement Program (STIP) and the Long-Range Transportation Plan (LRTP). The LRTP is often more visionary and aspirational, and then on the other end of the spectrum the STIP is a funded concrete plan of projects. This document helps MoDOT identify the next needs between the STIP and the LRTP. Missourians have repeatedly established the number one goal for MoDOT is to take care of the existing system; however, many needs still exist that remain unfunded. The Citizen's Guide to Transportation Funding identifies \$1.1 billion of high-priority unfunded annual transportation needs under six categories.

The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects. Through the established planning framework policy, MoDOT can collaboratively and strategically work with local officials throughout the state to address unlimited needs with limited resources and involve planning partners in the decision-making process. Initially started in 2019, the department now has an established process to annually prepare a list of unfunded transportation

needs. This list enables the department to be prepared should additional resources become available and continue its collaboration with its planning partners.

The High Priority Unfunded Needs List includes multiple tiers of needs. The first tier represents the highest priority needs which could be delivered with additional funds in the STIP timeframe. The second and third tier represents the highest priorities which could be delivered beyond the horizon of the STIP. The Multimodal tier represent the highest multimodal priorities which could be delivered if there was a dedicated funding source for other modes. The distribution of funds is based upon the third step of the Commission's funding allocation policy for system improvements. Planning partners are an essential element in the process that develops this list.

Mr. Taylor was pleased to report that from 2019 to 2025, \$6.1 billion in projects were moved from the unfunded needs list into the STIP. From 2019 to 2020, \$742 million in projects were moved from the unfunded needs list into the STIP. From 2020 to 2021, the STIP was not updated due to the COVID-19 pandemic, but the department still moved \$9 million worth of projects from the unfunded needs list to the STIP. From 2021 to 2022, the department was able to move \$1.25 billion from unfunded into the STIP. The most significant move occurred from 2022 to 2023 with \$2.9 billion in projects advanced to the STIP. From 2023 to 2024, \$763 million in projects were moved from the unfunded needs list into the STIP. From 2024 to 2025, \$328 million in projects were moved from the unfunded needs list into the STIP. This list has helped the state advance a tremendous amount of work to improve transportation in Missouri.

Planning partners are an essential element in the process that develops this list. Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop this list of unfunded road and bridge needs, and Multimodal needs. This list is constrained by dollar amount and time. The project list that resulted from the process totaled \$4.7 billion statewide. The tier one list totaled \$525 million, the tier two list totaled \$2.2 billion, and the third tier totaled \$2.0 billion. The multimodal tier totaled \$1.0 billion. In addition to the three tiers

and the multimodal category, there are two more categories including the major bridges at \$318 million, and a statewide unfunded needs category at \$5.4 billion. These unfunded projects were distributed across a variety of types of projects including improve bridge conditions, improve road conditions, increase economic growth, and improve safety, major interstate reconstruction, and multimodal. Altogether, the unfunded needs list totals \$11 billion.

There were ten public meetings held in August to receive public comment and input on the unfunded needs list. There were 162 participants that attended the public meetings. Additionally, this information was available on MoDOT's website for public comment. Fifty-five comments were received, generally supporting needs identified in the list. Sixteen comments were received identifying needs not currently listed.

The department will continue to bring the High Priority Unfunded Needs List to the Commission annually. The current list will be available online and shared with others to educate the public, transportation leaders, and elected officials about transportation needs in Missouri and how additional transportation funds could be used. Bringing this to the Commission finalizes the update for this year. The next steps are to share the comments received through this process with the planning partners. Then after the next STIP, the department will begin updating this list once again.

Commissioner Erdman shared why this process is so important. Missouri has the STIP, which engages local people in all the regions of the state in deciding what the priorities are, and shows citizens how their project is funded and will be constructed. He explained that there are a lot of unmet needs, and the department is now identifying them and listing them as the things the Commission and department would do next if there was additional funding. The department is building consensus behind what comes next. It is remarkable how robust the planning process is and has a lot to do with the department's credibility that it has built by using this process.

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BUSINESS ISSUES

MEDICAL AND LIFE INSURANCE PLAN: APPOINTMENT OF BOARD MEMBER

On behalf of the Director, Brandon Denkler, Medical and Life Insurance Plan Board Chairman, recommended approval of the appointment of Mr. David Silvester as a Missouri Department of Transportation retired employee representative, for a term ending November 2031. The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan for employees of the Department and the State Highway Patrol on November 9, 1977. The guidelines established a board of trustees to manage the operations of the Plan. Potential board members, and the board chairman, are recommended by either the Department Director or the State Highway Patrol Superintendent and are subject to Commission approval.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Mr. David Silvester as a Missouri Department of Transportation retired employee representative, for a term ending November 2031.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Calls B01, C03, and F01 have local funding, as noted in Table I below, and the department has not received all the necessary concurrences.

Ms. Kleinschmit recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the September 19, 2025, letting, as recommended, and noted in Table I below; and (2) Rejection of Call C02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction.

Table I
Award of Contracts
September 19, 2025, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	B, U, E	Grundy, Linn	JNW0013	\$1,996,563.70	\$0.00	Louis-Company, LLC	3 Bridge Deck Replacements
A02	I-29	Buchanan	JNW0051	\$6,302,999.97	\$0.00	Herzog Contracting Corp.	Resurface
B01*	I-72	Marion	J2I3367	\$194,500.00	\$0.00	AAD Contracting, Inc.	Bridge Washing
B02	B	Pike	JNE0052	\$2,246,714.60	\$0.00	Bleigh Construction Company	Bridge Replacement
	W		JNE0152				
B03	D	Macon	JNE0061	\$770,491.39	\$0.00	Magruder Paving, LLC	Resurface
	YY		JNE0058				
B04	A	Marion	JNE0066	\$738,337.20	\$0.00	W. L. Miller Company	Seal Coat
	H	Marion, Ralls	JNE0070				
C01	I-435	Clay	JKU0030	\$3,609,495.59	\$0.00	Ideker, Inc.	Resurface
C03**	24	Jackson	JKU0226	\$8,814,024.33	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Pavement Widening and ADA Improvements
D01	I-70	Boone, Callaway, Cooper	JCD0011	\$1.35	\$0.00	Geromini Concrete Paving, LLC dba GC Paving	Job Order Contract for Concrete Pavement Repair
D06	U	Miller, Pulaski	JCD0147	\$569,949.25	\$0.00	Vance Brothers, LLC	Seal Coat
D08	B	Gasconade, Phelps	JCD0153	\$744,975.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
D09	J	Morgan	JCD0179	\$271,040.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
D2A	O	Callaway	JCD0144	\$754,972.73	\$0.00	Vance Brothers, LLC	Seal Coat
	UU		JCD0143				
D2B	I-70 OR	Callaway	JCD0145	\$459,851.70	\$0.00	Vance Brothers, LLC	Seal Coat
	JJ		JCD0146				
F01***	I-70, I-64, I-255	St Louis, St Louis City	J6I3662	\$739,999.99	\$0.00	Interstate Maintenance Incorporated	Bridge Washing
F02	370	St Charles	J6P3554	\$41,032,209.45	\$0.00	Millstone Weber, LLC	Bridge Painting and Rehabilitation
	370		JSL0248				Bridge Rehabilitation

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F03	61 OR	St Charles	JSL0014	\$124,631.00	\$0.00	Byrne & Jones Enterprises, Inc. dba Byrne & Jones Construction	Resurface
F04	67	St Charles	JSL0246	\$590,367.67	\$0.00	KCI Construction Company	Landscaping, Guardrail Installation
F05	231	St Louis	J6S3631	\$13,545,000.00	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, ADA Improvements
G02	13	Henry	JSR0031	\$5,621,746.88	\$0.00	Capital Paving & Construction, LLC	Resurface
	7, 13		JSR0024				
G3A	52	Bates	JSR0310	\$4,672,063.12	\$0.00	APAC-Central, Inc.	Resurface
G3B	AA, J	Bates, Vernon	JST0162	\$1,466,342.26	\$0.00	APAC-Central, Inc.	Coldmill and Resurface
H01	AA	Butler	J9S3677	\$1,878,592.60	\$0.00	Robertson Contractors, Inc.	2 Bridge Replacements
H02	67	Wayne	JSE0083	\$2,833,659.89	\$0.00	Robertson Contractors, Inc.	Bridge Replacement
H03	AF	Wright	J9S3691	\$1,925,438.35	\$0.00	Gene Haile Excavating, Inc.	Bridge Replacement
			TOTAL:	\$101,903,968.02	\$0.00		

* Call B01 – Funding by the Illinois DOT (IDOT) – \$97,250

** Call C03 – Funding by City of Independence – \$1,117,142.33

*** Call F01 – Funding by the Illinois DOT (IDOT) – \$369,999.99

Table II
Rejection of Bids
September 19, 2025, Bid Opening

Call	Route	County	Job No.	Description
C02	I-635	Platte	JKU0095	Bridge Rehabilitation

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the September 19, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.

2. Rejected Call C02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction 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 A01, C01, C03, and G3A. Commissioner Smith abstained from voting on Call G02. Commissioner Hegeman abstained from voting on Calls A02 and G02.

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APPROVAL OF PLANS FOR CONDEMNATION

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

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis	100	J6P3274
Greene	65	J8S3158

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

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

Route MM, Greene County
Job No. J8S0836D
Public Hearing April 2, 2024
Online Public Comments Received Between April 2 and April 16, 2024

The proposed alignment includes improvements to the signalized intersection at US Route 60, a roundabout at Farm Road 160, lane widening north of Farm Road 160 to Haile Street, a grade separated overpass bridge over BNSF railroad, approximately one mile of 5-lane road realignment to the north side

of US 60, and tie-in connection to Farm Road 103 on the south side of US 60. The project also includes at-grade railroad crossing closures at East Haile St./Orr St., existing Route MM and Farm Road 168, and US 60 and Farm Road 170. The project has an estimated construction cost of \$25.7 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 1.9 miles in length.

On behalf of the Director, Stacy Reese, Southwest District Engineer, recommended approval of the location and design as presented at the public meeting.

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

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PROPERTY ACQUISITION AND CONVEYANCES

CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE 50 IN JACKSON COUNTY, EXCESS PARCEL NUMBER KC-10591

In keeping with the Commission's, policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Greg Bolon, Kansas City District Engineer, recommended conveyance of 3.26 acres of excess property to City of Lee's Summit, located in the northwest side of Route 50 and Route 291 North interchange in the City of Lee's Summit.

Via approval of the consent agenda, the Commission unanimously approved the property conveyance described above. Commissioner Hegeman abstained from voting on Disposal of Excess Property, Route 50 in Jackson County, Excess Parcel Number KC-10591.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

MEDICAL AND LIFE INSURANCE PLAN: MEDICAL AND LIFE INSURANCE PLAN REPORT

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, Employee Health and Wellness, provided financial and claims data reports for the period January 2025 through June 2025, and for the most recent five calendar years to update the commission on the cost and utilization of the Medical and Life Insurance Plan. The number of claims processed monthly in the first six months of calendar year 2025 decreased 1.6 percent compared to the first half of calendar year 2024. Medical claims decreased 1.0 percent, and pharmacy claims decreased 8.0 percent when compared to the same timeframe in 2024.

There was an increase of 11.7 percent in 2024 total claims expense when compared to 2023. Medical claim costs increased 16.3 percent while pharmacy claims decreased 2.2 percent when compared to 2023. The specialty drug costs have increased 54.82 percent in calendar year 2024, while the volume continues to account for just over 1.5 percent of all pharmacy claims.

The State Paid Life Insurance program provides a death benefit equal to the employee's annual salary. If the death is work-related, this benefit is three times the employee's annual salary. This benefit is provided at no cost to the employee. Through June 2025 there were 9 active employee deaths, all of which were MoDOT employees.

The total operating revenues increased 12.6 percent compared to the same period in 2024. This is the result of a Medicare rebate received in the first half of 2025. The Medical Plan had a loss of \$6.0 million in the first half of calendar year 2025; resulting in a net position of \$28,600,542 as of June 30, 2025.

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MODOT IMPROVE I-70 PROGRAM REPORT

Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission report regarding the Improve I-70 Program. The segment of I-70 within the state of Missouri holds both regional and national significance and connects the two largest cities of Kansas City and St. Louis. Additionally, I-70 carries more rural daily traffic in Missouri than any other route in the state. The nearly 250 miles across the state have been an engine for economic growth and prosperity since 1956. Missouri has the distinction of being the birthplace to the interstate with the first interstate project under construction on I-70 in St Charles County between Fifth Street and Route 94/First Capitol Drive. This project broke ground on August 13, 1956. Construction of the Missouri portion of I-70 was completed in 1965 making it the oldest interstate in U.S. history.

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. That is why the Missouri Department of Transportation is working to improve I-70. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles.

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

this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP), the Improve I-70 Program is fully funded.

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

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

Schedule Update. MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. By only having one contract procurement at a time, it allows the department to maximize competition for each project. For each project the Improve I-70 team performs a risk assessment and project delivery determination. Based on the findings from these two exercises, MoDOT determines if Design-Build or traditional design bid build is the method of delivery. An estimated project list and timeline is outlined in the table below.

Project Limits	Award	Completion
Columbia to Kingdom City	February 2024	December 2027
Warrenton to Wentzville	November 2024	December 2028
Blue Springs to Odessa	May 2025	December 2028
Rocheport to Columbia	December 2025	December 2029
Boonville to Rocheport	February 2026	December 2027
Statewide Truck Parking	May 2026	May 2028
Odessa to Concordia	February 2027	December 2029
Kingdom City to Warrenton	November 2026	December 2030
Concordia to Boonville	May 2027	December 2030

A project update is outlined in the table below.

Project Limits	Update
Columbia to Kingdom City	The Improve I-70: Columbia to Kingdom City Project was awarded at the February 2024 Commission meeting. Since the project award, the design and construction teams have been working tirelessly to stay ahead of the aggressive schedule. Concrete paving continues in the seven-mile stretch between Callaway County Routes J and M. This segment of the project has the additional eastbound and westbound lanes complete. Also in this segment, the existing eastbound lanes have had the old pavement removed and replaced. By December of this year, drivers will experience three lanes in each direction with new full depth pavement on this section of I-70. The three lanes eastbound will be separated by the three lanes westbound with a permanent concrete barrier wall. Interchange work for the improvements at I-70 and U.S. Route 63 in Columbia is also fully underway. Multiple bridges are being constructed. Significant bridge work in the interchange is also taking place. Within the last week, crews have also completed considerable work for the new I-70 and U.S. Route 54 interchange in Kingdom City. This project remains on schedule and on budget.
Warrenton to Wentzville	MoDOT awarded the Improve I-70: Warrenton to Wentzville project at the November 2024 Commission meeting; this project includes adding an additional lane on I-64 from I-70 to Route K. The design for the project has kept an aggressive schedule. In the field, paving crews have made excellent progress with considerable amounts completed along I-64. I-70 has also started to have paving completed in various segments within the project limits. Interchange work has continued for the planned improvements at I-64 and I-70. Earlier this month, work at the I-70 and Route T/W interchange in Foristell also started. The Foristell interchange improvements are scheduled to be completed in Fall of 2026. This project remains on schedule and on budget.
Blue Springs to Odessa	The Improve I-70: Blue Springs to Odessa project was awarded at the May 2025 Commission meeting. Since the award, the project team has held public meetings in Blue Springs and Odessa. These meetings were well attended by the local community. In mid-September the project celebrated with the groundbreaking ceremony to kick off the design and construction of this important project. Construction has started with grading crews preparing areas for new pavement. There has also been ongoing work to replace existing bridges on I-70. There is a total of 14 existing bridges which will be replaced as part of this project. This project is still on schedule to be completed by late 2028.

Project Limits	Update
Rocheport to Columbia	The next Improve I-70 project scheduled for contract award is Improve I-70: Rocheport to Columbia. MoDOT has shortlisted three extremely competitive industry teams. Each of these teams is participating in confidential one-on-one technical meetings with MoDOT. The award of this project is still on schedule to occur at the Commission meeting on December 3, 2025. Design work will take place throughout the winter. Public meetings for this project are expected to take place in early 2026 in Rocheport and Columbia. At these meetings, the public can learn about the details from the best value Design-Build proposal as well as speak to MoDOT and the industry partners who will be delivering the project. Construction is scheduled to start in early spring of 2026.
Booneville to Columbia	For the Improve I-70: Booneville to Columbia project MoDOT is using the traditional design-bid-build procurement process. By utilizing both Design-Build and design-bid-build, it allows the department to maximize value based on risk profile of the various segments along I-70. A well-attended public meeting for this project was held in Booneville on July 21. Industry outreach continues for this segment with a letting scheduled for January 2026 and a Commission Award February 2026.

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MODOT BRIEFING REPORT

Ed Hassinger, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were no briefing reports to the Governor for the past month.

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date August 31, 2025, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of August 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 630 active contracts held by individual engineering consultant firms prior to September 1, 2025. Thirteen engineering consultant services contracts were executed in August 2025, for a total of \$6,491,028. There were zero non-engineering consultant contracts executed in August 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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