



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

AUGUST 19, 2026
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, August 19, 2026, 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The online public viewing of the meeting will be available on the OTO YouTube Page:

<https://www.youtube.com/@OzarksTransportation>

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of June 17, 2026 Meeting Minutes Tab 1

(1 minute/Foster)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Foster)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director's Report

(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Legislative Reports

(5 minutes/Legislative Staff)

Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

G. MoDOT Report

(5 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

- H. Committee/Project Reports and Grant Opportunities Tab 3**
(2 minutes/Staff)
Staff will provide an update on OTO Committee activities, projects, and grant opportunities.

- I. Federal Funds Status Update Tab 4**
(2 minutes/Thomas)
Staff will provide an update on FY 2026 obligations.

II. New Business

- A. Rail Safety Projects Presentation**
(20 minutes/MoDOT)
MoDOT's Multimodal Rail Department will share their efforts to identify and prioritize rail crossing safety needs across the state.

NO ACTION REQUESTED – INFORMATIONAL ONLY

- B. Congestion Management Process Tab 5**
(10 minutes/Faucett)
OTO has migrated the Congestion Management Process to an interactive online format. The Technical Planning Committee will learn about the changes to the Process, as well as the status of congestion in the region.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REVISED CONGESTION MANAGEMENT PROCESS TO THE BOARD OF DIRECTORS

- C. FY 2027-2030 TIP Amendment One Tab 6**
(2 minutes/Longpine)
Changes are proposed to the FY 2027-2030 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2027-2030 TIP AMENDMENT ONE TO THE BOARD OF DIRECTORS

- D. Federal Functional Classification Change Request Tab 7**
(2 minutes/Knaut)
Changes are requested to the Federal Functional Classification System.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM CHANGES TO THE BOARD OF DIRECTORS

- E. Annual Listing of Obligated Projects Tab 8**
(2 minutes/Longpine)
Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334. This will be provided separately ahead of the meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ACCEPTANCE OF THE ANNUAL LISTING OF OBLIGATED PROJECTS BY THE BOARD OF DIRECTORS

III. Other Business

A. **Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. **Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. **Articles for Technical Planning Committee Member Information..... Tab 9**

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, October 21, 2026 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact David Knaut at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services, please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org/our-resources/civil-rights or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 8/19/2026; ITEM I.C.

Meeting Minutes

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the June 17, 2026 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee minutes for the June 17, 2026 meeting.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
JUNE 17, 2026**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Foster began the meeting at approximately 1:30 p.m.

The following members were present:

Kimberly Ader, MoDOT (a)	Kirsty Ketchum, Greene County (a)
Scott Bachman, City of Springfield	Frank Miller, MoDOT
Matt Crawford, City Utilities	Jeremy Parsons, City of Ozark
Trey Davis, City of Battlefield	Jeff Roussell, City of Nixa
Angel Falig, City of Republic (a)	Ben Tegeler, Ozark Greenways
Brett Foster, City of Springfield (Chair)	Mark Webb, Greene County
Adam Humphrey, Greene County	

(a) Denotes alternate given voting privileges as a substitute when voting member not present

The following members were not present:

Keith Adams, Springfield Public Schools	Mark Schenkelberg, FAA
Justin Crighton, City of Springfield	Tommy VanHorn, City of Strafford
Gerri Doyle, FTA	Ben Vickers (non-voting), Springfield Chamber
John Matthews, Missouri State University	Jeremy Wegner, BNSF
Mike Ruesch, City of Willard	Todd Wiesehan, Christian County
David Schaumburg, Springfield-Branson Nat'l Airport	

Others present were: Jered Taylor, Congressman Burlison's Office; Nate Miller, City of Nixa; Cliff Spangler, City of Ozark; Jason Haynes, HDR Engineers; Michael Martinez, Wilson & Company; Nicole Boyd, Dave Faucett, Raven Gillespie, Sara Fields, David Knaut, and Natasha Longpine, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Foster welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Jeremy Parsons made a motion to approve the Technical Planning Committee Meeting Agenda for June 17, 2026. Adam Humphrey seconded the motion. The motion passed.

C. Approval of April 15, 2026 Meeting Minutes

Frank Miller made a motion to approve the minutes from the April 15, 2026 meeting. Scott Bachman seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Foster advised there were public comments included in the packet and asked for comments or questions.

E. Executive Director's Report

Sara Fields provided an update of upcoming legislative activity, projects, and ongoing work at the OTO.

F. Legislative Report

Jered Taylor with Congressman Burlison's office provided a legislative update.

G. MoDOT Report

Frank Miller and Kimberly Ader shared the MoDOT report.

H. Committee/Project Reports and Grant Opportunities

David Knaut provided the Local Coordinating Board for Transit and Bicycle and Pedestrian Committee updates as well as grant information.

Jen Thomas shared the US60/US65 Study update.

I. Federal Funds Status Update

Jen Thomas provided the Federal Funds Status Update.

II. New Business

A. *Destination 2045* Amendment Number 12

Natasha Longpine shared the project requested to be added to the Constrained project list in the long range transportation plan.

- A121 – Campbell Avenue Safety Improvements (New)

Frank Miller made a motion to recommend the Board of Directors approve Amendment Twelve to *Destination 2045*. Jeremy Parsons seconded the motion. The motion passed.

B. FY 2026-2029 Administrative Modification 5

Natasha Longpine reviewed the change that was made to the FY 2026-2029 Transportation Improvement Program as part of Administrative Modification 5.

1. ITS Operations and Management (MO2701)

This was informational only. No action was requested.

C. 2026 Public Participation Plan Update

David Knaut presented the 2026 Public Participation Plan update and evaluation.

Adam Humphrey made a motion to recommend the Board of Directors approve the Public Participation Plan. Scott Bachman seconded the motion. The motion passed.

D. Draft FY 2027-2031 Statewide Transportation Improvement Program

Frank Miller with MoDOT provided an update on the Draft FY 2027-2031 STIP.

This was informational only. No action was requested.

E. FY 2027-2030 Transportation Improvement Program

Natasha Longpine highlighted the FY 2027-2030 Transportation Improvement Program.

Mark Webb made a motion to recommend the Board of Directors approve the FY 2027-2030 Transportation Improvement Program. Jeff Roussell seconded the motion. The motion passed.

F. 2028-2032 Draft STIP Project Prioritization Criteria

Sara Fields shared the 2028-2032 Draft STIP Project Prioritization Criteria.

Jeremy Parsons made a motion to recommend the Board of Directors approve the 2028-2032 Draft STIP Project Prioritization Criteria. Adam Humphrey seconded the motion. The motion passed.

G. FY 2028-2032 Draft STIP Prioritization Project List

Sara Fields reviewed the Draft STIP Prioritization Project List.

This was informational only. No action was requested.

III. Other Business

A. Technical Planning Committee Member Announcements

Brett Foster gave a shout out to the Springfield Public Works Department for all the work done on the Queen's Gate monument and musical road. Committee members were encouraged to get out and see the Route 66's Queen's Gate monument.

Brett Foster also shared the Springfield City Council's Citizens' Advisory Board's nomination period is still open.

Matt Crawford stated that the following week is Transit Appreciation Week. Thursday will be free ride day. Also, the Board of Public Utilities has agreed to provide free rides on all election days.

Jeff Roussell reported that intersection improvements are underway at CC and Main Street.

Jeremy Parsons shared the Sertoma Duck Race was coming up and two new sections of trail would be opening, Garrison Springs and the Finley River Trail Extension.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for the Committee review.

C. Articles for Technical Planning Committee Member Information

Chair Foster noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

Jeff Roussell made a motion to adjourn. Brett Foster seconded the motion. The motion passed. The meeting adjourned at 2:19 pm.

Brett Foster
Technical Planning Committee Chairman

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 8/19/2026; ITEM I.D.

Public Comment

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between June 17, 2026 and August 11, 2026.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/01/2026

Received through: Email

Contact Name: Susan Quick

Contact Email/Ph #: [REDACTED]

Comment:

After the loss of my Grandma, Jerry Michael, I felt like I couldn't understand how this could have happened to one of the most cautious drivers I know. I started looking into the intersection where she lost her life. She was not the first to die there. She will not be the last.

She was crossing US-60 on FR 213 in Rogersville. There is a short line of sight, and people traveling on 60 are going at least 70 mph. The truck that hit her had no time to stop, and she had no time to see them.

I reached out to MODOT to report that this intersection is unsafe for drivers. I thought we would never hear back. Imagine my surprise when I got a call today about my report. MODOT is surveying this chunk of US-60 this summer, and the man I spoke with had gone to the crash site. He encouraged me to reach out and make my concerns heard.

So, to everyone who has reached out over the last few weeks and asked the question, 'Is there anything I can do?' the answer is finally yes.

Below is the link to report a safety concern to the OTO, Ozark's Transportation Organization. I will attach my email below; you can copy and paste it or write your own. Please help us make something good happen out of this profound loss by contacting MODOT and the OTO about this intersection.

OTO contact link: <https://www.ozarkstransportation.org/contact>

Here is my email: "I am writing to report a dangerous intersection and request that it be evaluated for safety improvements.

The intersection where FR 213 crosses US-60 (approximately 37°07'11.2"N, 93°09'21.0"W) presents a significant safety hazard. Traffic on US-60 travels at highway speeds, while drivers on FR 213 must rely only on stop signs before attempting to cross. The available sight distance is very limited, making it difficult to accurately judge approaching traffic and leaving drivers with very little time to cross safely.

This intersection has already resulted in tragic loss of life. On December 30, 2024, Glenn Gilmore was killed there. More recently, on June 12, 2026, Jerry Michael also lost her life at this same

crossing. These tragedies show that the current design does not provide an adequate margin of safety for drivers.

I respectfully ask that this intersection be reviewed for closure. There are overpasses located nearby in both directions that could provide safer crossing alternatives while eliminating the risks associated with this highway crossing.

I urge transportation officials to conduct a thorough safety study of this location and consider closing the crossover before additional lives are lost. Protecting Missouri's drivers should be the highest priority, and I believe proactive action at this intersection could prevent future fatalities.

Thank you for your time and consideration. I appreciate your attention to this urgent safety matter." This was my mother. Please consider closing this intersection. It is so extremely dangerous.

Susan Quick PharmD

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors. Thank you, again!



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/01/2026-07/07/2026

Received through: 79 separate emails

Contact Name:

Contact Email/Ph #:

1. Savannah Quick
2. Dani Farr
3. Grace Lopez
4. Katelyn Reimer
5. Kathleen Blumenthal
6. Kailee Pruitt
7. Courtney Bush
8. Ameera Hossain
9. Jaidyn Pruitt
10. Lori Kerchenfaut
11. Lacey Buster
12. Ann Kesler
13. Melinda Sims
14. Amber Griffin
15. Andrea Pflumm
16. Teresa Mehn
17. Alyssa McCollum
18. Shyan Mehrhoff
19. Olivia Gammill
20. Paige Whitten
21. Olivia Mayes
22. Reagan Baldwin
23. McKayla Carpenter
24. Amanda Carpenter
25. Madison Stowe
26. Mariana Martin
27. Mary Schulte
28. Hilary Davison
29. Blaine Reppert
30. Shelbi Shearer
31. Angela Hall
32. Tabitha Robinson
33. Kinzlee Ransom
34. Melody Wasowicz
35. Michelle Burney
36. Melanie Hoover
37. Shelly Quick
38. Jamie Schafer

39. Megan
40. Jenae Hagan
41. Christina Bresnan
42. Mattia Schlientz
43. Kyla Mortenson
44. Alexis Pacheco
45. Savannah Ferguson
46. Leah Bitterman
47. Brandon Procell
48. Paige Hernandez
49. Katya Wittmer
50. Bonnie Schooler
51. Kristin Spurlin
52. Jessica Godby
53. Shannon Friend
54. Danielle Blandford
55. Hannah Clark
56. Bethany Mosher
57. Taylor Baker
58. Stephanie Gilbert
59. Claire Winn
60. Caroline Volansky
61. Amanda Obeso
62. Faith Rust
63. Alyssa Rist
64. Bianca Smith
65. Deborah Kittrell
66. Lindsay Marsh
67. Steve Kerchenfaut
68. Turner Cartage, Inc/Steve Kerchenfaut
69. Katherine Miller
70. David Spratt
71. Grace Byrd
72. Kaylee McDaris
73. Donna Flynn
74. Chloe Oneal
75. Cheryl Cassidy
76. Jennifer Hale
77. Elizabeth Francis
78. Lori
79. Quinn Lawson

Comment:

I am writing to report a dangerous intersection and request that it be evaluated for safety improvements.

The intersection where FR 213 crosses US-60 (approximately 37°07'11.2"N, 93°09'21.0"W) presents a significant safety hazard. Traffic on US-60 travels at highway speeds, while drivers on FR 213 must rely only on stop signs before attempting to cross. The available sight distance is very limited, making it difficult to accurately judge approaching traffic and leaving drivers with very little time to cross safely.

This intersection has already resulted in tragic loss of life. On December 30, 2024, Glenn Gilmore was killed there. More recently, on June 12, 2026, Jerry Michael also lost her life at this same crossing. These tragedies show that the current design does not provide an adequate margin of safety for drivers.

I respectfully ask that this intersection be reviewed for closure. There are overpasses located nearby in both directions that could provide safer crossing alternatives while eliminating the risks associated with this highway crossing.

I urge transportation officials to conduct a thorough safety study of this location and consider closing the crossover before additional lives are lost. Protecting Missouri's drivers should be the highest priority, and I believe proactive action at this intersection could prevent future fatalities.

Thank you for your time and consideration. I appreciate your attention to this urgent safety matter.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the US60/US65 study team, our Technical Planning Committee, and Board of Directors. Thank you, again!



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/01/2026

Received through: Email

Contact Name: Angelina Chittum

Contact Email/Ph #: [REDACTED]

Comment:

Please take the time to review this intersection at Hwy 60 and Farm rd 213. This intersection has resulted in 2 fatalities and needs adjustments or subject to closure.
Thank you for your investigation into this matter.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors.
Thank you, again!



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/01/2026

Received through: Email

Contact Name: Sue Caddy

Contact Email/Ph #: [REDACTED]

Comment:

A very dear friend was killed at this intersection of FR 213 that crosses 60..I've heard many people refer to this intersection as a death trap and to avoid if possible.. please do something about this before someone else's life is taken! Thank you

OTO Response:

Sorry for your loss and thank you for this information. Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors. Thank you, again!



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/04/2026

Received through: Email

Contact Name: Donna

Contact Email/Ph #: [REDACTED]

Comment:

RE: Wreck that killed Jerry Michael
Please do something to correct this area!!!!

OTO Response:

Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors. Thank you, again!



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/24/2026

Received through: Email

Contact Name: Levi Hare

Contact Email/Ph #: [REDACTED]

Comment:

I am writing to report a dangerous intersection and request that it be evaluated for safety improvements.

The intersection where FR 213 crosses US-60 (approximately 37°07'11.2"N, 93°09'21.0"W) presents a significant safety hazard. Traffic on US-60 travels at highway speeds, while drivers on FR 213 must rely only on stop signs before attempting to cross. The available sight distance is very limited, making it difficult to accurately judge approaching traffic and leaving drivers with very little time to cross safely.

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Thank you for your time and consideration. I appreciate your attention to this urgent safety matter.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the US60/US65 study team, our Technical Planning Committee, and Board of Directors. Thank you, again!

TAB 3



Study Updates

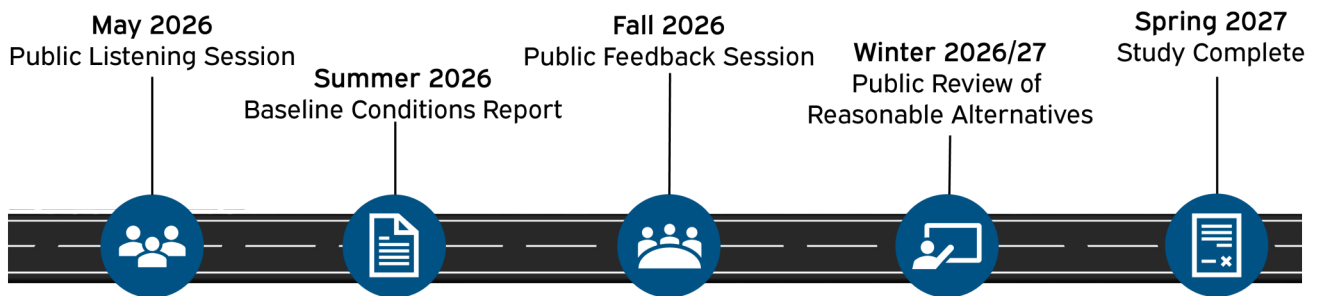
6065study.com



- Over 200 people attended the Public Listening Session on May 28th. KY3, Springfield Business Journal and the Daily Citizen have each reported on the study and meeting.
- Approximately 900 surveys or comments were received.
- The Technical Advisory Committee met on June 26th, and will meet again later this summer.

Next Steps

- The team will continue to meet with stakeholders individually or in small groups.
- CMT is working on the Baseline Conditions Report.
- OTO has posted a summary of the feedback received on the website.



If members of the public reach out regarding the study, or would like to be contacted with study updates, please refer them to 6065study.com or send their contact information to Jen.

This study is made possible by the following agencies:



Please contact Jen Thomas with any questions at jthomas@ozarkstransportation.org

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 8/19/2026; ITEM I.I.

Federal Funds Obligation Status – August 2026

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance.

THE OTO AREA MUST OBLIGATE ANOTHER \$1.9 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another \$1.9 million by September 30, 2026.

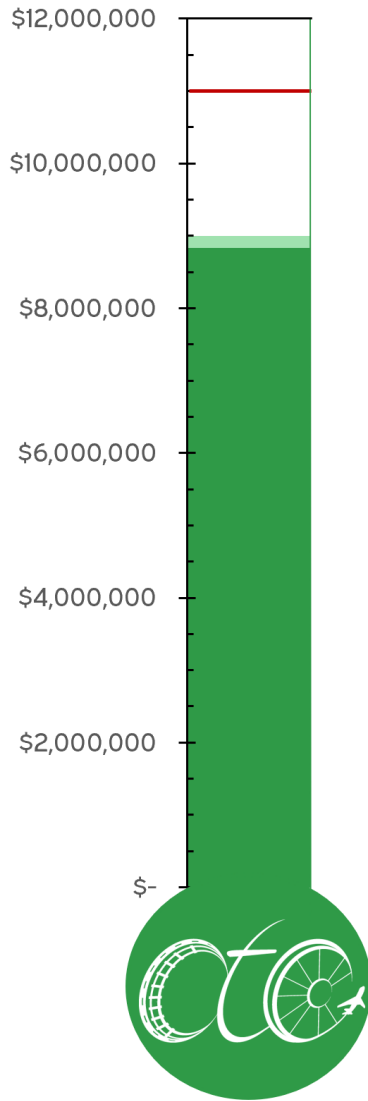
Staff has developed a status report which documents federal fiscal year obligations to date, as well as projected obligations for the 2026 fiscal year.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

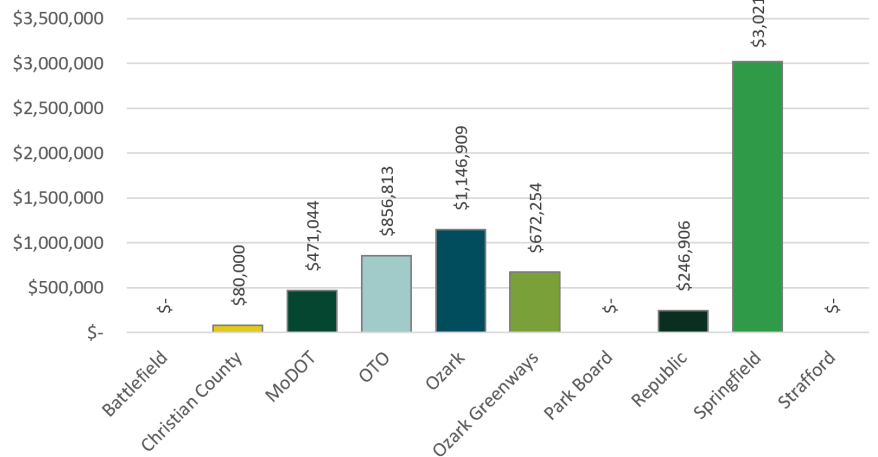
FY 2026 Project Tracking

YTD Funds Obligated

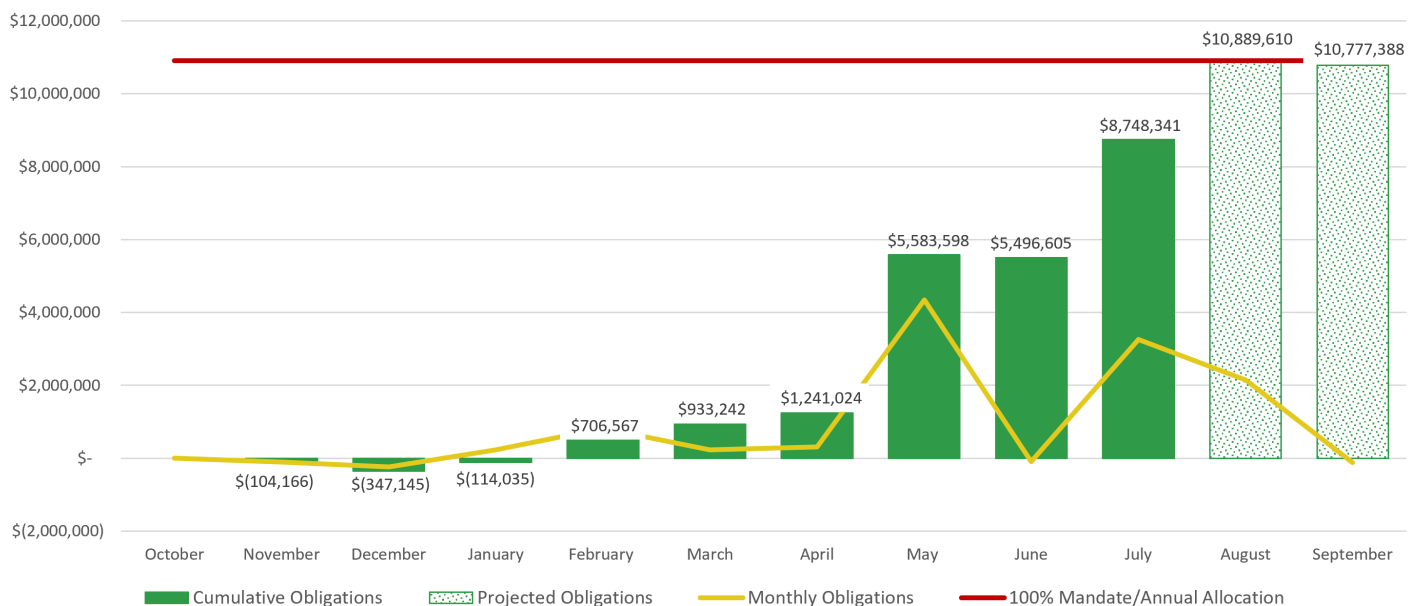


FY 26 Beginning Balance	\$13,329,147
100% Mandate/Annual Allocation	\$10,907,804
YTD Obligations	\$8,830,623
Amount Needed to 100% Mandate	\$2,077,183
Remaining Critical Obligations	\$2,171,210

Remaining FY26 Critical & At-Risk Obligations by Lead Agency



FY26 Federal Funding Obligations



Balance Report

FY 2026 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(22,141.81)	105,098.19
0141028 14-Fort to Ridgecrest	Nixa	(931.92)	104,166.27
9901864 Finley River Trail Extension	Ozark	97,478.13	201,644.40
9901837 Chadwick Flyer Phase II	Ozark	(8,811.47)	192,832.93
5901829 Mt. Vernon/Miller Sidewalks	Springfield	154,312.00	347,144.93
5901839 South Creek at Glenstone	Springfield	(23,310.35)	323,834.58
9900905 N. 21st and N. 22nd	Ozark	(209,800.00)	114,034.58
5901846 60/65 Study	OTO	(393,429.90)	(279,395.32)
5901828 Sherman Parkway Link	Springfield	(392,171.20)	(671,566.52)
9901868 N. Old Orchard Road	Strafford	(35,000.00)	(706,566.52)
5920842 Campbell Ave ROW	Springfield	(360,000.00)	(1,066,566.52)
9901860 Cheyenne Trail	Nixa	(4,501.74)	(1,071,068.26)
5901824 TMC Signal Replacements	Springfield	137,825.96	(933,242.30)
9901859 Trail of Tears Connector	Battlefield	(284,718.39)	(1,217,960.69)
S603067 E. Sunshine SW	Springfield	(23,063.56)	(1,241,024.25)
0441126 I-44 Aesthetics/Safety	MoDOT	(407,967.88)	(1,648,992.13)
5901824 TMC Signal Replacements	Springfield	(427,364.25)	(2,076,356.38)
5901846 60/65 Study	OTO	(14,312.67)	(2,090,669.05)
5901837 Bennett St. Fassnight Creek ROW	Springfield (CRP)	(1,279.71)	(2,091,948.76)
5901837 Bennett St. Fassnight Creek ROW	Springfield (STBG-U)	(2,650,720.29)	(4,742,669.05)
9900905 N. 21st and N. 22nd	Ozark	(840,929.11)	(5,583,598.16)
9901885 Tracker/Nicholas PE	Christian County	(103,594.11)	(5,687,192.27)
5900851 Springfield Resurfacing	Springfield	446,970.76	(5,240,221.51)
5944805 Jackson Street Resurfacing	Willard	24,993.47	(5,215,228.04)
9901827 ChadwickFlyr Jackson/Clay	Ozark	41.57	(5,215,186.47)
00FY827 UPWP FY 2027	OTO	(281,420.00)	(5,496,606.47)
5901828 Sherman Parkway Link	Springfield	(13,488.80)	(5,510,095.27)
9901859 Battlefield Trail of Tears	Battlefield	53,752.68	(5,456,342.59)
5901850 FY 2027 TMC Staff	Springfield	(592,000.00)	(6,048,342.59)
S606006 Division RR	MoDOT	(300,000.00)	(6,348,342.59)
5901844 Springfield Resurfacing	Springfield	(2,400,000.00)	(8,748,342.59)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(8,830,622.59)
PENDING OBLIGATIONS			
EN2610 Hines Street Ped Project	Republic	(164,836.22)	(8,995,458.81)
PLANNED CRITICAL OBLIGATIONS			
0652084/S603067/S604067 E. Sunshine SW	MoDOT	0.00	(8,995,458.81)
EN2604 Wilson's Creek Republic Rd Trail	OTO	(423,464.80)	(9,418,923.61)
EN2612 Area wide School Flashing Beacons	OTO	(36,000.00)	(9,454,923.61)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(9,709,842.61)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(10,601,832.21)
5901845 Kansas Ave ROW	Springfield	(400,000.00)	(11,001,832.21)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B. field		915.20	(11,000,917.01)
00FY824 OTO Operations/Planning		143,071.16	(10,857,845.85)
7441012 Kearney/Packer		0.00	(10,857,845.85)
5901810 Republic Road 5-Lanes		80,456.10	(10,777,389.75)
AT-RISK TO OBLIGATE			
CC2504 - Tracker/Nicholas ROW	Christian County	(80,000.00)	(80,000.00)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(477,348.00)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(752,253.60)
SP2614 Flashing Beacon Equipment	Springfield	(545,608.00)	(1,022,956.00)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(852,253.60)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(1,766,716.00)
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(1,204,253.60)
SP2612 Fremont ROW	Springfield	(880,000.00)	(2,646,716.00)
9901883 Nixa North Street	Nixa	92,533.09	
S604083 South Sidewalks 6th-14th	MoDOT	(306,359.00)	(1,510,612.60)

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 8/19/2026; ITEM II.B.

Congestion Management Process

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

OTO Congestion Management Process (CMP) Interactive Site –
<https://experience.arcgis.com/experience/b9c0638c33674a4ebf2b2de69e68646c>

OTO has updated the Congestion Management Process (CMP) from a periodic PDF report to an interactive, map-based web application. The application provides dashboards, maps, lists, and charts showing congestion measures and trends over the past ten years, along with tools for before-and-after evaluation of congestion mitigation strategies.

OTO staff consulted technical experts through the Transportation Management Center to help ensure the application uses meaningful measures of congestion for the OTO study area. The updated format will allow OTO to refresh congestion metrics annually, identify emerging congestion and improving conditions, explore alternative performance measures, and better track the results of congestion management strategies.

OTO staff will demonstrate the web application and review the proposed changes to the CMP.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the revised Congestion Management Process.”

OR

“Move to recommend staff consider the following changes...”

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 8/19/2026; ITEM II.C.

Amendment Number One to the FY 2027-2030 Transportation Improvement Program

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number One to the FY 2027-2030 Transportation Improvement Program.

1. *New* East Republic Road Bridge Repair (SP2706)
MoDOT has requested to add a project for scoping repair of the Republic Road Bridge over US 60 for a total programmed amount of \$105,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 1 to the FY 2027-2030 Transportation Improvement Program.”

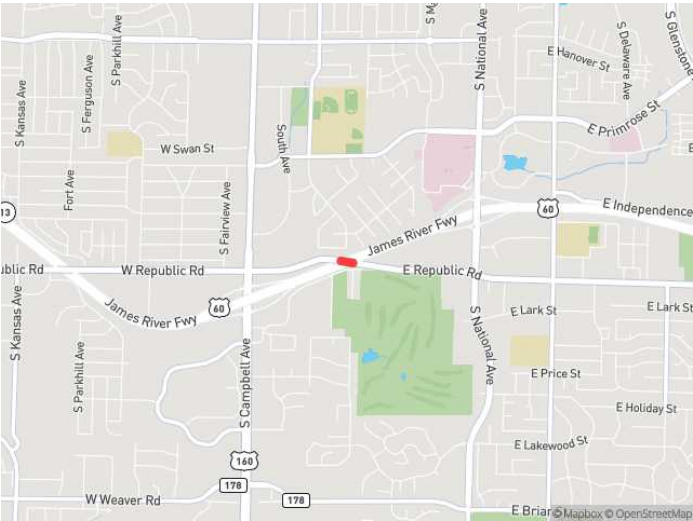
OR

“Move to recommend the Board of Directors approve Amendment 1 to the FY 2027-2030 Transportation Improvement Program, with these changes...”

SP2706-27A1 - EAST REPUBLIC ROAD BRIDGE REPAIR

Scoping for bridge rehabilitation over James River Freeway (Rte. 60) in Springfield

Plan Revision:	27A1
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	No Status Available
Total Cost:	\$105,000
MoDOT ID:	SU0532
Federal ID:	-
Project From:	Rte 60
Project To:	Rte 60
Project Considerations:	Bike/Ped Plan
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$15,000	\$5,000	\$1,000	\$0	\$0	\$21,000
Engineering	NHPP (FHWA)	\$0	\$60,000	\$20,000	\$4,000	\$0	\$0	\$84,000
Total Engineering		\$0	\$75,000	\$25,000	\$5,000	\$0	\$0	\$105,000
Total Programmed		\$0	\$75,000	\$25,000	\$5,000	\$0	\$0	\$105,000

Current Change Reason:	New Project
------------------------	-------------

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2027)	Programmed (2028)	Programmed (2029)	Programmed (2030)
FEDERAL				
BRO (FHWA)	\$0	\$44,000	\$42,400	\$48,000
CRP (FHWA)	\$644,270	\$0	\$0	\$0
NHPP (FHWA)	\$12,395,200	\$25,418,400	\$31,955,200	\$36,301,800
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$1,913,300	\$4,477,400	\$4,223,600	\$41,300
SS4A (FHWA)	\$2,190,765	\$2,800,000	\$9,761,235	\$0
STBG (FHWA)	\$35,200	\$1,516,800	\$3,200	\$3,200
STBG-U (FHWA)	\$19,351,362	\$4,504,291	\$922,266	\$949,779
TAP (FHWA)	\$843,116	\$0	\$0	\$0
Federal Subtotal	\$62,195,526	\$38,760,891	\$46,907,901	\$37,344,079
STATE				
MoDOT	\$15,654,966	\$10,083,200	\$10,685,000	\$9,449,900
MoDOT-AC	\$26,219,203	\$5,967,200	\$3,440,000	\$300,800
MoDOT O&M	\$7,232,656	\$7,399,007	\$7,569,185	\$7,743,276
State Subtotal	\$49,106,825	\$23,449,407	\$21,694,185	\$17,493,976
LOCAL/OTHER				
Local	\$6,710,540	\$1,837,073	\$2,681,476	\$249,445
Local-AC	\$4,431,271	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Local/Other Subtotal	\$11,141,811	\$1,837,073	\$2,681,476	\$249,445
Total	\$122,444,162	\$64,047,371	\$71,283,562	\$55,087,500

	Prior Year	2027	2028	2029	2030	TOTAL
Available State and Federal Funding	\$19,276,000	\$50,047,000	\$47,451,000	\$50,331,000	\$46,104,000	\$213,209,000
Federal Discretionary Funding	\$39,574,313	\$0	\$0	\$0	\$0	\$39,574,313
Available Operations and Maintenance Funding	\$0	\$7,232,656	\$7,399,007	\$7,569,185	\$7,743,276	\$29,944,124
Funds from Other Sources (inc. Local)	\$0	\$11,141,811	\$1,837,073	\$2,681,476	\$249,445	\$15,909,805
Available Suballocated Funding	\$1,841,864	\$11,124,296	\$11,346,783	\$11,573,718	\$11,805,192	\$47,691,852
TOTAL AVAILABLE FUNDING	\$60,692,177	\$79,545,763	\$68,033,863	\$72,155,378	\$65,901,913	\$346,329,095
Carryover		\$60,692,177	\$17,793,778	\$21,780,270	\$22,652,086	--
Programmed State and Federal Funding		(\$122,444,162)	(\$64,047,371)	(\$71,283,562)	(\$55,087,500)	(\$312,862,595)
TOTAL REMAINING	\$60,692,177	\$17,793,778	\$21,780,270	\$22,652,086	\$33,466,499	\$33,466,499

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 8/19/2026; ITEM II.D.

Federal Functional Classification Change Request

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Pursuant to §470.105.b, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

The following information is a summary of the submitted application materials.

The City of Willard has requested the following changes to the federal functional classification system. The application is included.

Roadway Name –Willey St

Current Functional Classification – Local

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Collector/ Future Collector

Reasoning – The Roadway classification should be revised to add a needed connection to adjust traffic flow to established connectors. Per the application:

This is a future road that will be a critical tie between HWY AB, HWY Z and HWY O in Willard. It would also allow for bus traffic to bypass the downtown area to take and return students. This would greatly reduce the congestion and traffic felt in old town Willard. This addition would be about 900 feet of new roadway.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the Functional Classification Change request.”

OR

“Move to recommend that the Board of Directors approve the Functional Classification Change request with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to dknaut@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or dknaut@ozarkstransportation.org.

Applications are due Wednesday October 7, 2026, at 4:00pm.

Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in September/ October.
- 2. Technical Committee.** The request will be heard at the October Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 7-01-2026

Contact Information

Name: Mike Ruesch
Title: Planning & Development Director
Agency: City Of Willard MO
Street Address: 224 W Jackson
City/State/Zip: Willard MO 65781
Email: planning@cityofwillard.org
Phone: 414-742-5310
Fax:

Roadway Data

Roadway Name:	Wiley Street
Termini of Roadway	
From:	Farmer Road
To:	State Hwy O
Length (miles):	.288
Number of Lanes:	2 lanes
Lane Width:	12 feet
Traffic Volume (AADT):	

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

This is a future road that will be a critical tie between HWY AB, HWY Z and HWY O in Willard. It would also allow for bus traffic to bypass the downtown area to take and return students. This would greatly reduce the congestion and traffic felt in old town Willard. This addition would be about 900 feet of new roadway.

Classification Change

Type of Area:	Residential
Current Classification:	Local
Requested Classification:	Major Collector

Justification

Explain why the roadway classification should be revised.

Add a needed connection to adjust traffic flow to established connectors

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

This connection will add a safe access point to large sections of developable property. It will improve the L curve coming into the downtown making for a much safer roadway.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

This roadway will give a an additional access to Hwy O but allow traffic to bypass the congested downtown in addition it would be a connection point from Hwy AB and Hwy Z to the Hwy O.

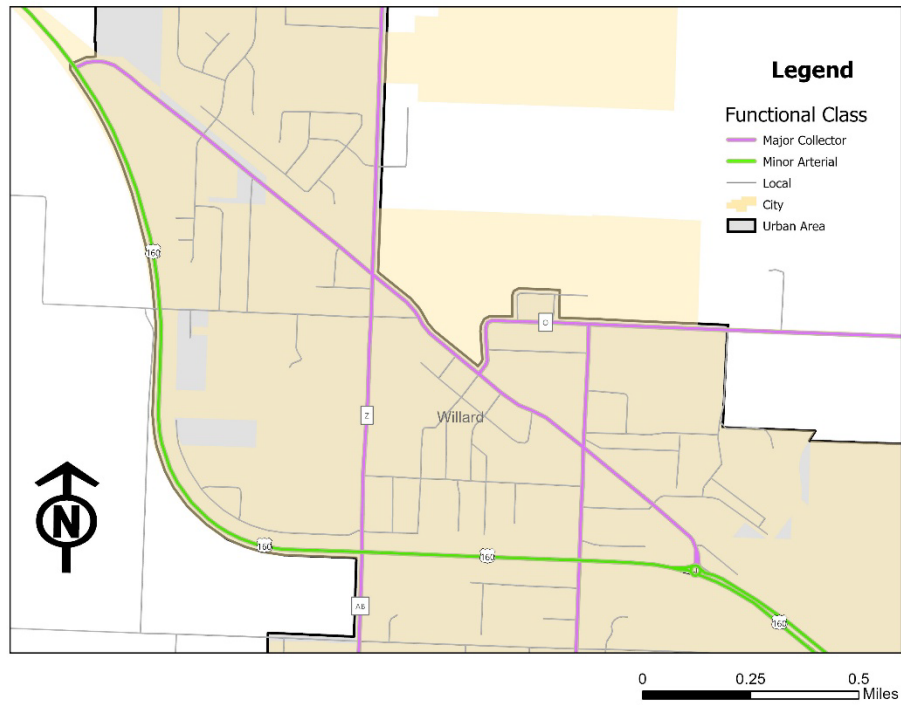
Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

It would tie 3 major collectors together This connection will also add connectivity to the Middle and High Schools, lessening traffic along Jackson Street and Miller roads

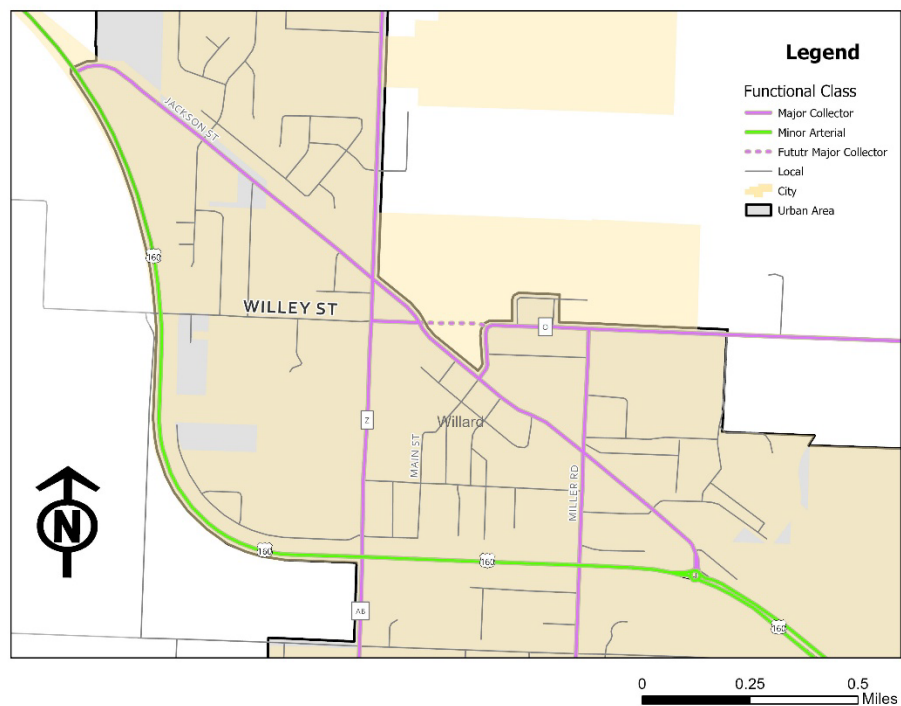
Additional information you would like to include.



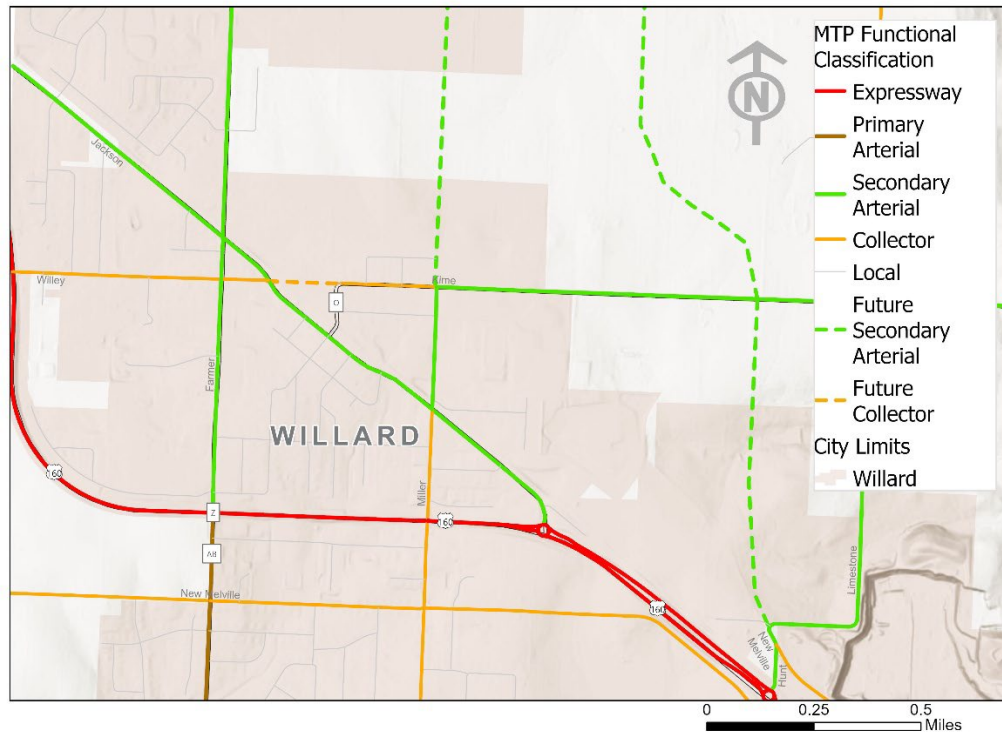
Current Federal Functional Class



Proposed Federal Functional Class



Major Thoroughfare Plan



TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 8/19/2026; ITEM II.E.

Annual Listing of Obligated Projects (ALOP)

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.334 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

The Ozarks Transportation Organization Program Year 2026 Annual Listing of Obligated Projects will be provided separately ahead of the meeting for member review. The Program Year 2026 includes the time period from July 1, 2025 to June 30, 2026.

Please note that this is required to be published by September 28, 2026.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors accept the Annual Listing of Obligated Projects.”

OR

“Move to recommend that the Board of Directors accept the Annual Listing of Obligated Projects with the following corrections...”

TAB 9

From: Office of U.S. Senator Eric S. Schmitt <enewsletters@schmitt.senate.gov>

Sent: Friday, July 24, 2026 2:59 PM

To: Sara Fields <sfields@ozarkstransportation.org>

Subject: Schmitt-Backed Policies Lead to Major Auto Investment in Missouri

Hey Sara,

Good afternoon! With your role as a leader in Missouri's transportation and manufacturing industries, I thought that my work on the Connected Vehicle Security Act might interest you, as it's already paying dividends for the Show-Me-State. As long as I serve in the United States Senate, I will always fight to protect Missouri jobs.

I hope that you have a great weekend!

Best,



Eric S. Schmitt
United States Senator



Schmitt-Backed Policies Lead to Major Auto Investment in Missouri

Schmitt Praises GM for Historic Announcement Supporting American Manufacturing, Economic Development

U.S. SENATE — Today, U.S. Senator Eric Schmitt (R-MO) issued the following statement after General Motors (GM) announced a new \$157 million investment in the Wentzville, Missouri, plant. The announcement comes after Schmitt co-sponsored [the Connected Vehicle Security Act](#), which helps expand automotive production in the United States and protects American national security by banning the importation, manufacture, and sale of Chinese vehicles and car parts in the U.S. Senator Schmitt praised GM's announcement as a major win for America's automotive industry as Republicans work to bring supply chains back to the U.S. and create more jobs for American workers.

"I've worked closely with American automakers like GM to increase manufacturing in Missouri and across the United States through policies like our Connected Vehicle Security Act, and repealing job-killing government regulations. Today's announcement is proof that when we invest in American production, American workers win. This expansion will boost manufacturing in Missouri, strengthen our domestic supply chain. For decades, our supply chains have drifted overseas and taken good-paying American jobs with them. It's time to reverse that decline. America is the birthplace of the modern automobile—and American cars belong on American assembly lines. I'm proud to work alongside GM to encourage more investment in Missouri communities and help revive this great American industry," said Senator Schmitt.

Background:

The Connected Vehicles Security Act passed out of the Senate Commerce Committee this week.

Schmitt championed the Working Families Tax Cuts Act which zeroed out Corporate Average Fuel Economy (CAFE) penalties, potentially saving GM \$6.5 billion in CAFE penalties. The Senator joined President Trump in the Oval Office to announce this win for American automakers.

In 2025, President Trump signed resolutions that Senator Schmitt supported to overturn EPA waivers that let California regulators impose stricter standards than the rest of the nation ending a costly two-track system for automakers like GM.

###



Southwest District

417-895-7600

August 04, 2026

Public Invited to Discuss High-Priority Unfunded Transportation Needs

MoDOT and Regional Planning Partners Work to Determine Potential Future Work

SOUTHWEST DISTRICT – The Missouri Department of Transportation (MoDOT) is inviting the public to join the discussion on high-priority unfunded transportation needs at an upcoming meeting.

MoDOT, working with its regional planning partners, has outlined a draft High-Priority Unfunded Needs listing, which identifies \$1.3 billion in annual unfunded transportation needs for the system. The list was created to guide the development of needs into funded projects as state and federal transportation funds become available in future years.

The public is invited to review the list and provide feedback on the order of priorities and additional needs that could be funded in the future. A meeting to discuss the draft High-Priority Unfunded Needs list in Southwest Missouri will be held during August at the following times and dates:

August 19, 4-5:30 pm; Joplin Public Library, 1901 East 20th Street, Joplin 64804.

August 26, 4-5:30 pm; Library Center, 4653 South Campbell, Springfield 65810.

August 27, 4-5:30 pm; State Fair Community College, 1701 N. 2nd St., Clinton 64735.

The presentation materials and a comment form are also available online at: <https://www.modot.org/high-priority-unfunded-needs-public-meetings>.

MoDOT staff worked with regional planning partners throughout the state to develop a list of \$4.7 billion of high priority unfunded road and bridge needs, divided into three tiers. Tier one includes \$541 million of needs that could be accomplished in the time of the current five-year Statewide Transportation Improvement Program (STIP) as federal and state funding is available. These needs have more refined estimates. Tier two outlines \$2.1 billion of needs and includes those beyond the current STIP timeframe with broader estimates. Tier three includes \$2.1 billion of needs, also beyond the current STIP timeframe with broader estimates. In addition, the list identifies \$1 billion in multimodal needs. This year's list also identifies \$1.1 billion in statewide maintenance and operations needs. Working in conjunction with

statewide planning partners, MoDOT has moved 20 needs worth \$186 million from the unfunded needs list to the FY 2027-2031 STIP, which was finalized in July.

MoDOT's High-Priority Unfunded Needs Dashboard allows users to filter and see the needs broken down by tier, district, legislative district or county. The dashboard is available on MoDOT's [external website](#).

The draft document and comment forms will be available online through Thursday, Sept. 10, 2026, at <https://www.modot.org/unfundedneeds>. For more information, call MoDOT in Springfield at 417-895-7600 or visit www.modot.org/southwest. To receive the latest news and text alerts, sign up for [e-updates](#).

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Section 106 Rule Change Proposal Effect on Transportation Projects

Section 106 Rule Change Proposal Effect on Transportation Projects

NEPA and Permitting

People & The Environment

AUGUST 7, 2026 | REBECCA HIGGINS

Earlier this summer, the Advisory Council on Historic Preservation (ACHP) distributed a draft proposal to members of the council that would change the regulations that govern consultations under Section 106 of the Historic Preservation Act (36 CFR Part 800). On July 27, the council voted to move forward with the proposed rule change, and as a result

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the regulatory package is now being reviewed by the White House Office of Information and Regulatory Affairs (OIRA) and by federal agencies as part of the interagency review process, before being posted for public comment on the federal register.

The National Historic Preservation Act was passed in 1966 in direct response to the 1950s and 60s era of Interstate Highway building and Urban Renewal Program that together resulted in demolition of “almost half of the 12,000 structures listed in the Historic American Buildings Survey,” per Lady Bird Johnson, and acknowledged in the ACHP’s preamble to their proposed revisions. However, ACHP goes on to describe the current implementation of Section 106 as “a substantive roadblock” against the intent of Congress that it be merely “a ‘consideration’ statute.”

Under current regulations, the Section 106 consultation process requires a project lead agency to first determine if any properties in the project area are listed in the National Register of Historic Places (or are eligible for listing) then assess whether the project would adversely affect those properties—in consultation with the other parties participating in the review. Finally, if there are adverse effects, the lead agency explores measures to avoid, minimize, or mitigate the effects to historic properties and reaches an agreement with the State (or Tribal) Historic Preservation Officer (SHPO or THPO). Public engagement in the consultation process is mandatory under current rules.

The proposed revisions have not been publicly released by the ACHP and may change as a result of interagency review, however the draft proposal has been the subject of fairly extensive reporting. As currently drafted, the proposed revisions would limit historic preservation reviews both by narrowing the scope of effects that an agency would consider and by

ISSUES

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Weeks of
July 27
and
August 3,
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Week of
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HAPPENING ON THE HILL

JULY 24, 2026

**Capitol Hill Events –
Week of July 27,
2026**

JULY 16, 2026

**Capitol Hill Events –
Week of July 20,
2026**

JULY 12, 2026

**Capitol Hill Events –
Week of July 13, 2026**

TAGS

streamlining the consultation process and granting greater authority to the lead agency.

With regard to the streamlining and consolidation of agency authority, the reported changes include conferring the lead agency with the right to resolve any adverse effects unilaterally, without the concurrence of the SHPO or THPO, a major change that would grant tremendous control to the lead agency to determine the outcome of the review. This new authority is particularly significant when paired with the proposed change to strike the requirement to “avoid, minimize, or mitigate any adverse effects on historic properties” and replace it with direction to agencies to “identify reasonable mitigation measures to address adverse effects on historic properties to achieve the goals of the agency or project applicant, and to memorialize the measures adopted to address adverse effects or the agency official’s determination that other considerations outweigh effects on historic preservation.”

Additionally, the newly proposed process would transform the current multistep consultation into a new Section 106 Report that would be developed by the lead agency. That report would identify the historic properties, assess effects including the existence of adverse effects, and propose mitigation. The agency would then certify the report and circulate the report for comments from the participating agencies. The proposed rule also allows lead agencies to shorten (or lengthen) deadlines for reviews and input, and grants discretion to agencies to determine whether or not public participation is necessary.

The proposed narrowing of project effects is also significant. Today projects may be found to impact a historic property not only through a direct effect to that facility but also by “indirectly caus[ing] alternations in the character or use of historic properties.” This can include changes to sightlines and viewsheds, as well as changes to noise levels, and other indirect effects. The proposed rule removes the reference to “indirect”

NEPA AND
PERMITTING

PEOPLE & THE
ENVIRONMENT

effects, thereby narrowing the scope of review only to the direct impacts to historic properties.

The rule further narrows the scope through a change to the definition of historic property that limits the term to physical properties that meet the National Register criteria, rather than all properties that would be determined to be eligible. It further requires properties to include or have included “tangible human improvements” and be “geographically compact,” which could likely exclude eligibility for large-scale cultural landscapes that are of religious and cultural significance to Indian tribes and Native Hawaiian organizations.

Section 106 has been a critical tool for Indian tribes and Native Hawaiian organizations to identify concerns and advise agencies and project sponsors about the locations of historic properties that are of traditional religious and cultural importance. The proposed regulations strike large sections of the current regulations regarding tribal consultation specifically, and also remove several concurrence points, replacing them with consultation opportunities for Indian tribes.

The immediate motivation for the changes to the Section 106 consultation process appears to be tied to the approval needed for the Trump Triumphant Arch, which per the National Park Service is proposed to be constructed “within the Memorial Avenue Corridor cultural landscape, a nationally significant historic designed landscape extending between the Lincoln Memorial in Washington, D.C., and Arlington National Cemetery.” NPS is currently reviewing the project and this week released their assessment of effects under Section 106. The most significant effects identified by the NPS are primarily effects on cultural landscapes and historic districts, rather than on narrowly defined physical properties. NPS also identified additional effects to a large number of historic properties in DC and Arlington, “where the undertaking would alter contributing views, settings, or designed relationships.”

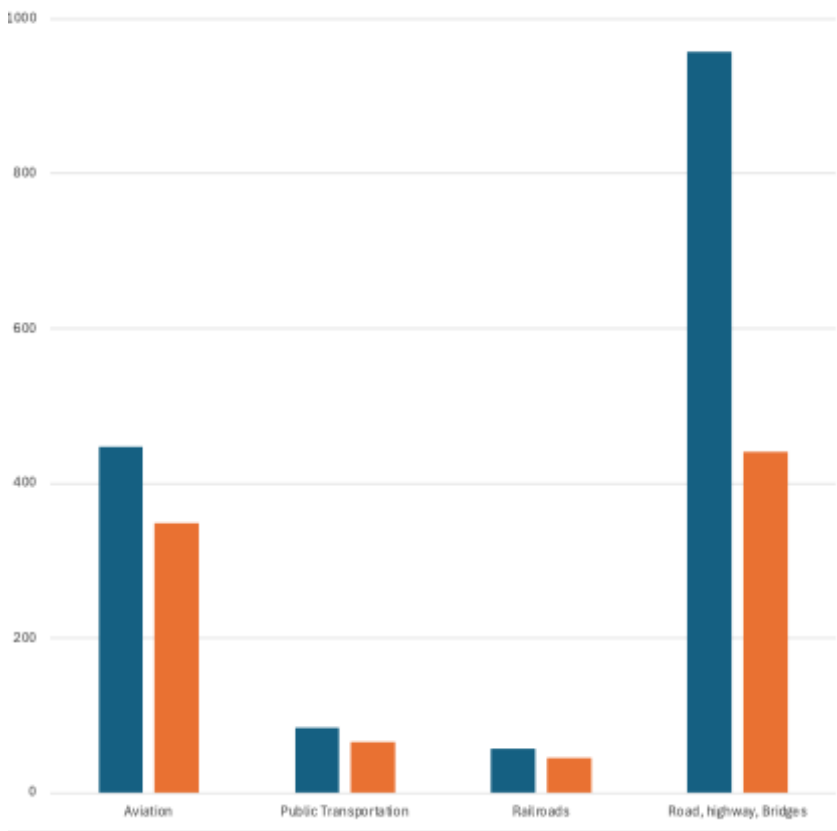
Impacts on Transportation

Completely apart from the question of the Trump Arch though, the proposed changes have the potential to significantly alter reviews for transportation projects. Section 106 consultation is one of the most common environmental reviews required for transportation projects. However the percent of projects for which it is required, the level of consultation required, and the duration of the review varies significantly between modes. Using data from the permitting dashboard, the analysis below shows that changes to narrow the scope of review and speed up review times could have the most significant impact on rail and transit projects.

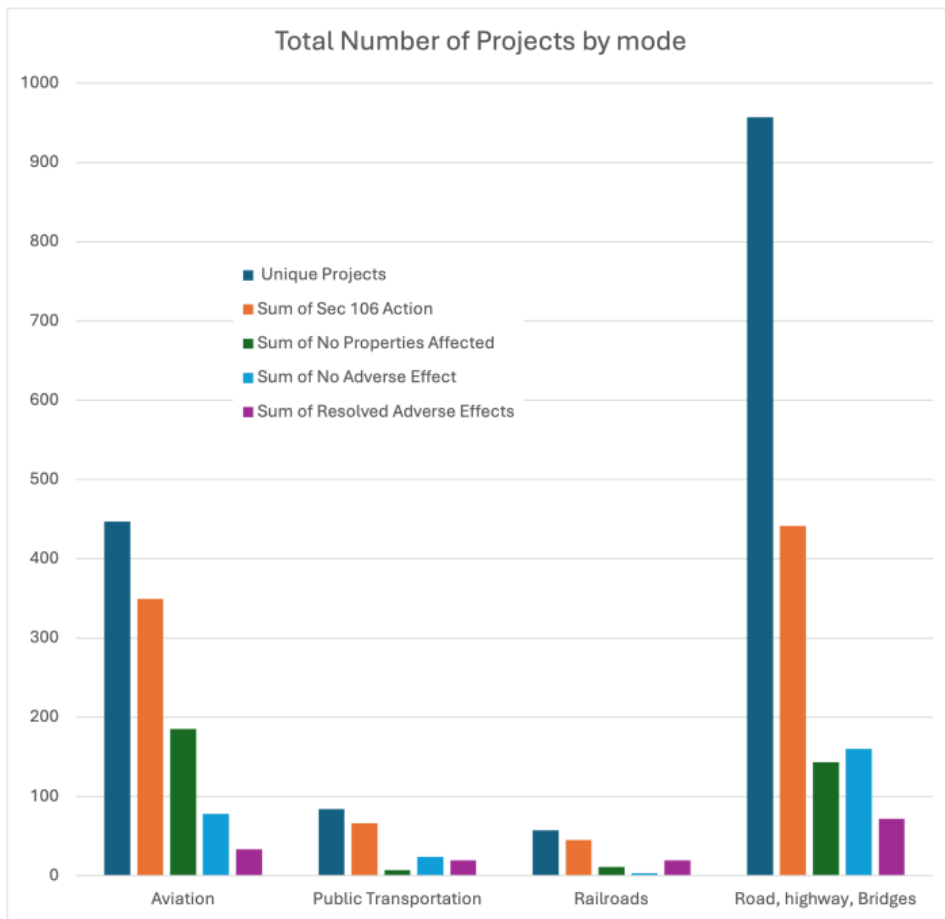
By raw numbers, highway and aviation projects vastly outnumber transit and rail projects nationwide, and this is reflected in the data on the USDOT permitting dashboard. The Department is required to track all EAs and EISes on the dashboard, so the database includes nearly a thousand road/highway/bridge projects and nearly 500 airport and aviation projects, compared to 84 unique transit projects and 57 rail projects. But whereas just 441 of the highway projects were subject to a Section 106 consultation, for a rate of 46 percent, 78 percent of aviation projects, 79 percent of transit projects, and 84 percent of rail projects on the permitting dashboard had to complete a Section 106 review.

Total Projects by Mode (Blue) Compared to Projects Subject to Section 106 review (Orange)

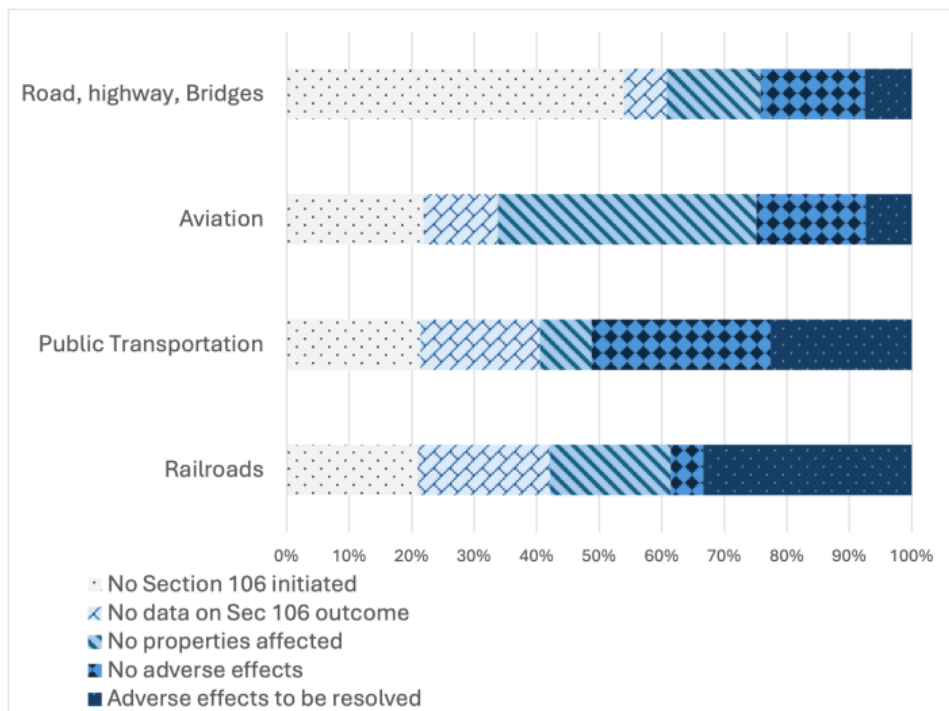
Aviation – Transit – Railroads – Roads and Highways



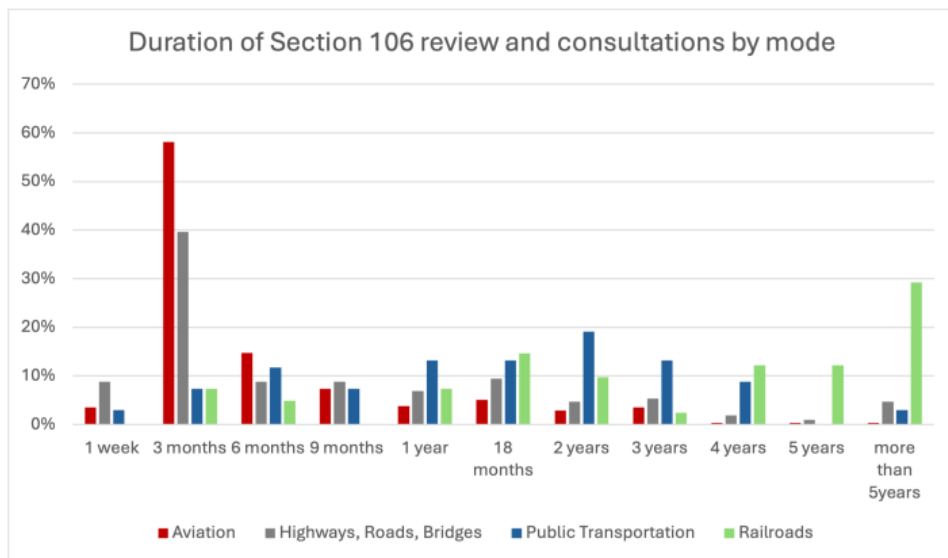
For a project sponsor, the most expedient outcome of a Section 106 review is to determine that there are in fact no historic properties that will be affected by the project. That finding concludes the review with no further action needed. In this too, results vary by mode. For highway projects, a third of the projects subject to Section 106 find they won't affect historic properties and more than half of the aviation projects completing 106. On the other hand, less than a quarter of the rail projects and only 10 percent of transit projects that initiate Section 106 determine that there are no properties affected. The rest of the projects go on to the next step, determining whether any of the affected projects will be *adversely affected*, and if yes, then completing the last step of negotiating a Memorandum of Agreement with the SHPO or THPO to mitigate the effects.



In other words, likely because of the location of many rail and transit projects in dense urban environments, sometimes directly accessing historic stations still in use for transportation service today, the likelihood of a project having to complete a Section 106 review at all, and the likelihood that the resulting review will be more onerous is much greater for transit and rail than for highways and aviation.



The level of review required, based on whether there are properties affected or adverse effects to be resolved, has a very clear relationship with the duration of the Section 106 consultation. The lengthiest portion of a Section 106 review is typically for projects that will have adverse effects, as the lead agency and the SHPO or THPO must determine how to resolve those effects through mitigation and minimization and other measures. While 62 percent of aviation projects and 49 percent of road and highway projects are completed before three months are out, only ten percent of transit projects and seven percent of rail projects are completed that quickly. On the flip side, while almost no aviation and less than ten percent of road projects take four years or longer to complete Section 106 consultation, but a startling 54 percent of rail projects do. Public transit's timelines falls in the center of the range, with roughly half of all projects completing their section 106 reviews in the nine months to two years range.



(Of the twelve rail projects for which the duration of the Section 106 consultation took more than five years, seven were California High Speed Rail projects or stations, and two – also based in California – were ultimately cancelled.)



Eno is an independent, non-partisan think-tank that shapes public debate on critical multimodal transportation issues and builds an innovative network of transportation professionals.

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News Releases

KDOT's Cost Share Program, with additional dollars, to open applications Aug. 17

Post Date: 08/03/2026 8:47 AM

The Kansas Department of Transportation will begin accepting applications for the fall 2026 round of the agency's Cost Share Program Monday, Aug. 17. Nearly \$170 million has been given to Kansas communities since the program began in 2019.

The Cost Share Program provides financial assistance to local entities for construction projects that improve safety, leverage state funds to increase total transportation investment and help both rural and urban areas of the state improve the transportation system. This is the 15th round of projects to receive funding.

This fall's round will have approximately \$12 million in available funds to award, which is greater than past cycles. The **one-time occurrence** for the program is possible due to savings from less snow and ice removal needed during the relatively lighter 2025-26 inclement winter weather season. A portion of that leftover cost savings will now be used for Cost Share, with the maximum project award amount increased to \$1.5 million this round.

"KDOT's Cost Share Program improves transportation, creates economic growth and increases job opportunities across Kansas," said Michelle Needham, Economic Development Programs Manager. "Past Cost Share participants have proven this program to be the financial boost that communities of all sizes needed to achieve their project goals."

All transportation projects are eligible, including roadway (on and off the state system), rail, airport, bicycle/pedestrian and public transit. Candidate projects should include investments that provide transportation benefits and are not eligible for other KDOT programs.

The deadline for submitting applications is Sept. 24. More information and the application link will be on KDOT's website on Aug. 17 at <https://www.ksdot.gov/programs/economic-development-programs/cost-share-program>. All applications will be completed online, and a sample PDF application will be available for preview.

Please contact Needham, michelle.d.needham@ks.gov, with any questions.

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July 31, 2026





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[Above photo by AASHTO]

Committees

"Any decision by Congress to reduce funding to federal transportation programs as part of any short-term continuing resolution (CR) or extension of the surface transportation programs will inject uncertainty into state and local investment decisions," the organizations said in a [July 27 letter](#) to Congressional leadership.

Such a funding reduction could "potentially lead to delays in completing or commencing work on critical infrastructure projects that benefit the safety of our nation's travelers, support our nation's economy, and help create and maintain important jobs," the groups said.

AASHTO said that Congress is starting to prepare a short-term extension of surface transportation programs as it appears a new multiyear reauthorization bill will not be enacted by September 30. The House of Representatives already has recessed until August 31, leaving the Transportation and Infrastructure Committee's Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or [BUILD America 250 Act](#) awaiting action by the House Ways and Means Committee before consideration of the bill on the House floor.



Photo by the Architect of the Capitol

That five-year surface transportation funding reauthorization bill allocates \$580 billion for highways, highway safety, transit, and rail programs from FY 2027 through FY 2031, with \$474.4 billion provided as Highway Trust Fund (HTF) contract authority.

Meanwhile, four key Senate authorizing committees – Environment and Public Works, Banking, Commerce, and Finance – have not completed the drafting of their respective titles and the Senate is expected to recess on August 7 and not return until September 14.

News

Concurrently, a CR or "stop-gap" annual funding bill is in the works for the start of FY 2027 on October 1. The House has passed three of the 12 FY 2027 appropriations packages (Military Construction, Veterans

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government through December 4. The Senate is currently negotiating their own version of a CR that may include funding adjustments and “anomalies” for certain programs, with the expiration date of December 11. The final CR will reflect further negotiations between the House and the Senate, AASHTO said.

About

AASHTO also noted that the funding situation this fall is further complicated by the sunset of multiyear advance appropriations programs in the Infrastructure Investment and Jobs Act or IIJA that supplemented HTF and annual General Fund appropriations – including bridge and National Electric Vehicle Infrastructure or NEVI formula programs, rail grants, and many others.

Advance appropriations of General Funds for all five years of the IIJA were designated in Division J as emergency spending exempt from budget enforcement rules, which was a highly unique funding mechanism for transportation programs and may be difficult to replicate in the future, AASHTO noted.

Given the unusual convergence of expiring program authorities, annual appropriations, and advance appropriations, AASHTO said a concerted effort by Congressional leadership will be needed to prevent disruptions to IIJA program funding while a full reauthorization bill is developed and enacted – which is why maintaining current FY 2026 funding levels in the meantime is so critical.

“When Congress supports federal transportation investment, every community stands to benefit with enhanced mobility, safer commutes, and a strong economy,” the industry letter stressed. “We look forward to working with you to achieve these outcomes with strong congressional support for transportation.”



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