



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

OCTOBER 21, 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, October 21, 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 August 19, 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.

J. US 60/65 Study Update
(10 minutes/Thomas)
An update will be provided on the US 60/65 PEL Study: Access and Operations Analysis.

II. New Business

A. Next Stop 2050, OTO Long Range Transportation Plan Adoption Tab 5
(20 minutes/Longpine)
The completed final draft of the Long Range Transportation Plan will be highlighted.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF *NEXT STOP 2050* TO THE BOARD OF DIRECTORS

B. FY 2027-2030 TIP Amendment Two Tab 6
(1 minute/Longpine)
MoDOT has requested one change to the FY 2027-2030 Transportation Improvement Program.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2027-2030 TIP AMENDMENT TWO TO 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 7

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, December 16, 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 10/21/2026; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the August 19, 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 August 19, 2026 meeting.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
AUGUST 19, 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:

Tom Dancey, City of Springfield (a)	Jeremy Parsons, City of Ozark
Trey Davis, City of Battlefield	Jeff Roussell, City of Nixa
Brett Foster, City of Springfield (Chair)	Beth Schaller, MoDOT
Karen Haynes, City of Republic	Ben Tegeler, Ozark Greenways
Adam Humphrey, Greene County	Andy Thomason, City Utilities (a)
Kirsty Ketchum, Greene County (a)	Mark Webb, Greene County
Frank Miller, MoDOT	

(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
Chad Ray, Springfield-Branson Nat'l Airport (a)	Todd Wiesehan, Christian County
Mike Ruesch, City of Willard	

Others present were: Troy Flickinger, MoDOT; Mike Ussery, Senator Schmitt's Office; Jered Taylor, Congressman Burlison's Office; Mary Kromrey, OWN; Garrett Brickner & T.J. Jackson, Wilson & Company; Jason Haynes, HDR Engineering; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Foster welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for August 19, 2026. Ben Tegeler seconded the motion. The motion passed.

C. Approval of June 17, 2026 Meeting Minutes

Jeremy Parsons made a motion to approve the minutes from the June 17, 2026 meeting. Jeff Roussell 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

Mike Ussery with Senator Schimtt's office provided a legislative update.

G. MoDOT Report

Frank Miller and Beth Schaller shared the MoDOT report.

H. Committee/Project Reports and Grant Opportunities

David Knaut provided the Local Coordinating Board for Transit and the Bicycle and Pedestrian Committee

Debbie Parks reviewed grant opportunities.

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. Rail Safety Project Presentation

Troy Flickinger with MoDOT's Multimodal Rail Department shared their efforts to identify and prioritize rail crossing safety needs across the state.

This was informational only. No action was requested.

B. Congestion Management Process

Dave Faucett presented the new online interactive format for the OTO's Congestion Management Process.

Andy Thomason made a motion to recommend the Board of Directors approve the revised Congestion Management Process. Beth Schaller seconded the motion. The motion passed.

C. FY 2027-2030 TIP Amendment One

Natasha Longpine reviewed the proposed change to the FY 2027-2030 Transportation Improvement Program.

- *New* East Republic Road Bridge Repair (SP2706)

Beth Schaller made a motion to recommend the Board of Directors approve FY 2027-2030 Transportation Improvement Program Amendment One. Adam Humphrey seconded the motion. The motion passed.

D. Federal Functional Classification Change Request

David Knaut shared the requested change to the Federal Functional Classification System.

City of Willard

- Roadway Name – Willey St
- Current Functional Classification – Local
- Requested Functional Classification – Major Collector
- Major Thoroughfare Plan – Collector/Future Collector

Frank Miller made a motion to recommend the Board of Directors approve the proposed Federal Functional Classification System change. Karen Haynes seconded the motion. The motion passed.

E. Annual Listing of Obligated Projects

Natasha Longpine presented the Annual Listing of Obligated Projects in the OTO area.

Tom Dancey made a motion to recommend the Board of Directors accept the Annual Listing of Obligated Projects. Andy Thomason seconded the motion. The motion passed.

III. Other Business

A. Technical Planning Committee Member Announcements

Brett Foster shared that the City of Springfield has issued an RFQ for the city's Transportation Master Plan.

Karen Haynes stated the intersection of Hwy 60 and Stone Creek is now open.

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

Jeremy Parsons made a motion to adjourn. Beth Schaller seconded the motion. The motion passed. The meeting adjourned at 2:13 pm.

Brett Foster
Technical Planning Committee Chairman

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 10/21/2026; 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 August 19, 2026 and October 13, 2026.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Highway MM

City/County of concern: Republic/Greene County

Date received: 08/20/2026

Received through: Email

Contact Name: Shannon Handwerker

Contact Email/Ph #:

Comment:

Please see attached letter.

Magers Management Co. I, LP

2776 South Campbell
Springfield, Missouri 65807
(417) 882-9397 Phone • (417) 893-2305 Direct

August 20, 2026

Ozarks Transportation Organization
Sara Fields
2208 W Chesterfield St, #101
Springfield, MO 65807

Subject: Concerns Regarding Proposed Median in MM Highway Expansion Project

Dear Members of the Ozarks Transportation Organization,

I am writing to express my disappointment and concern regarding the inclusion of a raised median in the Missouri Department of Transportation (MoDOT) MM Highway expansion project currently slated for 2026. While I understand the goals of improving traffic flow and safety along this corridor, I am concerned that the proposed median design will have unintended negative consequences for existing businesses along the route, including Iron Grain District.

Iron Grain District and its tenants have made significant investments in this corridor with the expectation of maintaining direct and convenient access from MM Highway. The proposed median would fundamentally alter that access, limiting left-turn movements into and out of the development and creating a barrier for customers. For businesses that have already committed substantial resources to this location, this change has the potential to reduce customer traffic, lower sales, and negatively impact long-term viability.

While I recognize the importance of balancing safety, mobility, and access management objectives, I believe the current design places a disproportionate burden on existing commercial property owners and small businesses that have contributed to the economic growth of the MM Highway corridor. Iron Grain District is home to multiple local businesses that collectively serve hundreds of customers each week and provide valuable jobs and economic activity in our community. Protecting reasonable access to these businesses should remain an important consideration as the project advances through final design.

The loss of direct access may not only affect existing tenants but could also hinder future leasing opportunities and discourage further private investment along this growing commercial corridor. At a time when communities are working to attract investment and support economic development, design decisions that negatively affect accessibility may have long-lasting consequences beyond the immediate transportation benefits of the project.

I respectfully request that OTO, MoDOT, and the project design team carefully evaluate alternative access solutions that can achieve roadway safety and mobility objectives without severely impacting adjacent commercial properties. Meaningful access to existing businesses should remain an important consideration as the project moves forward.

Magers Management Co. I, LP

2776 South Campbell
Springfield, Missouri 65807
(417) 882-9397 Phone • (417) 893-2305 Direct

As a property owner, taxpayer, and stakeholder in the continued economic growth of this corridor, I believe transportation improvements should enhance both mobility and economic vitality. I urge OTO and MoDOT to reconsider the proposed median design and work collaboratively with affected property owners to identify a solution that balances safety with reasonable commercial access.

Thank you for your time and consideration of these concerns. I welcome the opportunity to discuss the project further and participate in any conversations regarding potential access solutions that support both transportation goals and the continued success of local businesses.

Sincerely,



Shannon Handwerker
Iron Grain District



PUBLIC COMMENT



Area of concern: Republic Road and Highway FF

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: Map-A-Concern (OTO website)

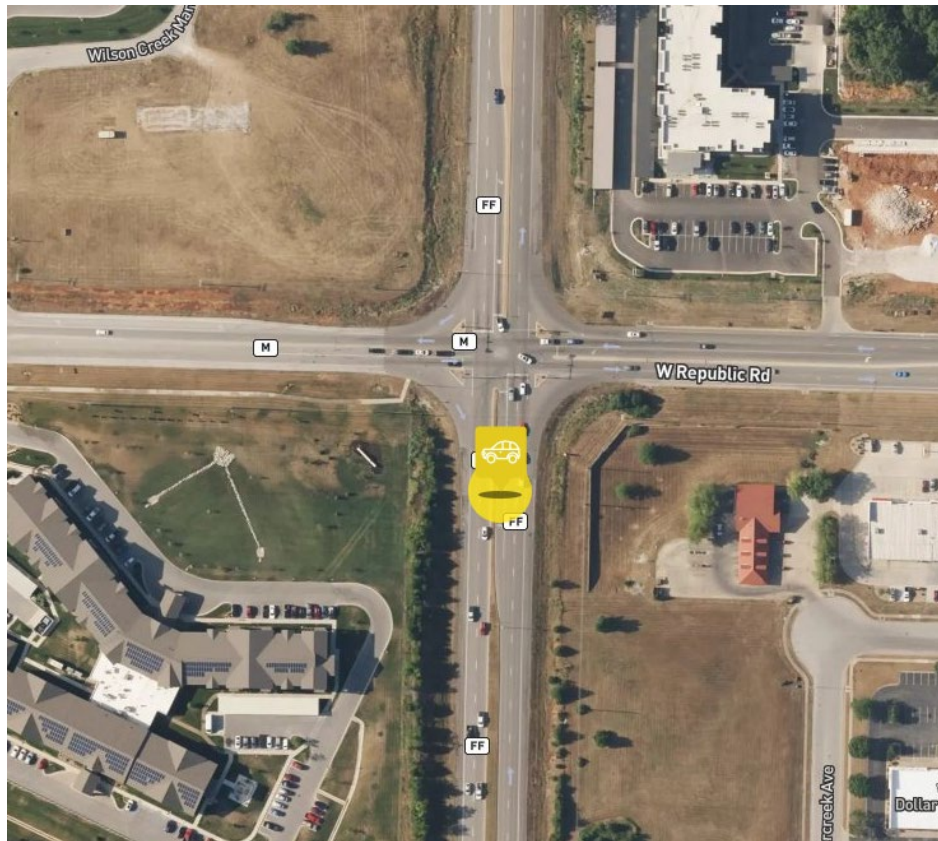
Contact Name: Jordan

Contact Email/Ph #: N/A

Comment:

This intersection needs improvements. Traffic tends to back up with turn lanes on both SB FF and WB Republic Road, and now that a barrier was put up to stop cars from using the shoulder as a turn lane, there tends to be occasional backups on NB FF. It doesn't help that half the cars that use the turn lane cross over on the solid white line, making turns semi-unpredictable.

Map



OTO Response: Unable to respond through the Map A Concern feature.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Ms. Leigh

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs member, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments. Thank you for your consideration and all you do for the safety and support of our communities

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Ms. Graddy

Contact Email/Ph #: [REDACTED]

Comment:

MoDOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs employee, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs. Visibility is terrible when turning west out of the Club.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Mr. Davis

Contact Email/Ph #: [REDACTED]

Comment:

I've been actively using the entrance/exit to/from Highland Springs at US 60 for 35 years. During that time we've experienced tremendous changes with the increase of traffic at the entrance and a similar increase in both East and West bound traffic on US 60. With that has come a corresponding increase in traffic accidents with no improvements to the traffic pattern. I would strongly encourage Highway Department to consider and provide a highway interchange for local access at FR 189 East of the existing entrance before the situation causes even more losses.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Ms. Taylor

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs resident, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments. The main entrance is heavily utilized and important for both convenience and safety reasons. Thank you!

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Kelsey

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs resident, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Mr. Waugh

Contact Email/Ph #: [REDACTED]

Comment:

MODOT and the Highway Commission should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and Route 125 in Rogersville. As a Highland Springs member, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Mr. Gerke

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs member, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/27/2026

Received through: MoDOT

Contact Name: Ms. Donaldson

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs member, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Walker

Contact Email/Ph #: [REDACTED]

Comment:

I am a Highland Springs resident and would like to encourage a new approach to the access to our subdivision from Hwy 60. The Ozarks Transportation Organization has a recommended change that would use Farm RD 189 as the new interchange location, I believe. I am supportive of this. I would also like to see an exit from Hwy 60 into Highland Springs remain available like we have now.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Zizzer

Contact Email/Ph #: [REDACTED]

Comment:

Hello, MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs member, I am advocating for a new intersection at Hwy 60 & Farm Rd 189 to improve safety and accessibility while maintaining access to Highland Springs and future developments. Pulling out to head toward the city of Springfield is a daily, death-defying matter! Thank you for your consideration.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Woodall

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs resident, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Clark

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs resident, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Garri

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs resident, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Luthy

Contact Email/Ph #: [REDACTED]

Comment:

As Highland Springs residents and parents of a new driver, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments. Thank you

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Woodall

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding safety and traffic-flow improvements along Highway 60 East between the Highway 60/65 interchange and Highway 125 in Rogersville. As a Highland Springs resident, I am advocating for the creation of a new intersection at Highway 60 and Farm Road 189. This intersection would improve safety and accessibility for residents, reduce traffic concerns, and provide a more direct connection to Highland Springs while preserving access for future residential and commercial development in the area.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Raidel

Contact Email/Ph #: [REDACTED]

Comment:

Highway 60 overpass for Highland Springs country club

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Woodall

Contact Email/Ph #: [REDACTED]

Comment:

[M]ODOT should consider funding safety and traffic flow improvements along Highway 60 East between the Highway 60/65 interchange and Highway 125 in Rogersville. As a Highland Springs resident, I am advocating for the creation of a new intersection at Highway 60 and Farm Road 189. This improvement would help increase safety, reduce traffic concerns, and provide better accessibility for residents in the area. It would also maintain direct access to Highland Springs while supporting future residential and commercial development along the Highway 60 corridor.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Ferguson

Contact Email/Ph #: conjohn3@gmail.com

Comment:

I think a stoplight is needed at W and 14 in Christian County.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Phelps

Contact Email/Ph #: [REDACTED]

Comment:

Respectfully requesting that MIDOT consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs resident, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments. The current intersection is dangerous and there are many existing and future households that need a safe and convenient way to enter and exit our neighborhood. Thank you!

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Woods

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 east between the 60/65 interchange and 125 in Rogersville. Advocating for a new intersection to be created at Hwy 60 and Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. McGhee

Contact Email/Ph #: [REDACTED]

Comment:

Voicing my concerns again about the intersection of 14 and Highway W. This is a very dangerous intersection especially around morning or 5pm. It is very hard to pull out of W and go West into Ozark due to the traffic from both ways and cars speeding. A light or roundabout would be the best solution. It is especially unsafe for new drivers heading to school.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Green

Contact Email/Ph #: [REDACTED]

Comment:

Highway W and 14 intersection in Ozark. This is such a dangerous intersection. There have been several wrecks recently with all the traffic in the area. There is an elementary school near the intersection. Which the busses don't use as it is dangerous. There has been one death as a result of the dangerous intersection. Please have this as a high priority to be fixed ASAP. Thank you!

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Romano

Contact Email/Ph #: [REDACTED]

Comment:

Hwy W in Christian County from Hwy 14 to its end by Red Bridge Road -- this is the main artery (about 6 miles long) for everyone who lives in this area. It could very much benefit from widening with space for a bike/pedestrian lane on one side (a simple painted lane would do), as it is currently quite narrow for a 55 mph hwy. Having that bicycle/pedestrian space would allow safer bicycle and pedestrian traffic all the way to the park at Chadwick (via Center Road or Red Bridge road).

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Marlin

Contact Email/Ph #: [REDACTED]

Comment:

Intersection on Hwy 60 and Highland Springs Entrance

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Armstrong

Contact Email/Ph #: [REDACTED]

Comment:

MODOT should consider funding for safety and traffic flow improvements on Highway 60 East between the 60/65 interchange and 125 in Rogersville. As a Highland Springs member, I am advocating for a new intersection to be created at Hwy 60 & Farm Road 189 to improve safety and accessibility, while maintaining direct access to Highland Springs and future developments.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Moore

Contact Email/Ph #: [REDACTED]

Comment:

Highway W and 14 need to be taken care of. Trying to turn left off of W onto 14 is very dangerous. Trying to go straight across 14 to get to East elementary school is dangerous as well. People have died at this intersection. A bus was in an accident at this intersection. With the school there this should be a high priority!

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Michel

Contact Email/Ph #: [REDACTED]

Comment:

I AM COMMENTING ON THE HIGHLAND SPRINGS COUNTRY CLUB ENTRANCE. I AM A RESIDENT/MEMBER HERE AT THE CLUB. WHY CAN'T WE HAVE A STOP LIGHT HERE? THERE ARE SEVERAL STOP LITES ON HWY 60 BETWEEN HERE AND AURORA. THEY HAVE A SIGN ON THE SIDE OF THE ROAD THAT SAYS "TRAFFIC LIGHT AHEAD AND IT WILL BLINK RED IF LIGHT IS TURNING. THE BIG TRUCKS WOULD HAVE PLENTY OF TIME TO BREAK AND START UP AGAIN

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Mr. Green

Contact Email/Ph #: [REDACTED]

Comment:

Highway 14 and W in Christian County needs intervention of some sort. This is an extremely dangerous intersection that sees a lot of early morning traffic. A roundabout would be perfect here.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 08/31/2026

Received through: MoDOT

Contact Name: Ms. Martens

Contact Email/Ph #: [REDACTED]

Comment:

We desperately need a stoplight at the intersection of Highway 14 and Highway W in approximately 1 mile east of the Apple market. There have been deaths and we do not need anymore. What is the price of a child? We are desperate for a stoplight. There must be a warning light west of the stoplight area perhaps a flashing red light when the light is red it is a very dangerous intersection. Please help us save lives

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 09/04/2026

Received through: MoDOT

Contact Name: Kelly

Contact Email/Ph #: [REDACTED]

Comment:

We desperately need some sort of traffic control at Hwy 14 & Hwy W in Christian County, it is VERY dangerous. A roundabout or traffic light. People have died and several accidents. Please help.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 09/04/2026

Received through: MoDOT

Contact Name: Mr. Fromme

Contact Email/Ph #: [REDACTED]

Comment:

I want safe access to Highland Spring Country club without affecting the golf course or the neighborhood.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: E Division/Hwy YY and Hwy 125/Peachtree Lane

City/County of concern: Greene County

Date received: 09/04/2026

Received through: Map-A-Concern (OTO website)

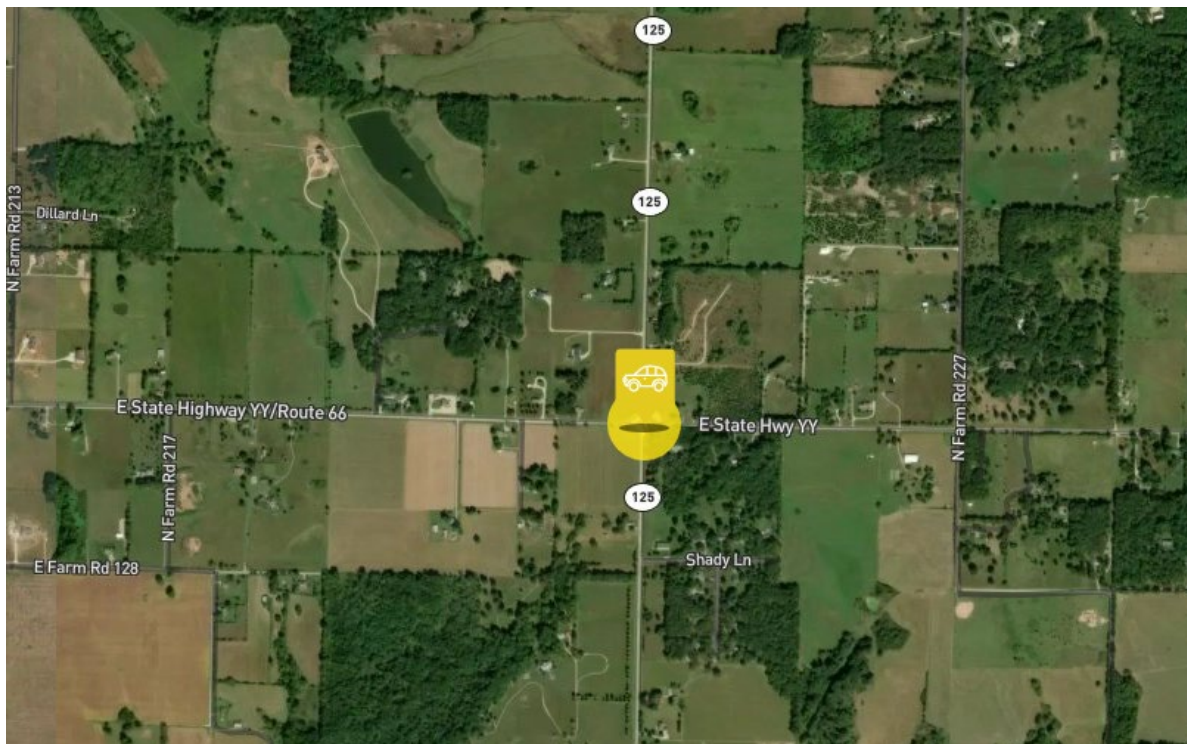
Contact Name: Coy Greenwood

Contact Email/Ph #: N/A

Comment:

Intersection has become increasingly busy with congestion. Speed of semi's is also a concern with current congestion and view ability

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Campbell and Mt. Vernon

City/County of concern: Springfield/Greene County

Date received: 09/08/2026

Received through: Map-A-Concern (OTO website)

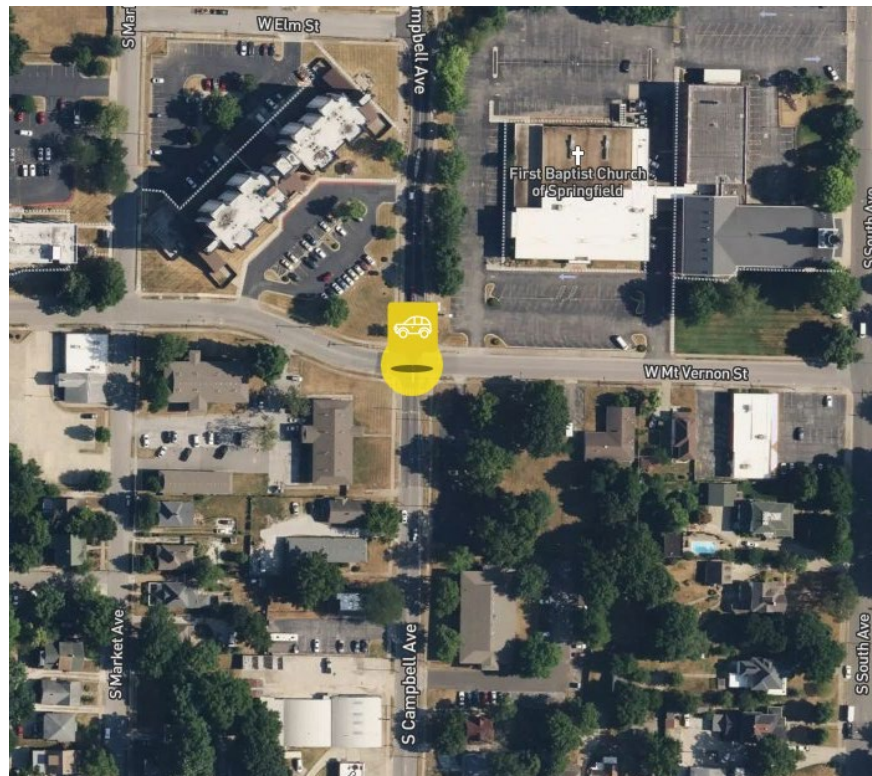
Contact Name: Oren Redus

Contact Email/Ph #: N/A

Comment:

I have witnessed two T-bone style crashes at this intersection. Drivers routinely speed northbound on Campbell and this intersection is just south of traffic calming features meant to address this issue. Crosswalks in that area are often used by folks in wheelchairs and mobility devices, and often traffic is still moving too quick to safely yield, and there's no telling if both lanes will yield. I would imagine a traffic signal or a stop sign for Campbell at this intersection would help.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Galloway Trail from Seminole to Sequiota Park

City/County of concern: Springfield/Greene County

Date received: 09/08/2026

Received through: Map-A-Concern (OTO website)

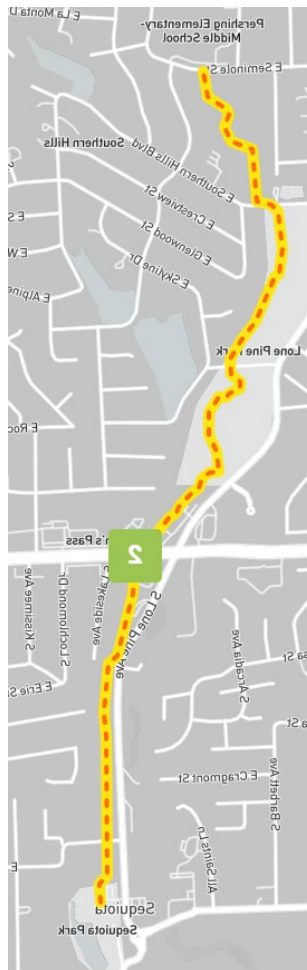
Contact Name: Oren Redus

Contact Email/Ph #: N/A

Comment:

This section of the Galloway Creek trail has considerable degradation of the asphalt surfaces, some large pits, especially near the edges. In many places the trail is also pushed up by tree roots.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Sidewalks – South side of Sunshine between Jefferson & National

City/County of concern: Springfield/Greene County

Date received: 09/08/2026

Received through: Map-A-Concern (OTO website)

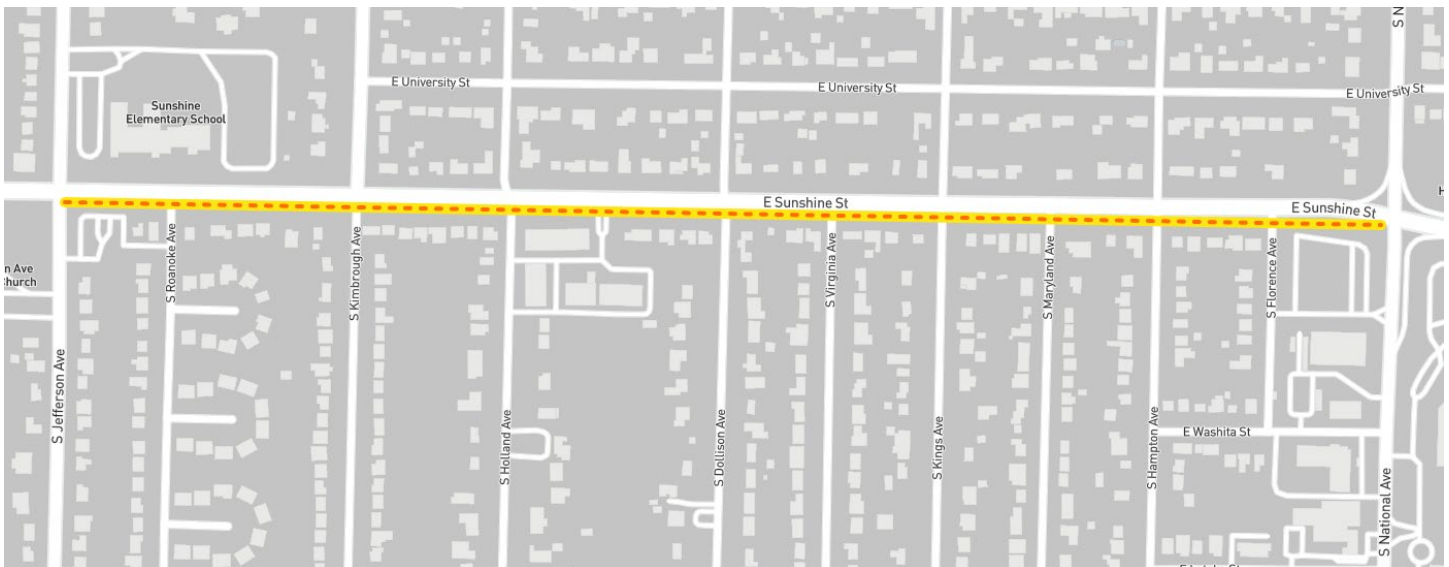
Contact Name: Oren Redus

Contact Email/Ph #: N/A

Comment:

Sidewalks on the south side of Sunshine in this corridor are narrow and have no buffer from the road and have a curb and grade change where it crosses most driveways, not very user friendly for anyone on wheels. Could be improved to promote connectivity with the Link and help make walking to Sunshine Elementary more viable for students.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Bike Lane/Wider Shoulder – W. Division St Bridge over I-44

City/County of concern: Springfield/Greene County

Date received: 09/08/2026

Received through: Map-A-Concern (OTO website)

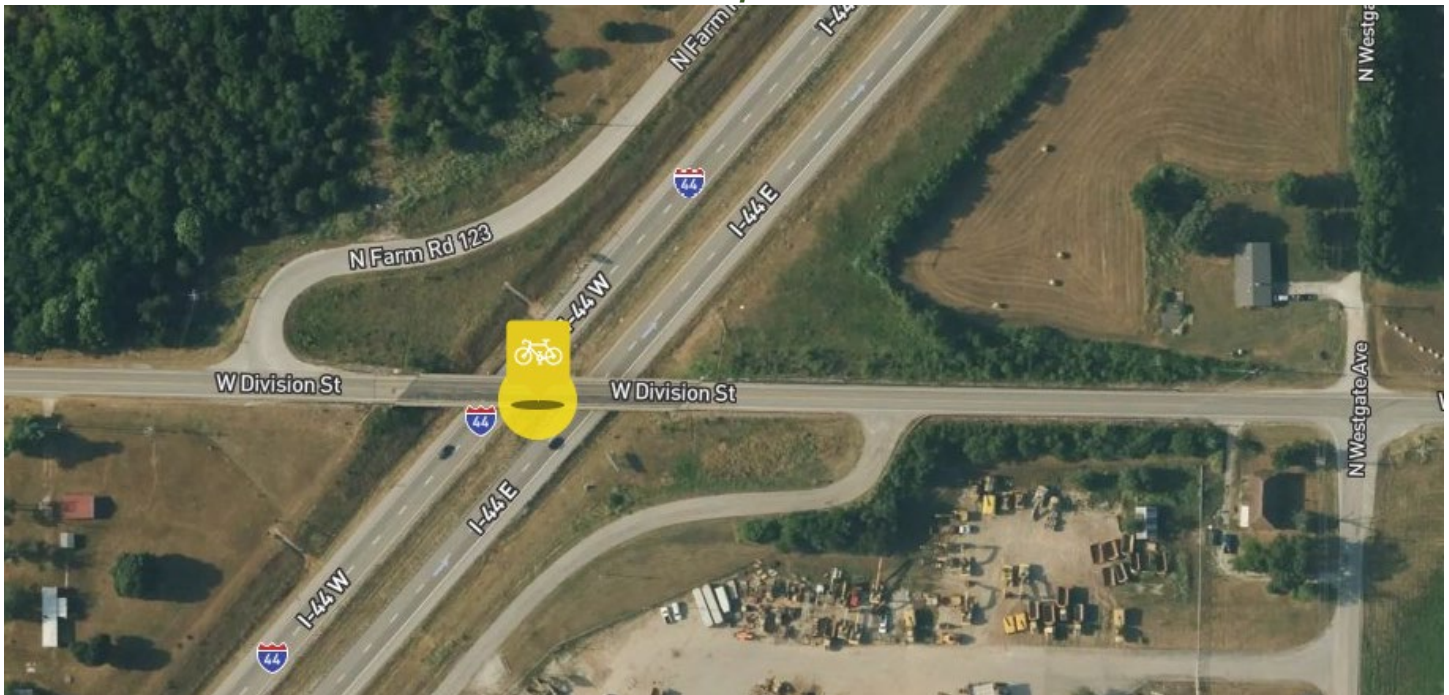
Contact Name: Oren Redus

Contact Email/Ph #: N/A

Comment:

This bridge allows me to bike from my home in the core of Springfield to the Frisco High-line trail, but also represents the most stressful part of the route. The visibility for riders on the bridge is low because a steep grade to the east, the bridge is fairly narrow, with very little shoulder and it is pitted and crumbling on the south side of the bridge. This could be an excellent connection between N. Westgate Ave and Farm Road 123 with a wider shoulder or even better, protected bike lanes

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 09/11/2026

Received through: MoDOT

Contact Name: [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Please consider funding a project to improve the safety and traffic flow of the Highland Springs entrance area. This area is extremely dangerous and I have personally seen numerous very close motor vehicle accidents at high rates of speed. Improvements of the traffic flow on Highway 60 east of the 60/65 intersection and before County Road 125 would be highly beneficial. Trucks go much more slowly up this hill and the surrounding congestion of cars passing at a much higher rate of speed and people entering/exiting at a standstill is extremely dangerous. A possible solution to this dangerous intersection would be creating an intersection at Farm Road 189 highway 60. Thank you for your consideration.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 09/11/2026

Received through: MoDOT

Contact Name: Unknown

Contact Email/Ph #: knc765s@gmail.com

Comment:

**EXTEND OZARKS TRAFFIC INTELLIGENT TRANSPORTATION SYSTEM FROM
SPRINGFIELD TO RTE. 125 IN ROGERSVILLE**

**Please consider doing side or access roads from highland springs east. The
intersections of HWY 60 E at Highland Springs/ fr rd 189/ 193/ 205 are so dangerous.
Traffic is increasing every day - please do what it takes to keep us safe on these roads.
Thank you**

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

**We value your input and will share your comment with our planning partner, Ozarks
Transportation Organization.**

**MoDOT and our planning partners will consider your comment as we work together to finalize
the list of high priority unfunded needs.**



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 09/11/2026

Received through: MoDOT

Contact Name: [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Extend Ozarks Traffic Intelligent Transportation System From Springfield to Rt 125. In the name of safe travel in and out of the neighborhood located off of Farm Rd 189 South of 60. Please consider outer rounds to J Highway and right turn lanes off of 60. Please no J turns. Tks Mark

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: MoDOT High Priority Unfunded Needs Comment

City/County of concern: Springfield/Greene County

Date received: 09/11/2026

Received through: MoDOT

Contact Name: [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Extend Ozarks Traffic Intelligent Transportation System From Springfield To Rte. 125 In Rogersville” Short Term Fix: To make it safer for everyone which includes mostly the businesses and residential area from Highland Springs to Hwy NN going east and west I feel an outer road system to the NN overpass is the best option for the next few years. Also working with Greene County P & Z to NOT approve any further business or residential developments until there is an overpass built at FR 189/193.
Thank you for your time.

MoDOT Response:

Thank you for submitting a comment on Missouri’s High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: Ozark Senior Center FTA 5310 Award

City/County of concern: OTO MPO Area

Date received: 09/21/2026

Received through: Email

Contact Name: Elise

Contact Email/Ph #: [REDACTED]

Comment:

I support the grant to Ozark Senior Center. The Center is a vital community resource!
THANKS!

■ Elise ■ [REDACTED]

Former OTO Director at Large

OTO Response:

Thank you for your support! At the September 17, 2026, Board of Directors meeting, the Board voted to approve awarding FTA 5310 funding to the Ozark Senior Center. Great news! Let us know if you have any questions. We appreciate you reaching out!



PUBLIC COMMENT



Area of concern: Ozark Senior Center FTA 5310 Award

City/County of concern: OTO MPO Area

Date received: 09/21/2026

Received through: Email

Contact Name: Elise

Contact Email/Ph #: [REDACTED]

Comment:

I support the grant to Ozark Senior Center. The Center is a vital community resource!
THANKS!

■ Elise ■ [REDACTED]

Former OTO Director at Large

OTO Response:

Thank you for your support! At the September 17, 2026, Board of Directors meeting, the Board voted to approve awarding FTA 5310 funding to the Ozark Senior Center. Great news! Let us know if you have any questions. We appreciate you reaching out!



PUBLIC COMMENT



Area of concern: SB US 65 at James River

City/County of concern: Springfield/Greene County

Date received: 09/19/2026

Received through: Map-A-Concern (OTO website)

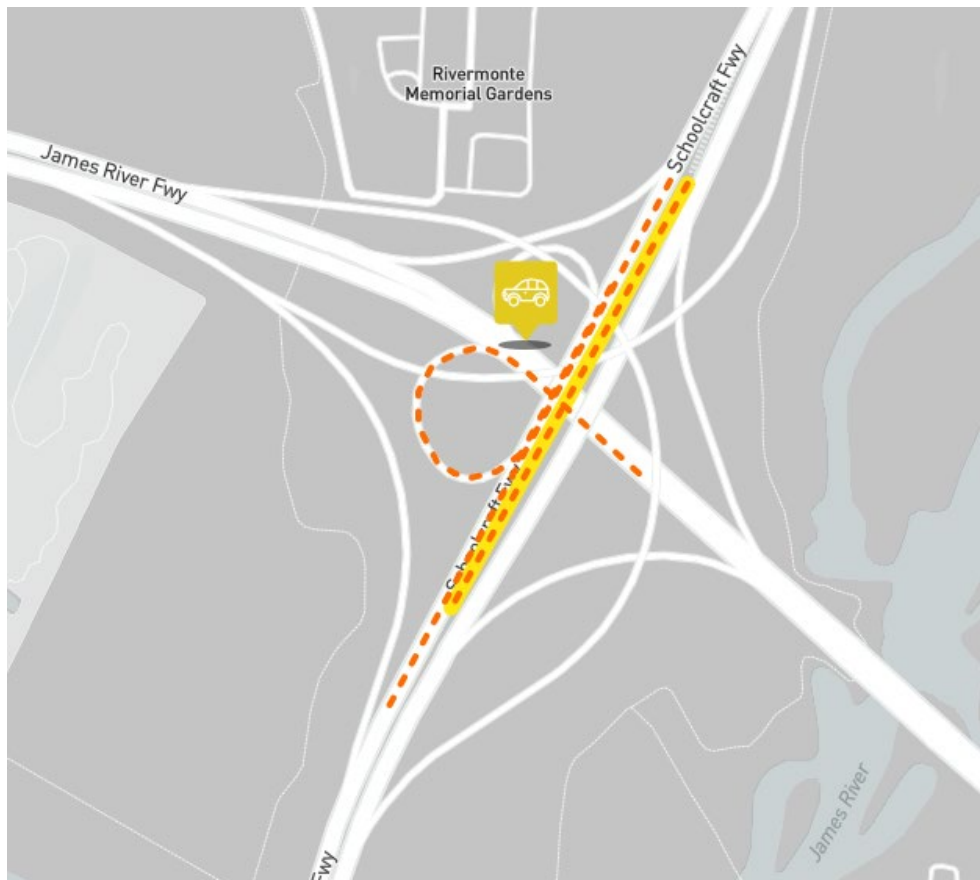
Contact Name: Jon Kleinow

Contact Email/Ph #: N/A

Comment:

Please complete the construction of mainline SB 65 lanes through this interchange, turning the existing SB 65 lanes into a collector/distributor road for the exit ramps. This will allow Branson-bound traffic to stay to the left, out of the way of local traffic exiting to and from US 60.

Map (highlighted yellow line)



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: SB US 65 at James River

City/County of concern: Springfield/Greene County

Date received: 09/18/2026

Received through: Map-A-Concern (OTO website)

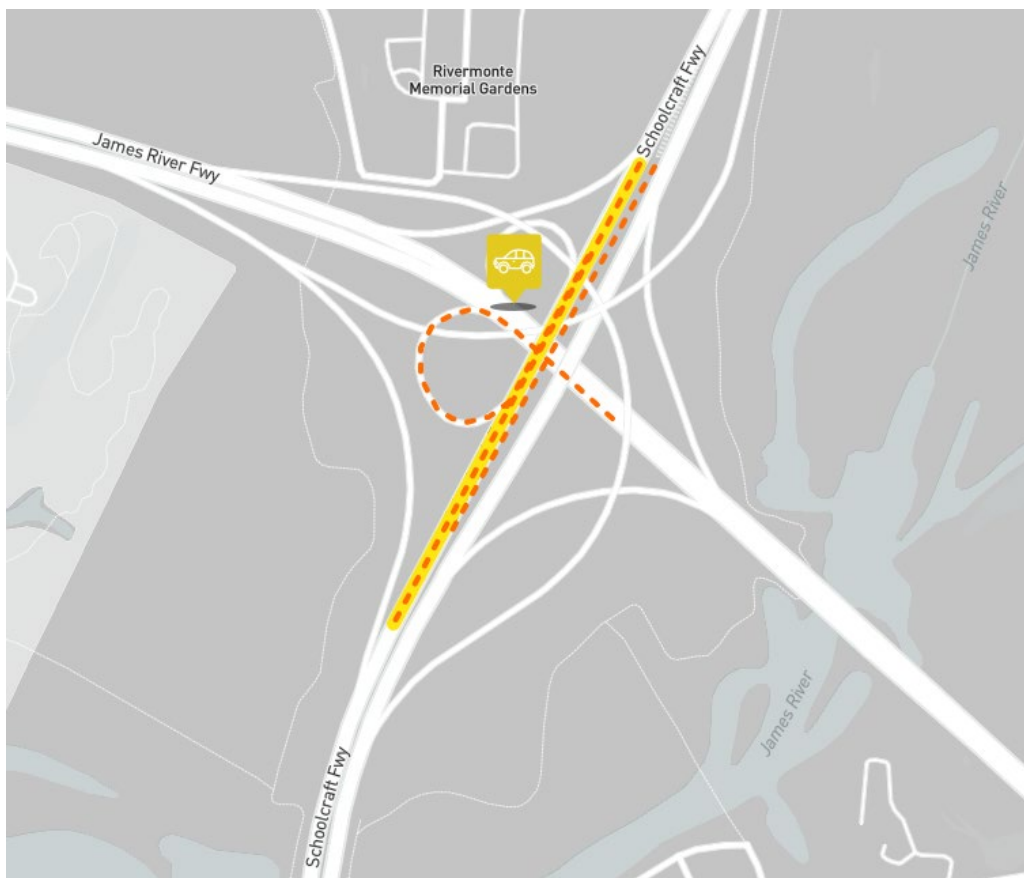
Contact Name: Nathan Wichern

Contact Email/Ph #: N/A

Comment:

This section really needs to have the 3rd lane finished to complete the flow. During peak hours southbound traffic backs up to Battlefield with drivers not getting over due to the right lane ending. Also exit ramps in this stretch need to be redesigned to help traffic flow.

Map (highlighted yellow line)



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: US 60 West to US 65 South

City/County of concern: Springfield/Greene County

Date received: 10/07/2026

Received through: Map-A-Concern (OTO website)

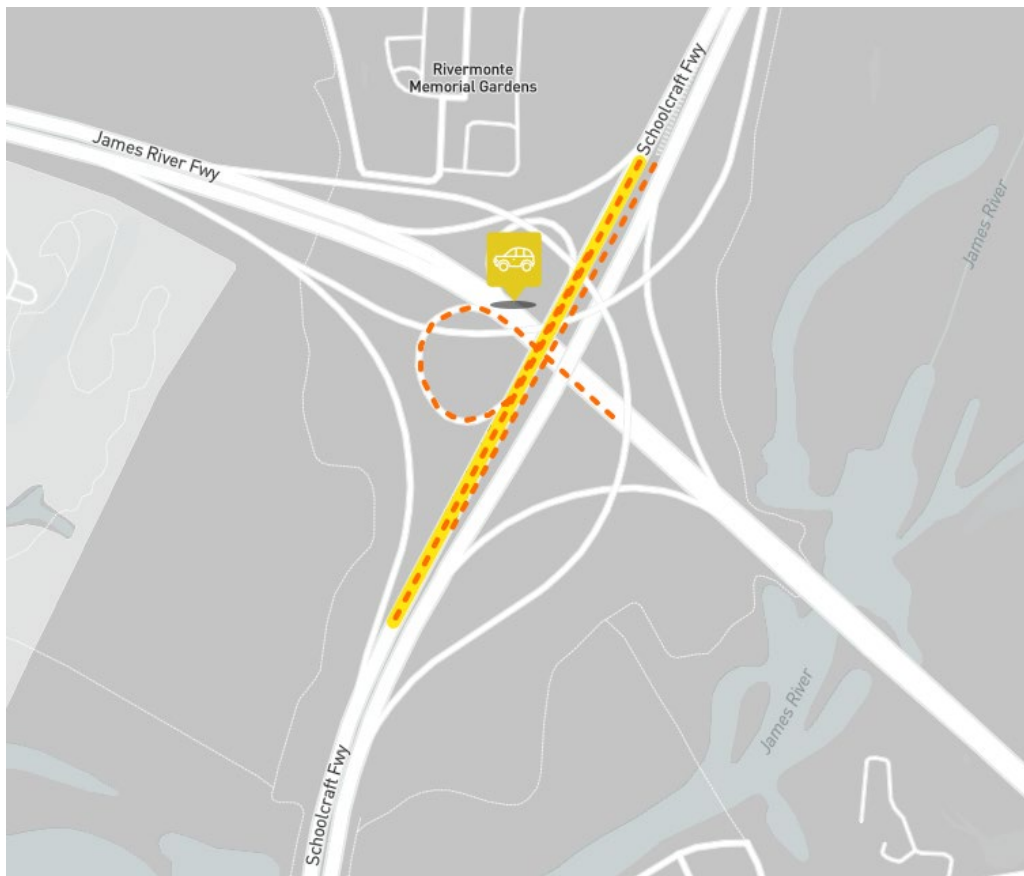
Contact Name: Ronald

Contact Email/Ph #: N/A

Comment:

Exiting 60W to 65S is difficult due to the volume of SB 65 traffic and speed. There are always conflicts with exiting 65S to 60E. Moving main 65S lanes east and across a new 65S bridge allowing a set of aux lane collectors across the existing 65S bridge would improve the weaving conflicts.

Map (highlighted yellow line)



OTO Response: Unable to respond through the Map-A-Concern feature

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 10/21/2026; ITEM I.I.

Federal Funds Obligation Status – September 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.

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. As of September 30, 2026 **OTO obligated 108.4% of the FY 2026** annual allocation. Thank you to everyone who has helped move projects forward.

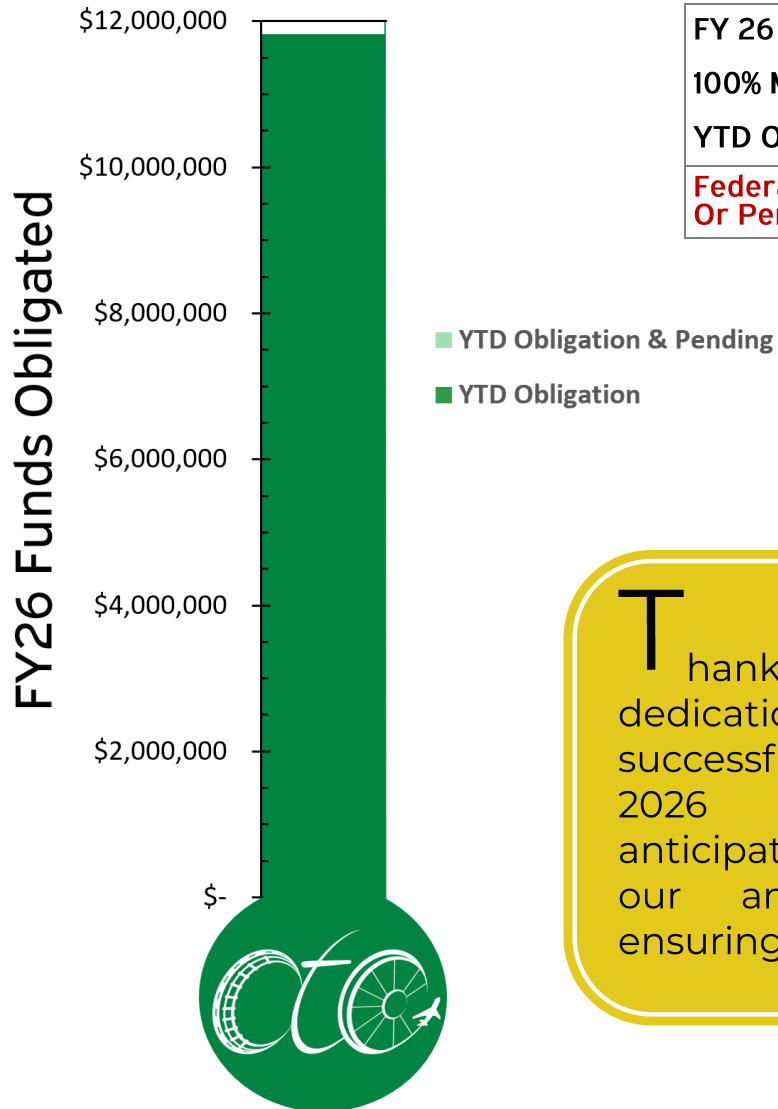
FOR FY 2027, THE OTO AREA MUST OBLIGATE ANOTHER \$10.9 MILLION BY SEPTEMBER 30, 2027 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. DUE TO PLANNED DEOBLIGATIONS FOR COMPLETED PROJECTS, IT IS IMPERATIVE FOR PROJECTS TO MEET OBLIGATION DEADLINES.

Staff has developed a status report which documents Federal FY 2026 obligations to date, as well as projected obligations for the 2027 fiscal year.

BOARD OF DIRECTORS ACTION REQUESTED:

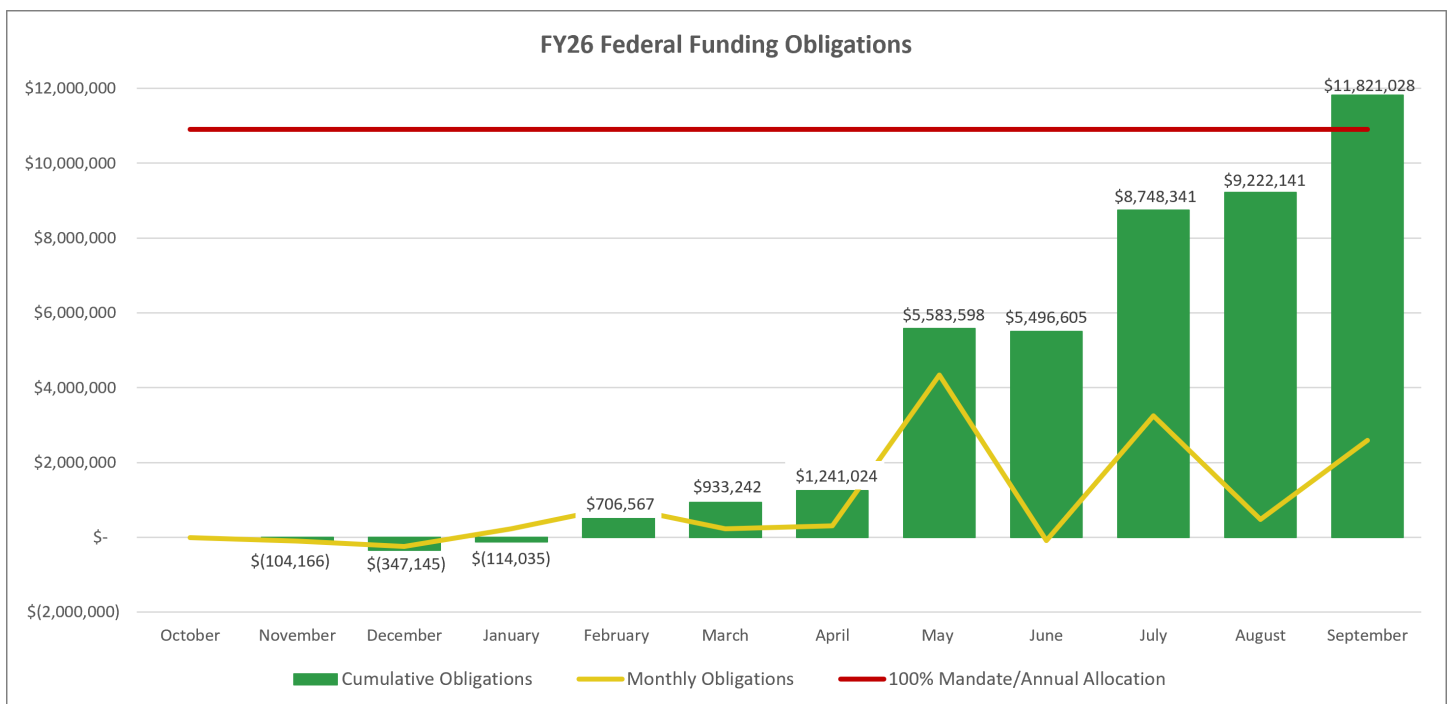
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

FY 2026 Project Tracking



FY 26 Beginning Balance	\$13,329,147
100% Mandate/Annual Allocation	\$10,907,804
YTD Obligations & Pending	\$11,821,028
Federal FY26 Percent Obligated Or Pending Obligation	108.4%

Thank you to everyone for your dedication to helping the OTO region successfully meet its Federal Fiscal Year 2026 obligation mandate. We anticipate ending FY25 with 108.2% of our annual allocation obligated, ensuring that no federal funds are lost.



OBLIGATIONS

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)
EN2610 Hines Street Ped Project	Republic	(164,836.22)	(8,995,458.81)
9901864 Finley River Trail Ext. Change Order	Ozark - CRP	(6,623.36)	(9,002,082.17)
9901875 Chadwick Flyer Jackson Connector	Ozark - CRP	(220,060.52)	(9,222,142.69)
5901845 Kansas Ave ROW	Springfield - STBGU	(400,000.00)	(9,622,142.69)
0442344 I-44 Kansas to Glenstone	MoDOT	(274,132.81)	(9,896,275.50)
0442344 I-44 Kansas to Glenstone	MoDOT-TAP	(9,947.46)	(9,906,222.96)
5931804 Wilson's Creek Republic Rd Trail	OTO - CRP	(422,783.50)	(10,329,006.46)
9901887 Area wide School Flashing Beacons	OTO - CRP	(36,000.00)	(10,365,006.46)
5901848 Flashing Beacon Equipment	Springfield	(545,608.00)	(10,910,614.46)
5901834 Posenke Gap	Ozark Greenways - TAP	(6,695.00)	(10,917,309.46)
5901839 South Creek at Glenstone	Springfield	(11,730.30)	(10,929,039.76)
9901878 Finley River Western Exp Ph 1	Ozark - TAP	(891,990.31)	(11,821,030.07)

OBLIGATIONS

FY 2027 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
EXPECTED DEOBLIGATIONS			
S605602 Kansas Ext.	Greene County	3,066,593.12	3,066,593.12
9900905 22nd St. Bid Adjustment	Ozark	393,632.18	3,460,225.30
5901838 MLK Bridge Rehab Bid Adjustment	Springfield	458,352.61	3,918,577.91
5916804 Grant Bridge Rehab Bid Adjustment	Springfield	1,249,880.38	5,168,458.29
9901839 South Creek Glenstone Xing	Springfield - CRP	46,982.88	5,215,441.17
5901830 South Creek Fremont to Glen.	Springfield - CRP	177,851.69	5,393,292.86
PLANNED CRITICAL OBLIGATIONS			
CC2504 - Tracker/Nicholas ROW/CON	Christian County	(944,000.00)	4,449,292.86
S604083 South Sidewalks 6th-14th	MoDOT - TAP/STBG	(306,359.00)	4,142,933.86
S605047 Weaver Road Improvements	MoDOT	(1,712,640.00)	2,430,293.86
OT1901 (UPWP FY 2028)	OTO	(295,491.00)	2,134,802.86
5936804 Ward Branch National to Fremont	OTO - CRP	(397,348.00)	1,737,454.86
5901834 Posenke Gap	Ozark Greenways - TAP	(672,253.60)	1,065,201.26
6900815 Hines & ZZ ROW	Republic	(80,000.00)	985,201.26
5901840 Grand St. Trail Phase 1	Springfield - TAP	(1,003,474.00)	(18,272.74)
5900853 Main Bridge over Jordan CON	Springfield	(3,200,000.00)	(3,218,272.74)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(3,318,272.74)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(4,062,032.74)
FY 2028 TMC Staff	Springfield	(600,000.00)	(4,662,032.74)
SP2612 Fremont ROW	Springfield	(880,000.00)	(5,542,032.74)
POTENTIAL DEOBLIGATIONS			
9901883 Nixa North Street	Nixa	89,553.09	(5,452,479.65)
00FY824 OTO Operations/Planning	OTO	143,071.16	(5,309,408.49)
9901837 CFT Phase 2	Ozark - STBG as TAP	7,428.58	(5,301,979.91)
5901810 Republic Road 5-Lanes	Springfield	80,456.10	(5,221,523.81)
5916808 SGF ADA Sun., Nat'l, B.field	Springfield	915.20	(5,220,608.61)
5901827 Smith Park	Springfield - TAP	23,700.00	(5,196,908.61)
5901826 Le Compte	Springfield - TAP	10,838.28	(5,186,070.33)
5901829 Mt. Vernon/Miller Sidewalk	Springfield - TAP	3,647.47	(5,182,422.86)
POTENTIAL OR AT-RISK TO OBLIGATE			
5901844 FY26 Resurfacing Supp.	Springfield	(384,856.00)	(384,856.00)

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 10/21/2026; ITEM II.A.

Next Stop 2050, OTO Long Range Transportation Plan Adoption

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Next Stop 2050 is the five-year update to the Ozarks Transportation Organization's Long Range Transportation Plan (LRTP). Federal transportation planning requirements call for OTO to maintain a long-range plan addressing the region's transportation needs and priorities over at least a 20-year planning horizon. The current plan, Destination 2045, was adopted in September 2021.

Development of Next Stop 2050 began with regional visioning, review of local comprehensive plans and transportation recommendations, updated financial projections, and public engagement through a survey and community events. OTO also worked with member jurisdictions through the Technical Planning Committee to identify transportation needs, update project priorities, refine project evaluation criteria, and determine the timing of future investments.

The update builds on implementation of Destination 2045 and planning completed since its adoption, including Destination Safe Streets, transit planning through ConnectSGF, the Congestion Management Process, regional trail and sidewalk analyses, and other ongoing planning and performance-monitoring efforts. These efforts provided updated information on safety, accessibility, system performance, multimodal connectivity, and regional transportation needs.

Next Stop 2050 establishes the region's transportation goals and policies through 2050 and includes strategies to guide OTO's work during the next five years. The plan also identifies and prioritizes transportation projects and programs, incorporates updated financial projections, and establishes a fiscally constrained investment plan based on the funding reasonably expected to be available through 2050.

Projected Revenue and Prior Year Funding

Roadway, Bicycle/Pedestrian, ITS, Operations and Maintenance	\$2,505,708,506
Transit	\$495,194,870

Fiscally Constrained Investments (Inflated)

Non-Transit	\$2,453,787,537
Transit	\$493,134,946

Illustrative Projects (Unfunded)

Regional economic development priorities without identified funding.....	\$95,000,000
--	--------------

Unconstrained Projects (Uninflated)

Non-Transit	\$832,168,722
Transit	\$533,834,920

Important Plan Updates

In addition to the fiscally constrained investment plan, Next Stop 2050 includes several updates to regional transportation planning policies and implementation priorities:

- Major Thoroughfare Plan and Design Standards – Updates to the regional roadway network include the addition of a State Primary Arterial classification, with corresponding design standards requiring additional right-of-way.
- Regional Trail, Bicycle, and Pedestrian Maps – Updated maps identifying existing and planned facilities, regional connections, and opportunities to improve multimodal connectivity.
- Action Plan and Associated Strategies – An updated five-year action plan and associated strategies to guide OTO's implementation efforts, coordination with member jurisdictions, and monitoring of progress toward regional transportation goals.

Projects included in the Transportation Improvement Program must be consistent with the adopted LRTP and its fiscally constrained financial plan. The constrained project list therefore establishes the projects and investments that can advance toward programming based on currently anticipated revenues. The Vision and unconstrained lists preserve additional regional priorities and needs for consideration if new funding becomes available. Please note the illustrative and unconstrained lists represent approximately \$1 billion in unfunded needs over the next 24 years.

Throughout development of Next Stop 2050, the Technical Planning Committee has reviewed major elements of the plan, including regional needs, project submissions, prioritization criteria, financial assumptions, fiscal constraint, and implementation strategies.

Public comment will run from October 20 to November 18, 2026. Comments received during the public comment period will be reviewed and incorporated as appropriate prior to consideration by the Board of Directors.

The document can be viewed online at <https://www.ozarkstransportation.org/what-we-do/next-stop-2050>.

NEXT STOP 2050 COMMITTEE ACTION TAKEN:

At its scheduled meeting on September 29, 2026, the planning committee for *Next Stop 2050* unanimously recommended that the Technical Planning Committee recommend approval of *Next Stop 2050* by the Board of Directors.

Since that meeting, comments received from MoDOT and USDOT have been incorporated into the draft, along with the results of the fiscally constrained project list travel demand model scenario.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the Board of Directors adopt *Next Stop 2050* subject to consideration of comments received during the public comment period.”

OR

“Move to recommend the following changes be incorporated before adoption of *Next Stop 2050* by the Board of Directors...”

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 10/21/2026; ITEM II.B.

Amendment Number Two 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 Two to the FY 2027-2030 Transportation Improvement Program.

1. ***New*** Kearney and National Intersection (SP2707)
MoDOT has requested to add a project for scoping improvements to the Kearney and National intersection for a total programmed amount of \$80,000.

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 2 to the FY 2027-2030 Transportation Improvement Program.”

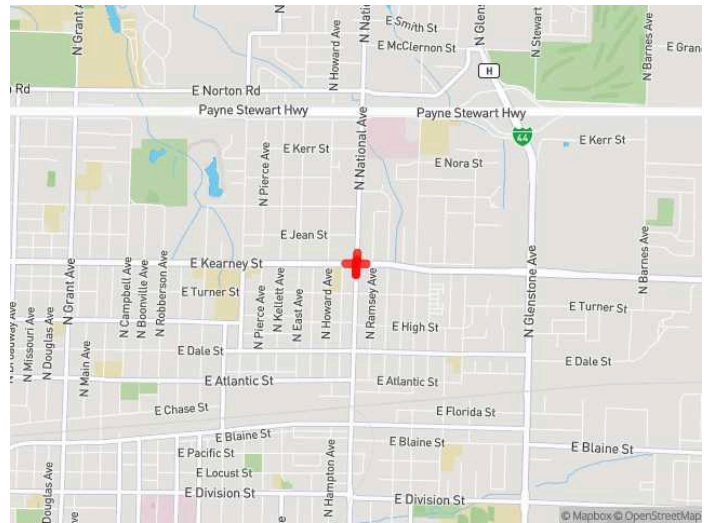
OR

“Move to recommend the Board of Directors approve Amendment 2 to the FY 2027-2030 Transportation Improvement Program, with these changes...”

SP2707-27A2 - KEARNEY AND NATIONAL INTERSECTION

Scoping for intersection improvements at Kearney Street and National Avenue in Springfield.

Plan Revision:	27A2
Section:	Sponsored by MoDOT
Project Type:	Scoping
Lead Agency:	MoDOT
County:	Greene County
Municipality:	Springfield
Status:	In Progress
Total Cost:	\$80,000
MoDoT ID:	SU0552
Federal ID:	-
Project From:	National Ave.
Project To:	National Ave.
Project Considerations:	-
Funding Source Notes:	Non-Federal Funding Source: State Transportation Revenues



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Engineering	MoDOT	\$0	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$16,000
Engineering	STBG (FHWA)	\$0	\$16,000	\$16,000	\$16,000	\$16,000	\$0	\$64,000
Total Engineering		\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$80,000
Total Programmed		\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$80,000

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)	\$51,200	\$1,532,800	\$19,200	\$19,200
STBG-U (FHWA)	\$19,351,362	\$4,504,291	\$922,266	\$949,779
TAP (FHWA)	\$843,116	\$0	\$0	\$0
Federal Subtotal	\$62,211,526	\$38,776,891	\$46,923,901	\$37,360,079
STATE				
MoDOT	\$15,658,966	\$10,087,200	\$10,689,000	\$9,453,900
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	\$49,110,825	\$23,453,407	\$21,698,185	\$17,497,976
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	\$122,464,162	\$64,067,371	\$71,303,562	\$55,107,500

	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	\$17,773,778	\$21,740,270	\$22,592,086	--
Programmed State and Federal Funding		(\$122,464,162)	(\$64,067,371)	(\$71,303,562)	(\$55,107,500)	(\$312,942,595)
TOTAL REMAINING	\$60,692,177	\$17,773,778	\$21,740,270	\$22,592,086	\$33,386,499	\$33,386,499

TAB 6

DEER SEASON BRINGS SAFETY WARNING FOR MISSOURI MOTORISTS

by Mathew Pilger | Oct 9, 2026



Deer/hay bales (Photo permission granted by MoDOT)

Deer are becoming more active across Missouri, prompting transportation officials to remind drivers to stay alert as the state enters the peak season for deer-related crashes.

More than 2,800 crashes involving deer were reported in Missouri last year, resulting in six deaths and hundreds of injuries.

Missouri Department of Transportation Management Systems Director Michael Middleton said the problem puts Missouri among the states with a significant number of deer-vehicle crashes.

“Six last year, and Missouri as a state, when we kind of compare against other state DOTs, we’re about 15th in the nation on these deer-vehicle collisions,” Middleton said.

October and November are typically the busiest months for deer movement. Middleton said drivers should pay particular attention around sunrise and sunset.

“Particularly anywhere from 6 to 7 a.m. in the morning, our morning commute, again, with that sun kind of coming up, and then also that evening time,” Middleton said. “So those just really make a lot of potentiality, you know, when we see those animal movements.”

While deer create the greatest concern because of their size, Middleton said Missouri motorists can encounter plenty of other wildlife.

“I tell you what, you drive around and this can be quite the array of wild animals, armadillos to raccoons to possums, but it tends to mainly be these deer, these larger animals that really start creating these bigger issues and particularly for drivers,” Middleton said.

MoDOT recommends slowing down, avoiding distractions and watching for additional deer if one crosses the road. Drivers are also advised not to swerve to avoid an animal because losing control can result in a more serious crash.

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NEVER MISS A POST!

Podcast: How MoDOT Cut Wildlife Vehicle Crashes

October 9, 2026



On the [latest episode](#) of The Stream by AASHTO podcast, Caleb Knerr and Tayler MacDonald – both senior environmental specialists with the Missouri Department of Transportation – discuss how their agency is using tracking technology to reduce wildlife-vehicle collisions (WVCs) on state roadways.

[Above image by AASHTO]

The Stream by AASHTO podcast is part of the AASHTO Environmental Management technical service program operated by the American Association of State Highway and Transportation Officials. It explores a wide array of environmental topics that affect state DOTs and the infrastructure programs they oversee.

During this podcast episode, Knerr and MacDonald discussed MoDOT's ongoing use of technology to track wildlife sightings, including the Roadkill Observation and Data System or "ROaDS" mobile phone application. That app allows motorists to identify and place wildlife presence along highways. They also shared findings from a 2021 MoDOT pilot program designed by the agency to identify WVC hotspots across the state and how to reduce them.

[Editor's note: [In 2022](#), the Utah Department of Transportation – in partnership with the Utah Division of Wildlife Resources – introduced a similar free mobile app, “[The Roadkill Reporter](#),” to make it easier for motorists to report the location and description of any dead animals on or near roads for removal.]

According to a [recent MoDOT study](#), from 2019 to 2023, Missouri suffered 17,609 WVCs with 8 percent to 10 percent of them resulting in an injury or fatality. The state also ranked 17th in the nation for WVCs in both 2024 and 2025, according to the agency's research, with the cost of those WVCs totaling \$230 million.

To listen to the entire podcast episode, [click here](#).

Letter To The Editor: Transit funding must remain a priority

BY: KIMBERLY CELLA

Posted online October 9, 2026 | 2:57 pm

As Gov. Mike Kehoe and his administration begin developing Missouri's next state budget, now is the time for transit riders, business leaders and advocates to speak up about the importance of public transportation funding.

Public transit does more than move people from point A to point B. It connects Missourians to jobs, education, health care and other essential services while supporting economic growth in communities across the state.

Over the past two years, state investment in transit operations has declined significantly amid budget challenges. This year, transit investment took a 37% reduction over the prior year. Recently, the Missouri Highway and Transportation Commission approved a request for \$9 million in state transit assistance for Fiscal Year 2028, including \$5 million in general revenue and additional State Transportation Fund support. While encouraging, much of that funding still requires approval through the state budget process.

The decisions made in the coming months will help determine whether transit providers can continue delivering reliable service to the Missourians who depend on it every day.

As budget discussions begin this October, we encourage Missourians to contact the Governor's Office and share why transit matters in their communities. Early engagement can make a meaningful difference.

—Kimberly Cella, Executive Director of the Missouri Public Transit Association and CEO of Citizens for Modern Transit, St. Louis

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If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Trump’s Transportation Secretary Sean P. Duffy Delivers \$200 Million Truck Parking Expansion Across the Country in Major Win For American Truckers

Wednesday, October 14, 2026



MAKING AMERICAN
ROADS SAFE AGAIN

DELIVERED BY PRESIDENT TRUMP AND SECRETARY DUFFY

Funds will cover 14 expansion projects across 12 states to tackle truckers’ #1 problem when hauling critical cargo

WASHINGTON, D.C. – U.S. Transportation Secretary Sean P. Duffy today announced a \$200 million investment to expand truck parking in 12 states through the Department’s [Nationally Significant Multimodal Freight & Highway Projects \(INFRA\)](#) program. These investments will expand public parking for hardworking truckers along America's most critical freight corridors and help reduce fatigue-related accidents, improve supply chain efficiency, and deliver significant savings.

Reminder: 40% of truckers spend over an hour a day searching for parking—costing our national economy billions in wasted time. Limited safe, public commercial vehicle parking is also a safety issue – forcing truckers to park in harm's way.

*“American truckers are finally getting the attention and support they deserve thanks to President Trump,” said **U.S. Transportation Secretary Sean P. Duffy**. “These patriotic men and women work hard to ensure our store shelves are stocked, our gas stations are fueled, and our packages are delivered. They shouldn’t have to spend over an hour looking for a safe place to rest at the end of the day. This nationwide investment will make America’s truckers safer, enhance our supply chains, and reduce freight costs.”*

The investments are going toward 14 truck parking projects in 12 states, including:

- **\$11.95 million to the Georgia Ports Authority** to build the Port of Savannah Commercial Motor Vehicle Parking Area adjacent to Georgia State Route 21 in Garden City, Georgia. This facility will have approximately 275 commercial vehicle spaces.
- **\$24.5 million to the Iowa Department of Transportation** to expand and modernize commercial motor vehicle parking at six public rest areas along I-80 in Mitchellville, Wilton, Victor, Minden, and Underwood.
- **\$6 million to the North Carolina State Ports Authority** to construct approximately 140 dedicated commercial motor vehicle parking spaces and approximately 50 container staging positions at the Port of Wilmington in New Hanover County, North Carolina.
- **\$5 million to the City of Fort Worth** to construct approximately 100 new commercial motor vehicle parking spaces at the Pilot Travel Center in Fort Worth, Texas, along I-35.
- **\$9 million to Cameron County, Texas**, to reconstruct approximately 0.35 miles of Rio Grande Avenue to provide access to a new public commercial motor vehicle parking facility near the Los Indios Port of Entry that will include approximately 305 dedicated truck parking spaces.
- **\$15 million to the Wisconsin Department of Transportation** to expand commercial motor vehicle parking by approximately 106 spaces between two safety rest areas along a rural area of I-41 in Dodge County, Wisconsin.’

*“Truck parking is one of the most persistent challenges faced by American truckers today, and under President Trump and Secretary Duffy, we’re tackling it head on,” said **Federal Motor Carrier Administrator Derek D. Barrs**. “This investment will deliver hundreds of new spots across the country, helping hardworking truck drivers get the rest they need and reducing dangerous roadside parking on some of America’s most important corridors.”*

These investments were made via the [INFRA](#) program, which bolsters America’s supply chains and improves road safety for families by building highways, bridges, and port infrastructure nationwide.

See the full list of awards [HERE](#).

Additional Information:

The Trump Administration has [delivered](#) historic wins for the American trucker in its effort to make American roads safe again. Since April 2025, USDOT has invested more than \$300 million in truck parking grants.

In July 2026, the Administration [delivered](#) an additional \$62 million to address the truck parking shortage in Kentucky, Wyoming, Louisiana, Mississippi, and Illinois via the Better Utilizing Investments to Leverage Development (BUILD) grant program.

###



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FHWA Distributes FY27 Funding Under Stopgap CR

FHWA Distributes FY27 Funding Under Stopgap CR

OCTOBER 9, 2026 | JEFF DAVIS

The Federal Highway Administration has provided state DOTs with their pro-rated highway funding for fiscal year 2027 under the two-and-a-half-month surface transportation extension enacted as part of the fiscal 2027 continuing appropriations measure.

FHWA on October 1 issued Notice [N4510.916](#), formally apportioning \$11.21 billion in highway contract authority to

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the 50 states and the District of Columbia. Each amount is 72/365ths of the amount provided by the Infrastructure Investment and Jobs Act for fiscal year 2026.

Alongside the main notice came [N4510.917](#), reducing the \$126.0 million in NHPP contract authority that is exempt from obligation limitation by \$7.2 million to administer budget sequestration, and [N4510.918](#), distributing an additional \$130.4 million in contract authority that has been “lopped off” from allocated programs in excess of the applied obligation limitation, so the excess contract authority is redistributed to states for formula use.

The contract authority apportionment notice was accompanied by [N4520.797](#), the notice of distribution of the accompanying obligation limitation on highway contract authority. An overall limitation of \$12.36 billion covers the entire FHWA (except emergency relief and the little bit of the NHPP program outside the limit).

After allocated set-asides and penalties, \$9.4 billion in obligation limitation is distributed to the 50 states and D.C. so they can continue to obligate their balances of old and new contract authority.

However, the obligation limitation notice does tell us some other useful things because it has the updated safety penalty distribution. This year, Rhode Island has dropped off the list of states penalized for having too many poor condition bridges on the National Highway System. (Illinois, Massachusetts, New York, West Virginia, and Puerto Rico remain on the penalty list.)

And the notice indicates that no state triggered the minimum good condition of Interstate pavement penalty this year (only Puerto Rico did so). Hawaii and Washington State triggered the penalty in 2026.

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HAPPENING ON THE HILL

SEPTEMBER 14, 2026

**Capitol Hill Events –
Week of
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JULY 24, 2026

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

APRIL 23, 2026

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



> [Articles](#) > [Week of September 28, 2026](#) >

Proposed Changes to Census Will Impact Transportation Funding and Analysis

Proposed Changes to Census Will Impact Transportation Funding and Analysis

Funding & Finance

People & The Environment

OCTOBER 2, 2026 | GRACE TRUSLOW

Census counts are imperative for determining representation in the U.S. House of Representatives, shaping the allocation of federal and state funding, and providing researchers and governments with vital information to best serve their communities. Census data is utilized by transportation agencies as benchmark data about communities they are

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serving, along with providing key information for origin-destination data. Decennial census data also provides transportation agencies with relatively low cost and effort access to information about small areas within their jurisdictions.

In September, the Trump Administration announced proposed rule changes to the collection of data for the 2030 Census. The proposed changes will impact who is counted, where they are counted, and what demographic information is collected about those who are counted. This will potentially change the demographic information that transportation agencies can access through the Census and will also potentially change where and who is counted in the Census, shifting the allocation of transportation dollars.

Since 1790, the Census has collected information on race and ethnicity. Under the proposed changes, questions about race and ethnicity will be barred along with questions about sexual orientation (although these have not traditionally been collected). The Census will make demographic questions other than sex, age, and household relationships explicitly optional. The proposed rulemaking cites the aim of having less questions to increase response rates and a desire to make it more difficult to individually identify people from Census data. This also comes as the Census Bureau has moved away from statistical methods that add noise to data to protect individualized information from becoming recoverable in small population groups.

At the same time, the proposed rulemaking opens up the potential for a question about legal citizenship. Advocates have raised concerns that this question will discourage responses.

Demographic information will continue to be collected for the American Community Survey. Census data provides a baseline for additional data collection, so while its removal

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SEPTEMBER 14, 2026

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**Capitol Hill Events –
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will not completely remove demographic data, it will make it more difficult to obtain. For transportation planners, demographic information is important to assess the disparate impact of potential projects. While the Trump Administration has moved away from the consideration of impacts on marginalized populations in discretionary grants and disparate impact considerations, this does not mean that future administrations or state and local level officials will not want to consider these impacts or have access to this data.

In addition to changes in the demographic information that is collected, the proposed rule aims to change where people are counted. The location determinations will be based upon primary residence from January 3 through April 1 and will be cross referenced with tax records. For populations with mobile residences throughout the year such as college students and individuals and families that “winter” and “summer” in differing locations, the use of tax records may not be a simple verification process for where they are spending the majority of their time. However, the proposed rule believes that asking for a response based on the new time period will result in more accurate data and that the Bureau has enough data to cross reference responses.

Additionally, the proposed Census rule looks to remove non-citizens who live in the country from the count, including international students, undocumented immigrants, and temporary visa holders. The Census change will not include these individuals as in the population count, but these populations will continue to utilize public infrastructure, and transportation agencies may need to seek out alternative information about total population for planning purposes.

Undercounts or shifts in population count locations will shift the amount of funding that states and localities receive for transportation initiatives, including funding for the Community Development Block Grants and formula-based funding. Transportation agencies with high percentages of

mobile populations and non-citizens will need to contend with these potential changes for both their data analysis and funding.

The public comment period for the Census rule change is open until October 13th. Thus far, the agency has received over 17 thousand comments which have been anonymized. Within the comments, there are 4,861 mentions “transportation” and 169 mentions of “infrastructure.” It is likely that once the finalized rule will face legal challenges.



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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What would Transportation Environmental Reviews Look Like Under Senate Permitting Bill?

What would Transportation Environmental Reviews Look Like Under Senate Permitting Bill?

NEPA and Permitting

OCTOBER 9, 2026 | REBECCA HIGGINS

As with any complicated topic, discussions on environmental permitting use frequent metaphors to clarify and explain; one such is “the NEPA umbrella.” The NEPA review is not a permit but rather a review – a gathering of information and analysis to inform (and defend) the Federal agency decision making. In most instances a project actually requires multiple decisions

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to be made: whether to grant funding yes but also whether to conduct consultations, whether to grant permits, what conditions to include. These actions may be taken by separate agencies and are each individually subject to NEPA. Ideally, rather than conduct multiple separate analyses on each individual federal decision, NEPA serves as an umbrella uniting all federal actions within a single federal decision document. The use of that “NEPA umbrella” could change if the new permitting bill from Senators Capito, Whitehouse, Lee, and Heinrich is enacted because of the breadth of projects that would be no longer subject to NEPA.

The new permitting bill text adds a definition of “major federal action” to NEPA – limiting it to only those actions over which the agency has “substantial federal control and responsibility.” Note that this is distinct from the definition also added for “categorical exclusion” in the bill, which may be used to comply with NEPA for a project that “normally does not significantly affect the quality of the human environment”. Projects subject to categorical exclusions, or CEs, must still determine whether the presence of an extraordinary circumstance would require the approval of a permit or other federal action and therefore would necessitate a NEPA review. Projects that are not major federal actions are not subject to NEPA at all.

Beyond narrowing what qualifies as a major federal action under normal circumstances, the value of this new defined term is that it allows Congress to easily name the whole categories of activities they’d like to legislatively exempt from NEPA. The definition itself kicks off the process, with fourteen subitems in the definitions each referring to categories of action that are excluded and not major federal actions. This includes any repair, reconstruction, restoration, retrofit, or replacement of “lifeline infrastructure” (a term that includes all “transportation facilities and infrastructure”), within the immediate vicinity of that lifeline infrastructure.

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(Also no longer subject to NEPA: all actions associated with geothermal observation tests; any action associated with transmission activities; any action associated with a natural-gas pipeline or associated facility, or any of ten different types of flood control, ecosystem restoration, dredging, stormwater, and sediment management types of activities authorized by the Army Corps of engineers under Title 33 U.S. Code Section 2282d(c)(1)(D)(iii), as long as the cost remains under \$50 million.)

So what will this look like for projects exempt from NEPA – for a project to replace an existing transportation facility without changing the function or expanding capacity by more than 20 percent or adding new travel lanes? In many cases this will presumably allow transportation projects to proceed without any environmental review at all, once the Secretary has agreed that the project qualifies as a repair or replacement of lifeline infrastructure. However this exemption from NEPA does not imply the project is exempt from all federal environmental reviews or permits.

In general, whichever federal agency has the most significant action would take the lead on the NEPA review for the project. In the past when transportation projects are not funded by USDOT but still require environmental permits from the Coast Guard or another resource agency, then USDOT does not have an action under NEPA. They may serve as a “coordinating” agency to provide their expertise where helpful but typically the agency with the most significant action would take the lead on NEPA. However an existing definition under Title 23 Section 139 stipulates that the U.S. Department of Transportation shall be the lead agency for a highway, transit, or multimodal project if there is any “approval” role for the Secretary under Title 23, which (presumably?) would continue to exist for projects funded by USDOT despite being exempt from NEPA. This could lead to an uncomfortable situation in which USDOT must serve as

the lead agency on project for which they have no federal action under NEPA. On the other hand, the exemption from NEPA could be interpreted to apply more broadly, and to the extent that any other permits or approvals are required, each permit action would be completed individually by the federal agency responsible without any “NEPA umbrella” at all to coordinate those reviews.

The number of applicable environmental reviews would decline regardless.

A separate exclusion explicitly exempts projects that are eligible for funding under Title 23 (though not Title 49) from any consultation requirements under Section 7 of the Endangered Species Act as long as it’s in the project’s operational right of way. Notably, while the original section of MAP-21 created a categorical exclusion for “existing operational right of way” and as originally defined in regulations, that term was referred to “right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose.” But during the first Trump Administration, that regulatory term was changed to mean “all real property interests acquired for the construction, operation, or mitigation of a project.” That regulatory change also struck the Obama-era caveat that “Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.” In other words, arguably once right-of-way has been acquired for future construction of a transportation project, that land will not be subject to ESA consultations.

The bill also requires that requirement for Clean Water Act permits under Section 404 be deemed complete if Section 401 is waived at the discretion of a State.

So what environmental laws would continue to apply to transportation projects?

The NEPA exclusion is limited to projects that don't add new highway or roadway travel lanes, or only increase capacity by 20 percent for non highway modes. (No such limitation exists for the ESA exclusion.)

Historic Preservation consultation requirements would continue but be significantly narrowed due to the change in definition to adverse impacts, and the new flexibility for the federal official to overrule historic preservation concerns if other conditions outweigh those needs.

Bridge permits required from the Coast Guard under the General Bridge Act of 1946 appear to be unaffected and the bill does not amend the Clean Air Act. There is also no change proposed to Section 4(f) of the DOT Act, which preserves public park and wildlife refuges. No changes are made to FAA airspace determinations, or to the use of public lands for transportation projects other than temporary access roads for oil and gas exploration. Marine Mammal Protection Act and Migratory Birds Treaty Act and other ecological protections outside of the Endangered Species Act would also be unchanged in law. However these and any other applicable permits would all be subject to new timelines to be completed within 90 days of an environmental review under NEPA being completed. Ironically though, for the projects newly exempted from NEPA, that timeline would be rendered less meaningful.

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