



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

DECEMBER 17, 2025
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, December 17, 2025 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/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of October 15, 2025 Meeting and November 6, 2025 E-Meeting Minutes..... Tab 1

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items..... Tab 2

(5 minutes/Parsons)

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 Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

I. Federal Funds Status Update..... Tab 3

(2 minutes/Thomas)

Staff will provide an update on FY 2025 year-end obligations.

II. New Business

A. FY 2026-2029 TIP Amendment Three Tab 4

(2 minutes/Longpine)

Changes are proposed to the FY 2026-2029 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2026-2029 TIP AMENDMENT THREE TO THE BOARD OF DIRECTORS

B. 2026 National Performance Targets..... Tab 5

(5 minutes/Longpine)

The OTO must adopt performance targets relating to safety, transit asset management and transit safety. The proposed targets are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED TARGETS TO THE BOARD OF DIRECTORS

C. Statewide Active Transportation Plan Letter of Support..... Tab 6

(5 minutes/Knaut)

OTO has been asked to provide a letter of support for a Statewide Active Transportation Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND A LETTER OF SUPPORT FOR THE DEVELOPMENT OF A STATEWIDE ACTIVE TRANSPORTATION PLAN IN MISSOURI

D. UPWP Transportation Studies Tab 7

(5 minutes/Parks)

Members are asked to discuss potential study locations and topics for inclusion in the FY 2027 Unified Planning Work Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. Technical Planning Committee Chair Rotation..... Tab 8

(5 minutes/Fields)

A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2026 to serve as chair for 2027 is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN-ELECT FOR 2026

- F. TPC 2026 Meeting Schedule Tab 9**
(1 minute/Fields)

NO ACTION REQUESTED – INFORMATIONAL ONLY

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 10**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, February 18, 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 12/17/2025; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the October 15, 2025 meeting and November 6, 2025 e-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 October 15, 2025 and November 6, 2025 meetings.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
OCTOBER 15, 2025**

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

The following members were present:

Kimberly Ader, MoDOT
Scott Bachman, City of Springfield (a)
Eric Claussen, City of Springfield
Matt Crawford, City Utilities
Justin Crighton, City of Springfield
Karen Haynes, City of Republic
Adam Humphrey, Greene County

Frank Miller, MoDOT
Jeremy Parsons, City of Ozark (Chair)
Jeff Roussell, City of Nixa
Mike Ruesch, City of Willard
Ben Tegeler, Ozark Greenways
Mark Webb, Greene County
Todd Wiesehan, Christian County

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

The following members were not present:

Keith Adams, Springfield Public Schools
Sydney Allen, Greene County
Gerri Doyle, FTA
Tristan Losh, City of Battlefield
John Matthews, Missouri State University
David Schaumburg, Springfield-Branson Nat'l Airport

Mark Schenkelberg, FAA
Tim Schowe, City of Strafford
Aishwarya Shrestha (non-voting), SMCOG
Ben Vickers (non-voting), Springfield Chamber
Jeremy Wegner, BNSF

Others present were: Jered Taylor, Congressman Burlison's Office; Rusty Worley, TOTH; Cliff Spangler, City of Ozark; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Parsons welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Eric Claussen made a motion to approve the Technical Planning Committee Meeting Agenda for October 15, 2025. Ben Tegeler seconded the motion. The motion passed.

C. Approval of June 18, 2025 Meeting and September 10, 2025 E-Meeting Minutes

Jeff Roussell made a motion to approve the minutes from the June 18, 2025 meeting and the September 10, 2025 E-Meeting. Mike Ruesch seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Executive Director's Report

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

F. Legislative Report

Jered Taylor provided the Legislative Report.

G. MoDOT Report

Frank Miller and Kimberly Ader shared the MoDOT report.

H. Committee Reports and Grant Opportunities

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

Debbie Parks shared grant informational news.

II. New Business

A. *Destination 2045* Amendment Number 11

Natasha Longpine presented the *Destination 2045* Amendment 11.

- A111 – ROW Purchase for Future Projects in Springfield (NEW)

Adam Humphrey made a motion to recommend the Board of Directors approve *Destination 2045* Amendment 11. Eric Claussen seconded the motion. The motion passed.

B. FY 2026-2029 TIP Amendment Two

Natasha Longpine shared the proposed changes to the FY 2026-2029 Transportation Improvement Program.

Eric Claussen made a motion to recommend the Board of Directors approve the FY 2026-2029 Transportation Improvement Program Amendment Two. Justin Crighton seconded the motion. The motion passed.

C. FY 2027-2031 STIP Priorities

Sara Fields reviewed the recommended priorities for inclusion in the FY 2027-2031 Statewide Transportation Improvement Program.

Scott Bachman made a motion to recommend the Board of Directors approve the STIP Priorities. Mike Ruesch seconded the motion. The motion passed.

D. September 30, 2025 Federal Funds Balance Report

Natasha Longpine highlighted the updated Federal Funds Balance Report for the time period ending September 30, 2025.

This was informational only. No action was requested.

E. FY 2026-2029 Administrative Modification 2

Natasha Longpine presented the changes made to the FY 2026-2029 Transportation Improvement Program.

1. 5310 – Traditional Projects Reserve 2024 (MO2305)
Updated project description and local match to provide for the award of three vehicles, for the same total programmed amount of \$283,948.

This was informational only. No action was requested.

III. Other Business

A. Technical Planning Committee Member Announcements

Adam Humphrey shared the Kansas Extension was open.

Jeremy Parsons stated the Chadwick Flyer Trail Bridge over Highway 65 will be going up in November.

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

IV. Adjournment

With no further business to come before the Committee, the meeting adjourned at 2:13 pm.

Jeremy Parsons
Technical Planning Committee Chairman-Elect

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
NOVEMBER 6, 2025**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Thursday, November 6, 2025, to consider recommending approval of the Revised FY 2026-2029 Transportation Improvement Program (TIP) Amendment Two to the Board of Directors.

Chair Jeremy Parsons called the electronic meeting to order at approximately 9:00 a.m.

John Matthews moved the Technical Planning Committee recommend approval of the Revised FY 2026-2029 Transportation Improvement Program (TIP) Amendment Two to the Board of Directors. Eric Claussen seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Scott Bachman, Eric Claussen, Matt Crawford, Karen Haynes, John Matthews, Frank Miller, Jeremy Parsons, Jeff Roussell, Mike Ruesch, Beth Schaller, Ben Tegeler

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Jeremy Parsons adjourned the electronic meeting at approximately 10:32 a.m.

Jeremy Parsons
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 12/17/2025; 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 October 15, 2025 and December 10, 2025.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Highway CC and Old Castle Road

City/County of concern: Nixa/Christian County

Date received: 10/14/2025

Received through: Website

Contact Name: Linda [REDACTED]

Contact Email#: N/A

Comment:

Please install a traffic light at the corner of Old Cstle Road and Hwy CC . This is a dangerous intersection when trying to pull out on Old Castle Road. It will only get worse with the 250 plus apartments using that intersection, as well as 53 new homes soon to be built.

OTO Response:

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



PUBLIC COMMENT



Area of concern: Highway CC and Old Castle Road

City/County of concern: Nixa/Christian County

Date received: 10/14/2025

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

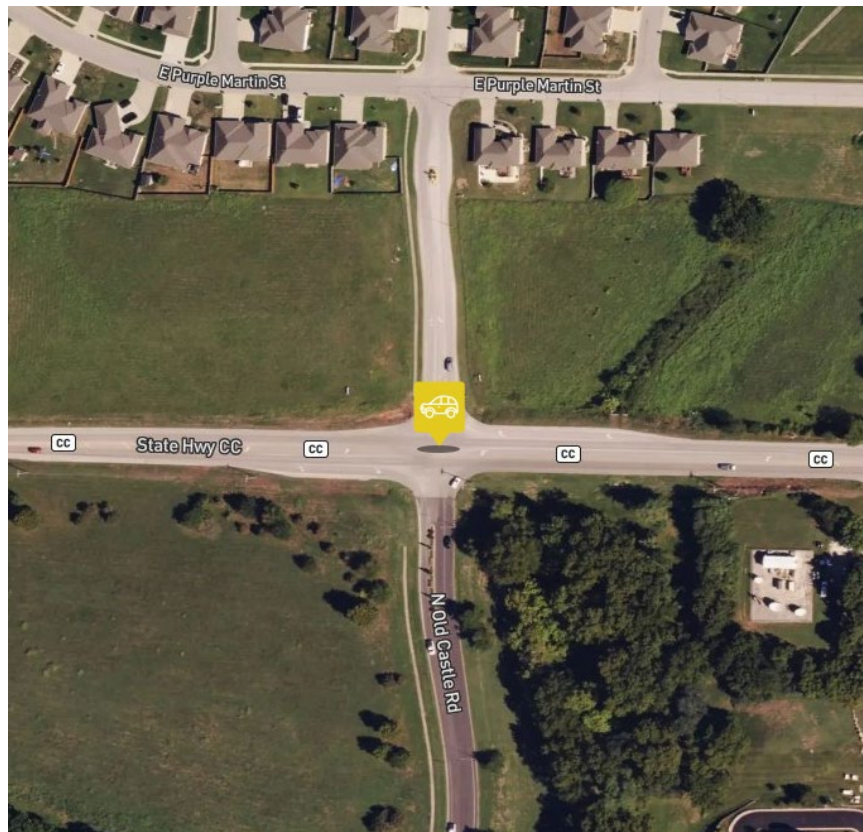
Contact Name: Kristin [REDACTED]

Contact Email/Ph #: N/A

Comment:

This intersection is going to need a stop light sooner than later. It is becoming increasingly difficult to pull out onto Hwy CC from Old Castle Rd safely. Old Castle is an arterial road that connects hundreds of houses to Hwy CC. Many residents use this intersection as part of their daily commutes. As nearly 300 new residences are being built in the area, this intersection will only get more problematic. Please consider adding a stop light to keep everyone safe.

Map



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



PUBLIC COMMENT



Area of concern: Sidewalks – Eaton Ave, Kingsley Ave, Patton Ave

City/County of concern: Springfield/Greene County

Date received: 11/06/2025

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

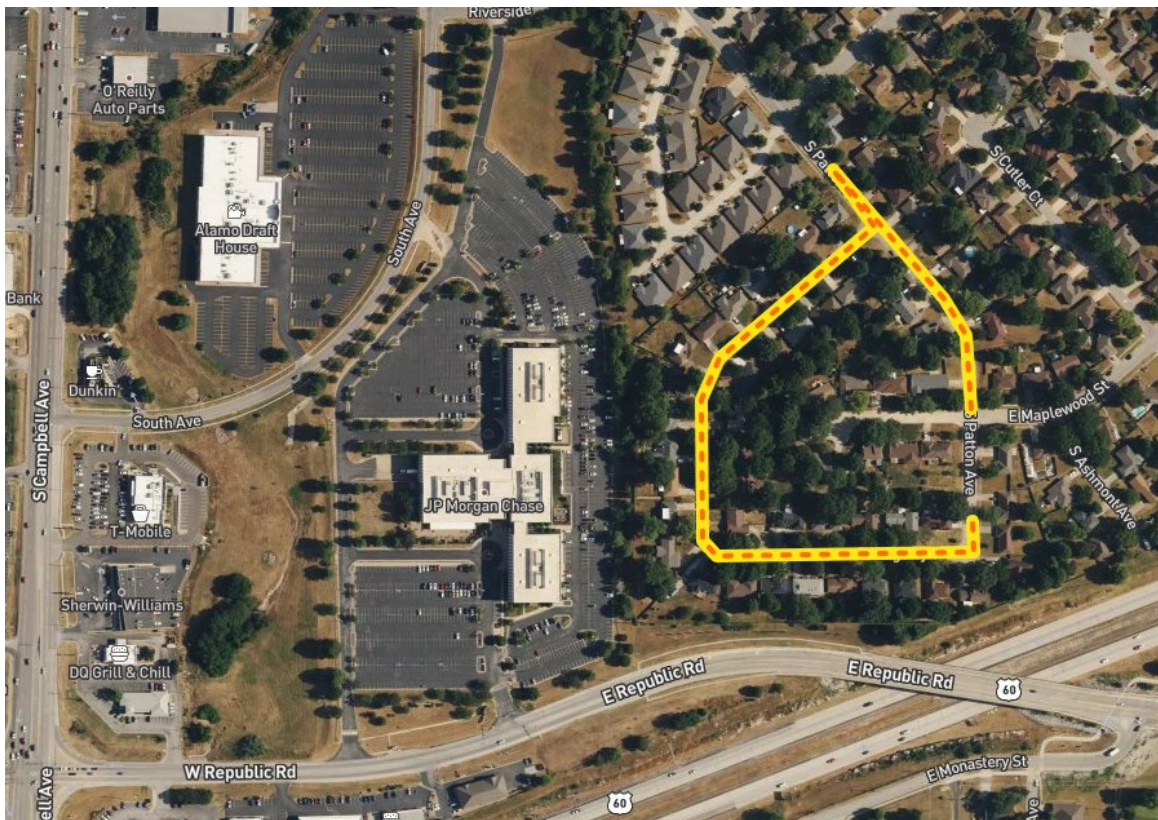
Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

This neighborhood was built in the early 1970s when it was out in the County, and before sidewalks were standard issue. In the intervening decades, the extension of Kickapoo Prairie Estates to the ENE and improvements to the north of this area have built sidewalks as part of their construction. This section of neighborhood has been forgotten in terms of completing sidewalk connections. It's within Spfd city limits now, so it would be nice for the city to come in and complete this circuit

Map



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



PUBLIC COMMENT



Area of concern: Farm Road 192 – Safety Upgrades

City/County of concern: Greene County

Date received: 11/06/2025

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

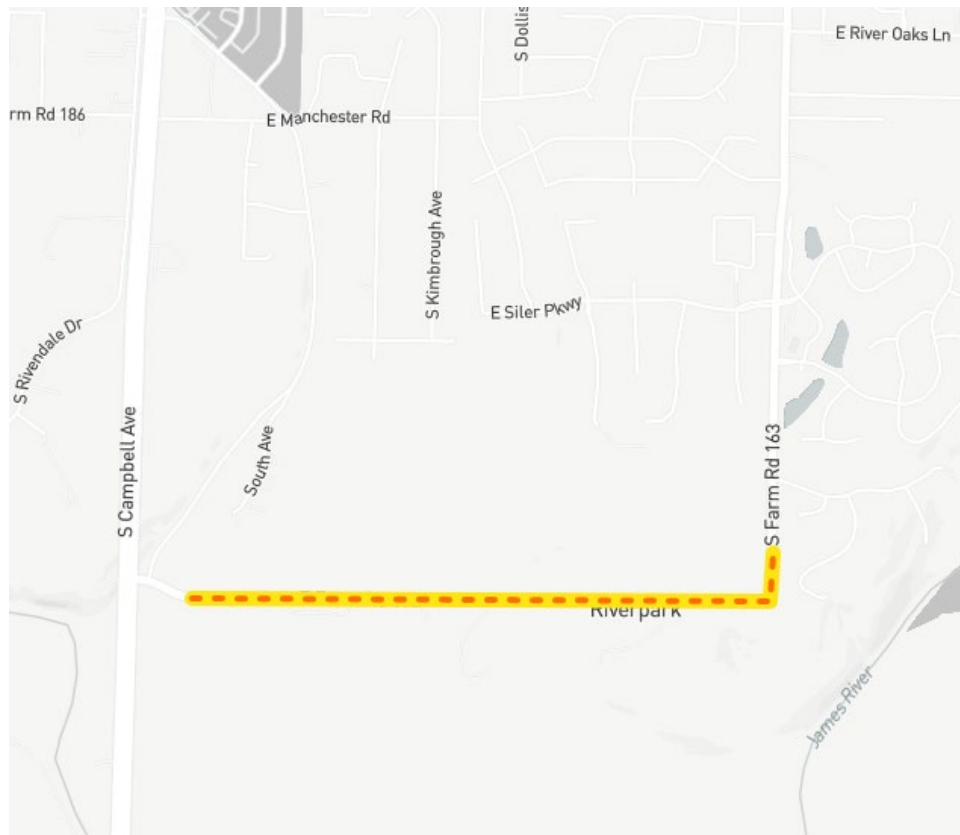
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

FR 192 is unsafe. It has a steep uphill grade going east to west, with only deep, rocky ditches at its edges and absolutely no shoulders. Its use as a go-around from National to 160 in order to avoid the Republic/Campbell/James River Expwy traffic snarl shouldn't be underestimated. To that end, I would recommend this road be upgraded for safer two-way use. Some of that work may happen with the future east-west arterial, but that could be some time from now. This fix needs to happen sooner.

Map



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



PUBLIC COMMENT



Area of concern: I-44 and Highway 65

City/County of concern: Springfield/Greene County

Date received: 11/11/2025

Received through: Email

Contact Name: James [REDACTED]

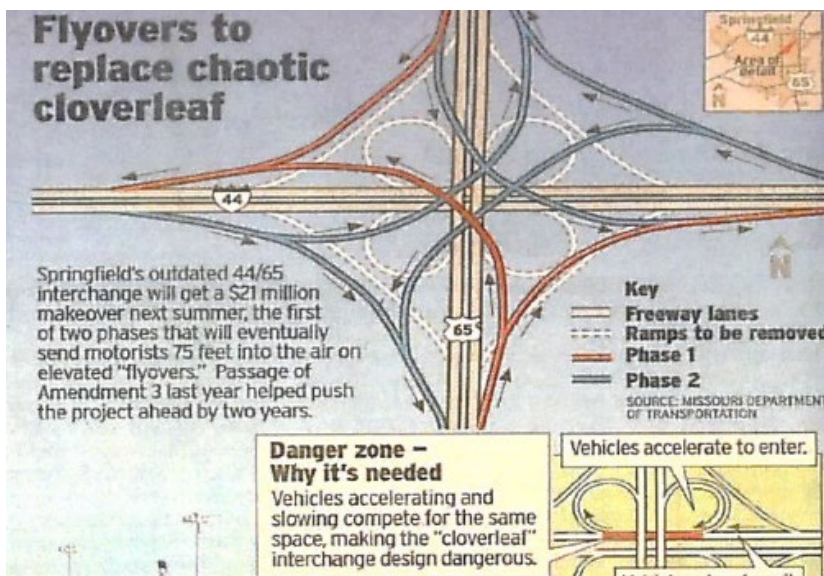
Contact Email/Ph #: [REDACTED]

Comment:

I believe around 2014 there were plans in place to replace the cloverleaf interchange at 44/65 with four flyovers. The first, N65>W44 was constructed along with the retaining walls for a second from S65 > E44. In addition, flyovers would be built from E44 > N65 and W44 to S65 and the exit from S65 to Kearney would wrap around Corwin Auto Dealer.

Is this still a possibility in the near future?

From 2014 News Leader article:



OTO Response:

Thank you for reaching out. There are additional improvements needed at 44/65. However, given the time that has passed, we believe the referenced concept needs to be reevaluated. Any improvements would be identified with the new evaluation.



PUBLIC COMMENT



Area of concern: Battlefield near Kansas Exp – Pedestrian Crossing

City/County of concern: Springfield/Greene County

Date received: 07/07/2025

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

Contact Name: Wade

Contact Email/Ph #: N/A

Comment in response to Comment posted on 07/07/2025:

I seen them across illegally several times but I go right through the middle

Comment posted on 07/07/2025:

Better pedestrian crossing. There have been several times where people have been nearly hit from cars wanting to speed through the intersection or ignore the person crossing in the middle of intersection.

Map
Highlighted line



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



PUBLIC COMMENT



Area of concern: Highway 00/Rt. 66 and Olive St and Washington St Intersection

City/County of concern: Strafford/Greene County

Date received: 11/13/2025

Received through: Phone Call

Contact Name: Jessica [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Patron called with concerns for this intersection, stating it is a very dangerous intersection for pedestrians and vehicle traffic. They have personally witnessed multiple car crashes. Caller recommends a traffic light with pedestrian crossings. There are many neighborhoods in that area, and they believe more students would walk/bike to school if there was a safe way to cross. They have contacted MoDOT, as well.



OTO Response:

Thanked the caller for this information. Let them know this information will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: I-44 and Highway 65

City/County of concern: Springfield/Greene County

Date received: 11/13/2025

Received through: Email

Contact Name: James [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

One more question regarding 44/65 - Progress 44 indicates widening 44 from 65-125. The 4 flyovers would have freed the death match merge lane between the clover leaves for additional E-W lanes.

I've inserted a street view of the column for the current flyover in the median below. Is there enough room to get two additional lanes around the pier?



OTO Response:

MoDOT is in the process of hiring a consultant to evaluate the need for improvements along the US 65 corridor from I-44 to Division Street. This will include the design of ramp improvements at the I-44 interchange.



PUBLIC COMMENT



Area of concern: West High between N. Kansas and Bolivar Road

City/County of concern: Springfield/Greene County

Date received: 11/18/2025

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

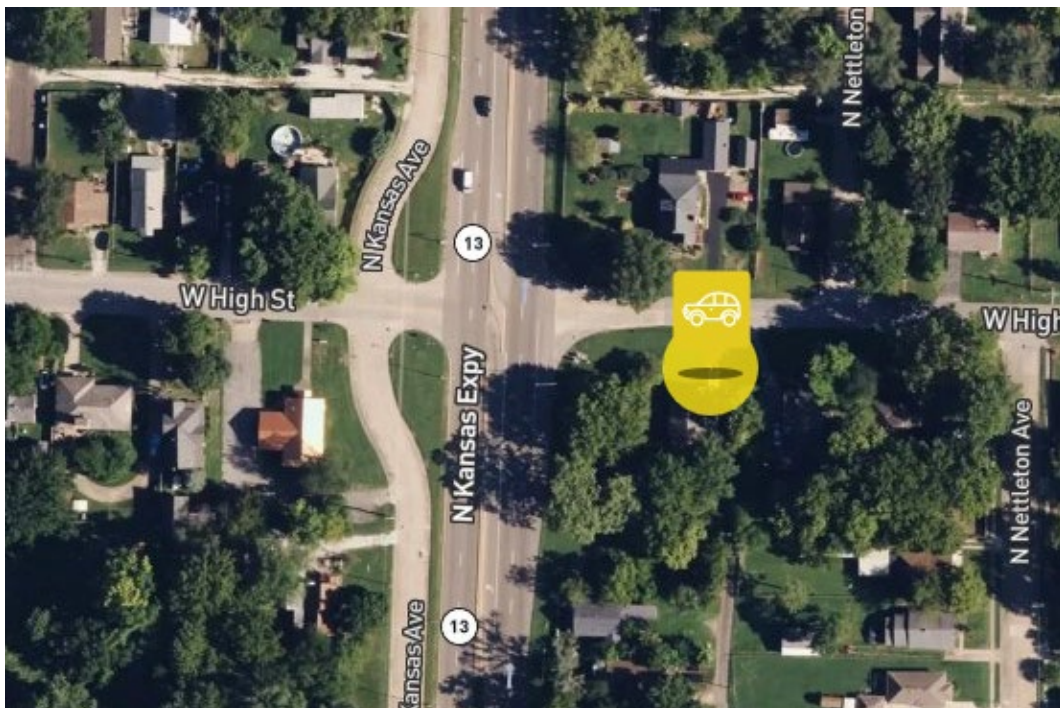
Contact Name: David DeVol

Contact Email/Ph #: N/A

Comment:

Sidewalk safety concerns: There is a section of West High between Bolivar Rd and N. Kansas that lacks sidewalks on either side. This is a fairly populated residential neighborhood where cars tend to exceed the speed limit. The only place to walk is in the street so it can be quite risky for kids walking to and from school along with adults who need to walk to Walgreens, or other places of business on Kearney. Is there a reason why sidewalks have never been installed along this stretch of road.?

Map



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



PUBLIC COMMENT



Area of concern: Farm Road 188

City/County of concern: Springfield/Greene County

Date received: 11/18/2025

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

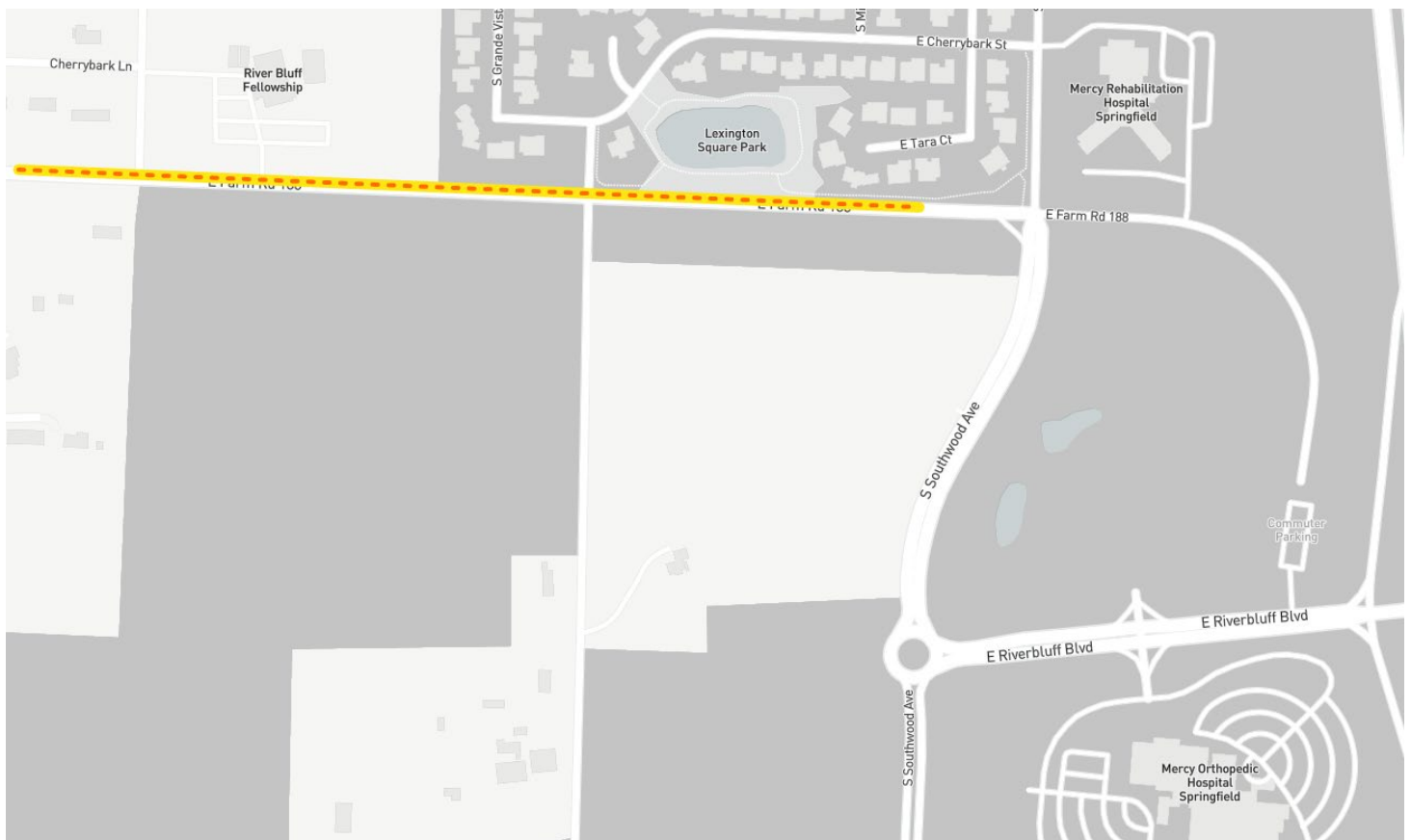
Contact Name: Stuart C Johnson

Contact Email/Ph #: N/A

Comment:

The Digital warning Boards need to be changed or removed. They still say road closed OCT 27-28

Map



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



PUBLIC COMMENT



Area of concern: Highway 160 – Nixa to Highlandville

City/County of concern: Nixa/Christian County

Date received: 11/18/2025

Received through: Email

Contact Name: Walt Nelson

Contact Email/Ph #: waltnelson855@gmail.com

Comment:

Hwy 160 Nixa to Highlandville has become overwhelmed with traffic.

1. Extend merge lane southbound out of Nixa. Current merge lane is inadequate for traffic.
2. Add flashing caution at Hwy 160 and Rosedale.
3. Add right-hand turn-outs southbound HWY 160 at various streets to enhance traffic flow.
4. Develop plan to make better intersection at HWY 160 and Riverdale. Either a roundabout or stop-light with turn lanes.
5. Add right hand turn lane southbound at Meadowview similar to one already in place at Harris Blvd.

Thank you for considering these issues.

Walt Nelson
Ozark, Missouri

OTO Response:

Thank you for this information. Public input is vital to the planning process. It will be shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out!

Have a wonderful week!



PUBLIC COMMENT



Area of concern: Kansas Expressway near Republic Road

City/County of concern: Springfield/Greene County

Date received: 11/20/2025

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

Contact Name: Wade

Contact Email/Ph #: N/A

Patron had two comments

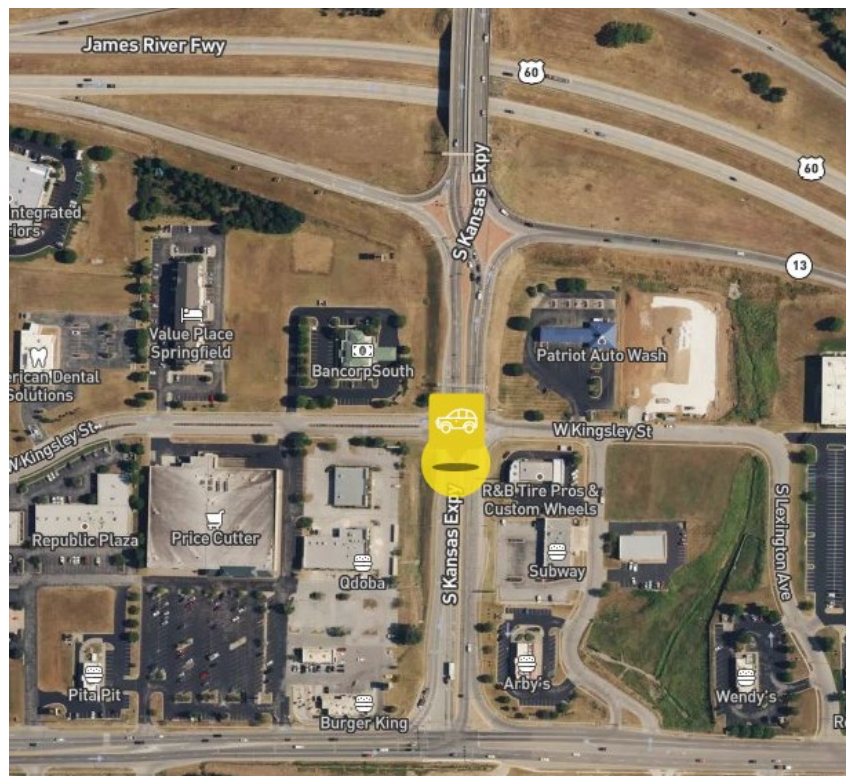
Comment #1:

Some of the lines need to be moved or a little bit widened cuz traffic backs up with lots of traffic cuz I can't go left cuz they're trying to go straight for these new Kansas expressway looks like there's some room to keep the two right turning lines

Comment #2:

It needs to be widen or the lanes need to be changed a little bit cuz I've seen where traffic backs up people going trying to go straight. People want to turn left and they cannot because the cars are blocking them

Map



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



PUBLIC COMMENT



Area of concern: Highway J and James River Road

City/County of concern: Ozark/Christian County

Date received: 11/20/2025

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

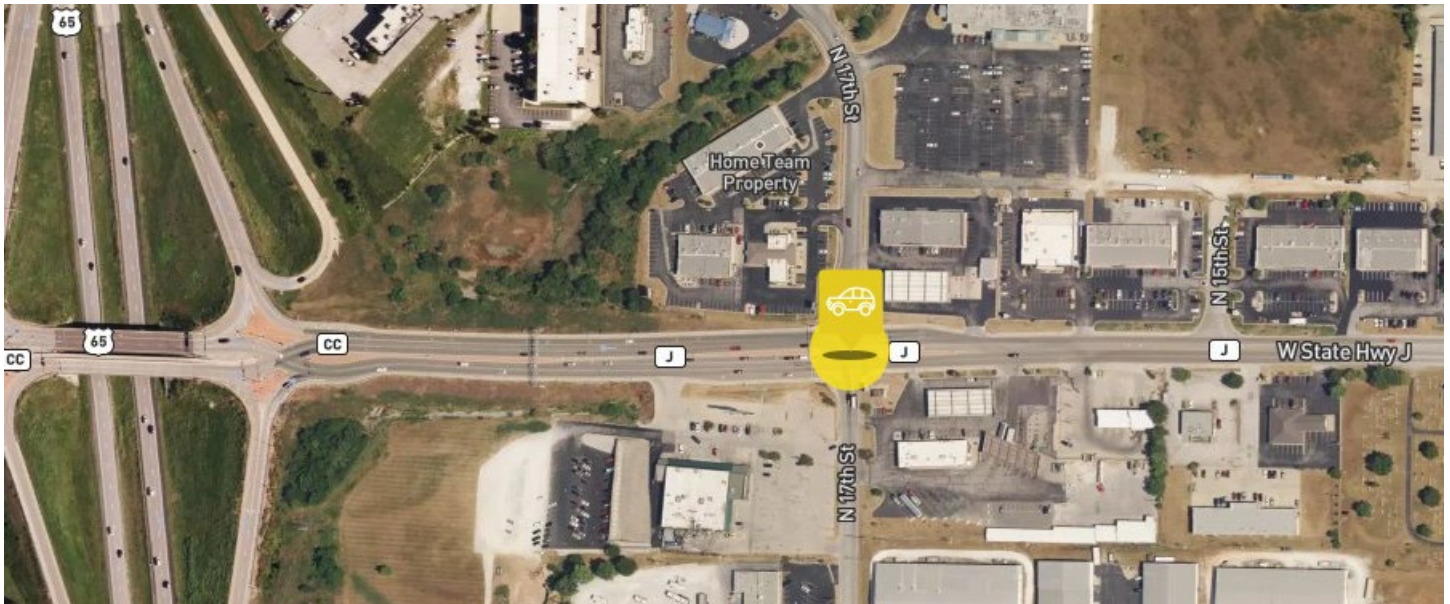
Contact Name: Stuart C Johnson

Contact Email/Ph #: N/A

Comment:

Change to Solid left turn signal onto W James River Road to a Blinking yellow

Map



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



PUBLIC COMMENT



Area of concern: Route 66 Trail

City/County of concern: Strafford/Greene County

Date received: 11/25/2025

Received through: Email

Contact Name: Jessica [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I live in Strafford and I'm very excited for the prospect of this trail. I was just wondering what had happened since the information available on the OTO website about the concept study and public meetings. Is there a date to start? I live on Pine Street and ran into a surveyor a few weeks ago who said he was there representing Ozark Greenways or something having to do with the greenway trail (I don't remember his exact wording), and I was hopeful that that meant that the project would be underway soon.

Any information you could provide would be great. I am just curious and excited about this trail!

Thank you.

OTO Response:

I am glad to hear of your support for the trail. We have begun the design process on the trail from Transland to Washington Avenue. We have yet to secure funding for the acquisition of easements or the construction. However, we do like to have projects ready to go in the event funds do become available. There is no start date planned.



PUBLIC COMMENT



Area of concern: Kansas Expressway between JRF and Republic Road

City/County of concern: Springfield/Greene County

Date received: 11/27/2025

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

Contact Name: Allen

Contact Email/Ph #: N/A

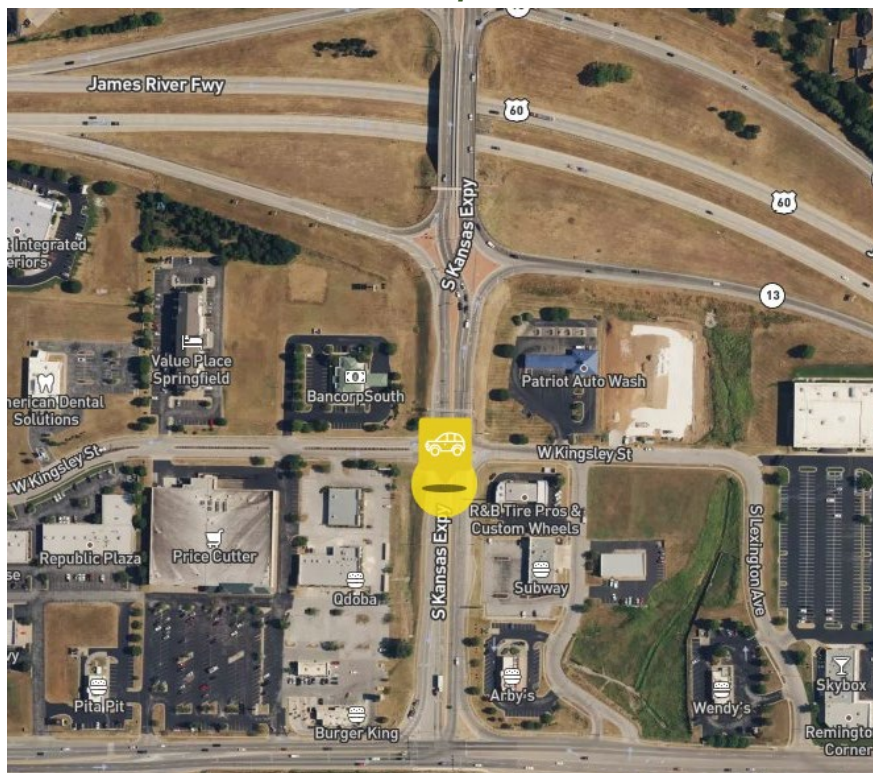
Reply Comment:

How about putting a roundabout on each end of the section? Combine the diversion diamond with a roundabout besides have to winding it. I think there's a room just to put a roundabout

Previous Comment from different Patron:

It needs to be widen or the lanes need to be changed a little bit cuz I've seen where traffic backs up people going trying to go straight. People want to turn left and they cannot because the cars are blocking them

Map



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



PUBLIC COMMENT



Area of concern: Kansas Expressway and Chesterfield Blvd

City/County of concern: Springfield/Greene County

Date received: 11/27/2025

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

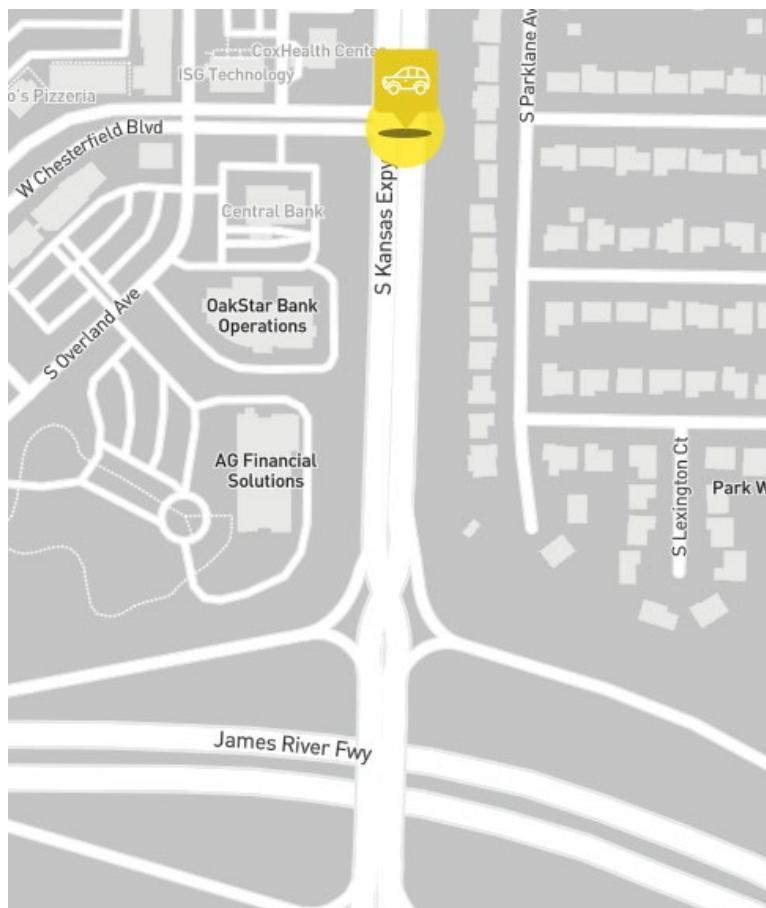
Contact Name: Allen

Contact Email/Ph #: N/A

Reply Comment:

Why can't the slight be changed to a roundabout? Make safer of walking traffic flow better

Map



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



PUBLIC COMMENT



Area of concern: Highway 160

City/County of concern: Nixa/Christian County

Date received: 11/18/2025

Received through: Email

Contact Name: Sheryl [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Traffic gets backed up going south on 160 due to lake traffic

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out.

Have a wonderful week!



PUBLIC COMMENT



Area of concern: Passenger Rail

City/County of concern: OTO MPO Area

Date received: 11/19/2025

Received through: Email

Contact Name: David [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

The 2024 Federal Railroad Administration Long-Distance Service Study identified as its highest priority a possible rail passenger route including Springfield in a Dallas-New York City route. For long-range planning, any OTO studies/plans need to mention the possibility of that route.

Service at or near the Springfield airport could conveniently support a future Springfield stop. Other possible stop cities and mentioned in the study include Oklahoma City, Tulsa, Springfield, St. Louis, Indianapolis, Columbus, Pittsburg, Philadelphia, and New York City. The route --with part of it through Springfield --could shift 70 million vehicle miles to rail and avoid 149 vehicle crashes, along the whole route, of course.

OTO needs to include mention of that possible rail route in any of its long-range studies.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out.

Have a wonderful week!



PUBLIC COMMENT



Area of concern: Highway 160 and Rosedale Road

City/County of concern: Nixa/Christian County

Date received: 09/16/2025

Received through: Email

Contact Name: Pam [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I would like to see a signal placed at this intersection. The traffic has increased dramatically in the past year or so and it is difficult to access 160 coming from Rosedale Road. Please don't consider a roundabout at this intersection. They tried this on the freeways in rural Phoenix area and it backed up traffic something terrible and they ended up removing them. That's an expensive experiment. At busy times I will take Gregg Rd to access 160 at a different intersection but once all the apartments being built on Gregg are occupied that road will be congested too. I heard that a signal wasn't feasible because of the high speed on the road but it seems to work farther south at Highlandville. Also, the speed could be slower coming off South Street through the Rosedale intersection. I understand transportation dollars are scarce but safety is important too. Adding the turn lane there has certainly helped and it is appreciated. Thank you for allowing me to express my concerns.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out.

Have a wonderful week!



PUBLIC COMMENT



Area of concern: State Highway MM and Farm Road 140

City/County of concern: Greene County

Date received: 12/08/2025

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

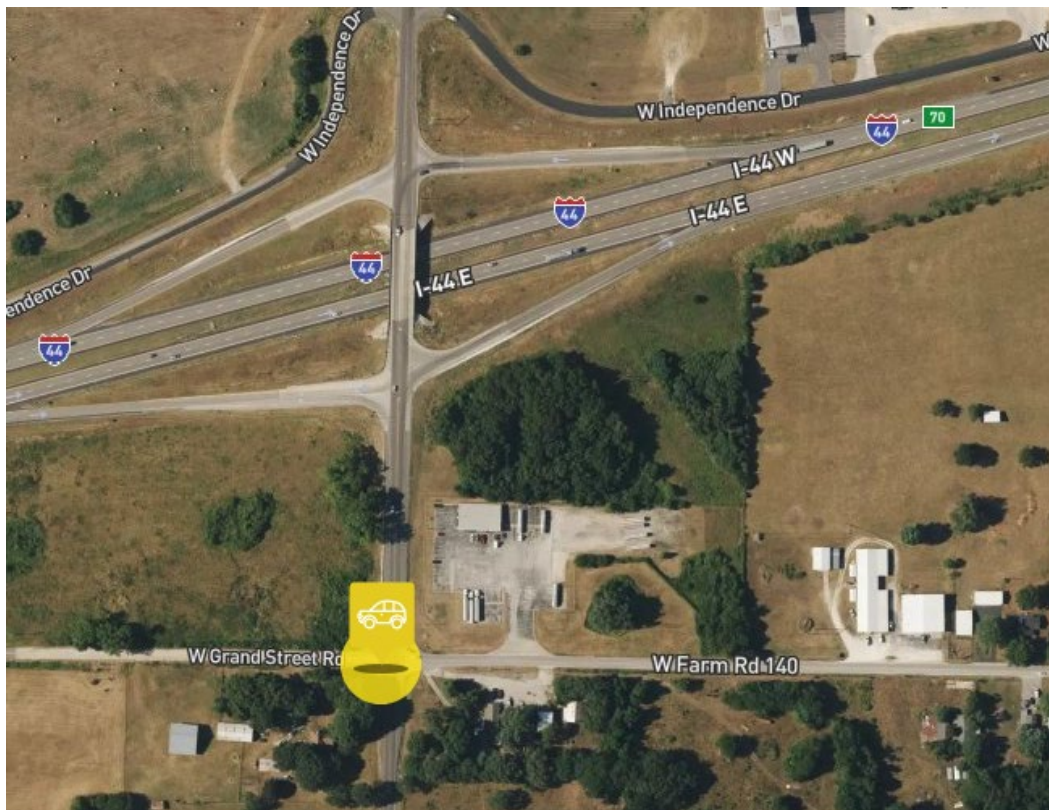
Contact Name: Andy Simmons

Contact Email/Ph #: N/A

Comment:

This intersection needs improvement. There are many houses being built near Haseltine & FR 140. This will only add to the congestion & increase the danger. I've been told that Republic & the state are working to widen MM from Amazon to FR140. FR 140 to I-44 is not part of the plan. Is that correct? Again, improving this intersection needs to be a priority.

Map



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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 12/17/2025; ITEM I.I.

Federal Funds Obligation Status – December 2025

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

AGENDA DESCRIPTION:

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

THE OTO AREA MUST OBLIGATE ANOTHER \$11 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another \$11 million by September 30, 2026.

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

BOARD OF DIRECTORS ACTION REQUESTED:

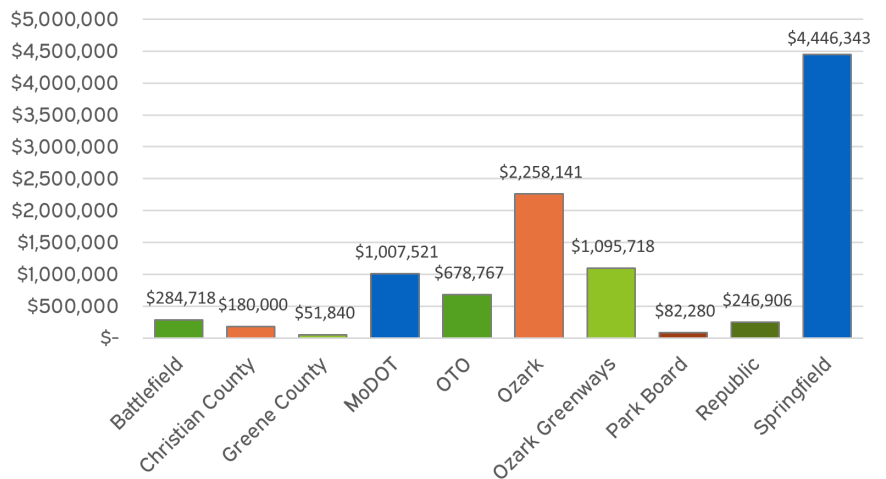
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

FY 2026 Project Tracking

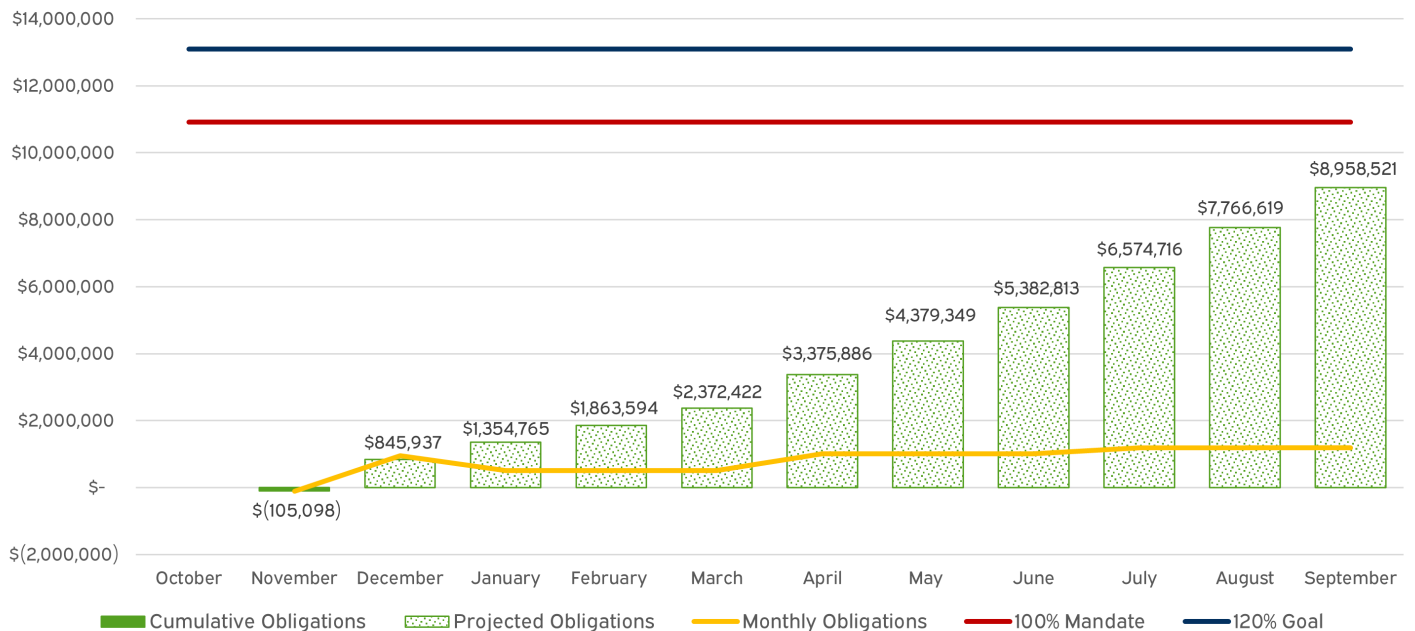
WATCH THIS SPACE!
THERMOMETER COMING SOON!

FY 26 Beginning Balance	\$11,781,920
120% Target (tentative)	\$13,087,408
100% Mandate	\$10,906,173
YTD Obligations	-\$104,166.27
Amount Needed to 100% Mandate	\$11,010,339
Remaining Critical Obligations	\$9,134,042
Amount Likely to Lapse	\$1,876,297

Remaining FY26 Critical & At-Risk Obligations by Lead Agency



FY26 Federal Funding Obligations



Balance Report

FY 2026 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(22,141.81)	105,098.19
0141028 14-Fort to Ridgecrest	Nixa	(931.92)	104,166.27
PENDING OBLIGATIONS			
9901837 Chadwick Flyer Phase II	Ozark	(8,811.47)	95,354.80
5901839 South Creek at Glenstone	Springfield	(6,135.73)	89,219.07
9901864 Finley River Trail Extension	Ozark	97,478.13	186,697.20
PLANNED CRITICAL OBLIGATIONS			
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(98,020.80)
CC2504 - Tracker/Nicholas	Christian County	(180,000.00)	(278,020.80)
5901832 EV Chargers - Greene	Greene County	(51,840.00)	(329,860.80)
MO2521 I-44 Aesthetics/Safety	MoDOT	(408,000.00)	(737,860.80)
SP2509 Division RR	MoDOT	(300,000.00)	(1,037,860.80)
S604083 South Sidewalks 6th-14th	MoDOT	(134,836.00)	(1,172,696.80)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(1,570,044.80)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(1,851,463.80)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(2,106,382.80)
9900905 N. 21st and N. 22nd	Ozark	(1,111,232.00)	(3,217,614.80)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(4,109,604.40)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(4,781,858.00)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(4,864,138.00)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(5,275,345.14)
MO2701 FY 2027 TMC Staff	Springfield	(512,000.00)	(5,787,345.14)
SP2608 Campbell Ave ROW	Springfield	(360,000.00)	(6,147,345.14)
SP2609 Kansas Ave ROW	Springfield	(400,000.00)	(6,547,345.14)
SP2610 Springfield Resurfacing	Springfield	(2,400,000.00)	(8,947,345.14)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		1,830.21	(8,945,514.93)
00FY824 OTO Operations/Planning		140,170.20	(8,805,344.73)
7441012 Kearney/Packer		69,522.96	(8,735,821.77)
9901827 ChadwickFlyr Jackson/Clay		41.57	(8,735,780.20)
5944805 Jackson Street Resurfacing		24,993.47	(8,710,786.73)
AT-RISK TO OBLIGATE			
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(352,000.00)
EN2604 Wilson's Creek Republic Rd Trail	Ozark Greenways	(423,464.80)	(775,464.80)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(1,022,371.20)
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(1,187,056.20)

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 12/17/2025; ITEM II.A.

Amendment Number Three to the FY 2026-2029 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are multiple items included as part of Amendment Number Three to the FY 2026-2029 Transportation Improvement Program.

1. ***Revised*** Fassnight Greenway – Glenstone to Enterprise (EN2423)
Springfield has requested to add ROW as the next phase for this project in the total additional amount of \$3,315,000.
2. ***New*** Area Wide School Flasher Program (EN2612)
OTO is adding funding for a competitive program for members to purchase school flashers, with a total programmed amount of \$312,500. The source of this funding will be from awarded project savings.
3. ***Revised*** I-44 Safety Project (MO2521)
MoDOT has requested to adjust funding to reflect changes in the Joplin and Laclede County portions of the project, reducing the total programmed amount to \$470,933,000.
4. ***Revised*** Main Avenue Bridge over Jordan Creek (SP2402)
Springfield has requested to revise the ROW and Construction costs for a new total programmed amount of \$4,440,000.
5. ***New*** Fremont Avenue – Erie to Independence (SP2612)
Springfield has requested to program ROW associated with a future street widening/trail project, for a total programmed amount of \$1,100,000.
6. ***New*** 2026 Springfield ADA Improvements – Various Routes (SP2613)
Springfield has requested to add a project for ADA improvements on various federal-aid routes for a total programmed amount of \$929,700.
7. ***New*** Springfield School Flasher Signal Replacement – Various Locations (SP2607)
Springfield is requesting to add a project for the replacement of flasher signals at various locations, as well as battery backup, for a total programmed amount of \$682,010.

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 Revised Amendment 3 to the FY 2026-2029 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Revised Amendment 3 to the FY 2026-2029 Transportation Improvement Program, with these changes...”

EN2423-26A3 - FASSNIGHT GREENWAY-GLENSTONE TO ENTERPRISE

Plan Revision
26A3

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
In Progress

Total Cost
\$3,759,000

MoDoT ID
-

Federal ID
5901837

Project From
Glenstone Avenue

Project To
Enterprise Avenue

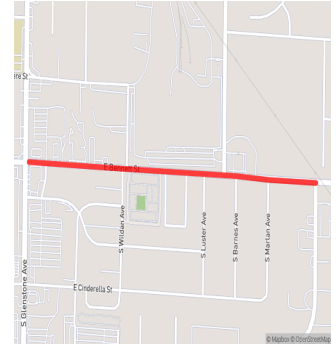
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Right-of-way acquisition for the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett.

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$355,200	\$0	\$0	\$0	\$0	\$0	\$355,200
Engineering	Local	\$88,800	\$0	\$0	\$0	\$0	\$0	\$88,800
Total Engineering		\$444,000	\$0	\$0	\$0	\$0	\$0	\$444,000
ROW	Local	\$0	\$663,000	\$0	\$0	\$0	\$0	\$663,000
ROW	STBG-U (FHWA)	\$0	\$2,652,000	\$0	\$0	\$0	\$0	\$2,652,000
Total ROW		\$0	\$3,315,000	\$0	\$0	\$0	\$0	\$3,315,000
Total Prior Costs		\$444,000	\$0	\$0	\$0	\$0	\$0	\$444,000
Total Programmed		\$444,000	\$3,315,000	\$0	\$0	\$0	\$0	\$3,759,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000), Adding funding for right-of-way acquisition. due to Right-of-way acquisition for the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise along Bennett Street.
PROJECT CHANGES	<p>Description changed from "Engineering and design of the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett." to "Right-of-way acquisition for the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett."</p> <p>ID changed from "EN2423-24A4" to "EN2423-26A3"</p> <p>Plan Revision Name changed from "26Adopted" to "26A3"</p>
FUNDING CHANGES	<p>Local</p> <p>+ Increase funds in FY 2026 in ROW from \$0 to \$663,000</p> <p>STBG-U (FHWA)</p> <p>+ Increase funds in FY 2026 in ROW from \$0 to \$2,652,000</p>
FEDERAL PROJECT COST	Increased from \$355,200 to \$3,007,200 (746.62%)
TOTAL PROJECT COST	Increased from \$444,000 to \$3,759,000 (746.62%)



EN2612-23A3 - AREA WIDE SCHOOL FLASHER PROGRAM

Plan Revision
26A3

Section
Sponsored by OTO

Project Type
Bicycle and Pedestrian

Lead Agency
Ozarks Transportation
Organization

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$312,500

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction, Bike/Ped
Plan

Project Description
Purchase of school flasher equipment for use in the OTO area.

Funding Source Notes
Non-Federal Funding Source: OTO Members - to be determined upon award; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - TAP

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	Local	\$0	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Capital	Local-AC	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total Capital		\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500
Total Programmed		\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$0

TOTAL PROJECT COST

Stays the same \$312,500

MO2521-26A3 - I-44 SAFETY PROJECT

Plan Revision 26A3	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield, Strafford	Status Programmed	Total Cost \$470,933,000
MoDOT ID ST0089	Federal ID -	Project From Joplin	Project To Conway

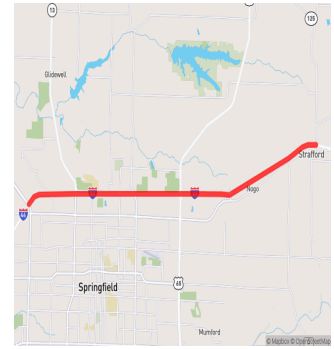
Project Considerations
-

Project Description
Safety, capacity and pavement improvements at various locations from Fidelity to Conway.

Funding Source Notes
Non-Federal Funding Source: SFY 2025 Special General Revenue Funds; local funds from City of Joplin (totaling \$3,910,000) and City of Springfield (totaling \$101,992).

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$0	\$7,555	\$0	\$0	\$0	\$0	\$7,555
Engineering	MoDOT	\$631,000	\$16,331,225	\$0	\$0	\$0	\$0	\$16,962,225
Engineering	STBG-U (FHWA)	\$0	\$30,220	\$0	\$0	\$0	\$0	\$30,220
Total Engineering		\$631,000	\$16,369,000	\$0	\$0	\$0	\$0	\$17,000,000
ROW	NHPP (FHWA)	\$0	\$18,000	\$0	\$0	\$0	\$0	\$18,000
Total ROW		\$0	\$18,000	\$0	\$0	\$0	\$0	\$18,000
Construction	Local	\$0	\$94,437	\$0	\$0	\$0	\$0	\$94,437
Construction	MoDOT	\$0	\$352,498,115	\$0	\$0	\$0	\$0	\$352,498,115
Construction	NHPP (FHWA)	\$0	\$94,112,800	\$0	\$0	\$0	\$0	\$94,112,800
Construction	SAFETY (FHWA)	\$0	\$6,831,900	\$0	\$0	\$0	\$0	\$6,831,900
Construction	STBG-U (FHWA)	\$0	\$377,748	\$0	\$0	\$0	\$0	\$377,748
Total Construction		\$0	\$453,915,000	\$0	\$0	\$0	\$0	\$453,915,000
Total Prior Costs		\$631,000	\$0	\$0	\$0	\$0	\$0	\$631,000
Total Programmed		\$631,000	\$470,302,000	\$0	\$0	\$0	\$0	\$470,933,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000) - Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion)
PROJECT CHANGES	<p>Description changed from "Safety, capacity and pavement at various locations from Joplin to Conway." to "Safety, capacity and pavement improvements at various locations from Fidelity to Conway."</p> <p>ID changed from "MO2521-26A2" to "MO2521-26A3"</p> <p>Plan Revision Name changed from "26A2" to "26A3"</p>
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in ENG from \$35,570,000 to \$16,331,225 - Decrease funds in FY 2026 in ROW from \$4,600 to \$0 - Decrease funds in FY 2026 in CON from \$371,004,300 to \$352,498,115 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in ROW from \$18,400 to \$18,000 <p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in ENG from \$410,000 to \$7,555 - Decrease funds in FY 2026 in CON from \$3,500,000 to \$94,437 - Decrease funds in FY 2026 in ENG from \$7,555 to \$0 - Decrease funds in FY 2026 in CON from \$94,437 to \$0
FEDERAL PROJECT COST	Decreased from \$101,371,068 to \$101,370,668 (0.00%)
TOTAL PROJECT COST	Decreased from \$512,592,960 to \$470,933,000 (-8.13%)



SP2402-26A3 - MAIN AVENUE BRIDGE OVER JORDAN CREEK

Plan Revision
26A3

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Bridge

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,440,000

MoDoT ID
-

Federal ID
5900853

Project From
-

Project To
-

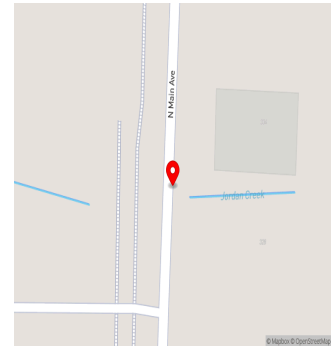
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Replacement of the Main Avenue Bridge over Jordan Creek

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
ROW	Local	\$0	\$88,000	\$0	\$0	\$0	\$0	\$88,000
ROW	STBG-U (FHWA)	\$0	\$352,000	\$0	\$0	\$0	\$0	\$352,000
Total ROW		\$0	\$440,000	\$0	\$0	\$0	\$0	\$440,000
Construction	Local	\$0	\$0	\$800,000	\$0	\$0	\$0	\$800,000
Construction	STBG-U (FHWA)	\$0	\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000
Total Construction		\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
Total Programmed		\$0	\$440,000	\$4,000,000	\$0	\$0	\$0	\$4,440,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000), Revising ROW and CON estimates; changing CON year from 2026 to 2027 due to Revising right-of-way and construction estimates and changing construction year from 2026 to 2027.
PROJECT CHANGES	ID changed from "SP2402-24" to "SP2402-26A3" Plan Revision Name changed from "26Adopted" to "26A3"
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in ROW from \$500,000 to \$88,000 - Decrease funds in FY 2027 in CON from \$1,000,000 to \$800,000 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in ROW from \$2,000,000 to \$352,000 - Decrease funds in FY 2027 in CON from \$4,000,000 to \$3,200,000
FEDERAL PROJECT COST	Decreased from \$6,000,000 to \$3,552,000 (-40.80%)
TOTAL PROJECT COST	Decreased from \$7,500,000 to \$4,440,000 (-40.80%)



SP2612-26A3 - FREMONT AVENUE - ERIE TO INDEPENDENCE

Plan Revision
26A3

Section
Sponsored by Local Public
Agencies

Project Type
System Improvement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,100,000

MoDoT ID
-

Federal ID

Project From
Erie Street

Project To Independence Street

Project Considerations

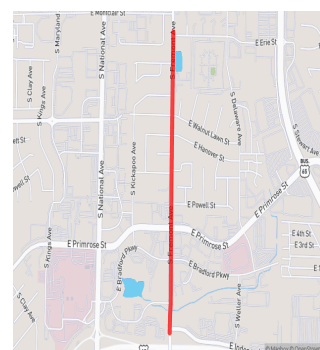
Project Description

Street widening with multi-use path and storm-water improvements on S Fremont Avenue from E Erie Street to E Independence Street.

Funding Source Notes

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
ROW	Local	\$0	\$220,000	\$0	\$0	\$0	\$0	\$220,000
ROW	STBG-U (FHWA)	\$0	\$880,000	\$0	\$0	\$0	\$0	\$880,000
Total ROW		\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
Total Programmed		\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$880,000
TOTAL PROJECT COST	Stays the same \$1,100,000



SP2613-26A3 - 2026 SPRINGFIELD ADA IMPROVEMENTS - VARIOUS ROUTES

Plan Revision
26A3

Section
Sponsored by Local Public
Agencies

Project Type
Asset Management - Other

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$929,700

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations

-

Project Description

Sidewalk and ramp improvements on various arterial and collector streets on the federal-aid system in Springfield.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	\$0	\$185,940	\$0	\$0	\$0	\$0	\$185,940
Construction	STBG-U (FHWA)	\$0	\$743,760	\$0	\$0	\$0	\$0	\$743,760
Total Construction		\$0	\$929,700	\$0	\$0	\$0	\$0	\$929,700
Total Programmed		\$0	\$929,700	\$0	\$0	\$0	\$0	\$929,700

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$743,760
TOTAL PROJECT COST	Stays the same \$929,700

SP2614-26A3 - SPRINGFIELD SCHOOL FLASHER SIGNAL REPLACEMENT - VARIOUS LOCATIONS

Plan Revision
26A3

Section
Sponsored by Local Public
Agencies

Project Type
Asset Management - Other

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$682,010

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations

-

Project Description

Replacement of school flasher signals including battery backup at various locations in Springfield.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	Local	\$0	\$136,402	\$0	\$0	\$0	\$0	\$136,402
Construction	STBG-U (FHWA)	\$0	\$545,608	\$0	\$0	\$0	\$0	\$545,608
Total Construction		\$0	\$682,010	\$0	\$0	\$0	\$0	\$682,010
Total Programmed		\$0	\$682,010	\$0	\$0	\$0	\$0	\$682,010

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$545,608

TOTAL PROJECT COST

Stays the same \$682,010

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2026)	Programmed (2027)	Programmed (2028)	Programmed (2029)
FEDERAL				
BRO (FHWA)	\$36,000	\$36,000	\$36,000	\$36,000
CRP (FHWA)	\$1,563,899	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$0	\$0	\$0
NHPP (FHWA)	\$103,823,600	\$11,539,200	\$28,474,400	\$35,855,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$10,807,900	\$370,800	\$262,800	\$81,000
SCRIP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,256,000	\$40,000	\$1,600	\$1,600
STBG-U (FHWA)	\$16,212,840	\$7,254,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$184,045,716	\$19,375,505	\$32,809,681	\$36,820,066
STATE				
MoDOT	\$381,123,206	\$8,671,000	\$9,217,800	\$9,385,800
MoDOT-AC	\$13,753,203	\$21,718,000	\$7,078,400	\$442,400
MoDOT O&M	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444
State Subtotal	\$401,470,328	\$37,134,579	\$23,196,928	\$16,887,644
LOCAL/OTHER				
Local	\$7,528,541	\$4,196,523	\$1,149,004	\$220,567
Local-AC	\$4,744,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$12,373,262	\$4,196,523	\$1,149,004	\$220,567
Total	\$597,889,306	\$60,706,607	\$57,155,613	\$53,928,277

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$568,302,000	\$36,997,000	\$45,133,000	\$45,862,000	\$720,161,000
Federal Discretionary Funding	\$25,974,313	\$0	\$0	\$0	\$0	\$25,974,313
Available Operations and Maintenance Funding	\$0	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444	\$27,299,671
Funds from Other Sources (inc. Local)	\$0	\$12,373,262	\$4,196,523	\$1,149,004	\$220,567	\$17,939,356
Available Suballocated Funding	\$8,941,340	\$11,022,645	\$11,124,296	\$2,847,873	\$11,573,718	\$45,509,872
TOTAL AVAILABLE FUNDING	\$58,782,653	\$598,291,826	\$59,063,398	\$56,030,605	\$64,715,729	\$836,884,212
Carryover		\$58,782,653	\$59,185,173	\$57,541,964	\$56,416,956	--
Programmed State and Federal Funding		(\$597,889,306)	(\$60,706,607)	(\$57,155,613)	(\$53,928,277)	(\$769,679,804)
TOTAL REMAINING	\$58,782,653	\$59,185,173	\$57,541,964	\$56,416,956	\$67,204,408	\$67,204,408

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 12/17/2025; ITEM II.B.

2026 Performance Targets

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act and IIJA maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. So far, OTO has elected to plan and program in support of the MoDOT targets, rather than set OTO-level targets. The MoDOT, as well as the CU safety targets are described below.

Safety

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2026
Number of Fatalities	969.0
Fatality Rate per 100 Million VMT	1.198
Number of Serious Injuries	5147.6
Serious Injury Rate per 100 Million VMT	6.445
Number of Non-Motorized Fatalities and Serious Injuries	603

Transit Asset Management

Four individual targets comprise the TAM Targets:

1. Equipment
2. Rolling Stock
3. Facilities
4. Infrastructure

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets:

MoDOT 2025 Reporting Year Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Ferry Boats	42 Years Useful Life	30%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA’s TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA’s TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

FTA TERM RATING SCALE

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

Transit Safety

City Utilities elected to develop their own Public Transportation Agency Safety Plan rather than participate in the statewide plan. The transit safety performance measures have also been expanded to cover multiple metrics. These are outlined in the agenda packet, rather than listed here.

OTO can choose to set local targets or can choose to plan and program in support of the CU targets.

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 supports the statewide and CU targets.”

OR

“Move to recommend that the Performance Measures Subcommittee review the targets with the following considerations...”



Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2025

MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures, which continues through the current bill. Targets are required to be established annually for five safety performance measures. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for each measure:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures are reported tri-annually but can be amended annually in the Highway Safety Plan (HSP) for NHTSA. The Infrastructure Investment and Jobs Act (IIJA) effective Nov. 15, 2021, requires the HSP to include these three performance measures to demonstrate constant or improved performance. All five performance measures are reported annually in the Highway Safety Improvement Program (HSIP) for FHWA.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets, the State DOT must spend the full HSIP allocation from the specified fiscal year and submit an HSIP Implementation Plan to the FHWA Division Office by June 30.

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
March 2025	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
April 14, 2025	MoDOT staff calculates data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data and assumptions for targets during the monthly partner collaboration webinar.
April - May 2025	MoDOT solicits target setting assumption feedback from partners by email.
May 12, 2025	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By July 1, 2025	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA, as applicable.
By Aug. 31, 2025	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2026	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or if they established their own, their MPO targets.

MoDOT Statewide Safety Targets

August 2025

Targets based on 5-year rolling average from CY 2022-2026:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2020-2024)	5-year Rolling Average Statewide <u>Target</u> CY2026
	2023 Final	2024 Preliminary	2025 (Using Target Setting Methodology)	2026 (Using Target Setting Methodology)		
Number of Fatalities*	991	955	932	910	1001.2	969.0
Fatality Rate per 100 Million VMT*	1.234	1.178	1.138	1.100	1.276	1.198
Number of Serious Injuries*	5053	5397	5269	5140	5147.6	~5147.6
Serious Injury Rate per 100 Million VMT^	6.517	6.656	6.433	6.214	6.551	6.445
Number of Non-Motorized Fatalities and Serious Injuries^	662	679	663	647	603.0	~603

*Performance Measures to be reported in the 2025 Highway Safety Plan.

^Performance Measures to be reported in the 2025 Highway Safety Improvement Program Annual Report.

Target Setting Methodology: Targets are based on half of 2024 by 2045 fatality reduction, half of 2024 by 2045 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Serious Injuries and the Number of Non-Motorized Fatalities and Serious Injuries using the target setting methodology resulted in a target above the baseline. Therefore, the baseline was used for the target.

Missouri Department of Transportation
Ed Hassinger, P.E., Director

1.888.ASK MODOT (275.6636)

Agency Information

- Agency Name: Missouri Department of Transportation
- NTD ID: NTD 7R03
- POC: Janette Vomund
 - POC Title: Senior Multimodal Operations Specialist
 - POC Email: janette.vomund@modot.mo.gov
 - POC Phone: (573) 526-1038
- Reporting Year: 2025
- Date Narrative Prepared: October 26, 2025

Targets

Bus Vehicles	Target	ULB
Bus	45%	14 years
Van/Cutaway	Target	ULB
Cutaway	45%	10 years
Van	45%	8 years
Other	Target	ULB
Automobile	45%	8 years
Minivan	45%	8 years
Ferry Boat	30%	42 years
Administrative	30%	N/A
Maintenance	25%	N/A
Passenger	30%	N/A

NOTE: The established targets represents the percentage of rolling stock that will be more than the indicated ULB.

How did your agency calculate these targets?

With the assistance of the Decision Support Tools template provided through FTA and sub-recipients submitting a condition report on federally funded vehicles, gave a starting point with the targets above and keeping federally funded vehicles in the State of Good Repair.

How has your agency made progress toward its targets?

MoDOT, continues to monitor sub-recipient vehicle inventory on revenue vehicles to ensure the Useful Life Benchmarks are within established targets.



What challenges did your agency face this past year in making progress toward the targets?

The ability to replace or expand small accessible or non-accessible vehicles in the past year has been a challenge in making progress towards established targets due to limited chassis availability, supply chain shortages, volatile pricing and Buy America requirements. In addition, sub-recipients have been challenged with meeting local match requirements due to increase in vehicle prices.

Non-Revenue Service Vehicles (Equipment)

What targets did your agency set? NA

How did your agency calculate these targets? NA

How has your agency made progress toward its targets? NA

What challenges face your agency in making progress toward the targets? NA

Facilities – Condition

How did your agency calculate these targets?

With the assistance of the TERM Rating Scale and Score Card provided through the templates, each sub recipient submitted a condition report on all facilities. By analyzing and entering the data received, gave a base percentage on the TERM Rating Scale.

How has your agency made progress toward its targets?

MoDOT is currently on track with these targets.

What challenges did your agency face this past year in making progress toward the targets?

MoDOT has not had any challenges in the past year in making progress towards the established facility targets.


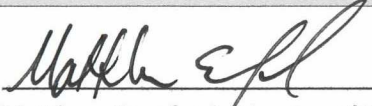

Infrastructure – Performance Restrictions

Only for rail fixed-guideway, track, signal and systems

How did your agency calculate the targets? NA

City Utilities Transit Agency Safety Plan

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	George Buchanan, Transit Grants Analyst I and Chief Safety Officer, City Utilities Transit	
Approval by the Safety Committee	Signature of Safety Committee	Date of Signature
	 Safety Committee, Representative	8-26-25
Approval by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	 Matthew Crawford, Director of Transit	8/26/2025
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval
	 City Utilities Board of Public Utilities, Chair	9/25/2025
	Relevant Documentation (Title and Location)	
Certification of Compliance with Part 673 by certification of C&A's in TrAMS	Name of Individual/Entity That Certified This Plan	Date of Certification
	City Utilities of Springfield, MO	
	Relevant Documentation (Title and Location)	
	This Agency Safety Plan addresses all applicable requirement and standards set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan and 49 C.F.R. Part 673	

3. Safety Performance Targets

Safety Performance Targets				
MODE OF TRANSIT SERVICE				
Bus Fixed Route (MB)	2022	2023	2024	Target Goal
1a: Major Safety Events (Total)	10	4	6	6
1b: Major Safety Events (per 250k VRM)	2.306	0.919	1.540	1.385
1.1: Collision Rate	2.306	0.689	0.697	4.618
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0	0	0	0
1.1.1: Vehicular Collision Rate (per 250k VRM)	2.306	0.689	1.162	4.618
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0	0	0	0
2.1: Transit Worker Fatality Rate (per 250k VRM)	0	0	0	0
3a: Injuries (Total)	6	6	8	20
3b: Injury Rate (per 250k VRM)	1.384	1.379	1.859	4.618
3.1: Transit Worker Injury Rate (per 250k VRM)	0.000	.0230	0.232	2.309
4a: Assaults on Transit Workers	0	0	0	0
4b: Rate of Assaults on Transit Workers (per 250k VRM)	0	0	0	0
5a: System Reliability	99	109	114	150
5b: System Reliability Rate (VRM/failures)	10,949	9,982	9,440	7,218
ADA Paratransit (DR)	2022	2023	2024	Target Goal
1a: Major Safety Events (Total)	1	0	0	.330
1b: Major Safety Events (per 250k VRM)	0.195	0	0	0.908
1.1: Collision Rate	0.195	0	0	0.908
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0	0	0	0
1.1.1: Vehicular Collision Rate (per 250k VRM)	0.195	0	0	0.908
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0	0	0	0
2.1: Transit Worker Fatality Rate (per 250k VRM)	0	0	0	0
3a: Injuries (Total)	1	0	0	5
3b: Injury Rate (per 250k VRM)	0.195	0	0	0.908
3.1: Transit Worker Injury Rate (per 250k VRM)	0	0	0	0.545
4a: Assaults on Transit Workers	0	0	0	0
4b: Rate of Assaults on Transit Workers (per 250k VRM)	0	0	0	0
5a: System Reliability	7	3	6	8
5b: System Reliability Rate (VRM/failures)	18.339	48,693	23,217	17,203

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 12/17/2025; ITEM II.C.

Statewide Active Transportation Plan Letter of Support

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Missouri Department of Transportation (MoDOT) is currently updating its Long-Range Transportation Plan (LRTP), which includes assessing statewide interest in and the need for a comprehensive statewide bicycle and pedestrian plan, as well as establishing a potential framework for such a plan. The non-profit organization Missourians for Responsible Transportation (MRT) is requesting letters of support from planning partners across Missouri to advance this effort.

A statewide active transportation plan could provide a coordinated framework for developing an accessible and safe multimodal transportation system and could strengthen connections for communities of all sizes. Missouri has experienced a disproportionate increase in pedestrian fatalities and serious injury crashes in recent years, and it remains the most populous of the four states without a dedicated active transportation plan.

Following the completion of MoDOT's Vulnerable Road User Safety Assessment, OTO staff believes it is appropriate to support the development of a statewide active transportation plan. This effort aligns with OTO's current planning goals to create a safe and connected transportation system for all users and modes through the implementation of best practices. Additionally, OTO's public engagement has consistently demonstrated increased community interest in improving safety and accessibility for active transportation.

Included is a draft letter of support. The following link provides an executive summary of MRT's plan proposal: [Statewide Active Transportation Plan proposal](#).

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 approve a Letter of Support for the development of a statewide active transportation plan in Missouri."

OR

"Move to recommend the Board of Directors approve a Letter of Support for the development of a statewide active transportation plan in Missouri, with these changes..."

[Insert Date Here]

Director Ed Hassinger
Missouri Department of Transportation
105 W. Capital Avenue
Jefferson City, MO 65102

Dear Director Hassinger:

On behalf of the Ozarks Transportation Organization, I've written the following letter to express our **support** for Missouri to begin developing a statewide active transportation plan (SATP).

Active Transportation is a core element of OTO's vision for a safe, connected and accessible regional transportation system and OTO prioritizes investments into pedestrian and bicycle infrastructure in coordination with local jurisdictions, state and federal agencies. We believe that a statewide active transportation plan can support our goals, and those of the state as a whole, in the following ways:

Safety: It is clear that we need this plan to better guide our efforts to create safer streets for all Missouri road users, especially those who travel without a car. MoDOT has done admirable work with regard to efforts like the Show Me Zero Strategic Highway Safety Plan and the update to the Vulnerable Road User Safety Assessment, and those documents help outline our path forward. We need a statewide active transportation planning framework that provides directions and best practices that can be implemented statewide to increase the safety of people who walk, roll, bike, and use public transportation. We believe a SATP will fill this critical gap.

Collaboration: Additionally, a SATP is needed to facilitate better collaboration on active transportation priorities. The Ozarks Transportation Organization has excellent collaboration with its members, MoDOT and the SW District to plan and prioritize projects within our boundaries, but a SATP would also help to improve coordination beyond our boundaries and support an excellent and cohesive transportation network throughout Missouri. This could not only ensure better use of limited resources, but can also help to produce better projects connecting people across the Show-Me State.

Economic Development: A SATP would give us an opportunity to better understand how active transportation supports the economy. On this point, the Ozarks Transportation Organization would ask that any SATP include funding to conduct a statewide economic impact analysis to better understand how much economic activity walking and biking generate for Missouri. This could also be a chance to increase local support for taking care of active transportation infrastructure.

In conclusion, the Ozarks Transportation Organization **supports** the development of a statewide active transportation plan and encourages MoDOT to begin this critical work.

Respectfully submitted,

Sara J. Fields, AICP
Executive Director

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 12/17/2025; ITEM II.D.

UPWP Transportation Studies

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization (OTO) budgets funds annually to support transportation studies throughout the region. These studies may address a wide range of topics, such as trail or road alignments, traffic operations, parking, safety, walkability, and land use. OTO also evaluates issues with high regional significance to guide data-driven transportation decisions.

As part of the development of the FY 2027 Unified Planning Work Program (UPWP), OTO is seeking input on potential transportation-related studies for inclusion.

Members are asked to consider possible study locations, corridors, or topics where a focused analysis could improve safety, mobility, access, or quality of life within the OTO region, and to be prepared to discuss these ideas at the meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action is requested; however, OTO is requesting each jurisdiction advise staff of any possible transportation studies for inclusion in the FY 2027 UPWP.

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 12/17/2025; ITEM II.E.

Technical Planning Committee Chair Rotation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2003, the Technical Planning Committee voted to establish a rotation schedule for the chair of the Technical Planning Committee. This rotation, as shown below, has been followed since. The Chair-Elect serves as the Chair in absence of the Chair.

Eric Claussen of Springfield will be serving as Chair in 2026. The chair-elect will be_____.

TECHNICAL PLANNING COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2016	Ozark	Larry Martin
Fall 2016-2017	Strafford	King Coltrin
2018	Springfield	Kirk Juranas
2019	Willard	Dave O'Connor
2020	Republic	Andrew Nelson
2021	Christian County	Todd Wiesehan
2022	Battlefield	Tommy Van Horn, Chairman
2023	Nixa	Jeff Roussell, Chairman
2024	Greene County	Angela Nelson, Chair
2025	Ozark	Jeremy Parsons
2026	Springfield	Eric Claussen, Chair
2027		

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to elect the Chair-Elect position for 2025 for the Technical Planning Committee.”

TAB 9



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee 2026 Meeting Schedule

Meetings are held every other month on the third Wednesday from 1:30 to 3:30 pm in the Ozarks Transportation Organization's Conference room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

February 18, 2026

April 15, 2026

June 17, 2026

August 19, 2026

October 21, 2026

December 16, 2026

Please provide requests for agenda items 2 weeks prior to meeting date.

TAB 10

BlogTransit News Transit Officials Address the State of Public Transit in Missouri

**The Missouri Public Transit Association
and Citizens for Modern Transit
Present:**

The State of Transit in Missouri 2025

Tyler Means
Kansas City Area
Transportation
Authority (KCATA)

Tom Gerend
KC Streetcar
Authority

Dorothy Yeager
OATS Transit

Matt Crawford
City Utilities of
Springfield

Ron Forrest
Metro Transit

November 20, 2025

November 20, 2025

Transit Officials Address the State of Public Transit in Missouri

Despite the profound influence of public transit on every county in the state of Missouri, Gov. Kehoe approved a 42% reduction in state investment for transit funding for SFY2026, and recent Department of Transportation proposals are suggesting the potential elimination of federal transit investment. This would have a far-reaching impact on transit accessibility statewide. In response, transit officials from across the state gathered to discuss this and other pertinent information during a “State of Public Transit in Missouri” online forum held by the Missouri Public Transit Association (MPTA) and Citizens for Modern Transit (CMT). The discussion can be viewed in its entirety below or by [visiting YouTube here](#).

Attendees heard from leaders of the state’s largest, mid-level and rural transit providers. Panelists included Transit Director with City Utilities of Springfield Matt Crawford, Executive Director of the KC Streetcar Authority Tom Gerend, Chief Operating Officer of Metro Transit Ron Forrest, Chief Mobility and Strategy Officer for the Kansas City Area Transportation Authority (KCATA) Tyler Means, and Executive Director of OATS Transit Dorothy Yeager. The forum was moderated by CEO of CMT and Executive Director of the MPTA Kimberly Cella. Participants submitted questions through the Zoom chat and Q&A features.

Public transit is a critical part of Missouri’s transportation network, providing vital access to jobs, education, healthcare, essential goods and services, entertainment venues and anywhere else individuals need to go. Ridership continues to grow. Operational and capital program initiatives are making steady progress, transit-oriented development is moving forward, and local economies are benefiting from a statewide economic impact of \$4.05 billion annually.

The KC Streetcar Authority recently celebrated the grand opening of its 3.5-mile Main Street extension, expanding the line from Union Station South to the University of Missouri–Kansas City (UMKC). The system has tripled ridership. KCATA’s service is connector oriented, ridership is increasing and back to pre-Covid numbers, performance is strong and additional service is in demand. Across the state in St. Louis, MetroBus and MetroLink ridership is up 6.5% and paratransit service ridership is up 37%. Metro Transit is adding 55 new light rail vehicles beginning in 2027 and is

expanding MetroLink by 5.2 miles to MidAmerica St. Louis Airport in St. Clair County, Ill. City Utilities of Springfield recently wrapped a system study, Connect SFG, which resulted in route changes and a fare decrease. Demand for rides continues to grow.

OATS Transit, Southeast Missouri Transportation Service (SMTS) and other regional transit providers deliver rural transit service across the state, making Missouri the only state in the nation with rural public transit service in every county. This ensures unmatched access and connectivity, with employment being the leading trip purpose. A large portion of riders use the service for medical appointments and for grocery access by older adults. OATS Transit also employs more than 550 people throughout the state.

While transit is delivering for Missourians, state investment for transit took a 42% hit as part of Gov. Kehoe's \$300 million cuts on June 30. This dropped state investment from \$11.7 million to \$6.7 million – which is split among 30 transit providers. Per capita spending has now dropped from \$1.89 to \$1.08 and remains among the lowest in the nation. State funding is crucial as it provides the matching funds needed to secure federal funds for operations and capital programming. Further complicating funding levels for transit at the state level are proposals floated by USDOT to eliminate transit investment at the federal level.

This lack of federal funds for transit would have a devastating impact on service in rural Missouri, including the cessation of service in certain areas. In urban areas, vehicle fleets would operate beyond useful life, expansion projects would be put on hold and service levels would be reduced.

"If transit is important to you, now is not the time to be quiet," stated Yeager of OATS Transit. "You have to make your voice heard in Jeff City to assure transit funding is sustained and in DC as Congress looks to write a new highway bill."

Transit providers are encouraging Missourians to share their personal testimonies by calling and emailing legislators to ensure they understand the critical nature of state and federal funding for transit. As transit advocacy organizations, CMT and MPTA will be spearheading a wide range of efforts, including a virtual Missouri Transit Advocacy Workshop on Dec. 4 at 8:30 a.m., hosted by MPTA, showcasing how to utilize your voice to impact policy and investment.

"Transit has been a bipartisan supported effort for decades because of its impact and benefits," noted Gerend of the KC Streetcar Authority "We need to continue to make that front and center. I have confidence in the benefits we deliver that are too important not to be included in a very meaningful way as it relates to federal transportation policies."

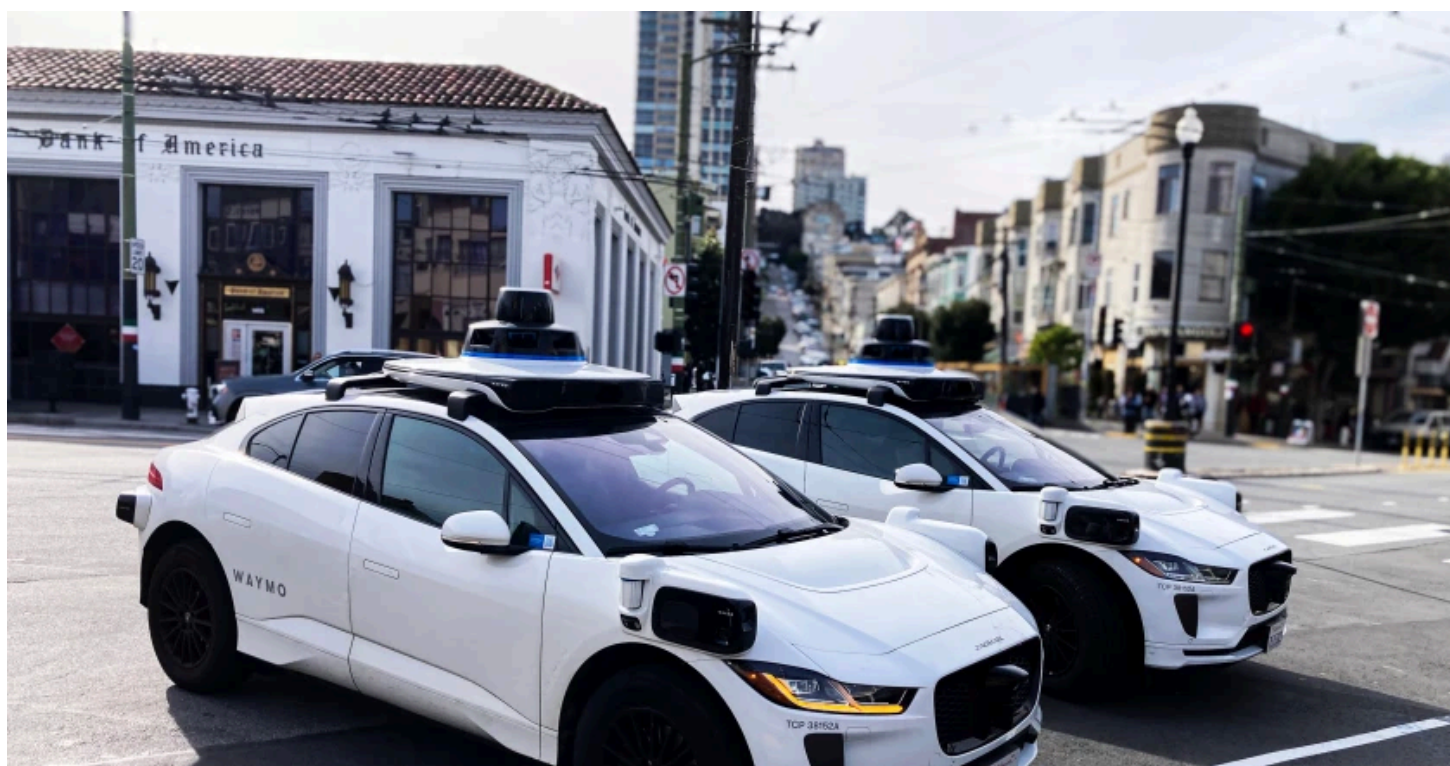
Cella of MPTA and CMT added, "As our panelists underscored today, no matter if you are large urban transit agency or a smaller rural provider, the issues are the same. Transit is meeting the increased demand for quality transit service while facing rising costs and shrinking budgets. The message underscores the critical importance of state and federal investment to ensure transit continues to deliver for Missouri."

TRANSPORTATION

Ahead of St. Louis, Mo., Rollout, Waymo Will Do Manual Tests

Before offering its self-driving taxi services, the company will dispatch its all-electric vehicles citywide with humans behind the wheel. It announced expansions into three other U.S. cities Wednesday.

December 04, 2025 • Jack Suntrup, St. Louis Post-Dispatch



(TNS) — Self-driving taxi company Waymo is planning to roll out its service in St. Louis, with test drives starting this week, the company said Wednesday.

Waymo will begin sending out its fleet of all-electric Jaguar I-PACE vehicles around the city — with people driving the cars — "as we get to know the community and begin preparations to welcome public riders in the future," the company said in a news release.

Owned by Google parent Alphabet Inc., Waymo operates similarly to Uber and Lyft, with users able to hail rides from an app on their smartphones. But unlike a traditional taxi or rideshare service, the vehicles travel roads without a driver.

"Our approach in St. Louis will be the same as a growing list of others Waymo now operates in — diligently following our safety framework as we validate our technology and deliberately scale our service over time," the company said.

Waymo on Wednesday also announced expansions into Baltimore, Philadelphia and Pittsburgh. The service is already available in San Francisco, Los Angeles, Phoenix, Atlanta and Austin, Texas.

The company traces its roots back to 2009, when Google launched its self-driving car project. Waymo was founded as an independent company under Alphabet in 2016.

But the introduction of self-driving technology in other cities has not come without conflict.

Rideshare drivers protested in Seattle after Waymo announced plans to expand to the city, raising concerns that the driverless cars could replace them. New York City taxi drivers have demonstrated against the self-driving cars, with New York State Federation of Taxi Drivers saying hundreds of thousands of driver jobs were at risk.

Opponents have also said the new technology poses safety concerns, though Waymo contends it is improving road safety where it operates.

With its initial drives in St. Louis, the company aims to create a high-definition map and collect early data.

In Missouri, it has early fans among elected officials.

House Speaker Jonathan Patterson, R-Lee's Summit, cheered Waymo's entry in the company's news release.

"Waymo's arrival in St. Louis is an exciting step forward for our state," he said. "It will offer a safe and reliable transportation option for its residents. I look forward to working with Waymo to safely introduce this technology to our communities."

U.S. Sen. Eric Schmitt, R-Mo., also quickly announced his support in an email from his

office.

“Great news — Waymo is coming to St. Louis! Their driverless fleet of cars will improve roadway safety, support innovation, and give people more options for getting around!”

Waymo signed four Missouri lobbyists on Nov. 3, records show — Rodney Boyd, Kate Casas, Brian Grace and Kelvin Simmons, all of the Nexus Group.

Waymo believes that Missouri law is silent on the operation of autonomous vehicles, said Chris Bonelli, spokesperson for Waymo.

This week, two measures were filed by state lawmakers to be considered in next year's legislative session to allow fully autonomous vehicles on public roads if certain conditions are met.

The legislation is Senate Bill 1050 and House Bill 2069.

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■ **ECONOMY & GROWTH**

The slow train that built a boomtown: How the Chadwick Flyer changed Christian County

Once a lifeline between Springfield and the Ozarks hills, the Chadwick Flyer carried people, goods — and now, its legacy — into a new era as a trail linking past and present



by Kaitlyn McConnell
5 hours ago



The Chadwick Flyer is shown at the Ozark station. (Provided by Richard Crabtree)

“Ozarks Echoes” explores notable places and faces in the region’s history. Every month, a new story will highlight how the topic “echoes” into the present, creating an impact that spans from its start to the modern day.

The Chadwick Flyer has always been about connection. It was a means of transportation — for people and goods — when it began in the 1880s, linking the Christian County boom town of Chadwick to Springfield. As technology and easy transportation grew, it ceased operation in 1934, but remained a connection point to local history. And today, it’s to become a new point of literal connection as a multi-use trail linking Ozark and Springfield.

Ironically, the Chadwick Flyer Trail won’t go to Chadwick. But when folks use that trail, they are part of a larger story that links today’s generations with those in the past. From the fading of bustling little Chadwick — a boomtown with businesses, saloons and more, thanks to the transportation the train provided for local pleasure seekers — it’s a means of connecting with local history and culture that’s long gone.

“The steam engine had a full crew: engineer, fireman, conductor and two brakemen,” wrote Hank Billings, a longtime Springfield News-Leader columnist, in 2011. “It was turned around at Chadwick by a hand-operated wooden turntable. Railroad ties were floated down the White River. They were hauled by a wagon team to meet the train at Chadwick.”

And that story began in the early 1880s, when the Frisco Railway decided to come to Chadwick.



Land shows where the Chadwick Flyer once ran. (Photo provided by Tim Ritter)

How Log Town became a boom town

It's a peaceful drive to Chadwick, a small town about 20 minutes east of Ozark. You can see where the railroad tracks once lay; the land is still built up despite the near-century it's been since the last train rolled through.

The heady days of Chadwick are gone, too. Today, the town still has its post office, fire department, school, which celebrated its centennial in 2025, and some churches. But its convenience store closed a year or so ago, taking away the only retail business in town. A handful of ladies still quilt at the Chadwick Community Building on Mondays: Most are tied in with the Chadwick Friendship Club, and the little Chadwick Museum, both testaments to the town's past.



Chadwick's depot is shown in days gone by. (Photo provided by Richard Crabtree)

And at the center of it all is **Marie Day**, the community's nearly 90-year-old local historian. She barely missed the train's last departure, but has spent years learning more about its history.



Marie Day of Chadwick shows a photo of the old Chadwick depot. (Photo by Kaitlyn McConnell)

“It was very busy,” she says of the era that had largely disappeared by the late 1960s. She did see part of that, having moved to town in the early 1950s after her marriage.

“The hotel was from the early 1900s because they ordered bricks on the train for the MFA store, and they sent way too many, so they built the hotel,” she pauses from quilting to say, speaking of a building that still stands across from the community center.



Its hotel days are long gone, but at one time, this brick building was a destination for visitors to Chadwick. It stands along Highway 125 today, but was across the road from where the depot formerly stood. (Photo by Kaitlyn McConnell)

Other remnants shine in her mind’s eye, like when the town had produce stores, a funeral home, a tombstone factory and even assembled cars in a building that still stands today.

“When John and I started dating in 1952, the mill was right over here on this corner,” she says, indicating another direction from the center. “They was still running cows and pigs and whatever in the streets.”

“At the time we got married, they had just closed the bank because it had just been robbed. So it merged with Sparta. (“No money is a good reason to close the bank,” suggested another quilter.)

But even those moments were far removed from the start of this story, which dates to 1842, when a place called Log Town came to be.

“There were few doctors in the county. Roads were few and those were only rough trails. Many families homesteaded the rough timbered ridges after the land along the creeks was taken,” Day wrote in her 1988 book, “Chadwick Collections and Recollections.”



Chadwick's livery is shown in a vintage photo. (Photo by Kaitlyn McConnell)

“For about half a century, life changed little for residents around the Chadwick area. Men cut logs, built homes, hunted and fished, cleared land, and raised small patches of food for the family. Women bore children, cooked, made lard, soap, candles and clothing. Life was hard, comforts were few, and luxuries were unknown. Social contracts were limited and recreation was simple and without cost.”

“Then,” the book’s pages note, “came the railroad to Chadwick.”

The year was 1881 when those plans began, the book noted. What locals really knew at the time is a little unclear, as there are limited newspapers and firsthand information available from that time.

Even in 1959, when the Christian County centennial book was published, those facts were difficult to determine — “For the most part the history of the people who lived in and around Chadwick in the first half of its first century consists of ‘word of mouth’ accounts told by one generation to the next,” its pages note.

But by 1883, it was clear that this was going to be a big deal — including the “social upheaval” as one newspaper put it. The paper was referring to Ozark, but it still ties to this story as it was the same train that went to Chadwick.

“Hordes of Irish and Swedish immigrants poured into the district, furnishing the muscle power necessary for laying the road bed,” noted the Republican in 1959, which cited that centennial book. “The residents of Ozark and the rest of the area involved, realized a bonanza in hard cash by supplying these workers room and board at the princely sum of five dollars a week. Trying to understand the Irish brogue and broken English spoken by the foreigners was a new and confusing experience for the hill people.”

It wasn’t long before Log Town morphed into Chadwick — named as such because of a railroad man named Chadwick is said to have been killed by a mule. (According to Arthur Moser’s “Directory of Towns, Villages and Hamlets Past and Present of Christian County, Missouri”: “Fellow workmen asked where they should bury him and were told by a railroad official, ‘bury him in the next town.’ That was the new, unnamed town. They buried him in an unmarked grave and gave the town its name.”)

“Chadwick will be the terminus point of the road and will necessarily become an important town,” noted the Springfield Daily Herald in June 1883. “It will be a shipping point for a large extent of the country lying south, and extending into Arkansas, and can not fail to receive quite a ‘boom’ from the circumstances that favor its prominence as a shipping and business point.

“While it is to be regretted that the road is not going to be immediately extended, the opening to Chadwick is an important advance, and will no doubt establish an important and prosperous town. The opportunity for locating business enterprises, especially such as are always demanded at the terminal points of railroad lines, will no doubt be promptly seized upon.”

It appears that the statement was correct, even though the line did not extend to Arkansas as predicted.

By the following week, the newspaper recounted people traveling to and from Chadwick, including a railroad worker who moved his family from there to Springfield. A Judge Walker returned from Chadwick in July 1883 and said that “the country down there was fast settling up.”

Ultimately, a turntable was built in Chadwick so that trains could change directions and head back to Springfield. “In the early years the wonder of this operation never failed to draw a crowd of fascinated watchers,” noted the Christian County centennial book.



A photo of Chadwick's train turntable hangs on the wall of the town's community center. (Photo by Kaitlyn McConnell)

In October, merchant John Vaughan of Chadwick was in North Springfield — a separate town from Springfield once divided by today's Division Street — “stocking up” on supplies. What joy that ability perhaps brought folks like Vaughan, who previously would have had to travel for days by wagon to secure such items?

Of course, before the railroad, there may not have been any stores to supply anyway. That soon changed after the railroad's arrival.

“Settlers began to pour into the region. New businesses sprang up...stores, eating places, trading posts, saloons, gambling houses all flourishing in the frenzied fashion of western boom towns,” noted the centennial book. “The great boom in the timber business was a natural sequence in circumstances and conditions of the time. Great quantities of timber and ties were needed to build the railroad. The building of the railroad brought hundreds of persons into the community. These persons needed houses. Lumber was needed to build these houses.”

Newcomers were undoubtedly happy about the bustle, as it meant more money. But not everyone was thrilled with Chadwick's diversions. There were people upset about the perception of a lawless, immoral place that needed rectifying, which is when the **Bald Knobbers** show up.

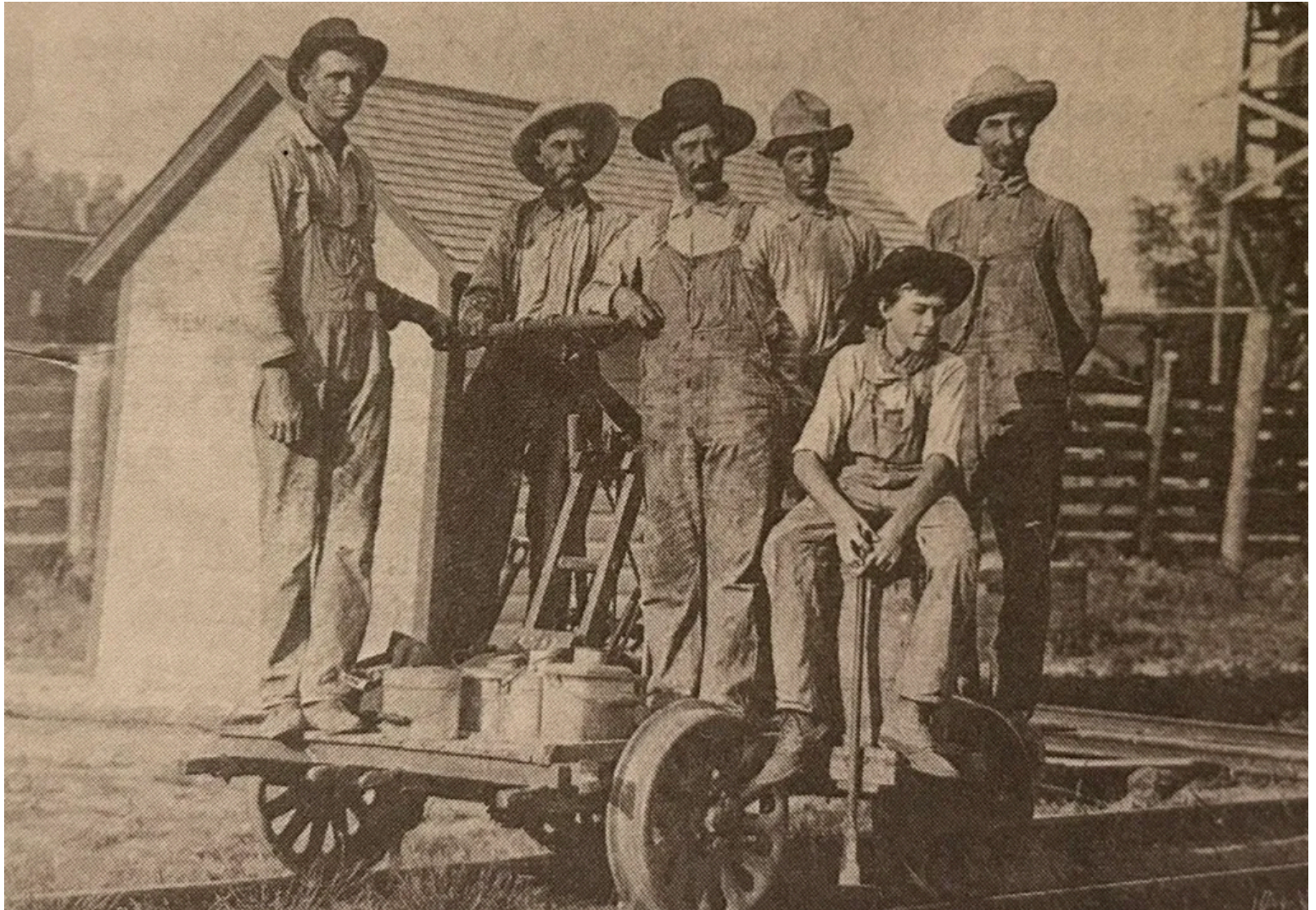
There's a lot to be said about the local vigilante group known for their hooded, black masks (and later, as the name of a Branson music show, although there is no connection).

The Bald Knobbers popped up in various parts of the Ozarks in the 1880s to maintain law and order (and in Christian County's case, morality) in the wake of unrest after the Civil War. The first group was in Taney County, but Christian County soon had its own vigilantes, who focused on enforcing morality where its members believed things had gotten too out of hand.

An example: "The Bald Knobbers paid our town another visit last night about 1 o'clock. They came for the purpose of raiding the saloons, pouring out the whiskey and ordering the saloon keepers to leave the town within five days," noted an 1886 newspaper account. "They went deliberately to work to carry out their purpose by opening the faucets, driving in the heads of the barrels, emptying the bottles, etc...."

The newspaper account ultimately told of more than 100 shots — both by and at the Bald Knobbers — before they rode off into the night. It's not necessarily related to Chadwick itself, but the downfall of the vigilantes came close by, when in 1887 they murdered two men at a cabin near town.

Ultimately, the Christian County group was put down when three of its members were hanged on the courthouse lawn in 1889 because of the incident.



A Frisco "section gang" from Chadwick in the early 1900s. (Photo from "Chadwick Collections and Recollections")

Chadwick's place at the turn of the century

One thing about the Flyer: It did not live up to its name. One example: In 1907, a newspaper noted that a dog, seeing his owner get on the train, followed it to town. "Chadwick Flyer none too speedy for canine," the headline proclaimed of the train that was said to go about 10 miles per hour.

"The thing was never on time," says Tim Ritter, a local writer who has spent years researching and sharing the "Chad's" story, as he puts it. "It was just this cordial, relaxed atmosphere that everybody enjoyed."

The late Billings, the aforementioned longtime journalist with the News-Leader, wrote several columns about the flyer.

In 2008, he cited a journalist named Ginger Ruark, a reporter from the long-gone Springfield Press. According to Billings, she wrote, "The farmers along the line, they say, can't grow crops because the train runs so slowly it shades their fields. And there may be some justice in it since it took about three hours to make the 34-mile run."

"The train crew, arriving around noon, would enjoy noon dinner, visit with their many admiring friends and often have time to shoot some quail, a deer or wild turkey in the nearby woods before starting their return trip. The game would be left on the right-of-way and the train stopped en route to allow the trainmen to pick it up."

But that leisurely pace didn't keep the train from being an economic driver as well as a major source of transportation — for both goods and people. Cream, tomatoes, livestock and more were taken to Chadwick as the closest railroad point in many miles.



Chadwick is shown in September 2025. Pictures is a building where, according to historian Marie Day, vehicles were once assembled after parts were brought to town on the train. (Photo by Kaitlyn McConnell)

“All the cattle, hogs and turkeys were driven in large herds and folks to Chadwick to market, coming from counties south of us,” wrote Inez Weagley Engoe in Day’s history book. She was born in 1907 and shared memories of the town in her childhood. “Many would sleep at our farm for the night. Dad would sell hay and grain to feed the livestock and Mother would cook for the men. Cattle and hogs were shipped by train to Kansas City or St. Louis, Missouri. Turkeys were sold to poultry houses in Chadwick, some were shipped out live, and others were butchered and dressed at the poultry house. This created work for the people of the town.”

There were recreational ties to the Flyer, too, as it was considered an excursion train that took Springfieldians to places for recreation. One popular stop was Galloway, a separate town until 1969, and Sequiota Park, both of which were miles from Springfield in those days. A key focus was Fisher’s Cave, as it was known then, in the park.

An example was in 1891, when the Springfield Daily Democrat shared a trip to the cave:

“The Chadwick train yesterday morning had a special coach filled with a jolly crowd of picnickers from the North Side bound for the Fisher Cave to spend the day. The front compartment of the car contained the ladies with one solitary husband of healthy aspect who, in profound meekness of spirit, occupied a secluded corner seat and listened in reverent silence to the animated chatter of feminine voices around him. The ladies were all married and happy, judging from their lively conversation and bright faces. A Democrat representative, always alert for such inviting news and quick to recognize ‘a thing of beauty as a joy forever,’ boarded the car at the Phelps Avenue depot and hastily surveyed the party.

“After paying that regard to the fair excursionists prompted by a native impulse of gallantry, the newspaper representative turned to the lonely gentleman in the obscure corner of the car. He was of goodly build, and would have balanced the standard scales of the stock yards at about 225 pounds.

“‘Have you the honor of chaperoning this handsome party?’ asked the reporter of the meek gentleman in holiday attire. Before the man could reply to this query, a chorus of musical voices answered: ‘Oh no; we admitted him in here for ballast only. He was elected to that seat because of his avoirdupois, just as sand is taken into a balloon by aerial voyagers. We have a chaperone of our own sex.’

“Going into the smoking car, the reporter found a number of husbands engaged in various masculine pastimes. Judge Sheffield and three other men had improvised a card table of one of the cushioned seats and were in the midst of an absorbing game of ‘sell out.’ The judge handled the cards deftly as though he had learned the art of shuffling the deck in a hay loft when the church bells were calling the pious boys to Sunday school. The north side justice looked at least twenty years younger than when he was trying the celebrated ‘Old Cook’ case last summer and endeavoring to find the rightful owner of ‘Top-knot,’ and her brood of spring chickens.

“The party had a good supply of dinner baskets, and leaving ‘dull care’ behind, intended to make the day one of genuine pleasure and recreation. They returned in the afternoon as happy as school children who had been off on a vacation excursion.”

The Chadwick Flyer comes to a halt

The Chadwick Flyer continued its daily runs for more than 50 years, but time and technology eventually overtook the train. Another factor: “The Great Depression was very impactful,” said Richard Crabtree, a local realtor and historian **who shares about the line in an online presentation**. “They ended up losing quite a bit of revenue on the line.”

Perhaps a combination of its relaxed vibe, the economic realities and modern-day life conspired to bring its end, like a prediction made in 1929:

“Not satisfied with being an hour or a little more late, the Chadwick Flyer, the Frisco’s only train to Ozark from Springfield, took a notion last Friday and came very near not coming at all,” printed the Christian County Republican in October 1929. “It was almost noon when the train arrived with the mail. We are afraid that the Frisco is going to wake up some day and find the mail is being hauled by a truck from Springfield to Ozark.”

It seems those predictions came true. In May 1934, a hearing was held over the value of the branch. There was a contingent of local folks who opposed its closure because of how it would affect them economically. Others were concerned that property values would decrease with the demise of the railroad.

“Attorneys for citizens of the Christian County towns now served by the line sought to bring out in the questioning of the witnesses that there is enough tonnage available to make the line profitable at least as far as Ozark,” noted the Republican. But the economics for the railroad were dismal.

“The number of carloads of livestock hauled by the line had shrunk from almost 500 in 1912 to almost nothing now,” the paper continued. “No grain is shipped out; no carload shipments of strawberries or other perishables have been made since 1929. Railroad tie shipments have declined from 800 a year from Chadwick alone between 1890 and 1900 to 13 from the whole territory in 1933; stave shipments amounted to only three carloads last year, after repeal. The cheese factories truck their products to Springfield and the shipment of cream on the railroad dropped from 5,760 cans in 1924 to one can in 1933.”

Pleas from some growers that trucking their goods would be cost-prohibitive didn’t overcome those figures. In 1934, the Chadwick Flyer’s 50-plus years of service made a major change: The Interstate Commerce Commission approved the termination of the line in Ozark, not Chadwick.

It was only a matter of weeks before parts of the track were removed. By August, the Chadwick news items put it plainly: “Chadwick looks rather deserted since our railroad track has been taken up.”

“It’s such a shame that it suddenly went by the wayside,” Ritter says. “There were signs, there were comments and newspaper articles that came out that said, ‘Hey, this thing’s losing money,’ but the fact that it ended so abruptly — those guys came back into the station after their day’s run and the boss came out and said, ‘You’re done.’”

An article didn’t reference the impact on Chadwick, but did give a sense of the nostalgia of the moment when the newspaper columnist for Fairview, a defunct paper located near Sparta and Chadwick, wrote about its depot being demolished.

“It is always with much sorrow and deep regret that we bid farewell to an old and cherished friend,” noted the columnist in November 1934. “So it is when we say good bye to the old depot. The rails have long preceded it in their removal. It has been some time since we have heard the familiar snorting and blowing of the Chadwick Flyer as it puffed to a halt at our modest little station.

“Thus we say good bye to all that remains of this part of the old Chadwick line.”

In Chadwick, Day, the local historian, says she thinks locals had mixed feelings about its end.

“I think probably they were sad to see it go, but they were glad to see all these nice cars,” she says, pointing to changes in transportation. More vehicles were common, but Highway 125 was still a gravel road. It wasn’t paved from Sparta until 1956, she says.

The depot survived until the 1980s, when structural issues forced it to be torn down and the current community building was added. Today, Chadwick still celebrates its heritage at Railroad Day, an annual festival held on the first Saturday in June.



Chadwick's Railroad Day draws locals together to recognize the town's railroad history. In 2024, it included this group of people visiting the Chadwick Museum, where local history is preserved. (Photo by Kaitlyn McConnell)

The Chadwick Flyer legacy lives on

More than 90 years have passed since the sun set on Chadwick's heyday, but it still both intrigues and inspires connections with modern-day life.

It's personal for Ritter, whose interest in the Flyer began years ago after meeting Joe Felin, his future father-in-law. The two began spending many Sunday afternoons searching for portions of the abandoned rail line.

"He used to run a bulldozer to clear the right-of-way for that line between Springfield and Ozark," Ritter says of Felin. "He and I just decided that after we would have breakfast on Sunday mornings, we were going to drive around and find all the remnants of that line. I mean, starting from Springfield and working our way down Chadwick. And that's what we did."

The searching continued for about two years, leading to conversations with property owners and even convincing Ritter to write a book about the line. (It's still in progress.)

“I don’t know of anybody that I ever came across that said, ‘Yeah, I never really cared about it,’” Ritter says. “They all knew — it was like it was a source of pride for them that they had a piece of land that it went through.”

In a way, that pride is now shared with a much wider audience through the Chadwick Flyer Trail, which is expected to become a nearly 17-mile greenway trail.

The catalyst for that project began when City Utilities made the decision to decommission the James River Power Plant near Lake Springfield in January 2021.

Prior to the plant’s closure, the rail line was a connection with the past: When City Utilities built the now-shuttered James River power station on Lake Springfield, it “needed the Chadwick branch to haul coal to the power plant,” wrote Billings in the News-Leader in 2011. “So the track survived from Springfield to Kissick Junction. Rails, ballast and trestles were reinforced for heavy coal trains.”

But with that line officially abandoned, it brought new opportunities.

“That change made the active rail line serving the plant no longer necessary and opened up a once-in-a-generation opportunity to reconnect communities along the corridor with the trail,” writes **Ben Tegeler, executive director of Ozark Greenways**. “Ozark Greenways also has a strong history of transforming former rail lines — the Frisco Highline Trail between Springfield and Bolivar is a great example. The Chadwick Flyer builds on that legacy, converting a historic corridor that once carried goods and travelers into one that will now carry people, stories, and connection.”

A very visible part of the project is currently in progress: The placement of a pedestrian bridge across Highway 65 near Ozark. The new bridge overcomes one of the trail’s biggest physical barriers, writes Tegeler.

“The history of the Chadwick Flyer is central to the trail’s identity. We plan to include interpretive elements, public art, and wayfinding that celebrate the stories, people, and communities shaped by the old rail line,” Tegeler noted.

“In many areas, the trail follows the historic rail alignment directly, especially between Springfield and the Greene-Christian County line,” he continues. “Even where the path shifts, our goal is to preserve that sense of moving slowly through the Ozarks, the same way the old ‘Flyer’ once did.”

Article Resources

“A Directory of Towns, Villages and Hamlets Past and Present of Christian County, Missouri,”
Arthur Paul Moser

“About the Frisco,” Christian County Republican, July 26, 1934

“Bald Knobbers visit Chadwick, Mo., Pineville News, Nov. 10, 1886

“Captain Rogers talks,” Springfield Daily Herald, July 12, 1883

“Chadwick,” Springfield Daily Herald, June 15, 1883

“Chadwick, Christian County Republican, Aug. 30, 1934

“Chadwick Collections and Recollections,” Marie Day, 1988

“Christian County: Its First 100 Years,” 1959

“Chadwick Flyer none to speedy for canine,” Springfield Republican, Nov. 10, 1907

“Chadwick Flyer was not known for being quick,” Springfield News-Leader, March 17, 2008

“Chadwick track survived,” Hank Billings, Springfield News-Leader, May 9, 2011

“Fairview,” Christian County Republican, Nov. 22, 1934

“Hearing in Springfield over Chadwick branch,” Christian County Republican, May 3, 1934

“North Springfield,” Springfield Daily Herald, June 22, 1883

“North Springfield,” Springfield Daily Herald, Oct. 12, 1883

“Ozark...and vicinity,” Christian County Republican, July 2, 1959

“Taking up Frisco line,” Christian County Republican, Aug. 16, 1934



Kaitlyn McConnell

Kaitlyn McConnell is the founder of Ozarks Alive, a cultural preservation project through which she has documented the region's people, places and defining features since 2015. Contact her at:

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Podcast: Flashing LED Lights Can Boost Roadway Safety

December 5, 2025



A recent episode of the “Talking Michigan Transportation” podcast reviewed a new study that confirms flashing light emitting diode or LED lights, when used strategically, can improve safety on roadway curves.

[Above photo by Michigan DOT]

That study – part of a larger research project funded by the Michigan Department of Transportation looking for effective speed warning technologies – concluded that “horizontal curves” on flat roads present a major challenge to drivers, especially when there is a significant difference between the posted speed limit and the curve advisory speed.

It also determined that Michigan suffered 128,517 crashes on curved roadways during winter weather conditions between 2018 and 2022, causing 175 serious injuries and fatalities, plus 1,360 less serious and suspected injuries.

Timothy Gates, a professor of civil and environmental engineering at Michigan State University and the study’s research leader, noted on the podcast that “flashing lights are a driver alert mechanism that still remains

effective” yet are even more effective if they’re activated in an “on-demand situation,” such as when drivers approach a curve too fast in wet roadway conditions.

“So when we have this the combination of the flashing light and it have it activated in an on-demand sense – as in only when it needed, so it is not flashing all the time 24-7 – that’s really still perceived as one of best driver alert mechanisms that we have out there,” Gates explained. He said the university conducted a related winter evaluation three years ago with on-demand flashing LED lights warning drivers to slow down when approaching icy bridge decks – and found that those signs were very effective.

“They were effective at reducing speeds approaching bridge decks,” Gates said. “That then prompted this project, which we just wrapped up, on M32 west of Gaylord where we installed slippery curve warning signs. The flashing LED is activated by a pavement sensor that detects when the friction at the surface of the pavement is below a certain value.” He added that the study also concluded that such on-demand flashing systems will prove even more beneficial as “winter weather warning” systems at roadway curves where snow and ice is a regular occurrence. “These are low-cost traffic control solutions that help guide motorists in these situations; improving safety for them,” Gates said.

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



Timothy Gates. Photo via Michigan State University.