

Regional Trail Planning Contract

Building Regional Transportation Capacity | FY23–FY27

Last presented to this board in January 2024



A Strong Regional Project Pipeline

What this contract funds



Regional Corridor Planning

Corridor refinement
Alignment Evaluation



Landowner Negotiations & Easement Acquisition

Easements
Appraisals



Railroad, Utility & Municipal Coordination

Utilities
Municipal Partners
BNSF
Consultants



Engineering Readiness

Project Development
Grant Readiness

Projects Positioned for Investment

Planning positions projects to compete for investment.

\$325,252

FY23–FY27 Contract
Investment



\$7.67M

Construction & Engineering Funding
Advanced Through Regional Planning
& Partnership

\$2,640,317

Construction funding advanced — Chadwick Flyer Trail
(\$1.8M) + Posenke Gap (\$840,317)

\$5,029,331

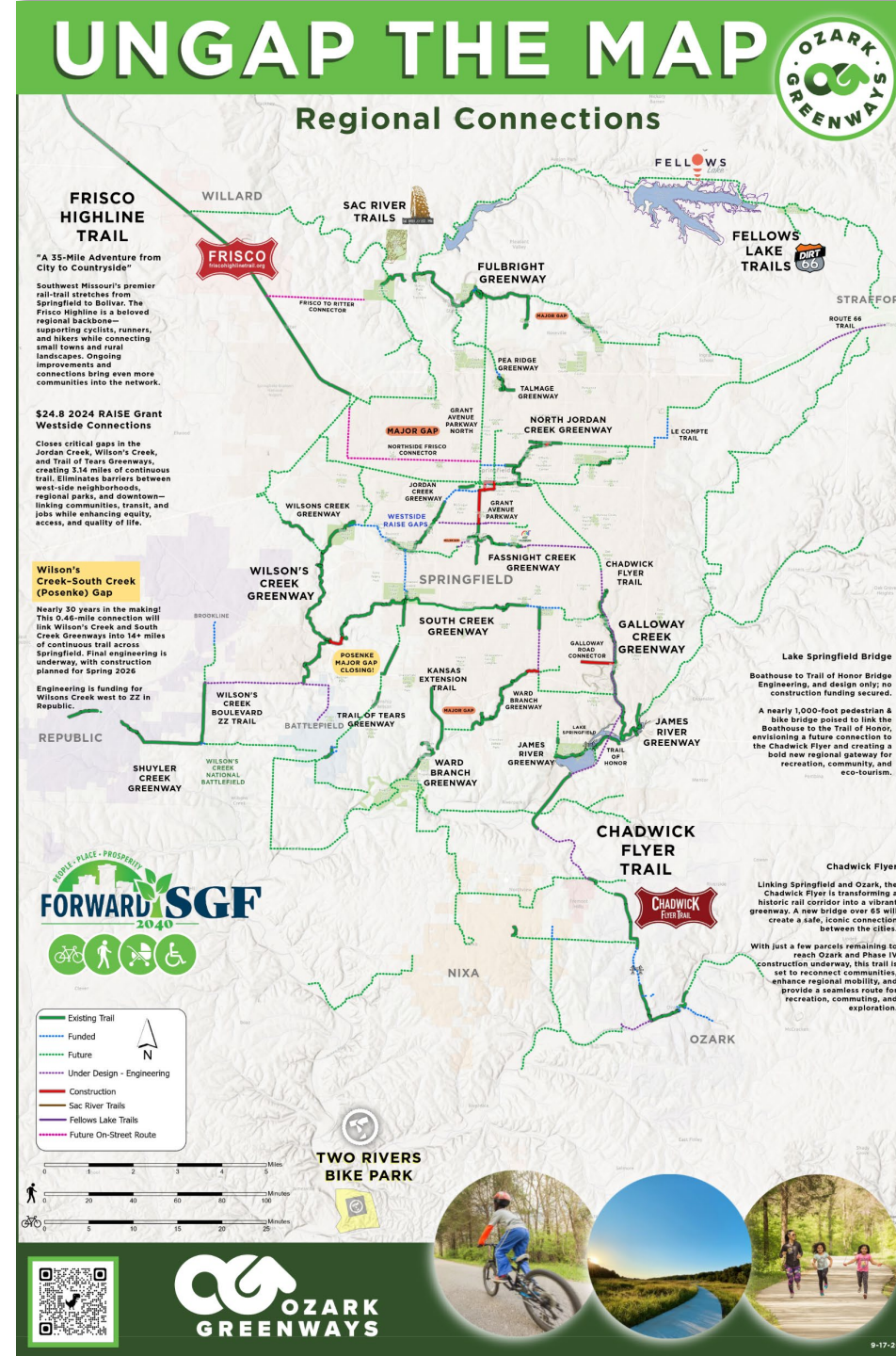
Engineering funding advanced — Frisco Highline Connector
(\$500K), Grant Ave North (\$1M), Route M/Republic Rd
(\$529,331), Chadwick Flyer (\$3M ARPA)

\$24.8M Federal RAISE Grant (2024): secured by the City of Springfield; Ozark Greenways now serves on the project's core delivery. team

A More Connected Region

Closing critical gaps within one regional network.

- **Frisco Highline Connector**
Prepares future regional expansion.
- **Posenke Gap**
Completes a critical missing connection in the regional network.
- **Route M/ Republic Road**
Extends regional connectivity toward Republic.



- **Grant Avenue North**
Strengthens the north-south transportation spine.
- **Chadwick Flyer**
Connects Springfield and Ozark through one continuous regional corridor.

The Work Before Construction

This contract doesn't fund trail construction — it funds the work that makes trail construction possible.

What This Work Includes

- Landowner negotiations
- Easement acquisition & appraisals
- Railroad & utility coordination
- Identifying alternate alignments

A Normal Part of Regional Planning

Not every easement is obtained. Not every alignment survives contact with property, rail, or utility constraints. When negotiations stall, our team works to identify alternate alignments or partnership structures rather than letting a corridor stall with them.

That flexibility — and the willingness to keep working a corridor when the first approach doesn't succeed — is part of the value this contract delivers.

Return on OTO's Investment

Reduces project risk

Preserves future corridors

Connects communities across jurisdictions

Leverages outside funding

Improves project readiness

Every completed regional trail begins years before construction — with planning, partnerships, and persistence.

Thank you for your continued investment in building a more connected Ozarks.