



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

JANUARY 15, 2026

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



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

**REVISED Board of Directors Meeting Agenda**

**January 15, 2026**

**12:00 – 1:30 p.m.**

The Board of Directors will convene at the OTO offices.

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

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

**The full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)**

**Call to Order .....**.....NOON

**I. Administration**

**A. Approval of Board of Directors Meeting Agenda**  
(2 minutes/Cossey)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

**B. Approval of November 20, 2025 Minutes.....Tab 1**  
(2 minutes/Cossey)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES**

**C. Public Comment Period for All Agenda Items .....Tab 10**  
Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on January 14, 2026, to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at [www.giveusyourinput.com](http://www.giveusyourinput.com). These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 10**.

**D. Executive Director's Report**  
(5 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

**E. MoDOT Update**  
(5 minutes/MoDOT)

A MoDOT staff member will give an update of MoDOT activities.

- F. Legislative Reports**  
(5 minutes/Cossey)  
Representatives from the OTO area legislative delegation will have an opportunity to give updates on current items of interest.
- G. Federal Funds Status Update .....****Tab 2**  
(2 minutes/Thomas)  
Staff will provide an update on FY 2026 obligations.

## **II. New Business**

- A. FY 2026-2029 Transportation Improvement Program Amendment Three .....****Tab 3**  
(2 minutes/Longpine)  
Changes are proposed to the FY 2026-2029 Transportation Improvement Program.

### **BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT THREE TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM**

- B. 2026 National Performance Targets .....****Tab 4**  
(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.

### **BOARD OF DIRECTORS ACTION IS REQUESTED TO SUPPORT THE STATEWIDE AND CU PERFORMANCE TARGETS**

- C. Statewide Safe Active Transportation Plan Letter of Support .....****Tab 5**  
(5 minutes/Knaut)  
OTO has been asked to provide a letter of support for a Statewide Safe Active Transportation Plan.

### **BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A LETTER OF SUPPORT FOR THE DEVELOPMENT OF A STATEWIDE SAFE ACTIVE TRANSPORTATION PLAN IN MISSOURI**

- D. Federal Discretionary Grant Support.....****Tab 6**  
(5 minutes/Parks)  
Board support is requested for federal discretionary grant applications for Highway MM in Republic and Sunshine Street in Springfield.

### **BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTIONS AND TRANSPORTATION IMPROVEMENT PROGRAM INCLUSION CERTIFICATES AS PROVIDED**

- E. Ozark Multi-Trail Planning and Design Project.....****Tab 7**  
(5 minutes/Parks)  
The OTO is providing project engineering services administration for the City of Ozark. An increase in project scope is requested.

**Project Memorandum of Agreement Amendment**

**BOARD OF DIRECTORS ACTION IS REQUESTED TO AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AN ADDENDUM TO THE EXISTING MEMORANDUM OF AGREEMENT WITH THE CITY OF OZARK TO INCREASE THE SCOPE AND FEE OF THE ENGINEERING SERVICES ADMINISTRATION FOR THE MULTI-TRAIL PROJECT**

**Engineering Services Contract**

**BOARD OF DIRECTORS ACTION IS REQUESTED TO AUTHORIZE THE EXECUTIVE DIRECTOR TO AMEND AND EXECUTE THE AMENDED CONSULTANT CONTRACTS WITH THE INCREASED SCOPE AND FEE FOR KALI SPRINGS CONNECTOR AND BLUE STEM PHASE I**

**Budget Amendment**

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY2026 OPERATIONAL BUDGET AMENDMENT #4**

**F. Nicholas and Tracker Intersection Project Management MOA.....Tab 8**  
(5 minutes/Parks)

The OTO is proposing to provide Project Management for the project. The associated Memorandum of Agreement is included.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO AUTHORIZE THE EXECUTIVE DIRECTOR ENTER INTO A MEMORANDUM OF AGREEMENT WITH CHRISTIAN COUNTY TO PROVIDE PROJECT MANAGEMENT SERVICES FOR THE NICHOLAS AND TRACKER INTERSECTION PROJECT**

**G. Chesterfield Lofts Lease Renewal – 1 Year .....Tab 9**  
(5 minutes/Fields)

The OTO is proposing a one year lease extension to allow time for the transportation reauthorization in September prior to relocation.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A ONE-YEAR LEASE RENEWAL OPTION FOR OFFICE SPACE IN THE CHESTERFIELD LOFTS BUILDING**

**III. Other Business**

**A. Board of Directors Member Announcements**

(2 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

**B. Transportation Issues for Board of Directors Member Review**

(2 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

**C. Articles for Board of Directors Member Information .....Tab 11**

(Articles attached)

**IV. Adjourn Meeting**

A motion is requested to adjourn the meeting. Targeted for **1:30 p.m.**

The next Board of Directors regular meeting is scheduled for Thursday, March 26, 2026 at 12:00 p.m. in person. Please note, this is the fourth Thursday of the month.

Attachments

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](http://www.ozarkstransportation.org/our-resources/civil-rights) or call (417) 865-3042.

# **TAB 1**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM I.B.**

**November 20, 2025 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors November 20, 2025 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.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Board of Directors November 20, 2025 meeting minutes”

OR

“Move to approve the Board of Directors November 20, 2025 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
NOVEMBER 20, 2025**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in person.

The following members were present:

Steve Bach, Springfield Citizen-at-Large  
Travis Cossey, City of Nixa (a)  
Eric Franklin, City of Republic  
Brandon Jenson, City of Springfield  
Marshall Kinne, Springfield Citizen-at-Large  
Derek Lee, City of Springfield

Lynn Morris, Christian County  
Stacy Reese, MoDOT (non-voting)  
John Russell, Greene County (Chair)  
Dan Smith, City of Springfield (a)  
Kelly Turner, City Utilities

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

The following members were not present:

Cecelia Cochran, FHWA (non-voting)  
Jerry Compton, Citizen-at-Large  
Mark Crabtree, City of Battlefield  
RJ Flores, Christian Co Citizen-at-Large  
Eric Johnson, City of Ozark (a)

Rusty MacLachlan, Greene County  
Mark Schenkelberg, FAA (non-voting)  
Brian Weiler, Springfield-Branson Airport (a)  
Wes Young, City of Willard (a)

Others Present: Scott Bachman, City of Springfield; Ryan DeBoef, Consultant; Nicole Boyd, Dave Faucett, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

Chair Russell called the meeting to order at approximately 12:01 p.m.

**I. Administration**

A quorum was present.

**A. Approval of Board of Directors Meeting Agenda**

Brandon Jenson made a motion to approve the November 20, 2025 agenda. Steve Bach seconded the motion. The motion passed.

**B. Public Comment Period for All Agenda Items**

The Chair advised there were public comments included in the packet and then asked for comments and questions. There were no in-person or online comments.

**C. Adoption of the Consent Agenda**

Kelly Turner made a motion to adopt the Consent Agenda. Brandon Jenson seconded the motion. The motion passed.

Consent Agenda Items:

1. September 25, 2025 Minutes
2. FY2026 1<sup>st</sup> Quarter Financial Statements
3. *Destination 2045* Amendment 11
4. FY 2026-2029 Transportation Improvement Program Amendment 2
5. FY 2026-2029 TIP Administrative Modification 2

**D. Executive Director's Report**

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

**E. MoDOT Update**

Frank Miller and Stacy Reese provided the MoDOT update.

**F. Legislative Reports**

There was no legislative report.

**II. New Business**

**A. September 30, 2025 Federal Funds Balance Report**

Jen Thomas shared the current federal funds status. Natasha Longpine highlighted the September 30, 2025 Federal Funds Balance Report.

This was informational only. No action was required.

**B. FY 2027-2031 STIP Priorities**

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

Lynn Morris made a motion to approve the presented list of priorities for consideration by MoDOT for inclusion in the FY 2027-2031 Statewide Transportation Improvement Program. Derek Lee seconded the motion. The motion passed.

**C. State Highway MM Funding Agreement – DED and OTO**

Debbie Parks reviewed the funding agreement needed to transfer funds from DED to MoDOT for the Missouri General Revenue appropriation for State Highway MM.

Dan Smith made a motion to approve the included resolution and authorize the Executive Director to enter into a funding agreement with the Missouri Department of Economic Development to transfer \$6 million general revenue line-item appropriation directly to MoDOT for the Highway MM Cost Share project. Eric Franklin seconded the motion. The motion passed.

#### **D. 60/65 Study**

Sara Fields shared the proposal to conduct a study of the road network near and including the US 60 and US 65 interchange.

The proposal includes:

- Funding Agreement – The OTO will enter into a Funding Agreement with MoDOT for the federal funds to be utilized on the study. The Funding Agreement will be up to \$800,000 in Federal Surface Transportation Block Grant (STBG) and Urbanized Surface Transportation Grant (STBG-U) funds.

Derek Lee made a motion to approve the Executive Director to enter into a Funding Agreement with MoDOT for the US-60/US-65 Access and Operational Study in the amount of \$800,000 in federal funds. Steve Bach seconded the motion. The motion passed.

- Intergovernmental Cooperative Agreement – The partner agencies, City Utilities and Greene County, will be providing matching funds as outlined in an ICA. In addition, the ICA will designate the transfer of \$300,000 in STBG-U from the City of Springfield to the OTO. This federal funding is \$300,000 of the funds outlined in the Funding Agreement with MoDOT.

Marshall Kinne made a motion to approve the Executive Director to enter into an Intergovernmental Cooperative Agreement with the City of Springfield, City Utilities of Springfield, and Greene County for the Cost Share of the US-60/US-65 Access and Operational Study. Eric Franklin seconded the motion. The motion passed.

- Budget Amendment – The OTO maintains an operational budget that is comprised of the various grant budgets. An amendment is needed to add the US-60/US-65 Access and Operational Study to the OTO Annual Operational Budget Class 630 – STBG Studies for FY2026.

Brandon Jenson made a motion to approve the FY2026 Operational Budget Amendment #3. Marshall Kinne seconded the motion. The motion passed.

- Engineering Services Resolution, RFQ, and Contract – Per the OTO's purchasing policy, projects that require engineering services require a Request for Qualifications (RFQ). The OTO will advertise the RFQ in December and will negotiate an engineering services contract with the selected Transportation Engineering Consultant in an amount not to exceed one million dollars.

Dan Smith made a motion to approve the included resolution to authorize the Executive Director to solicit engineering services and enter into negotiations with engineering services consultants and execute the contract for consultant services not to exceed one million dollars. Eric Franklin seconded the motion. The motion passed.

#### **E. 2026 Ozarks Regional Legislative Priorities**

Sara Fields highlighted the Springfield Area Chamber of Commerce's Ozarks Regional Legislative Priorities.

This was informational only. No action was required.

**F. Board Appointment of 2026 OTO Officers and Executive Committee Members**

Marshall Kinne, member of the Nominating Committee, presented the proposed 2026 Slate of Officers and the Executive Committee Members (1-year term). Other members of the Nominating Committee included Steve Bach, Eric Franklin, and Dan Smith. The floor was opened for other nominations. There were no other nominations.

- Chairman – Travis Cossey, Nixa
- Vice-Chairman – Derek Lee, Springfield
- Secretary – Eric Franklin, Republic
- Treasurer – Eric Johnson, Ozark
- Past Chair – John Russell, Greene County
- Executive Committee – Jerry Compton, OTO Citizen-at-Large
- Executive Committee – Brian Weiler, Springfield-Branson National Airport

Marshall Kinne made a motion to appoint the 2026 OTO Officers and Executive Committee as presented. Steve Bach seconded the motion. The motion passed.

**G. Board of Directors 2026 Meeting Schedule**

Sara Fields shared the 2026 meeting schedule for the Board of Directors.

This was informational only. No action was required.

**III. Other Business**

**A. Board of Directors Member Announcements**

There were no member announcements.

**B. Transportation Issues for Board of Directors Member Review**

There were no transportation issues for member review.

**C. Articles for Board of Directors Member Information**

Chair Russell noted there were articles of interest included in the packet for the members to review.

**IV. Adjourn meeting**

Travis Cossey made a motion to adjourn. Marshall Kinne seconded the motion. The motion passed.

The meeting was adjourned at 12:48 p.m.

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Eric Franklin  
OTO Secretary

# **TAB 2**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM I.G.**

**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 \$10.9 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS.** In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year, as well as an amount equal to any deobligations. 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.

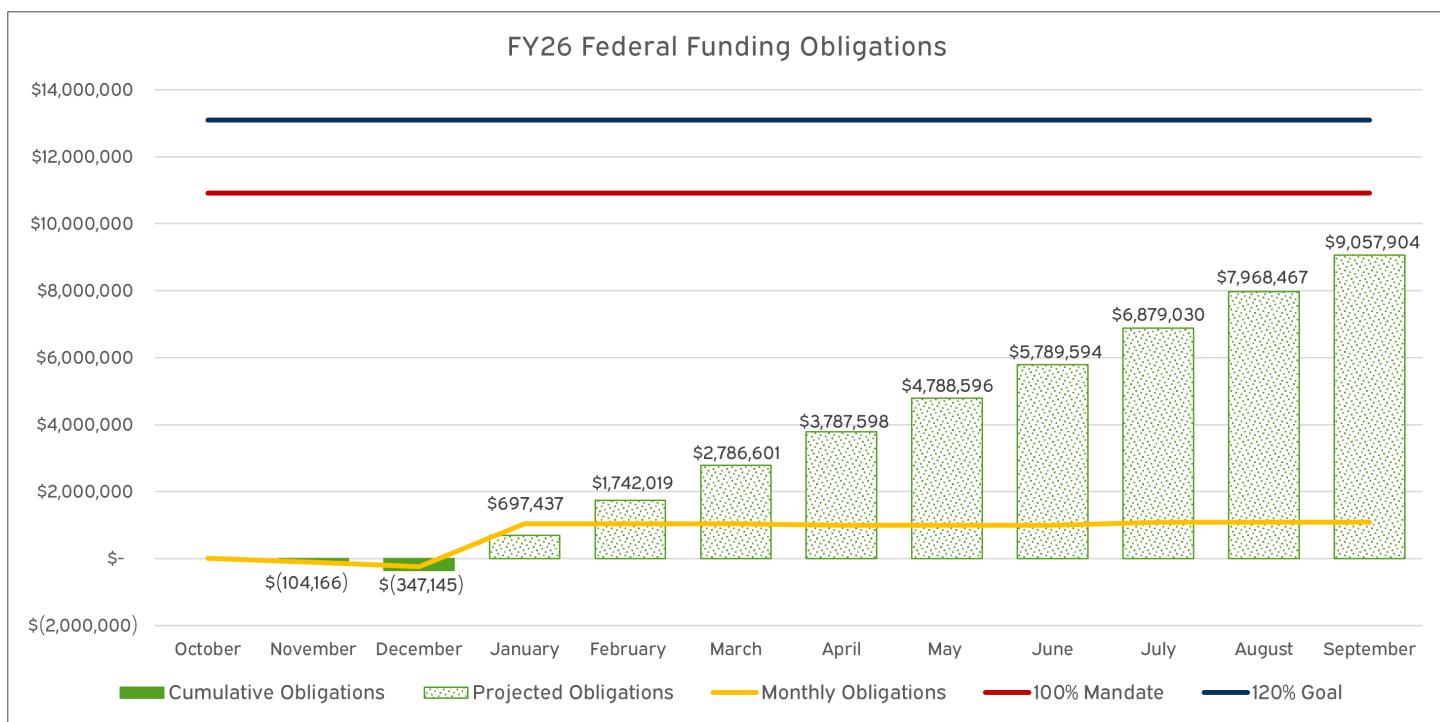
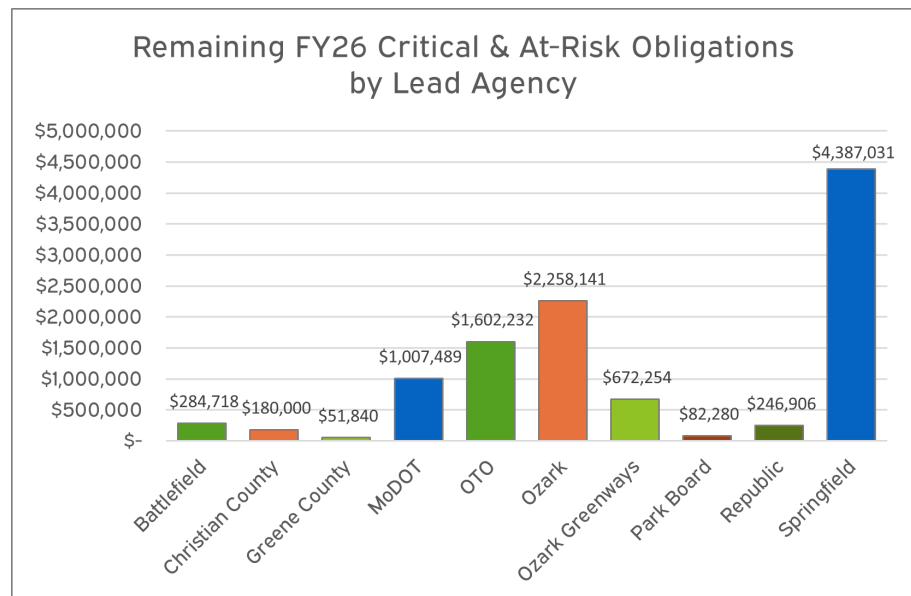
**BOARD OF DIRECTORS ACTION REQUESTED:**

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	\$13,329,147
120% Target (tentative)	\$13,087,408
100% Mandate/Annual Allocation	\$10,906,173
YTD Obligations	-\$347,144.93
Amount Needed to 100% Mandate	\$11,253,318
Remaining Critical Obligations	\$9,057,904
Amount Likely to Lapse	\$2,195,414



# Balance Report

## FY 2026 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
<b>OBLIGATIONS</b>			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(22,141.81)	105,098.19
0141028 14-Fort to Ridgecrest	Nixa	(931.92)	104,166.27
9901864 Finley River Trail Extension	Ozark	97,478.13	201,644.40
9901837 Chadwick Flyer Phase II	Ozark	(8,811.47)	192,832.93
5901829 Mt. Vernon/Miller Sidewalks	Springfield	154,312.00	347,144.93
<b>PENDING OBLIGATIONS</b>			
5901839 South Creek at Glenstone	Springfield	(6,135.73)	341,009.20
<b>PLANNED CRITICAL OBLIGATIONS</b>			
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	56,291.20
CC2504 - Tracker/Nicholas	Christian County	(180,000.00)	(123,708.80)
5901832 EV Chargers - Greene	Greene County	(51,840.00)	(175,548.80)
MO2521 I-44 Aesthetics/Safety	MoDOT	(408,000.00)	(583,548.80)
SP2509 Division RR	MoDOT	(300,000.00)	(883,548.80)
S604083 South Sidewalks 6th-14th	MoDOT	(134,836.00)	(1,018,384.80)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(1,415,732.80)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(1,697,151.80)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(1,952,070.80)
9900905 N. 21st and N. 22nd	Ozark	(1,111,232.00)	(3,063,302.80)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(3,955,292.40)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(4,627,546.00)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(4,709,826.00)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(5,121,033.14)
MO2701 FY 2027 TMC Staff	Springfield	(512,000.00)	(5,633,033.14)
SP2608 Campbell Ave ROW	Springfield	(360,000.00)	(5,993,033.14)
SP2609 Kansas Ave ROW	Springfield	(400,000.00)	(6,393,033.14)
SP2610 Springfield Resurfacing	Springfield	(2,400,000.00)	(8,793,033.14)
<b>PENDING DEOBLIGATIONS</b>			
5916808 ADA Sun., Nat'l, B.field		1,830.21	(8,791,202.93)
00FY824 OTO Operations/Planning		140,170.20	(8,651,032.73)
7441012 Kearney/Packer		69,522.96	(8,581,509.77)
9901827 ChadwickFlyr Jackson/Clay		41.57	(8,581,468.20)
5944805 Jackson Street Resurfacing		24,993.47	(8,556,474.73)
<b>AT-RISK TO OBLIGATE</b>			
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 3**

**BOARD OF DIRECTORS AGENDA 01/15/2026; 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 TAKEN:**

At its regularly scheduled meeting held on December 17, 2025, the Technical Planning Committee recommended the Board of Directors approve Amendment 3 to the FY 2026-2029 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve Amendment 3 to the FY 2026-2029 Transportation Improvement Program.”

OR

“Move to approve 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
<b>Total Engineering</b>		<b>\$444,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$444,000</b>
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
<b>Total ROW</b>		<b>\$0</b>	<b>\$3,315,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,315,000</b>
<b>Total Prior Costs</b>		<b>\$444,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$444,000</b>
<b>Total Programmed</b>		<b>\$444,000</b>	<b>\$3,315,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,759,000</b>

<b>CURRENT CHANGE REASON</b>	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.	
<b>PROJECT CHANGES</b>	<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>	
<b>FUNDING CHANGES</b>	<p><b>Local</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in ROW from \$0 to \$663,000</li> </ul> <p><b>STBG-U (FHWA)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in ROW from \$0 to \$2,652,000</li> </ul>	
<b>FEDERAL PROJECT COST</b>	Increased from \$355,200 to \$3,007,200 (746.62%)	
<b>TOTAL PROJECT COST</b>	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

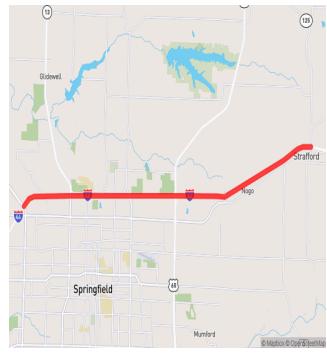
PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	Local	\$0	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Capital	Local-AC	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total Capital		\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500
<b>Total Programmed</b>		<b>\$0</b>	<b>\$312,500</b>	<b>\$0</b>	<b>\$0</b>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

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$0
<b>TOTAL PROJECT COST</b>	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

<b>CURRENT CHANGE REASON</b>	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)
<b>PROJECT CHANGES</b>	<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>
<b>FUNDING CHANGES</b>	<p><b>MoDOT</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in ENG from \$35,570,000 to \$16,331,225</li> <li>- Decrease funds in FY 2026 in ROW from \$4,600 to \$0</li> <li>- Decrease funds in FY 2026 in CON from \$371,004,300 to \$352,498,115</li> </ul> <p><b>NHPP (FHWA)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in ROW from \$18,400 to \$18,000</li> </ul> <p><b>Local</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in ENG from \$410,000 to \$7,555</li> <li>- Decrease funds in FY 2026 in CON from \$3,500,000 to \$94,437</li> <li>- Decrease funds in FY 2026 in ENG from \$7,555 to \$0</li> <li>- Decrease funds in FY 2026 in CON from \$94,437 to \$0</li> </ul>
<b>FEDERAL PROJECT COST</b>	Decreased from \$101,371,068 to \$101,370,668 (0.00%)
<b>TOTAL PROJECT COST</b>	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  
-

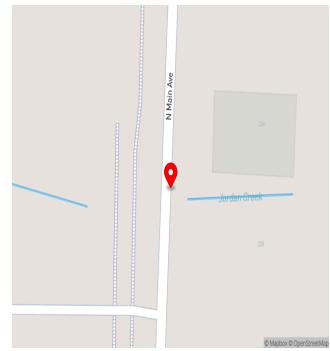
Project Considerations  
Bike/Ped Plan, Regional Trail  
Plan Priority

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
<b>Total ROW</b>		<b>\$0</b>	<b>\$440,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$440,000</b>
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
<b>Total Construction</b>		<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$440,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,440,000</b>

<b>CURRENT CHANGE REASON</b>	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.
<b>PROJECT CHANGES</b>	ID changed from "SP2402-24" to "SP2402-26A3" Plan Revision Name changed from "26Adopted" to "26A3"
<b>FUNDING CHANGES</b>	<p><b>Local</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in ROW from \$500,000 to \$88,000</li> <li>- Decrease funds in FY 2027 in CON from \$1,000,000 to \$800,000</li> </ul> <p><b>STBG-U (FHWA)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in ROW from \$2,000,000 to \$352,000</li> <li>- Decrease funds in FY 2027 in CON from \$4,000,000 to \$3,200,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Decreased from \$6,000,000 to \$3,552,000 (-40.80%)
<b>TOTAL PROJECT COST</b>	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

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$880,000
<b>TOTAL PROJECT COST</b>	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
<b>Total Programmed</b>		<b>\$0</b>	<b>\$929,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$929,700</b>

**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
<b>Total Programmed</b>		<b>\$0</b>	<b>\$682,010</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$682,010</b>

**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)
<b>FEDERAL</b>				
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)	<b>\$103,823,600</b>	\$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
SCRP (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)	<b>\$16,212,840</b>	<b>\$7,254,669</b>	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	<b>\$184,045,716</b>	<b>\$19,375,505</b>	<b>\$32,809,681</b>	<b>\$36,820,066</b>
<b>STATE</b>				
MoDOT	<b>\$381,123,206</b>	\$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	<b>\$401,470,328</b>	<b>\$37,134,579</b>	<b>\$23,196,928</b>	<b>\$16,887,644</b>
<b>LOCAL/OTHER</b>				
Local	<b>\$7,528,541</b>	\$4,196,523	\$1,149,004	\$220,567
Local-AC	<b>\$4,744,721</b>	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	<b>\$12,373,262</b>	<b>\$4,196,523</b>	<b>\$1,149,004</b>	<b>\$220,567</b>
<b>Total</b>	<b>\$597,889,306</b>	<b>\$60,706,607</b>	<b>\$57,155,613</b>	<b>\$53,928,277</b>

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

# **TAB 4**

**BOARD OF DIRECTORS AGENDA 01/15/2026; 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:

<b>Performance Measure</b>	<b>Statewide Target for CY2026</b>
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 TAKEN:

At its regularly scheduled meeting held on December 17, 2025, the Technical Planning Committee recommended the Board of Directors support the statewide and City Utilities performance targets.

#### BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to support the statewide and CU performance 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 Target 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 <sup>^</sup>	6.517	6.656	6.433	6.214	6.551	6.445
Number of Non-Motorized Fatalities and Serious Injuries <sup>^</sup>	662	679	663	647	603.0	~603

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

<sup>^</sup>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.

## Agency Information

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

## Targets

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

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

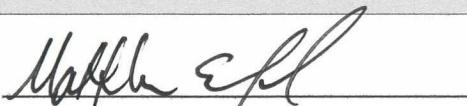
*How did your agency calculate the targets?* NA

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# **City Utilities Transit Agency Safety Plan**

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## 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 8-26-25
Approval by the Accountable Executive	Signature of Accountable Executive 	Date of Signature 8/26/2025
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan Adrienne Kneuer	Date of Approval 9/25/2025
Certification of Compliance with Part 673 by certification of C&A's in TrAMS	Name of Individual/Entity That Certified This Plan City Utilities of Springfield, MO	Date of Certification
	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	2022	2023	2024	Target Goal
<b>Bus Fixed Route (MB)</b>				
1a: Major Safety Events (Total)	10	4	6	6
1b: Major Safety Events (per 250k VRM)	2.306	0.919	1.540	<b>1.385</b>
1.1: Collision Rate	2.306	0.689	0.697	<b>4.618</b>
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	<b>4.618</b>
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	<b>20</b>
3b: Injury Rate (per 250k VRM)	1.384	1.379	1.859	<b>4.618</b>
3.1: Transit Worker Injury Rate (per 250k VRM)	0.000	.0230	0.232	<b>2.309</b>
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	<b>150</b>
5b: System Reliability Rate (VRM/failures)	10,949	9,982	9,440	<b>7,218</b>
<hr/>				
<b>ADA Paratransit (DR)</b>	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	<b>0.908</b>
1.1: Collision Rate	0.195	0	0	<b>0.908</b>
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	<b>0.908</b>
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	<b>0.908</b>
3.1: Transit Worker Injury Rate (per 250k VRM)	0	0	0	<b>0.545</b>
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	<b>17,203</b>

# **TAB 5**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM II.C.**

**Statewide Safe 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 safety based 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 safe 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 and an executive summary from Missourians for Responsible Transportation on the need for active transportation plan.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting held on December 17, 2025, the Technical Planning Committee recommended the Board of Directors approve a Letter of Support for the development of a Statewide Safe Active Transportation Plan in Missouri.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve a Letter of Support for the development of a Statewide Safe Active Transportation Plan in Missouri.”

OR

“Move to approve a Letter of Support for the development of a Statewide Safe 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 safe active transportation plan (SSATP).

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 safety based 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 safety based 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 SSATP will fill this critical gap.

**Collaboration:** Additionally, a SSATP 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 SSATP 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 SSATP 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 SSATP 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 safe active transportation plan and encourages MoDOT to begin this critical work.

Respectfully submitted,

Sara J. Fields, AICP  
Executive Director

# NEED FOR MISSOURI'S FIRST STATEWIDE ACTIVE TRANSPORTATION PLAN

Release Date: December 15, 2025

This issue brief urges the Missouri Department of Transportation [MoDOT] to adopt a Statewide Active Transportation Plan [SATP] to address critical gaps in safety, funding, connectivity, and policy for non-motorized transportation across Missouri.

- P. 1: Introduction / Gaps
- P. 2: Background / Justification
- P. 3: Elements / Best Practices
- P. 4: Costs / Implementation
- P. 5: Contacts / Glossary / Refs.

1/3 of Missourians are non-drivers [1], due to:

- Age/Disability
- Affordability
- Legal reasons
- Choice

A SATP is a crucial guiding document to support development of a robust system of accessible transportation connections for communities of all sizes. With a SATP, MoDOT has the opportunity to build on the MO

Transportation Planning Framework to effectively implement projects for all road users, including the 1.8 million Missourians without drivers licenses. A SATP enables effective coordination between MoDOT districts and planning partners, private contractors, and the public so that we can successfully pursue statewide AT policy, design, and performance goals. MO is the most populous of four remaining states without a SATP.

## What are Key Missouri Transportation Challenges?

MO experienced most-recorded pedestrian fatalities in 2024 (120% increase from 2014) [2; 3]. YTD data suggests 2025 will be worse.



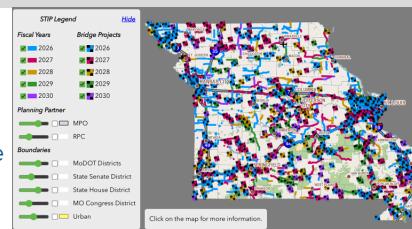
**Safety (Safe Infrastructure):** Vulnerable road user [VRU] fatalities will continue to climb if we do not invest in AT projects throughout MoDOT's system. VRU deaths are an increasing proportion of MO traffic deaths. In 2009/2010, only 8% of traffic deaths were VRU; in 2024, that number surpassed 15% [4]. This proportional increase triggers the federal 'VRU Special Rule' under the Highway Safety Improvement Program [HSIP], requiring MoDOT spend at least 15% of HSIP funds on VRU safety. FHWA developed Proven Safety Countermeasures including 8 that directly address VRU safety, however AT components are often excluded from MoDOT projects;

**Funding (Modal Disparities):** MO's Transportation Planning Framework is renowned nationwide for identifying/implementing projects, however the STIP excludes AT: MO has no dedicated state AT funding. Local or federal funding is needed. For I-70 expansion, entire new interchanges are planned while transit was excluded and AT will be replaced, but often not expanded. Communities like Columbia must foot the bill for safe I-70 pedestrian crossings such as the Hinkson Creek Trail, despite a future connection to Clark Lane (on MO's VRUSA 'Safety Projects' list) and 25+ years of documented need in local planning docs.;



**Connectivity (Geographic Disparities):** MO has no statewide AT network vision to connect between communities and also reach rural/disinvested communities. Communities like Warrensburg spent decades advocating for the Spirit Trail along MO-DD—they self-fund to maintain the trail, even though it is on state ROW and connects municipalities with state assets like University of Central Missouri, Knob Noster State Park, and Warrensburg's MO River Runner Amtrak service;

**Policy (Growing Maintenance Burden):** MO has US' 7<sup>th</sup> largest highway system, but receives 47<sup>th</sup> most nationally in revenue/mile [5]. Our legislature chips in funding when STIP funding isn't available for major projects—\$3 billion+ to widen I-70 (potentially \$4 billion+ for I-44 expansion). MoDOT District Prioritization Processes tack on dozens of "capacity improvements" (widenings) into the STIP annually, while road diets are rarely, if ever, considered. When factoring more lane miles with lower gas tax revenues, heavier vehicles damaging roads, and no ability to collect tolls, policy solutions are needed for our transportation system to meet future needs.



## MO ranks among lowest nationally in multimodal transportation

- Lowest of all states: Safe Routes to School [SRTS] Policies [6]
- 2nd-lowest: Bicycle-Friendly State Policies [7]
- 4th-lowest: Quality of State Transit Support [8]

SRTS/Bike reports call for SATP to improve safety outcomes.

MO per capita spending on Transit compared to surrounding states, 2025 AASHTO Report



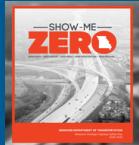
**Outsized Impact:** MoDOT owns 25.6% of MO roads; 64% of pedestrian fatalities on state system [9].

# BACKGROUND / JUSTIFICATION

**The need to develop a MO SATP was outlined as an advocacy goal more than a decade ago.** Missourians for Responsible Transportation (a statewide grassroots advocacy non-profit), is leading this initiative. The need was identified by MO DHSS' State Health Improvement Plan [SHIP] and the MO Complete Streets [MOCS] Advisory Committee. MOCS is a public-private partnership initiated by MO DHSS with a mission "To provide leadership and resources that support accessible multimodal transportation in the Show-Me State."

**MHTC's 2026 LRTP update RFP requires consultants to "Assess the statewide interest and need for a statewide bike/pedestrian plan and establish a possible framework for that plan."**

**Statewide planning initiatives identify SATP need within MO's Transportation Planning Framework**



#### **State Health Improvement Plan (MO DHSS, 2024):**

SATP is specific activity to achieve SHIP's Priority Issue 3 [10]; this objective is the impetus for MOCS' advocacy.

**Strategic Hwy. Safety Plan (MoDOT, 2025):** Public Works/Engineering rec.: "Provide safer facilities and accommodations for [VRU] even if it is not the primary scope. Remember agencies are responsible for all modes of transportation—not just motor vehicles" [11]; MPO/RPC rec.: "Emphasize safety when prioritizing improvements among various modes of transportation, considering how increased multimodal alternatives and operational projects can reduce the likelihood of crashes" [11].

#### **Statewide Comprehensive Outdoor Rec. Plan**

**(MoDNR, 2025):** "Partner with community, regional, and transportation planners to identify sidewalks, bike lanes, and alternative transportation corridors needed to connect residents to parks, and facilitate greater walkability/bikeability within communities" [12].

**Master Plan on Aging (MO DHSS, TBD 2025):** Draft directly recommends SATP to improve accessibility for aging Missourians [13].

#### **SATP is affirmed by the LRTP Citizen's Surveys**

##### **2018 Citizen's Survey: Safety is paramount and transportation choice is a priority.**

Missourians thought it was more important to be "seeking new revenue for other transportation options" than "expanding the transportation system (adding new lanes, building new roads and interchanges)." Increased investments in transportation choice can address the LRTP goal "Improve reliability and reduce congestion."

**2026 LRTP Update:** 2026 LRTP update incorporates surveys, in-person events, and stakeholder meetings. Stakeholders such as MACOG stated "Proactive, not reactive" safety improvement needs. At the MO State Fair (see graphic, right), Missourians reaffirmed 2018 survey: most favored—AT/transit; least favored—highway expansion.

**FHWA Guidance: "Most statewide plans are policy plans. Many states want plans that focus more on guidance and direction than lists of projects. Still, some plans identify specific corridors for statewide bicycling routes and include project scoping checklists and project prioritizing criteria" [15].**

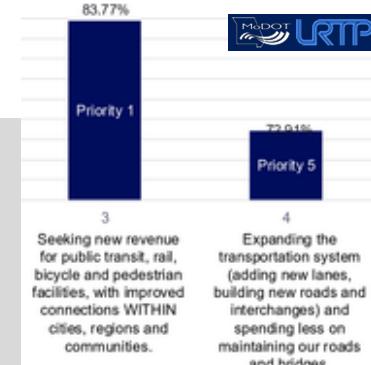
#### **Advocacy Timeline**

- **2010:** MOCS established by MO DHSS; strategic planning identifies SATP need for MO
- **2022:** MOCS met former MoDOT transportation planner Eric Curtit about SATP need; we followed up with an initial proposal; he suggested the LRTP would be appropriate SATP advocacy avenue
- **2024:** MHTC releases RFP for 2026 LRTP update, including objective for LRTP consultant team to consider a framework for developing a SATP
- **2025:** MOCS conducted research on other DOT SATP examples; MOCS met with key cross-division MoDOT leadership to outline proposal and affirm statewide interest and need for a SATP
- **2026:** MoDOT will define MO's transportation vision for next 25 years by adopting new LRTP



#### **VRU Safety Assessment (MoDOT, 2025) [14]: First MoDOT plan to outline "Statewide AT Planning Framework"**

Statewide Active Transportation Planning Framework: Missouri is one of the few states in the nation that lacks a statewide active transportation plan (ATP). MoDOT should consider the development of a statewide active transportation planning framework for addressing active transportation needs in the state. This planning framework is important for understanding the current conditions of active transportation networks in the state, developing a continuous network of VRU facilities, filling gaps in the network, and prioritizing investments in areas that need it the most. This planning framework can build off the VRUSA safety data analysis and agency consultation but should include a public engagement process and further analysis using the bicycle level of traffic stress and pedestrian level of comfort analysis methods. This planning framework could be created in coordination with the Long Range Transportation Plan (LRTP), similar to how the State Freight and Rail Plan is developed. The planning framework could also include an economic impact assessment of active transportation and toolkits for local agencies.



## Safety

### Benefits for MO

- Proactive Crash Reductions: Communities with speed management strategies & separate VRU/motor vehicle infrastructure are safer for all users [76]. Target VRUSA High Injury Network recs.
- Follow Federal Requirements: Consider MoDOT VRU office to house 'Bike/Ped Coordinator' and additional staff to target investments required by HSIP VRU Special Rule.

### Where it Works in MO

- City of Osceola: Recognized in PAPREN's *Guide to Activating Rural America through Active Living Policies*. Osceola's *Livable Streets Plan* is the "Complete Streets [CS] blueprint for investments and capital projects to increase the safety and accessibility." Built SRTS incrementally since 2020.
- MoDOT STL District/City of St. Louis: Building first protected bike lanes and intersections (pictured on p.4) on MoDOT state-owned roadway: MO-100.

### State-By-State

- Kansas: Safety is the first of six strategies; goal to reduce the frequency and severity of VRU crashes.
- Washington: Examines state ROW suitability for AT safety solutions; won top AASHTO transportation award in 2022.

## Connectivity

### Benefits For MO

- Outline State AT Network: Develop comprehensive AT vision map; connectivity is a principle of bicycle network design [77]. Support AT networks that don't end at municipality limits or county lines.
- Address Geographic/Resource Disparities: Ensure no biases toward well-resourced, urban communities.
- Connectivity Across Modes: Incorporate AT planning into projects focused on roadways, transit, and more

### Where it Works in MO

- Great Rivers Greenway: 140+ mile interconnected network of trails across many St. Louis-area LPA's.
- Rock Island Trail: Managed by several agencies, this trail corridor stretches 200+ miles. The MO State Parks portion spans four MoDOT Districts, and Kansas DNR is seeking to connect to their Flint Hills Trail. When statewide coordination peaked in 2016, construction moved quickly between Pleasant Hill and Windsor.

### State-By-State

- Illinois: MetroBikeLink network cohesively links trail & transit connections; expansions with state funding.
- Iowa: Delineates local, regional, and statewide trails.
- Maryland: 2025 Strategic Trails Plan focuses on "transportation trails" (state shared-use path network).
- Utah: Planned state-funded trail network of 2,600 miles of paved trails in Utah Trail Network Plan.

### Benefits for MO

- Identify Funding Mechanisms: Outline plan for AT to be funded at a larger scale through state gas tax; issue tiered schedule for multimodal projects on *MoDOT High-Priority Unfunded Needs List*, similar to how road/bridge projects are scheduled for STIP.
- AT Economic Impact Study [EIS]: AT boosts economic development. A state AT EIS would demonstrate ROI gained from AT infrastructure. MoDOT develops EIS for state-supported Amtrak line; Katy/Rock Island Trails are in the process of developing EIS's.

### Where it Works in MO

- City of Warsaw: A town of 2,200 incrementally built AT network for locals and tourists alike with braided local, state, federal, and private funding. With decades of planning and a demonstrative phased approach, they proved AT investments in MO bring strong returns.

### State-By-State

- Illinois: \$1.5 billion in state multimodal investment, in addition to 100's of millions already directed to multimodal projects from state gas tax/other sources.
- Indiana: Trail access goal "within 15 minutes of all Indiana citizens," infused 100's of millions of dollars through Next Level Trails initiative, built 200+ miles of trails to date through program.

## Policy Recommendations

### Benefits For MO

- Analyze Existing AT Policy Gaps: MO Leg. adopted 2011 CS 'Resolution' lacks accountability. SATP can outline MoDOT CS policy to incorporate AT upgrades into routine maintenance—more strategic resource use than retrofitting AT elements.
- Establish CS Design Standards: Create consistent safe/accessible multimodal facility standards [77].
- Consider Policy Recs. Beyond MoDOT's Purview: Land use and health policy directly impact VRU safety; foster evidence-based public health approaches and inter-departmental collaboration.

### Where it Works in MO

- City of Joplin: Awarded 4th-Best CS Policy (2023).
- EWGCOG/MoDOT STL District: *Blueprint for Arterials* matches road designs to intended use, applicable in rural/urban contexts. Model for statewide adoption if MoDOT decentralization reconfigured for AT planning framework. Undergoing update to incorporate long-term AT state system maintenance strategies.

### State-By-State

- Colorado: 2025 SATP draft outlines 6 clear pages of accomplishments (p.20-25), including 8 law updates.
- Washington: Their *Target Zero SHSP* incorporates "Safer Land Use" into development strategies, which is built out into SATP through 'access management.'

# COSTS / IMPLEMENTATION

SATP development costs depend on desired outcomes: Some go all-in, others not as strong

Stronger → Weaker

**New York State DOT Active Transportation Plan (ongoing, \$800K+):** Policy-oriented (goals/objectives/actions), significant engagement with DOT staff (HQ and districts), and detailed network analysis (bike suitability, trip potential) statewide.

**Kansas DOT Active Transportation Plan (2023, \$481K):** Policy-oriented. Public/stakeholder engagement, state crash analysis, economic assessment, policy/statute review, video/promotional series, AT planning toolkits (small communities, active tourism, AT on bridges/overpasses), and robust recommendations. Supplemental plans developed for CS and SRTS.

**Iowa DOT Bicycle & Pedestrian Plan (2025, \$385k):** Advisory committee engagement, little public engagement. Statewide network GIS analysis. US Bike Route planning and reclassification of statewide trail network priority tiers. Some facility selection and design guidance. Evaluation of their program and detailed recommendations.

**Arkansas DOT Bicycle & Pedestrian Plan (2017, \$300K):** Minimal in-person engagement, online survey, and interactive maps. No existing road condition assessment; mapping mainly around AR's US Bicycle Routes. Working toward stronger update based on lessons learned.



We have LRTP, EPG, VRUSA, SAFER Tool, ADA Transition Plan ... Where does SATP live?

**Define Statewide AT Planning Framework:** AT doesn't fit within MoDOT's Transportation Planning Framework, as AT responsibilities are scattered across MoDOT divisions, and AT is often excluded from MoDOT Road/Bridge projects (without local insistence/maintenance agreements). As a first step, the SHSP (2026-2030) State Officials & Agencies Goal: "Consider an [AT] advisory committee to inform departments of transportation on alternate modes" [8] can be accomplished. This body can work directly with MoDOT Planning Division to define AT planning framework parameters, guide SATP development and implementation, and provide a public VRU voice to MoDOT.

- Ohio: ODOT recruited an AT Advisory Committee; the committee then collaborated with ODOT's AT Program to develop a SATP, then continued to track the plan and ensure continued use of the plan.

**Determine how SATP Interacts with LRTP:** Whether MoDOT creates a SATP as a standalone document, or whether SATP is housed within the LRTP (like the SFRP), a SATP needs be seen as the definitive guide for MoDOT and LPA's to implement a statewide AT planning framework. Many states have active transportation divisions to oversee plan implementation; a designated staff support team for MoDOT is an opportunity to ensure SATP goals stay on track.

- Kansas: KDOT houses SATP and supplementary documents within Multimodal Transportation and Innovation Division's AT Program; KDOT has extensive staff and direct ability to build out SATP implementation goals.
- Oklahoma: SATP was developed within the ODOT Planning branch.

## MoDOT's 1st Protected Intersection (Partnership with STL):



### Use for LPAs

**Project Prioritization:** Transportation Alternative Committees [TACs] within each RPC solicit LPA feedback to prioritize High Priority Unfunded Needs List and STIP projects. Road/bridge or multimodal TACs can be a direct conduit between SATP and local/regional AT implementation.

**SATP's Link Local Planning Efforts Cohesively:** Most SATPs establish policies to support local communities to fund and build AT, and supplemental guides are often developed to support LPAs. Many MO LPAs and some MPOs/RPCs have AT plans. Coordinated AT plans can link local, regional, and statewide efforts, and lay the groundwork to coordinate other modes, such as the RPC-level "Coordinated Public Transit-Human Services Transportation Plans."

- Illinois & Kansas: IDOT released draft 'Local Implementation Guidebook' with clear guidance/examples for funding, education, design, micromobility, maintenance, etc. KDOT developed "Active Transportation Planning Toolkit for Small- and Mid-Sized Communities" (pop. up to 20,000) to develop their own AT plans.
- Michigan: Regional approach to include AT components in state, regional, and MPO transportation plans.

**Technical Assistance and Design Guidance:** Training MoDOT District-level and LPA staff on AT needs, best practices, and outlining specific design guidance can guide local implementation 'from paper to pavement.' Existing MO tools that can be expanded/incorporated into MO's SATP are MoDOT STL District's Blueprint for Arterials (first priority) and MOCS' 'AT Toolkit and Template' (which outlines how LPAs can develop AT plans).

- Ohio: ODOT offers program to counties at no local cost to contract with consultant for a county-level AT plan.
- Minnesota & Kansas: Catalogue and link their local and regional ATPs on statewide databases.

## CDBG; HSIP; State Legislature (MHTC request); TAP + more via Federal Gov. [18]:

Activity or Project Type	Federal Highway Administration					Federal Lands		Loan	OST Grant	OST Loan	FTA	NHTSA
Bicycle plans	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Pedestrian plans	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
									-5	\$	\$	\$

Funding to develop SATP?

# ADDITIONAL RESOURCES

## One-Page Overview and Letters of Support are supplementary to this document

### Letters of Support from organizations across MO highlight SATP statewide interest and need:

- Advocacy Organizations
- Elected Officials
- Health-Focused Organizations
- Local Community Groups
- Local Government Entities (City Offices; Commissions; School Districts)
- MoDOT Planning Partners (MPO's, RPC's)
- Small Businesses

Letters of Support will be submitted as part of MoDOT's 2026 LRTP update public comment period (Jan. 14-Feb. 13, 2026)

### Glossary

**AT:** Active Transportation  
**CS:** Complete Streets  
**EIS:** Economic Impact Study  
**HSIP:** Highway Safety Improvement Program  
**LRTP:** Long-Range Transportation Plan  
**MACOG:** Missouri Association of Councils of Government  
**MOCS:** MO Complete Streets Advisory Committee  
**SATP:** Statewide Active Transportation Plan  
**SHIP:** State Health Improvement Plan  
**SRTS:** Safe Routes to School  
**STIP:** Statewide Transportation Improvement Program  
**VRU:** Vulnerable Road User  
**VRUSA:** VRU Safety Assessment

### State/National Resources



KDOT: Walk, Bike, Roll  
Kansas Webinar Series [19]

CDOT: SATP Research conducted for their 2025 SATP update [20]



Alta Planning:  
SATP: Lessons Learned blog [21]



December 10, 2025, RTC: "Leveraging Statewide Planning to Advance Trail Development" webinar [23]



Bike League:  
Statewide Bike Plans report [22]



### MO SATP Presentations



April 17, 2025:  
'Moving MO Forward'  
Transportation Summit Panel recording [24]



Jul./Nov. 2025:  
MHTC meeting comments  
(Jackson Hotaling, Michael Kelley)

## REFERENCES

Note: Not all sources referenced; state references come from their SATPs

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# **TAB 6**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM II.D.**

**Federal Discretionary Grant Support**

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

**AGENDA DESCRIPTION:**

The USDOT announced the Notice of Funding Availability for the Better Utilizing Investments to Leverage Development (BUILD) grant in November 2025. Federal discretionary funding requires a project to appear in a Transportation Improvement Program or have a commitment that a project will appear in the TIP if funding is awarded.

The Ozarks Transportation Organization (OTO) is working with the City of Republic to reapply for a BUILD Grant for the MM Corridor of Opportunity. OTO staff will be writing the grant application. The request will be for a grant of \$25 million for a project that will create 4-lanes from Haile Street to I-44.

The City of Springfield will be applying for a BUILD Grant for Sunshine Street from Kansas Expressway to Glenstone Avenue. The request will be for a grant of \$25 million for a project that implements findings from the recently completed corridor study to improve a vital arterial through Springfield.

If any of the above projects are eligible for additional types of federal discretionary grants, the resolution of support will be valid for any federal grant.

**BOARD OF DIRECTORS ACTION REQUESTED:**

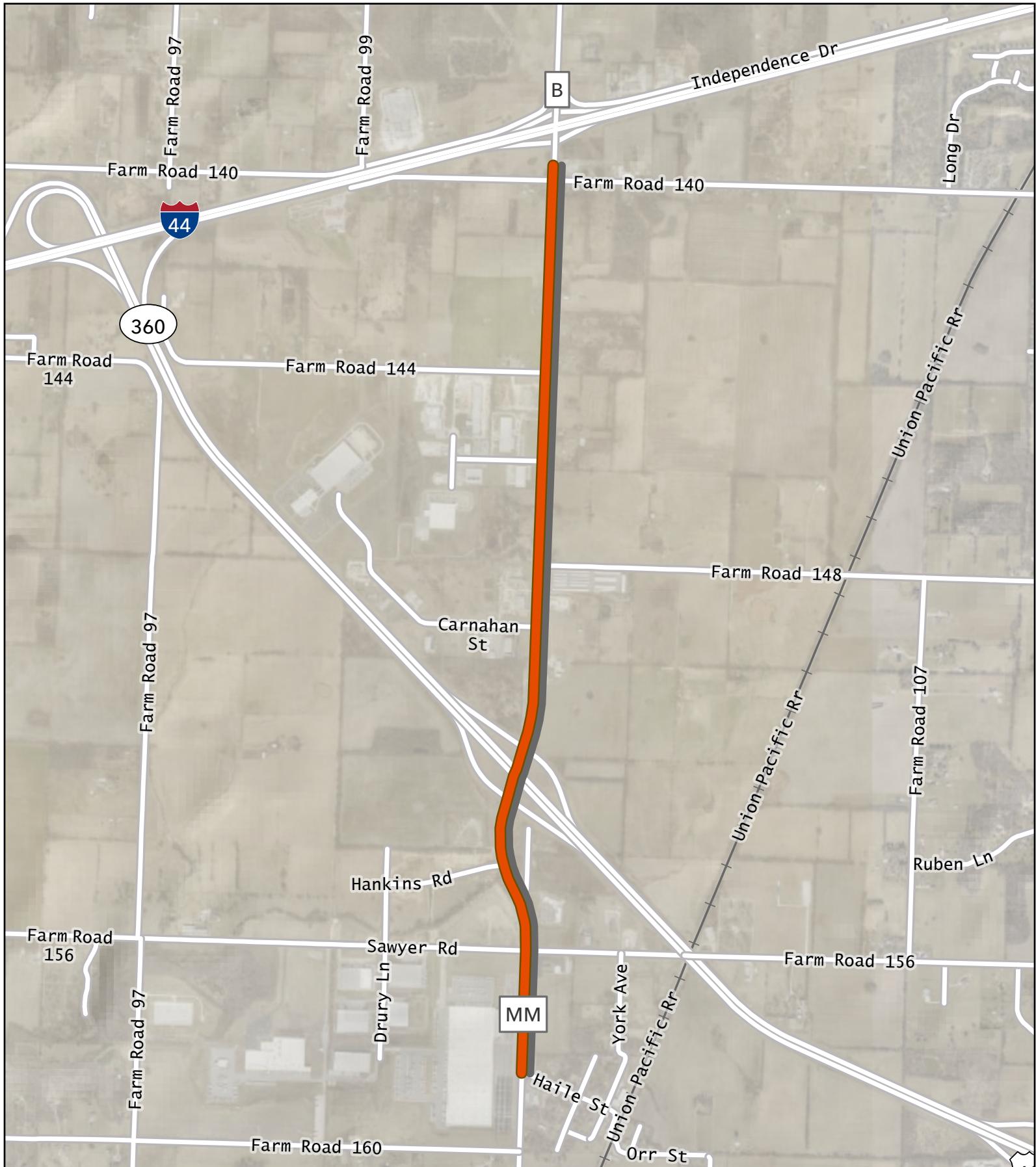
A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the included resolutions and TIP inclusion certificates as provided.”

OR

“Move to approve the included resolutions with amendments as follows.....”

# Route MM BUILD Project Corridor Location



 Hwy MM Project Corridor

0 0.25 0.5 1  
Miles



**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION  
OF SUPPORT FOR THE MM CORRIDOR OF OPPORTUNITY PROJECT**

Whereas, the Ozarks Transportation Organization has identified the MM Corridor as a regional transportation need; and

WHEREAS, development is rapidly occurring along the MM corridor leading to increased safety hazards and capacity concerns

WHEREAS, the Missouri Department of Transportation, the City of Springfield, nor Greene County have been to able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the MM Corridor of Opportunity project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the MM Corridor of Opportunity project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, Eric Franklin, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 15th day of January 2026.

---

Eric Franklin  
Secretary of the Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

**CERTIFICATION FOR INCLUSION IN THE  
FY 2027-2030  
TRANSPORTATION IMPROVEMENT PROGRAM**

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **Highway MM Corridor** project will be included in the FY 2027-2030 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

---

January 15, 2026

Travis Cossey, Chairman  
Ozarks Transportation Organization  
Board of Directors

Date

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION  
OF SUPPORT FOR THE CITY OF SPRINGFIELD SUNSHINE STREET CORRIDOR BUILD PROJECT**

WHEREAS, the City of Springfield is completing a comprehensive Sunshine Street Corridor Study; and

WHEREAS, the BUILD grant provides an opportunity to implement findings of the corridor study to improve a vital arterial through Springfield; and

WHEREAS, the City of Springfield has not been able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the City of Springfield's Sunshine Street Corridor BUILD project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the City of Springfield's project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, Eric Franklin, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 15th day of January 2026.

---

Eric Franklin  
Secretary of the Ozarks Transportation Organization Board of Directors



## CERTIFICATION FOR INCLUSION IN THE FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **City of Springfield Sunshine Street Corridor** project will be included in the FY 2027-2030 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

---

January 15, 2026

Travis Cossey, Chairman  
Ozarks Transportation Organization  
Board of Directors

Date

# **TAB 7**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM II.E.**

**Ozark Multi-Trail Planning and Design Project  
Memorandum of Agreement Addendum  
Engineering Services Contract  
Budget Amendment**

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

**AGENDA DESCRIPTION:**

**Project Background** - The Ozarks Transportation Organization (OTO) entered into a Memorandum of Agreement (MOA) in June 2024 with the City of Ozark to provide engineering services administration for four trail projects. These projects had been awarded Transportation Alternative Program (TAP) funds for preliminary engineering.

The OTO would like to enter into an addendum to the Memorandum of Agreement with the City of Ozark. The original projects preliminary engineering have been completed. The City of Ozark would like to add additional scope to two of the projects: Blue Stem Trail and Kali Springs Trail. OTO will continue to administer the consultant contract for the City of Ozark. The June 2024 Multi-Trail Planning and Design Project included the following projects.

Agency	Project Name	Selected Firm	Original Amount	Proposed Amendment #1
City of Ozark	Chadwick Flyer-Jackson St Connector	Crawford Murphy & Tilley (CMT)	\$11,838.57	N/A
City of Ozark	Kali Springs Connector	CMT	\$43,458.35	\$55,776.37
City of Ozark	Blue Stem Phase 1	CMT	\$72,264.04	\$104,409.54
City of Ozark	Finley River Trail-Western Expansion	Toth & Associates	\$114,269.61	N/A

**A. Project Memorandum of Agreement**

The OTO will enter into a Memorandum of Agreement Addendum to continue the engineering services administration for the Kali Springs Connector and Blue Stem Phase I Trail projects additional scope. The City of Ozark will fund the additional scope. OTO will invoice the City of Ozark for the additional \$44,463.52 upon the signing of the consultant contract amendment. No additional OTO funds will be used on the project. The original MOA and the proposed addendum are included in the agenda packet for your reference.

**B. Engineering Services Contract**

The OTO will need to amend the current consultant contracts to add the following:

- a. Kali Springs Connector Scope and Fee Increase of \$12,318.02 (from \$43,458.35 to \$55,776.37)
- b. Blue Stem Phase I Scope and Fee Increase of \$32,145.50 (from \$72,264.04 to \$104,409.54)

**C. Budget Amendment**

The Ozarks Transportation Organization (OTO) maintains an operational budget that is comprised of the various grant budgets. An amendment is proposed the OTO Annual Operational Budget Class 610 – Carbon Reduction Program (CRP) Trail Projects for FY2026. The following additions are part of the budget amendment.

The following Revenue has been added to Class 610 (Carbon Reduction Program (CRP) Trail Projects):

- Local Jurisdiction - \$44,463.52

The following Expense has been added:

- Transportation Consultants - \$44,463.52

**BOARD OF DIRECTORS ACTION REQUESTED (3 Motions Needed):**

That a member of the Board of Directors makes one of the following motions for each section:

**A.) Project Memorandum of Agreement Amendment**

“Move the Board of Directors authorize the Executive Director to execute an addendum to the existing Memorandum of Agreement with the City of Ozark to increase the scope and fee of the Engineering Services Administration for the Multi-Trail Project.”

OR

“Move the Board of Directors direct the Executive Director to...”

**B.) Engineering Services Contract**

“Move to authorize the Executive Director to amend and execute the amended consultant contracts with the increased scope and fee for Kali Springs Connector and Blue Stem Phase I.”

OR

“Move to authorize the Executive Director to...”

**C.) Budget Amendment**

“Move to approve the FY2026 Operational Budget Amendment #4.”

OR

“Move approve the FY2026 Operational Budget Amendment #4 with the following changes...”

City of Ozark, Missouri 205 N. 1 <sup>st</sup> Street, PO Box 295 Ozark, MO 65721 Attn: Sara Fields, Executive Director.	Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807 Attn: Sara Fields, Executive Director.
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**ADDENDUM TO MEMORANDUM OF  
AGREEMENT FOR  
Multi-Trail Planning and Design Project**

Entered into this \_\_\_\_\_ day for good and valuable consideration, the undersigned hereby agree that this Addendum shall become part of that certain Memorandum of Agreement executed on June

WITNESSETH:

WHEREAS, the original Memorandum of Agreement included City of Ozark Matching funds identified as not to exceed Fifty Thousand One Hundred Ninety-Four and No/100s (\$50,194.00); and

WHEREAS, Kali Springs Trail cost increased by Twelve Thousand Three Hundred Eighteen and 2/100s (\$12,318.02) due to trail alignment changes to be more cost efficient and achieve project goals; and

WHEREAS, Blue Stem Phase I Trail cost increased by Thirty-Two Thousand One Hundred Forty Five and 50/100s (\$32,145.50) due to trail alignment changes to avoid the flood plain; and

WHEREAS, the Ozarks Transportation Organization (“OTO”) has wishes to add the additional work to the scope of work which increases the Project Cost by Forty-Four Thousand Four Hundred Sixty-Three and 42/100's (\$44,463.52) and the City of Ozark funding Forty-Four Thousand Four Hundred Sixty-Three and 42/100's (\$44,463.52) of these additional costs; and

WHEREAS, the parties wish to amend the original Memorandum of Agreement to reflect these additional Project Costs and to update the project scope of work.

The parties agree as follows:

- 1.) “Schedule B” is added to the Memorandum of Agreement, attached hereto and incorporated herein by this reference.
- 2.) Paragraph 2 is hereby deleted in its entirety and replaced with language to read as follows:

**City of Ozark Matching funds for Engineering Services Consultant**

- a. The City shall provide funds for the consultant contract up to the amount of Ninety-Four Thousand Six Hundred Fifty-Seven and 52/100s (\$94,657.52).
- b. Upon execution of Engineering Consultant Contracts Amendments, OTO will invoice the City as follows:
  - i. The City will be invoiced twenty percent (20%) match of the total negotiated engineering services contract up to Fifty Thousand One Hundred Ninety-Four and No/100s (\$50,194.00).
  - ii. The City will be invoiced one hundred percent (100%) match of the remaining Forty-Four Thousand Four Hundred Sixty-Three and 52/100s (\$44,463.52)
  - iii. In the event the twenty percent (20%) is higher than the outlined Fifty Thousand One Hundred Ninety-Four and No/100s (\$50,194.00) an addendum to this Agreement will be prepared and a secondary invoice will be generated after Addendum execution.
  - iv. The City will provide OTO with the invoiced funds as invoiced within 45 business days.
- c. Upon project completion, OTO
  - i. will provide a refund of any unused match.
  - ii. OTO will provide the City with the unused funds within forty-five

3.) Addendum Term. The total period of service is expected to be completed by December 2026.

4.) Addendum Project Schedule. The tentative schedule for the increased scope is as follows:

- Preliminary engineering – August 2026
- Final Plans, Specifications, and Estimates – December 2026

5.) That all other provisions of the aforementioned Memorandum of Agreement shall remain in full force and effect.

6.) That this Addendum together with the Memorandum of Agreement contain the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this Memorandum of Agreement shall be effective unless in writing specifically referring hereto and signed by both parties.

**IN WITNESS WHEREOF**, the parties hereto have set their hands and seals on the day and year provided below.

**City of Ozark**

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_  
Title: Mayor

**OZARKS TRANSPORTATION  
ORGANIZATION**

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: Sara Fields  
Title: Executive Director

## Schedule B

### Kali Springs Trail Connector Addendum Scope and Fee



April 21, 2025

Mr. Jeremy Parsons  
Public Works Director  
City of Ozark  
205 N 1<sup>st</sup> St.  
Ozark, MO 65721

SUBJECT: CRP-9901(876) Kali Springs Trail Connector – Supplement #1

Dear Mr. Parsons,

In the summer of 2024, the Ozarks Transportation Organization and the City of Ozark, Missouri, selected CMT for the Kali Springs Trail Connector project. Following the selection, CMT and the City of Ozark engaged in scope and fee discussions, culminating in a signed contract on August 27, 2024. Initially, no conceptual analysis was included in the scope due to the presence of a permanent trail easement, which was assumed to be suitable for the proposed trail.

However, once the survey was completed and design work began, our team quickly realized that the permanent trail easement was neither the most cost-effective nor the preferred location for the trail, due to the limited width of the detention berm and the creek's flowline location. Consequently, CMT initiated discussions with the City to explore alternative alignments. This led to the evaluation of a new alignment that offers cost savings and minimizes impacts on the creek, resulting in a better trail design. After meeting with the City, all parties agreed to proceed with this new alignment.

The additional analysis and change in trail alignment have necessitated an increase to the project's scope and fee to finalize the Final PS&E plans. Therefore, CMT is requesting a supplement of \$12,318.02 to cover the additional expenses related to the conceptual analysis, environmental efforts, and the preparation of easement/right-of-way documents.

**The above referenced increase in fee shall amend the original contract amount of \$43,458.35 to a maximum not-to-exceed \$55,776.37.** Attached to this letter is Attachment B, which includes a summary and man-hour estimate providing a detailed breakdown of the hours for Supplement #1.

Sincerely,

Ryan Stehn, PE  
Project Manager

## Blue Stem Trail Connector Addendum Scope and Fee



October 8, 2025

Mr. Jeremy Parsons  
Public Works Director  
City of Ozark  
205 N 1<sup>st</sup> St.  
Ozark, MO 65721

SUBJECT: CRP-9901(877) Blue Stem Trail – Phase 1: Supplement #1

Dear Mr. Parsons,

In the summer of 2024, the Ozarks Transportation Organization and the City of Ozark, Missouri, selected CMT for the Blue Stem Trail – Phase 1 project. Following the selection, CMT and the City of Ozark engaged in scope and fee discussions, culminating in a signed contract on August 27, 2024. A predefined project alignment and limits were provided, which closely followed the Blue Stem creek.

However, once the survey was completed and design work began, our team quickly identified challenges in developing a new trail along this alignment due to floodplain, grading and cost impacts. Consequently, CMT initiated discussions with the City to explore alternative alignments. This led to the evaluation of a new alignment that offers cost savings and minimizes impacts on the creek, resulting in a better trail design. After meeting with the City, all parties agreed to proceed with this new alignment.

The additional analysis and change in trail alignment have necessitated an increase to the project's scope and fee for additional survey, environmental review and clearances, and revisions of the Preliminary Plans. Therefore, CMT is requesting a supplement of \$32,145.50 to cover the additional expenses.

The above referenced increase in fee shall amend the original contract amount of \$72,264.04 to a maximum not-to-exceed \$104,409.54. Attached to this letter is Attachment A, which includes a summary and man-hour estimate providing a detailed breakdown of the hours for Supplement #1.

Sincerely,

A handwritten signature in black ink that appears to read "Matt DeMoss".

Matt DeMoss, PE  
Project Manager

Crawford, Murphy & Tilly

Centered In Value

1631 W Bellinade

Springfield, Missouri 65807

PHONE 417.869.6009

FAX 417.869.8129

cmtengr.com

Engineers and Consultants



Multi-Trail Planning and Design Project Memorandum of Agreement

SCHEDULE B



YEAR 2026



# Annual Budget

July 1, 2025 to June 30 2026

BOD Adopted May 15, 2025

Amendment 1 BOD Adopted July 17, 2025

Amendment 2 BOD Adopted September 25, 2025

Amendment 3 BOD Adopted November 20, 2025

Amendment 4 BOD Adopted January \_\_, 2025

# Carbon Reduction Program (CRP) Trail Projects Budget

## Revenues

<b>BUDGETED</b>	
FY2026	
<u>Jul '25 - Jun '26</u>	
<b>Revenue</b>	
Carbon Reduction Program Fund:	\$ 688,230
Local Match	\$ 143,801
<b>Total OTO Revenue</b>	<b>\$ 832,031</b>
Local Match Reserves from FY 2021	\$ 55,142
<b>Total Revenue</b>	<b>\$ 887,173</b>

## Expenses

<b>Expenditures</b>	
Transportation Consultants	\$ 887,172
<b>Total Expenditures</b>	<b>\$ 887,172</b>
	\$ 0

BILL NO. 3569

ORDINANCE NO. 24 - 042

**AN ORDINANCE  
AUTHORIZING THE MAYOR TO ENTER INTO A CONTRACT WITH  
THE OZARKS TRANSPORTATION ORGANIZATION FOR SERVICES RELATED TO  
TRAIL PROJECTS**

**WHEREAS**, the City of Ozark, Missouri, (City) wishes to enter into a contract with the Ozarks Transportation Organization (OTO) for services related to trail projects; and

**WHEREAS**, appropriations have been made pursuant Fiscal year 2024 Budget, Budget Code/Line Item No. 101 030-715.200 and 101 030-717.100.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN  
OF THE CITY OF OZARK, MISSOURI as follows, that:**

**SECTION 1** – The Mayor is hereby authorized to enter into a Contract with the Ozarks Transportation Organization, for services related to trail projects, said agreement substantially in the form of that document attached hereto and incorporated herein as “Exhibit 1.”

**SECTION 2** – This Ordinance shall be in full force and effect from and after its passage and approval.

PASSED ON JUNE 17, 2024.

	AYE	NAY	ABSENT/ABSTAIN
--	-----	-----	----------------

ALDERMAN BRUCE GALLOWAY	X
ALDERMAN JEAN ANN HUTCHINSON	X
ALDERMAN DAVID SNIDER	X
ALDERMAN EDDIE CAMPBELL	X
ALDERMAN JIM METCALF	X

APPROVED THIS 17<sup>TH</sup> DAY OF JUNE, 2024.

  
DON CURRENCE, MAYOR

ATTEST:

  
CHANDRA HODGES, CITY CLERK

City of Ozark 205 N. 1 <sup>st</sup> Street, PO Box 295 Ozark, MO 65721 Attn: Jeremy Parsons	Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807 Attn: Sara Fields, Executive Director.
-------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------

**MEMORANDUM OF AGREEMENT  
FOR  
Multi-Trail Planning and Design Project**

This Agreement is made and entered into upon its execution by both parties as set forth below, with the Effective Date corresponding with the last signature to this Agreement.

WITNESSETH:

WHEREAS, on May 16, 2024, the Ozarks Transportation Organization ("OTO") approved Applications for Trail and Sidewalk Engineering Projects funded with Carbon Reduction Program (CRP) funds; and

WHEREAS the City of Ozark ("City") has applied for CRP funds to be used for trail and engineering services for multiple trail projects (Jackson Street Connection/Chadwick Flyer Phase 1, Kali Springs Trail Connector, Blue Stem-Phase 1 of North Ozark Greenway Trail, Finley River Trail – Western Expansion); and

WHEREAS the Ozarks Transportation Organization ("OTO") has proposed a partnership with the City to hire an engineering consultant to conduct planning and engineering services for the multiple trail projects as outlined in "SCHEDULE A"; and

WHEREAS the City has agreed to partner in the preliminary engineering of the trail as outlined in the "SCOPE OF SERVICES".

WHEREAS, OTO has agreed to oversee the Preliminary Engineering and to utilize eighty percent (80%) CRP federal funds along with twenty percent (20%) of the actual costs to be provided by the City in local match to fund the Preliminary Engineering.

NOW, THEREFORE, in exchange for valuable consideration each received from the other the receipt and sufficiency of which is hereby acknowledged, the Parties do hereby agree as follows:

**Scope of Services**

**1. OTO Engineering Services Administration Responsibilities**

- a. Project Administration. OTO shall, at its sole cost and expense, act as the project administrator. OTO's project administration assistance includes the following:

CC:

- i. Entering into a Program Agreement with Missouri Department of Transportation (MoDOT) to administer the multiple trail projects with the use of CRP federal funding and local match.
- ii. In cooperation with the City and in compliance with the City's procurement process, select a consultant for Engineering Services consistent with the City's procurement policy and federal grant requirements; and
- iii. Provide copies of all procurement practices and documentation of costs to the City; and
- iv. With City assistance, prepare the engineering services scope, with the trail specifications and scope subject to the input and final approval of the City's Public Works staff; and
- v. Enter into a contract for Engineering Services for the proposed public facilities with the selected Engineering Consultant, with said contract including the requirements of the City that are set out in attached Exhibit 1; and
- vi. Fund payment of engineering services upon approved invoice and as outlined in executed Engineering Services contract; and
- vii. Oversee the engineering services provided by the selected consultant and report to the City on the status of such services.
- viii. Provide the City Plans, Specifications, and Estimates (PS&E) for the trail project upon project completion.
- ix. Provide all copies of paid invoices and canceled checks within 60 days of consultant project completion or by October 21, 2025, whichever date is earlier.

## **2. City of Ozark Matching funds for Engineering Services Consultant**

- a. The City shall provide funds for the consultant contract up to the amount of Fifty Thousand One Hundred Ninety-Four and No/100 (\$50,194.00).
- b. Upon execution of Engineering Consultant Contract, OTO will invoice the City as follows:
  - i. The City will be invoiced twenty percent (20%) match of the total negotiated engineering services contract up to Fifty Thousand One Hundred Ninety-Four and No/100 (\$50,194.00).
  - ii. In the event the twenty percent (20%) is higher than the outlined Fifty Thousand One Hundred Ninety-Four and No/100s (\$50,194.00) an addendum to this Agreement will be prepared and a secondary invoice will be generated after addendum execution.
  - iii. The City will provide OTO with the invoiced funds as invoiced within 45 business days.
- c. Upon project completion, OTO will
  - i. will provide a refund of any unused match.
  - ii. OTO will provide the City with the unused funds within forty-five

business days of engineering services closeout.

**3. City of Ozark Oversight Responsibilities**

- a. The City shall assist with the development of engineering services project scope; and
- b. The City shall participate in regular meetings to ensure project is performed per the terms and conditions of the Carbon Reduction Program funding award; and
- c. The City shall provide data and staffing support as necessary for the OTO to perform the OTO Engineering Services Administration.

1. **Term.** OTO shall commence project management as soon as practicable after the execution of this Agreement, unless otherwise directed in writing by the City, and the term of this Agreement shall expire on October 22, 2025, unless an Addendum to extend the Term of this Agreement is executed by the parties prior to this date.

The project administration services provided by OTO will be considered complete upon final Plans, Specifications and Estimates (PS&E) receipt and contract closeout, and upon the City of Ozark's satisfaction with all deliverables indicated in the PS&E.

The total period of service is expected to be completed by June 30, 2025.

**2. Project Schedule.** The tentative schedule is as follows:

- Consultant Selection – July 12, 2024
- Program Agreement and Request for Qualifications Engineering Consultant – July 2024
- Engineering Consultant Notice to Proceed – End of August 2024
- Preliminary engineering – January 2025
- Final Plans, Specifications, and Estimates – May 30, 2025

**3. Liability and Indemnity.** In no event shall the OTO be liable to the City for special, indirect, or consequential damages, except those caused by the OTO's, or its agent's or official's gross negligence or willful or wanton misconduct. In no event shall the City be liable to the OTO for special, indirect, or consequential damages, except those caused by the City's, or its agent's or official's gross negligence or willful or wanton misconduct.

**4. Conflicts.** No salaried officer or employee of the City or OTO and no member of the City or OTO Board shall have a financial interest, direct or indirect, in this Agreement. A violation of this provision renders the Agreement void. Any applicable federal regulations and applicable provisions in Section 105.450 et seq. RSMo. shall not be violated. OTO covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services to be performed



under this Agreement. OTO further covenants that in the performance of this Agreement no person having such interest shall be employed or compensated by OTO.

5. **Termination for Convenience.** Subject to the rights of the City, as set out in this Agreement, the OTO or the City, by written notice, may terminate this contract, in whole or in part, when it is in the City's or OTO's interest. If this contract is terminated, the OTO shall be liable only for service deliverables of this contract rendered before the effective date of termination. The City, by written notice, may terminate this contract, in whole or in part, when it is in the City's interest.
6. **Compliance with Laws.** OTO agrees to comply with all applicable federal, state, and local laws or rules and regulations applicable to the provision of services and products hereunder. OTO affirmatively states that payment of all local, state, and federal taxes and assessments owed by the OTO is current.
7. **Jurisdiction.** This Agreement and every question arising hereunder shall be construed or determined according to the laws of the State of Missouri. Should any part of this Agreement be litigated, venue shall be proper only in the Circuit Court of Christian County, Missouri.
8. The sub-grantee, contractor, subcontractor, successor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this contract (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this contract or agreement.
9. **Entire Agreement.** This Agreement contains the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this Agreement shall be effective unless in writing specifically referring hereto and signed by both parties.
10. **Affidavit for Contracts Over \$5,000.00.** That pursuant to Missouri Revised Statute Sections 285.525 through 285.550, if this contract exceeds the amount of \$5,000.00 and Contractor is associated with a business entity, Contractor shall provide an acceptable notarized affidavit stating that the associated business entity is enrolled in and participates in a federal work authorization program with respect to the employees working in connection with the contracted services, and that said business entity does not knowingly employ any person who is an unauthorized alien in connection with the contracted services. Additionally, Contractor must provide documentation for



said business entity evidencing current enrollment in a federal work authorization program.

11. **Affidavit for Compliance with Anti-Discrimination against Israel Act.** That pursuant to Missouri Revised Statute Section 34.600, if this contract exceeds the amount of \$100,000 for Contractors with ten or more employees, Contractor shall provide an acceptable notarized affidavit stating that the associated business is not currently engaged in and shall not for the duration of the contract, engage in a boycott of goods or services from the State of Israel; is not currently engaged in and shall not, for the duration of the contract, engage in a boycott of goods or services from companies doing business in or with Israel or authorized by, licensed by, or organized under the laws of the State of Israel; or is not currently engaged in and shall not for the duration of this contract, engage in a boycott of goods or services from persons or entities doing business in the state of Israel.

**IN WITNESS WHEREOF**, the parties hereto have set their hands and seals on the day and year provided below.

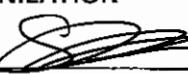
City of Ozark

By: Donald L Currence

Date: 6-18-2024

Name: Don Currence  
Title: Mayor

OZARKS TRANSPORTATION  
ORGANIZATION

By: 

Date: 6-18-2024

Name: Sara Fields  
Title: Executive Director

CCR

## EXPLANATION TO COUNCIL BILL NO: 3569

FILED: 6/3/2024

ORIGINATING DEPARTMENT: PUBLIC WORKS

PURPOSE: AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO A CONTRACT WITH THE OZARKS TRANSPORTATION ORGANIZATION FOR SERVICES RELATED TO TRAIL AND SIDEWALK PROJECTS.

BACKGROUND INFORMATION: The City of Ozark (City) wishes to enter a Memorandum of Understanding (MOU) for professional grant and engineering services with the Ozark Transportation Organization (OTO). The MOU will establish our working partnership and outline how our organizations collaborate on the planning and design of certain projects related to the Ozark Pedestrian Master Plan, and future phases of a multi-modal trails identified within the Regional Bike and Pedestrian Trail Investment Study (RBPTIS).

The City of Ozark has applied and received approval for Carbon Reduction Program (CRP) funding to be used for trail and engineering services. Four trail projects were identified by City Staff: Jackson Street Connection/Chadwick Flyer Phase I, Kali Springs Trail Connector, Blue Stem-Phase 1 of North Ozark Greenway Trail, and the Finely River Trail – Western Expansion.

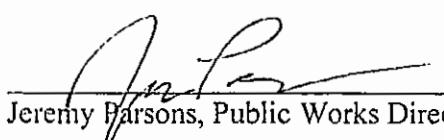
OTO has proposed to oversee the Preliminary Engineering and to utilize eighty percent (80%) CRP federal funds along with twenty percent (20%) of the actual costs to be provided by the City in local match to fund the Preliminary Engineering. If approved, the OTO will provide a list of services including but not limited to the following:

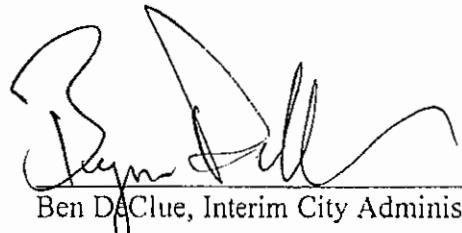
- i. Project Administration
- ii. Financial Services in Coordination with MODOT & Ozark
- iii. Engineering Consultant Selection
- iv. Manage Engineering Services
- v. Provide City Plans, Specifications, and Estimates (PS&E)

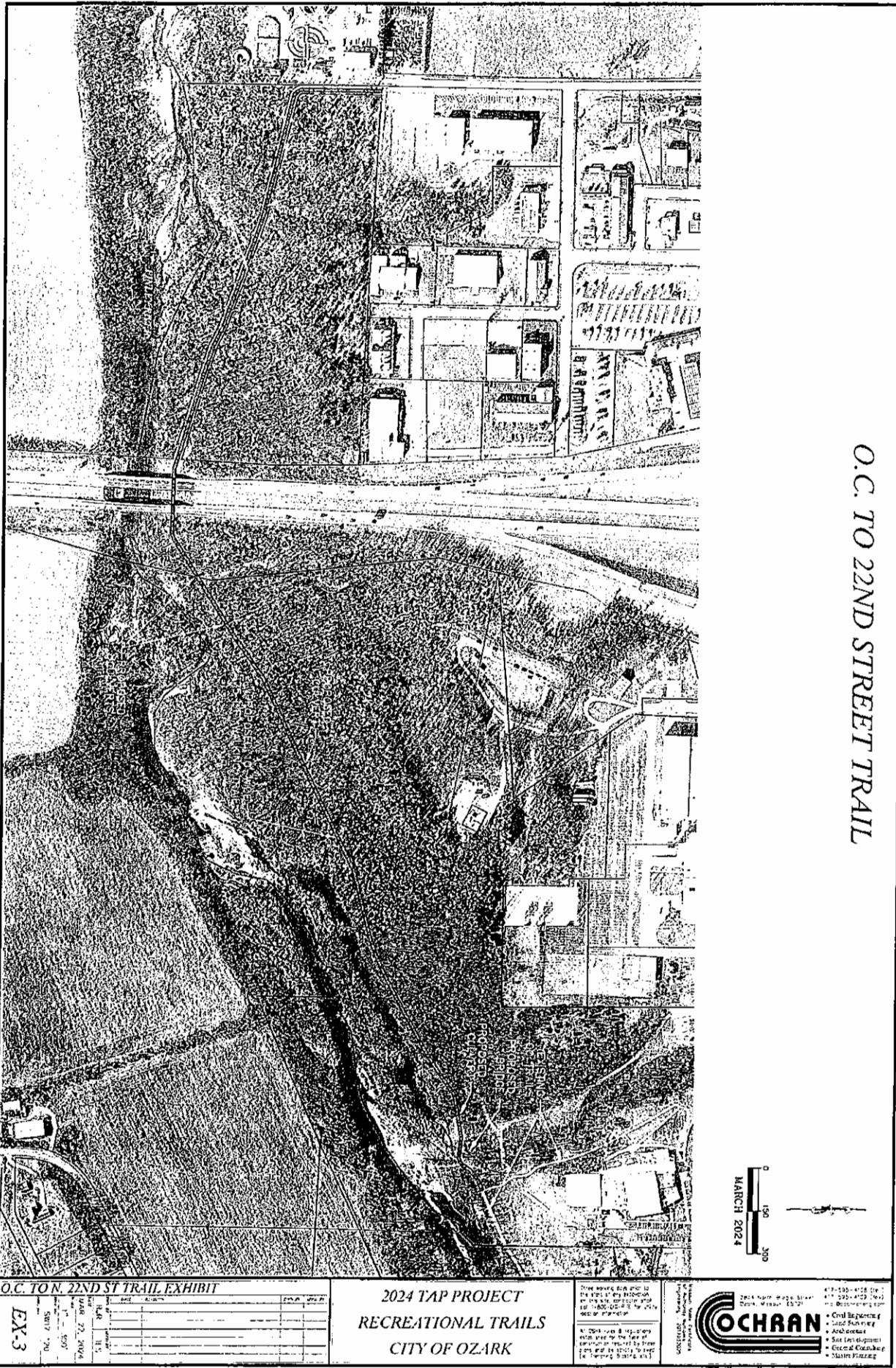
This MOU will allow our agencies to complete the planning and design services in collaboration with one another to advance the City's goal of providing multi-modal connections throughout our community. Our organizations will collectively provide the Board of Aldermen with updates as the design and engineering projects moves forward. The agreement for these services shall expire on October 22, 2025.

REMARKS: The Public Works Department is requesting approval of a Memorandum of Understanding with the OTO to assist with the approved CRP projects. 20% Matching funds have been allocated in the Transportation Planning and Engineering Line Items, 101 030-715.200 & 101 030-717.100.

Submitted by:

  
\_\_\_\_\_  
Jeremy Parsons, Public Works Director

  
\_\_\_\_\_  
Ben DeClue, Interim City Administrator





## Trail and Sidewalk Engineering Application Form

*Please provide the following information, do not leave any part blank.*

### Part 1: Applicant Information

Project Name	FINLEY RIVER TRAIL-WESTERN EXPANSION
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	Ozark Community Center to South 22nd Street
Project Sponsor Contact Person	Valerie Carr, LPA

### Part 2: Location

Location
This major trail expansion will begin on the Southwest side of the Ozark Community Center and continue west across land that is primarily owned by the City of Ozark. If approved, the multi-modal trail would run parallel along Finley River and ultimately provide a significant extension to Ozark's most utilized linear park known as the Finley River Trail. Additionally, this substantial phase would provide future connectivity to the Ozark Technical College, and the City of Nixa. All of this area is located within the OTO jurisdiction.

### Part 3: Budget

Total Project Cost Estimate	\$112,142.25
Federal Funding Amount	\$89,713.80
Source of Local Match and amount	County <input checked="" type="checkbox"/> Other <input type="checkbox"/> (Please select one) Local fund amount: \$ 22,428.45

### Part 4: Project Description

Description of proposed improvements, including length and proposed width
This project will consist of a 10-foot-wide concrete trail that will run within a 30-foot easement that is located on land and easements that are currently owned and maintained by the City of Ozark. This trail will be approximately 4.853 foot in length, and run along the beautiful Finley River. To provide a logical terminus, this greenway will provide a point of connection with existing right-of-way in the 300 block of South 22nd Street.  This project will help with the continued expansion of the beloved and highly utilized Ozark Trail Network. This linear park will also serve as a grade-separated crossing running underneath HWY 65 and provide a much more pleasant pedestrian and cycling experience for those looking to cross one of Southwest Missouri's most well-traveled highways. The alignment also provides an alternative route for pedestrians and cyclists looking to avoid traversing the HWY 14 and HWY 65 interchange. Ultimately, the Finley River Trail Western Expansion will serve as Phase II of the Finley River Trail, and provide a substantial future segment of a multi-modal trail identified within the Regional Bike and Pedestrian Trail Investment Study (RBPTIS).

17TH ST TO BLUESTEM RD TRAIL



## Trail and Sidewalk Engineering Application Form

*Please provide the following information, do not leave any part blank.*

### Part 1: Applicant Information

Project Name	Blue Stem-Phase I of North Ozark Greenway Trail
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	5600 N. Bluestem Road to 5500 N. 17th Street
Project Sponsor Contact Person	Valerie Carr, LPA

### Part 2: Location

Location
This major trail expansion will begin on the Northeast side of Ozark and continue west across land that is primarily owned by Property Owner's Associations. The proposed alignment will utilize the existing drainage easement that conveys stormwater to a regional retention pond located on the northeast corner of the HW65 & HWY CC Interchange. If approved, the multi-modal trail would run parallel along the shared drainage easement and ultimately provide connectivity to several commercial and residential subdivisions. Additionally, this substantial phase would provide future connectivity to the Chadwick Flyer, and the City of Nixa. This entire corridor is located within the OTO jurisdiction.

### Part 3: Budget

Total Project Cost Estimate	\$73,030.50
Federal Funding Amount	\$58,424.00
Source of Local Match and amount	County <input checked="" type="checkbox"/> Other <input type="checkbox"/> (Please select one) Local fund amount: \$ 14,606.50

### Part 4: Project Description

Description of proposed improvements, including length and proposed width
This first phase of the project will consist of a 10-foot-wide concrete trail that will run within a 30-foot easement located parallel to an open ditch corridor that currently serves as a large stormwater conveyance system. This trail will be approximately 4,329 feet in length. The first phase will begin at the 5600 block of North Bluestem and in order to provide a logical terminus, this greenway will provide a point of connection with the existing right-of-way in the 5500 block of North 17th Street.
This linear park will also serve as a multi-modal greenway that provides a much more pleasant pedestrian and cycling experience for those looking to navigate from any of the eleven residential and/or commercial subdivisions located to the North of the HWY NN Corridor. The alignment also provides an alternative route for pedestrians and cyclists looking to avoid traversing along HWY NN. Currently there are very limited pedestrian services or infrastructure in place along this rapidly developing corridor. So, by making this connection to 17th Street you provide a pedestrian path to existing ADA compliant sidewalks and crosswalks that can then be utilized to safely cross HWY NN and continue to the south where U.S. Ballpark currently operates on a site where several additional entertainment opportunities are being proposed. Additionally, this trail will link up with the proposed greenway along the north side of HWY CC. Those roadway and pedestrian improvements have been identified within an executed MoDOT Cost Share which is currently projected to be completed by 2028. Ultimately, the Bluestem Trail will serve as Phase I of a North Ozark greenway network and provide a substantial future segment of a multi-modal trail which has been identified within the Ozark Active Transportation Plan.



## KALI SPRINGS TRAIL

MARCH 2024

KALISPRINGS TRAIL EXHIBIT

EX-2

**2024 TAP PROJECT**  
**RECREATIONAL TRAILS**  
**CITY OF OZARK**

Three working days prior to the start of the construction period, the contractor shall submit a "DRAFT" copy of the "Form 1" contract information.

• Civil Engineering  
• Land Surveying  
• Architecture  
• Site Development  
• General Contractors  
• Master Planning



## Trail and Sidewalk Engineering Application Form

*Please provide the following information, do not leave any part blank.*

### Part 1: Applicant Information

Project Name	Kali Springs Trail Connector
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	Kali Springs Common Area to 3000 Block N. 30th Street
Project Sponsor Contact Person	Valerie Carr, LPA

### Part 2: Location

<b>Location</b>  This project is located on the West side of Ozark and within the City limits. If approved the multi-modal trail would run parallel along Fremont Road and ultimately provide a portion of trail with future connectivity to the Chadwick Flyer, Ozark Technical College, and the City of Nixa. All of this being within the OTO jurisdiction.
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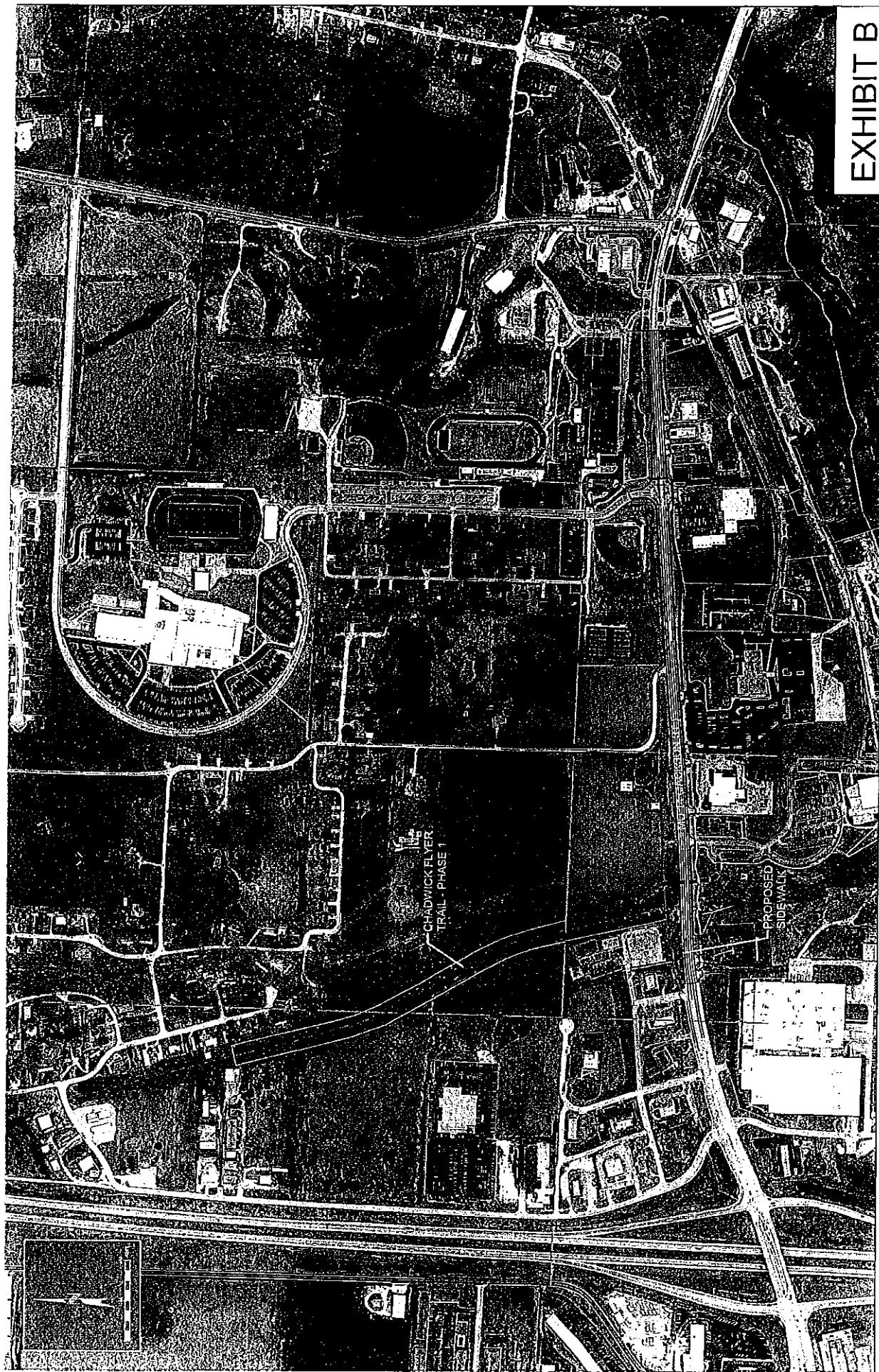
### Part 3: Budget

Total Project Cost Estimate	\$32,388.00
Federal Funding Amount	\$25,910.40
Source of Local Match and amount	County <input checked="" type="checkbox"/> Other <input type="checkbox"/> (Please select one) Local fund amount: \$ 6,477.60

### Part 4: Project Description

<b>Description of proposed improvements, including length and proposed width</b>  This project will consist of a 10-foot wide concrete trail that will run within the 30-foot easement that is already acquired along the common area owned by the Kali Springs Subdivision Home Owners Association. This trail will be approximately 1,762 feet in length, and run along the Kali Springs wet weather stream and parallel with Fremont Road. To provide a logical terminus, the new alignment will provide a point of connection with the right-of-way in the North 3000 block of 30th Street.  This project will help with subdivision interconnectivity and provide a neighborhood amenity that in the future provides access to the Chadwick Flyer. This trail will also serve as the first phase of a multi-modal connection with Ozarks Technical College to the South, provide interconnectivity to five (5) Ozark subdivisions developed along Fremont Road, link to the City of Nixa to the West, and tie-in to the proposed future Langview Overpass which could serve as a vital east-west corridor for Northern Christian County.
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EXHIBIT B





## Trail and Sidewalk Engineering Application Form

*Please provide the following information, do not leave any part blank.*

### Part 1: Applicant Information

Project Name	Jackson Street Connection / Chadwick Flyer Ph. I
Project Sponsor	City of Ozark
City/County	City of Ozark/Christian County
Street/Route/Trail	Jackson Street/Hwy 14 to N 16th Street
Project Sponsor Contact Person	Valerie Carr, LPA

### Part 2: Location

Location
This proposed trail connector will begin on the Northeast side of the intersection at Jackson Street / HWY 14 and North 16th Street. The proposed alignment will utilize the existing Jackson Street / HWY 14 Right-of-Way and make a multi-modal connection to Phase I of the Chadwick Flyer. If approved, the connection would run parallel along the north side of Jackson Street / HWY 14 and ultimately provide safe access to several commercial businesses.

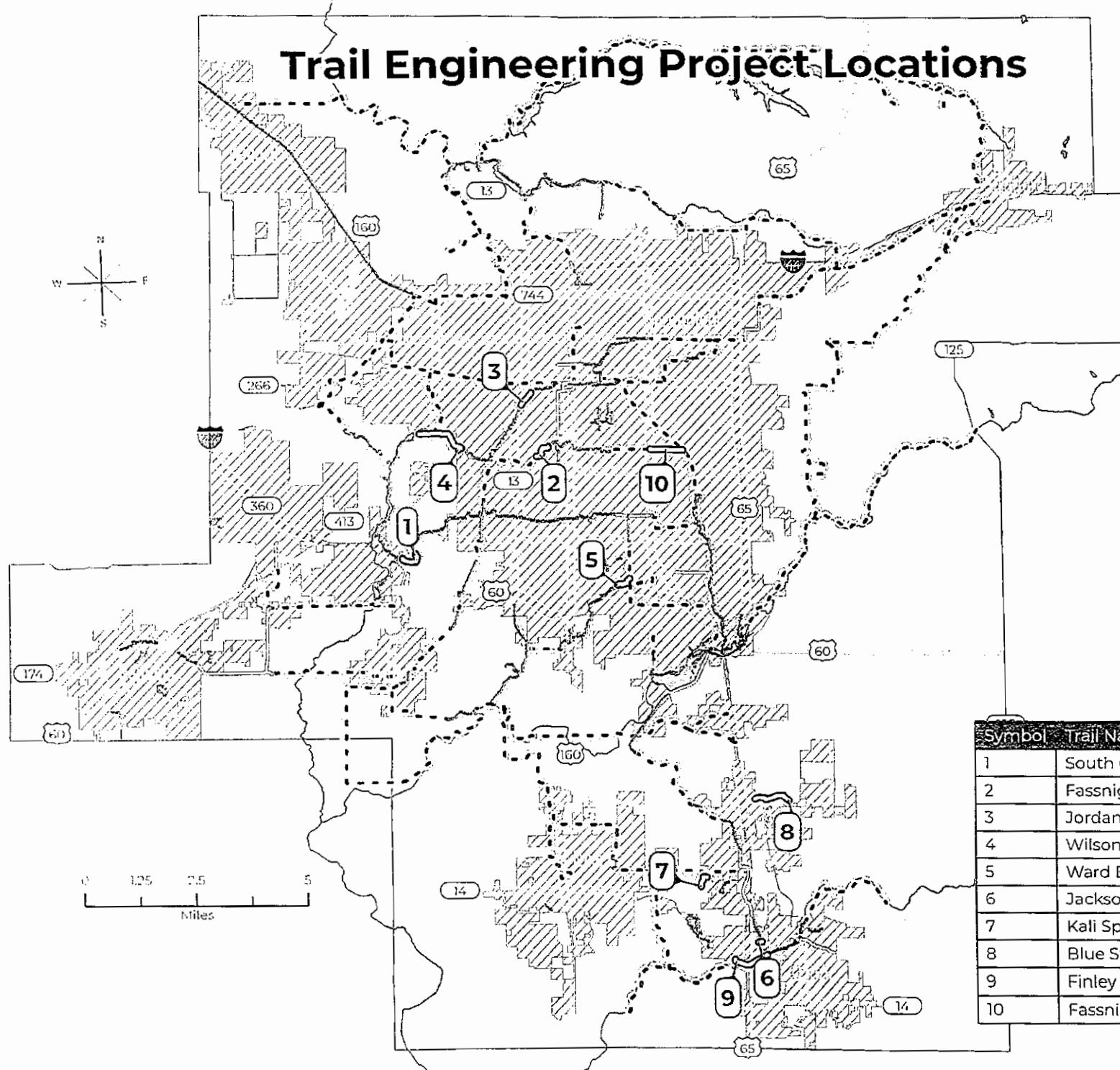
### Part 3: Budget

Total Project Cost Estimate	\$33,403.76
Federal Funding Amount	\$26,723.00
Source of Local Match and amount	County <input checked="" type="checkbox"/> Other <input type="checkbox"/> (Please select one) Local fund amount: \$ 6,680.76

### Part 4: Project Description

Description of proposed improvements, including length and proposed width
<p>The project will consist of a 6-foot-wide concrete trail that will run within the approximately 150' of right-of-way located along the Jackson Street / HWY 14 corridor. This trail will be an estimated 550 feet in length. The connection will begin at the 1600 west block of Jackson Street / HWY 14 and run parallel to the westbound lane of this major arterial. The terminus for the connector will be located just north of the Ozark Community Center underpass located within Phase I of the Chadwick Flyer.</p> <p>Currently there are very limited pedestrian services in place along the north side of this main commercial corridor. This connection will also serve to fill the gap between the existing sidewalk located further west along the Highway and the newly constructed Chadwick Flyer Phase I. This addition will provide a much more pleasant pedestrian and cycling experience and ensure safe passage to several of the established commercial businesses via the newly constructed underpass. This proposed project also provides an alternative route for pedestrians and cyclists looking to avoid traversing an at-grade crossing along the Jackson Street / HWY 14 corridor which accommodates more than 18,000 vehicles per day. Ultimately, the Jackson Street Connection will serve as a significant improvement for our residents and students by providing a substantial pedestrian connector which has been identified within the Ozark Active Transportation Plan.</p>

# Trail Engineering Project Locations



- Trail Project Areas
- Existing Trails
- - - Planned Trails
- - - Funded Trails
- Rivers & Creeks
- City Limits
- Lakes

Symbol	Trail Name
1	South Creek Greenway Trail
2	Fassnight Creek Greenway Trail
3	Jordan Creek Greenway Trail
4	Wilsons Creek Greenway Trail
5	Ward Branch Greenway Trail
6	Jackson Street Connector
7	Kali Springs Connector
8	Blue Stem Phase I
9	Finley River Trail Westward Expansion
10	Fassnight Trail - Bennett

Project ID	Project Name	Description	Length (miles)	DBE Goal	Approx. Const. Cost	Consultant Services Required		
5911(804)	EN2414-24A4	Ozark Greenways	Jordan Creek Trail- Mt. Vernon to College	10' concrete trail from existing trail northeast along Jordan Creek to Walnut St. with underpasses at Mt. Vernon and Kansas Expressway and retaining walls	0.43	5%	\$1,350,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Retaining Wall Design-layout and retaining wall design for new retaining walls. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
5901(834)	EN2415-24A4	Ozark Greenways	South Creek Greenway- Posenke Gap	10' wide concrete trail with short segment of boardwalk trail, pedestrian bridge and underpass at West Bypass to connect South Creek Trail to Wilson's Creek trail	0.45	4%	\$1,080,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Bridge Design-preparation of bridge memo, layout, final bridge design for new bridges. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
5916(804)	EN2416-24A4	Ozark Greenways	Ward Branch Greenway- National to Fremont	10' wide concrete trail near Burrell Health buildings from existing trail to Fremont Ave Shared Use Path	0.36	0%	\$310,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
5901(835)	EN2417-24A4	Ozark Greenways	Wilson's Creek Trail - Ewing to Rutledge-Wilson	10' concrete trail from Rutledge Wilson Park to James Ewing Park with two pedestrian bridges and underpass at West Bypass	1.3	0%	\$2,680,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Bridge Design-preparation of bridge memo, layout, final bridge design for new bridges. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
5901(836)	EN2418-24A4	Ozark Greenways	Fassnight Trail- Skate Park to Fort	10' concrete trail from Skate Park to S. Fort Ave with one pedestrian bridge and retaining walls	0.4	5%	\$1,090,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Bridge Design-preparation of bridge memo, layout, final bridge design for new bridges. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
9901(875)	EN2419-24A4	City of Ozark	Chadwick Flyer- Jackson St. Connector	6' concrete trail from Chadwick Flyer Trail to northeast quadrant of Jackson St & Hwy 14 intersection	0.1	0%	\$105,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for any potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Retaining Wall Design-preparation of layout and design for new walls. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
9901(876)	EN2420-24A4	City of Ozark	Kali Springs Trail Connector	10' concrete trail from N. 30th St to W. Trevor Trail	0.33	0%	\$300,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Bridge Design-preparation of bridge memo, layout, final bridge design for new bridges. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
9901(877)	EN2421-24A4	City of Ozark	Blue Stem Phase 1- North Ozark Greenway	17th St to Blue Stem Road, with an at-grade crossing at N. Farmer Branch Rd	0.82	0%	\$560,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Bridge Design-preparation of bridge memo, layout, final bridge design for new bridges. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
9901(878)	EN2422-24A4	City of Ozark	Finley River Trail- Western Expansion	10' concrete trail from N. 2nd St to the OC with two pedestrian bridges	0.85	5%	\$860,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Bridge Design-preparation of bridge memo, layout, final bridge design for new bridges. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.
5901(837)	EN2423-24A4	City of Springfield	Fassnight Trail- Glenstone to Enterprise	8-10' trail along Bennett St from Glenstone Ave to Enterprise Ave with RRFB	0.75	0%	\$2,960,000	Surveying-All field surveying including mapping, bridge survey report, geotechnical layout, right of way staking & location survey. Geotechnical-all work necessary for the project including bridge and potential retaining walls. Public Outreach-assist with in-person & virtual public meetings/hearings. Trail/Sidewalk Design-preparation of preliminary, right of way and final design plans. Retaining Wall Design-layout and retaining wall design for new retaining walls. Right of Way Acquisition-Consultant to provide property exhibits, legal descriptions and monumentation as required. Environmental-Consultant will provide environmental documentation to complete the RER, including Section 106 clearance.



*For persons with disabilities needing reasonable accommodations please contact OTO at 417-865-3042 at least 48 hours in advance of the question deadline. 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*

**Multi-Trial Planning and Design Project Memorandum of Agreement SCHEDULE A**

**Insert CRP Applications**

- Jackson Street Connection/Chadwick Flyer Phase I (CRP Application)
- Kali Springs Trail Connector (CRP Application)
- Blue Stem – Phase I of North Ozark Greenway Trail (CRP Application)
- Finley River Trail – Western Expansion (CRP Application)

*CC*

## EXHIBIT 1

### CITY OF OZARK CONTRACTING REQUIREMENTS FOR CONTRACTORS RETAINED BY OZARKS TRANSPORTATION ORGANIZATION TO WORK ON THIS PROJECT:

1. **General Independent Contractor Clause.** This Agreement does not create an employee/employer relationship between the parties. It is the parties' intention that the Contractor will be an independent contractor and not the City's employee for all purposes, including, but not limited to, the application of the Fair Labor Standards Act minimum wage and overtime payments, Federal Insurance Contribution Act, the Social Security Act, the Federal Unemployment Tax Act, the provisions of the Internal Revenue Code, Missouri Revenue and Taxation laws, Missouri Workers' Compensation and Unemployment Insurance laws. The Contractor will retain sole and absolute discretion in the judgment of the manner and means of carrying out the Contractor's activities and responsibilities hereunder. The Contractor agrees that it is a separate and independent enterprise from the public employer, that it has a full opportunity to find other business, that it has made its own investment in its business, and that it will utilize a high level of skill necessary to perform the work. This agreement shall not be construed as creating any joint employment relationship between the Contractor and the City, and the City will not be liable for any obligation incurred by the Contractor, including but not limited to unpaid minimum wages and/or overtime premiums. Additionally, the Contractor shall not be entitled to any of the benefits established for the employees of the City nor be covered by the Worker's Compensation Program of the City.
2. **Liability and Indemnity.** The parties mutually agree to the following:
  - a. In no event shall the City, its agents and employees, be liable to the Contractor for special, indirect, or consequential damages, except those caused by the City's gross negligence or willful or wanton misconduct arising out of or in any way connected with a breach of this contract. The maximum liability of the City shall be limited to the amount of money it paid towards the completion of this project.
  - b. The Contractor shall defend, indemnify, and hold the City, its agents and employees, harmless from and against all claims, losses, costs (including attorney fees), and liabilities, including but not limited to, those of any persons for personal injuries, including death, and damage to property, which are caused by the Contractor, its agents or employees arising out of or in any way connected with this contract.
  - c. The Contractor shall indemnify and hold City harmless from all wages or overtime compensation due its employees in rendering services pursuant to this agreement, including payment of reasonable attorney fees and costs in defense of any claim made under the Fair Labor Standards Act or any other federal or state law.
3. **Attorney Fees.** In the event of any litigation arising from breach of this Agreement, the City shall be entitled to recover from the Contractor all reasonable costs incurred for such litigation, including staff time, court costs, attorney fees, and all other related expenses incurred in such litigation.
4. **Insurance.** Without limiting any of the other obligations or liabilities of the Contractor, the

claims arising out of a single accident or occurrence and at least Five Hundred Five Thousand Five Hundred Twenty and no/100 Dollars (\$505,520.00). Contractor agrees to cause its insurer to name City as an additional insured on such insurance policy.

- d. Errors and Omissions Insurance. The Contractor shall maintain a professional liability insurance policy in the amount of Three Million Three Hundred Seventy Thousand One Hundred Thirty-Seven and no/100 Dollars (\$3,370,137.00) for all claims arising out of a single accident or occurrence and at least Five Hundred Five Thousand Five Hundred Twenty and no/100 Dollars (\$505,520.00). This policy shall remain in full force and effect for a period of one year after completion and acceptance by the City of the construction of the project. If insurance is written on a claims-made basis, vendor must maintain continuous coverage with a retroactive date prior to the effective date of the contract.
- e. Subcontracts. In case any or all of this work is sublet, the Contractor shall require the subcontractor to procure and maintain all insurance required in subparagraphs (a), (b) and (c) hereof and in like amounts. Contractor shall require any and all subcontractors with whom it enters into a contract to perform work on this project to protect the City of Springfield through insurance against applicable hazards or risks and shall, upon request of the City, provide evidence of such insurance.
- f. Notice. The Contractor and/or subcontractor shall furnish the City prior to beginning the work, the policy as specified in subparagraph (d), and satisfactory proof of carriage of all the insurance required by this contract, with the provision that policies shall not be canceled, modified or non-renewed without thirty (30) days written notice to the City of Springfield.
- g. Legislative or Judicial Changes. In the event the scope or extent of the City's tort liability as a governmental entity as described in Section 537.600 through 537.650 RSMo is broadened or increased during the term of this agreement by legislative or judicial action, or if the City determines it is in the best interests of the City to increase the liability coverage and/or limits above what is set out and required in this Contract, the City may require Contractor, upon 10 days written notice, to execute a contract addendum whereby the Contractor agrees to provide, at a price not exceeding Contractor's actual increased premium cost, additional liability insurance coverage as the City may require to protect the City from increased tort liability exposure as the result of such legislative or judicial action, or liability and/or risk determination by the City. Any such additional insurance coverage shall be evidenced by an appropriate certificate of insurance and shall take effect within the time set forth in the addendum.

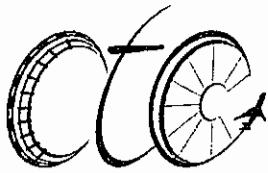
5. **Ownership of Documents.** All files and information will be submitted before or upon final approval and acceptance of the contract documents. All documents, including original

Contractor shall secure and maintain, at its own cost and expense, throughout the duration of this Contract, and until the work is completed and accepted by the City of Springfield, insurance of such types and in such amounts as may be necessary to protect it, and the interests of the City of Springfield, against all hazards or risks of loss as hereunder specified, or which may arise out of the performance of this Contract. The form and limits of such insurance, together with the underwriter thereof in each case, are subject to approval by the City of Springfield. Regardless of such approval, it shall be the responsibility of the Contractor to maintain adequate insurance coverage at all times during the term of the Contract. Failure of the Contractor to maintain coverage shall not relieve it of any contractual responsibility or obligation or liability under this Contract.

The certificates of insurance, including evidence of the required endorsements hereunder, or the policies, shall be filed with the City at the time that this contract is signed by the Contractor. All insurance policies shall provide thirty (30) days written notice to be given by the insurance company in question prior to modification or cancellation of such insurance. Such notices shall be mailed, certified mail, return receipt requested, to:

City of Springfield – Attn: City Manager's Office, P.O. Box 8368, Springfield, MO 65801-8368  
As of January 1, 2024, the minimum coverage for the insurance referred to herein shall be as set out below:

- a. Workers' Compensation ....Statutory coverage per RSMo 287.010 et seq.  
Employer's Liability ..... \$1,000,000.00
- b. Commercial General Liability Insurance, including coverage for Contractual Liability and Independent Contractors Liability. Such coverage shall apply to bodily injury and property damage on an "Occurrence Form Basis" with limits of at least Three Million Three Hundred Seventy Thousand One Hundred Thirty-Seven and no/100 Dollars (\$3,370,137.00) for all claims arising out of a single accident or occurrence and at least Five Hundred Five Thousand Five Hundred Twenty and no/100 Dollars (\$505,520.00). Contractor agrees that the proceeds of such insurance policy shall first be used to pay any award, damages, costs, and/or attorneys' fees incurred by or assessed against City, its employees, officers and agents, before payment of any award, damages, costs or attorney fees of Contractor, its employees, officers or agents. Contractor agrees to cause its insurer to name City as an additional insured on such insurance policy, including the City as an additional insured for coverage under its products-completed operations hazard, and said policy shall be primary and noncontributory.
- c. Automobile Liability Insurance covering bodily injury and property damage for owned, non-owned and hired vehicles, with limits of at least Three Million Three Hundred Seventy Thousand One Hundred Thirty-Seven and no/100 Dollars (\$3,370,137.00) for all



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Ozarks Transportation Organization  
2208 W. Chesterfield Blvd., Suite 101  
Springfield, MO 65807  
Phone: (417) 865-3042 Ext. 100

**REQUEST FOR QUALIFICATIONS: RFQ 2024-1 Trail Engineering Projects**

**FEDERAL AID NUMBER:** See Table

**DEADLINE:** June 21, 2024, *at 4:00 PM*, Central Standard Time

**PURCHASING AGENT:** Debbie Parks, 417-865-3047 x 106, [dparks@ozarkstransportation.org](mailto:dparks@ozarkstransportation.org)

**DATE OF ISSUE:** Friday, May 31, 2024

Dear Consultant:

The Ozarks Transportation Organization (OTO) is requesting services of consulting engineering firms to perform the described professional services for multiple projects as shown on the attached list. Proposers can submit for any number of the project packages or all of the project packages in one statement of qualifications. The projects can be awarded to any number of proposers, or one proposer. Please reference the cover sheet for the list of projects, as well as the attached project details sheet.

If your firm would like to be considered for these consulting services, provide your submittal to Jen Thomas at [jthomas@ozarkstransportation.org](mailto:jthomas@ozarkstransportation.org). A confirmation email will be sent once the submittal is received.

Below are the requirements for the statement of qualifications:

	Maximum No. Pages*
Cover Sheet – List of Projects indicating for which project(s) the consultant is interested	1
General Experience of Firm, Familiarity/Capability, Accessibility of Firm & Staff, Past Performance, Qualifications of Personnel Assigned, Workforce Diversity, Similar Projects	3
Project Understanding, Innovation & Schedule	2 pages per project package

\* A page will be considered one side of an 8.5" x 11" size sheet of paper

Please clearly indicate on the provided Cover Sheet which project(s) your firm is interested in.

Pages 2 and 3 of the submittal should include any company information which might help the selection process, including general experience of the firm, familiarity/capability, accessibility of firm and staff, past performance, qualifications and backgrounds of key personnel you would assign to the project. An explanation of your firm's approach to promoting and developing a diverse workforce. Page 4 of the submittal should include detailed information on similar projects your key personnel have worked on. Indicate the role your key personnel played in the projects and include reference contact information.

drawings, calculations, computer runs, field notes, drawings, estimates, specifications, written design criteria and written reports are and remain the property of the Contractor until such time as this Agreement is, for any reason, terminated, at which time they become the property of the City. The Contractor shall furnish to the City one set of reproducible record Mylars of drawings, AutoCAD files and copies of estimates, specifications, written reports, and written design criteria, in consideration of which the City will use them fully in connection with the project and will not sell them.

6. **Compliance with Laws.** The Contractor agrees to comply with all applicable federal, state and local laws, rules and regulations applicable to the provision of services and products hereunder. The Contractor affirmatively states that payment of all local, state, and federal taxes and assessments owed by the Contractor has been paid and is current.

7. **Affidavit for Contracts Over \$5,000.00.** That pursuant to Missouri Revised Statute Sections 285.525 through 285.550, if this contract exceeds the amount of \$5,000.00 and Contractor is associated with a business entity, Contractor shall provide an acceptable notarized affidavit stating that the associated business entity is enrolled in and participates in a federal work authorization program with respect to the employees working in connection with the contracted services, and that said business entity does not knowingly employ any person who is an unauthorized alien in connection with the contracted services. Additionally, Contractor must provide documentation for said business entity evidencing current enrollment in a federal work authorization program.

8. **Affidavit for Compliance with Anti-Discrimination against Israel Act.** That pursuant to Missouri Revised Statute Section 34.600, if this contract exceeds the amount of \$100,000 for Contractors with ten or more employees, Contractor shall provide an acceptable notarized affidavit stating that the associated business is not currently engaged in and shall not for the duration of the contract, engage in a boycott of goods or services from the State of Israel; is not currently engaged in and shall not, for the duration of the contract, engage in a boycott of goods or services from companies doing business in or with Israel or authorized by, licensed by, or organized under the laws of the State of Israel; or is not currently engaged in and shall not for the duration of this contract, engage in a boycott of goods or services from persons or entities doing business in the state of Israel.

The remainder of the statement of the qualifications will include up to two pages per project package, which includes your firm's understanding of the project and any innovative approaches to be utilized during project development. It should also include any other information which might help us in the selection. These pages should also identify any sub-consultants you would propose to use. Any consultant or sub-consultant which qualifies as a DBE should be indicated.

DBE firms must be certified by the Missouri Department of Transportation to be counted as participating towards an established DBE goal. We encourage DBE firms to submit letters of interest as prime consultants for any projects they feel can be managed by their firm.

It is required that your firm be prequalified with MoDOT and listed in MoDOT's Approved Consultant Prequalification List, or your firm will be considered non-responsive.

The submission must also include the E-Verify MOU & Affidavit of Compliance.

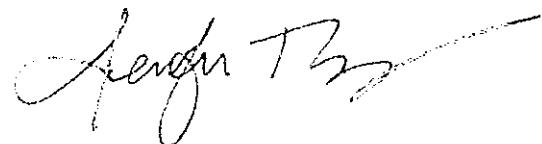
Interviews/presentations will not be required for the consultant selections. OTO's Project Manager will accept phone calls or emails to answer questions.

Below is an anticipated solicitation schedule:

Solicitation Period:	May 31-June 21, 2024
Review of Submittals:	June 21-July 5, 2024
Announcement of Selection:	July 5, 2024
Notice to Proceed:	Mid-Late August 2024

We request all Statements of Qualifications be submitted/received no later than 4:00pm, June 21, 2024, via email to [jthomas@ozarkstransportation.org](mailto:jthomas@ozarkstransportation.org)

Sincerely,

A handwritten signature in black ink, appearing to read "J. Thomas".

## COVER SHEET

(This must accompany your firm's letter of interest)

For consideration, please select all the projects your firm is interested in.

	Project Number	Project Name	Partner Agency
<input type="checkbox"/>	EN2414	Jordan Creek Trail – Mt. Vernon to College	Ozark Greenways
<input type="checkbox"/>	EN2415	South Creek Greenway-Posenke Gap	Ozark Greenways
<input type="checkbox"/>	EN2416	Ward Branch-National to Fremont	Ozark Greenways
<input type="checkbox"/>	EN2417	Wilson's Creek Trail – Ewing to Rutledge-Wilson	Ozark Greenways
<input type="checkbox"/>	EN2418	Fassnight Trail-Skate Park to Fort	Ozark Greenways
<input type="checkbox"/>	EN2419	Chadwick Flyer-Jackson St. Connector*	City of Ozark
	EN2420	Kali Springs Trail Connector*	City of Ozark
<input type="checkbox"/>	EN2421	Blue Stem Phase 1-North Ozark Greenway	City of Ozark
<input type="checkbox"/>	EN2422	Finley River Trail-Western Expansion	City of Ozark
<input type="checkbox"/>	EN2423	Fassnight Trail-Glenstone to Enterprise	City of Springfield

\*These locations will be designed by one consultant and will count as one project in terms of page count for the statement of qualifications.

The undersigned hereby certifies a thorough review of this Request for Qualifications. The undersigned also certifies the firm and key personnel indicated in its Statement of Qualifications will be used on this project in the same manner and to the same extent as so indicated. All statements, representations, covenants, and/or certifications set forth in the Statement of Qualifications are complete and accurate.

---

Name of Firm/Consultant: \_\_\_\_\_

Contact Person: \_\_\_\_\_ Title: \_\_\_\_\_

E-Mail: \_\_\_\_\_ Phone: \_\_\_\_\_

Business Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## **I. GENERAL INFORMATION**

**PURPOSE.** The Ozarks Transportation Organization (OTO) is requesting proposals for professional engineering services from qualified engineering firms for engineering and design (includes completing the Environmental Documentation) for the Regional Trail and Sidewalk Projects. Services shall include all environmental documentation, survey, preliminary and final design plans, specifications, bid book, and PS&E documents. These services shall be performed in accordance with all local, State, and Federal laws and regulations.

**BACKGROUND.** Ozarks Transportation Organization (OTO) Metropolitan Planning Organization (MPO) is the federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies. MPO's are charged with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.

OTO's Board of Directors includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration and members from public transportation providers and citizen representatives.

The overall objective of these projects is to develop plans, specifications, and other required documents to have projects ready for future funding opportunities. The segments of trail and sidewalk are located in various locations within the OTO area. See Project Details sheet and map for more information.

**SCHEDULE.** The following is the schedule of events which are anticipated by OTO for the implementation and completion of selecting the firm/consultant to provide the requested services as outlined in the Statement of Scope. OTO may, in its discretion, revise the schedule of events at any time as may be in its best interests:

<u>Event</u>	<u>Date</u>
Post Request for Submissions	May 31, 2024
Submissions due	June 21, 2024
Date for final selection	July 5, 2024

Initial estimated hours and fee will be due from chosen consultants two weeks after notification, with any revisions due one week from notification.

## **OTO POLICIES AND PROCEDURES.**

This RFQ does not commit OTO to select a firm/consultant or to pay any costs incurred in the preparation or mailing of the submittal. A failure to award a contract will not result in a cause for action against the OTO.

OTO reserves the right to the following:

1. To waive minor deficiencies and informalities;
2. To accept or reject any or all submissions received as a result of the RFQ;
3. To obtain information concerning any or all proposers from any source;
4. To request an oral interview from any or all proposers.
5. If the selected firm/consultant undergoes a change of key personnel, OTO reserves the right to approve any substitute personnel or terminate the services at OTO sole discretion.
6. To seek new submissions when such a procedure is reasonable and in the best interests of OTO. OTO complies with Federal Contracting Requirements.

A list of applicable contract language can be found on the OTO website:

<https://media.ozarkstransportation.org/documents/Federally-Required-Contract-Clauses.pdf>

The OTO follows FHWA purchasing guidelines and does not pay retainers or in advance of completed deliverables.

Disadvantaged Business Enterprise (DBE) Goal Determination: These Federal Aid projects each have a DBE Goal. Please see the attached sheet of project information.

## **II. SUBMITTAL INSTRUCTIONS**

**FORMAT OF SUBMISSIONS.** In order for the OTO to adequately compare statements of qualifications (SOQ) and evaluate them uniformly and objectively, all SOQs shall be submitted in accordance with the format outlined above. The SOQ should be prepared simply and economically, providing straight-forward and concise information as requested.

It is required that your firm be prequalified with MoDOT and listed in MoDOT's Approved Consultant Prequalification List, or your firm will be considered non-responsive.

You must include the E-Verify MOU & Affidavit of Compliance. These attachments are not included in the overall page count.

**RFQ DELIVERY REQUIREMENTS.** Any submittals received after the above stated time and date will not be considered. It shall be the sole responsibility of the proposer to have their RFQ received by the OTO on or before the due date and time indicated. Qualification submittals shall be emailed and accepted if the signed qualification cover form and required information is received prior to the due date and time.

Submissions should be marked in the subject line:

**"REQUEST FOR QUALIFICATIONS: #2024-1**

Proposals submitted by e-mail are not to be considered received until a confirmation has been sent by the OTO. The confirmation subject line will read, "Confirmation Receipt – OTO RFQ 2024-1." It is the responsibility of all proposers to verify receipt of submittals. All submittals must be valid for a minimum period of ninety (90) days from the close of this RFQ.

**AMENDMENTS.** If it becomes necessary to revise or amend any part of this Request for Qualifications, OTO will furnish the revision by notice on the OTO website [www.ozarkstransportation.org](http://www.ozarkstransportation.org), not later than five (5) days prior to the date set for receipt of submissions.

**III. PROJECT SCOPE**

**STATEMENT OF SCOPE.** It is expected that the selected firm(s)/consultant(s) will perform the following services:

**Task 1: Preliminary Engineering and Design**

Activities necessary to complete the environmental document (including FHWA concurrence and approval), conduct public involvement, complete preliminary design, and coordination with utilities.

This work will include, but is not limited to the following activities:

- Respond to MoDOT Environmental requests for information and finalize the MoDOT Request for Environmental Review.
  - OTO is assuming that all projects will require a Section 106 report
- Perform initial surveys, soil investigations, etc. as needed for preliminary design.
- Determine the limits of the project.
- Hold a meeting with OTO and other stakeholders to discuss alternatives for preliminary design preparation.
- Prepare preliminary design plans.
- Prepare an initial opinion of construction costs based on preliminary design to discuss budget and make modifications as needed.
- Prepare utility location and conflict plans.

This task will be considered complete upon receiving environmental approval from FHWA and MoDOT, and OTO approval of all deliverables.

**Task 2: Final Design**

Design activities to prepare final construction plans, specifications, and estimates; further coordination with and execution of contracts with utilities for adjustments and relocations per the conflict plans; preparation of right of way plans and final right of way acquisition if needed; preparation of final mitigation plans and submittal of appropriate permits.

This work will include, but is not limited to the following activities:

- Engineering, geotechnical services and surveying activities necessary to prepare final design plans, specifications, and estimates (PS&E). The PS&E will consist of, but not be limited to the following:
  - Typical Sections, Horizontal and vertical alignments, Trail Cross sections, Drainage/Structure Details, Erosion Control Plans, Stabilization Plan, Traffic Control Plans, Construction Details, Quantities, Signing/Marking Plan.
  - The PS&E will include all applicable items shown in the Missouri Department of Transportation, Local Public Agency – Final PS&E Submittal Checklist – 136.9.1
- Associated permitting/compliance, including any coordination with permitting agencies to obtain permits.
- Preparation of a Storm Water Pollution Prevention Plan.
- Preparation of bid and contract documents and receive approvals as applicable.
- Assisting the OTO in advertising, bidding and contract award.
- Attend any pre-bid meetings and be available for questions and clarifications prior to the bid opening.

This task will be considered complete upon delivery and approval of final construction plans, specifications, estimates, certifications and permits, and upon MoDOT and OTO approval of all deliverables.

**TIMELINE CONSIDERATIONS.** The following dates represent key milestones for the project:

- July 5, 2024 - Consultant Selected
- August 2, 2024 - Contract Signed
- January 1, 2025 – Preliminary/ROW Plans Completed, including RER clearance
- May 30<sup>th</sup>, 2025 – Final PS&E package

**DELIVERABLES.** The consultant will have provided the following deliverables at the conclusion of the project:

**Task 1:**

- Survey data
- Project Limits
- Conceptual Plans for Alternatives to consider, including cost comparisons
- Finalized MoDOT Request for Environmental Review
- Preliminary design plans (including ROW and Utilities Plan sheets)

- Engineer's estimate of probable construction cost and any spreadsheets, hand calculations, notes, or other supporting information.
- Required Permits
- Meeting Minutes and Materials

**Task 2:**

- Final Plans, Specifications and Estimate (PS&E)
- Bid Documents

**IV. ADDITIONAL INFORMATION**

**PROJECT CONTACT.** During the project, the main OTO contacts will be:

Jen Thomas, Project Manager

Sara Fields, Executive Director

OTO reserves the right to conduct pre-award discussions with any or all responsive and responsible proposers who submit submissions determined to be reasonably acceptable of being selected for award. Proposers shall be accorded fair and equal treatment with respect to any opportunity for discussion and revision of submissions; and such revisions may be permitted after submission of qualifications and prior to award.

**SUBMISSIONS EVALUATION PROCESS.** OTO will evaluate each submittal for full compliance with the RFQ instructions to the proposer. The objective of the evaluation will be to recommend the most qualified firm/consultant who is most responsive to the herein described needs of OTO. Submissions which are responsive to this RFQ will be further evaluated based on, but not limited to the following criteria:

**CRITERIA AND MAXIMUM POINTS**

Proposed Timeline	10	Max Points
Capacity and Capability	25	Max Points
Experience and Technical Competence	25	Max Points
Project Approach	15	Max Points
<u>Past Record of Performance</u>	25	Max Points
<b>TOTAL</b>	<b>100</b>	<b>Max Points</b>

**PUBLIC RECORDS.** All proposals submitted in response to this RFQ become the property of OTO and public records and, as such, may be subject to public review after the final firm/consultant is selected.

### **OTO RIGHTS AND RESERVATIONS**

OTO reserves all rights (which rights shall be exercisable by OTO at its sole discretion) available to it under applicable law, including without limitation, the following with or without cause and with or without notice:

- The right to negotiate all elements, which comprise the RFQ, and to accept or reject part or all of any RFQ.
- The right to revise, modify, cancel, withdraw, postpone or extend RFQ.
- The right to waive deficiencies and irregularities in an RFQ and accept and review a non-conforming RFQ.
- The right to seek or obtain data and information from any source that has the potential to improve the understanding and evaluation of the RFQs.
- The right to use assistance of consultants in the evaluation process.
- The right to seek clarifications from any Proposer to fully understand information provided in the RFQ. The right to conduct an independent investigation of any information, including prior experience identified in an RFQ by contacting project references, accessing public information, contacting independent parties or any other means.
- The right to reject any or all proposals.

### **QUESTIONS REGARDING SPECIFICATIONS OR SUBMISSIONS PROCESS.**

Any questions relative to interpretation of this RFQ shall be addressed to Jen Thomas in ample time before the period set for the receipt and opening of submissions. Any interpretation made to prospective proposers will be expressed in the form of an amendment to the RFQ which, if issued, will be conveyed to all prospective proposers not later than five (5) days prior to the date set for receipt of submissions via the OTO website, [www.ozarkstransportation.org](http://www.ozarkstransportation.org).

It will be the responsibility of the proposer to contact OTO prior to submitting a proposal to ascertain if any amendments have been issued, to obtain all such amendments, and to acknowledge amendment with the submissions.

### **TITLE VI NOTIFICATION**

"The Ozarks Transportation Organization, in accordance with the provisions of the Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

# **TAB 8**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM II.F.**

**Memorandum of Agreement  
Nicholas and Tracker Intersection Project Management**

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

**AGENDA DESCRIPTION:**

Christian County intends to begin a construction project for operational improvements at Nicholas and Tracker Intersection in Christian County. The Ozarks Transportation Organization (OTO) has previously programmed Surface Transportation Block Grant (STBG-Urban) funds in the Transportation Improvement Program for this project.

The OTO would like to enter into Memorandum of Agreement with Christian County to provide administrative engineering services for the construction project. The OTO will assist with the selection of a qualified engineering services consultant to oversee the construction contract according to the applicable plans and specifications. OTO will oversee the engineering services provided by the selected consultant up to the advertisement for construction bids. OTO staff will assist Christian County with invoice management for reimbursement through MoDOT.

The OTO will not charge Christian County for these services. OTO engineering and administrative staff time will be utilized to complete the administrative oversight and invoicing.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move the Board of Directors authorize the Executive Director enter into a Memorandum of Agreement with Christian County to provide Engineering Services Administration for the Nicholas and Tracker Intersection Project.”

OR

“Move the Board of Directors direct the Executive Director to...”

Christian County 1106 W Jackson St Ozark, MO 65721 Attn: Miranda Beadles, P.E.	Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807 Attn: Sara Fields, Executive Director.
-----------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------

**MEMORANDUM OF AGREEMENT  
FOR  
Nicholas and Tracker Project Management**

This Agreement is made and entered into upon its execution by both parties as set forth below, with the Effective Date corresponding with the last signature to this Agreement.

WITNESSETH:

WHEREAS, the Ozarks Transportation Organization (“OTO”) has programmed federal Surface Transportation Block Grant Urban (STBG-Urban) funds in the Ozarks Transportation Organization Transportation Improvement; and

WHEREAS Christian County (“County”) is wanting to construct operational improvements at Nicholas and Tracker Intersection in Christian County, (“Project”); and

WHEREAS the OTO has proposed a partnership with the County to provide project administration for the Project

WHEREAS the OTO desires to provide these services for no fee to the County.

NOW, THEREFORE, in exchange for valuable consideration each received from the other the receipt and sufficiency of which is hereby acknowledged, the Parties do hereby agree as follows:

**Scope of Services**

**1. OTO Engineering Services Administration Responsibilities**

- a. Project Administration. OTO shall, at its sole cost and expense, act as the project administrator. OTO’s project administration assistance includes the following:
  - i. Prepare and manage, at the direction of the County, the initial programming data form completions and submittal; and
  - ii. In cooperation with the County and in compliance with the County’s procurement process, select a consultant for Engineering Services consistent with the County’s procurement policy and federal grant requirements; and
  - iii. Provide copies of all procurement practices and documentation of costs to the County; and

- iv. With County assistance, prepare the engineering services scope, with the intersection improvement specifications and scope subject to the input and final approval of the County's staff; and
- v. Assist the County in preparing the MoDOT Local Public Agency Contract for Engineering Services; and
- vi. Oversee the engineering services provided by the selected consultant up to the advertisement for construction bids, and report to the County on the status of such services; and
- vii. Oversee the consultant invoicing process to make recommendations to the County for payment of the consultant of these invoices; and
- viii. Prepare and submit grant payment requests to MoDOT with the assistance of County staff.

## 2. Christian County Responsibilities

- a. Construction Costs. The County shall be responsible for all right-of-way, engineering and construction cost associated with the Project. It is explicitly understood by both parties that the services provided in this Memorandum of Agreement are only for project administration services provided by OTO personnel.
- b. The County shall assist with the development of engineering services and construction project scope; and
- c. The County shall participate in regular meetings to ensure project is performed per the terms and conditions of the STBG (Urban) funding award; and
- d. The County shall provide data and staffing support as necessary for the OTO to perform the OTO Engineering Services Administration.

1. **Term.** OTO shall commence project management as soon as practicable after the execution of this Agreement, unless otherwise directed in writing by the County.

The project administration services provided by OTO will be considered complete upon bid award, and upon the County's satisfaction with the outlined deliverables.

2. **Liability and Indemnity.** In no event shall the OTO be liable to the County for special, indirect, or consequential damages, except those caused by the OTO's, or its agent's or official's gross negligence or willful or wanton misconduct. In no event shall the County be liable to the OTO for special, indirect, or consequential damages, except those caused by the County's, or its agent's or official's gross negligence or willful or wanton misconduct.
3. **Conflicts.** No salaried officer or employee of the County or OTO and no member of the County or OTO Board shall have a financial interest, direct or indirect, in this Agreement. A violation of this provision renders the Agreement void. Any applicable federal regulations and applicable provisions in Section 105.450 et seq. RSMo. shall not be violated. OTO covenants that it presently has no interest and shall not acquire any interest, direct or

indirect, which would conflict in any manner or degree with the performance of services to be performed under this Agreement. OTO further covenants that in the performance of this Agreement no person having such interest shall be employed or compensated by OTO.

4. **Termination for Convenience.** Subject to the rights of the County, as set out in this Agreement, the OTO or the County, by written notice, may terminate this contract, in whole or in part, when it is in the County's or OTO's interest. If this contract is terminated, the OTO shall be liable only for service deliverables of this contract rendered before the effective date of termination. The County, by written notice, may terminate this contract, in whole or in part, when it is in the County's interest.
5. **Compliance with Laws.** OTO agrees to comply with all applicable federal, state, and local laws or rules and regulations applicable to the provision of services and products hereunder. OTO affirmatively states that payment of all local, state, and federal taxes and assessments owed by the OTO is current.
6. **Jurisdiction.** This Agreement and every question arising hereunder shall be construed or determined according to the laws of the State of Missouri. Should any part of this Agreement be litigated, venue shall be proper only in the Circuit Court of Greene County, Missouri.
7. **Title VI.** The sub-grantee, contractor, subcontractor, successor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this contract (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this contract or agreement.
8. **Entire Agreement.** This Agreement contains the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this Agreement shall be effective unless in writing specifically referring hereto and signed by both parties.

**IN WITNESS WHEREOF**, the parties hereto have set their hands and seals on the day and year provided below.

**OZARKS TRANSPORTATION ORGANIZATION**

DATED: \_\_\_\_\_

Sara Fields, Executive Director

**CHRISTIAN COUNTY**

DATED: \_\_\_\_\_

Lynn Morris, Presiding Commissioner

DATED: \_\_\_\_\_

Johnny Williams, Western Commissioner

DATED: \_\_\_\_\_

Bradley A. Jackson, Eastern Commissioner

Attested By:

\_\_\_\_\_  
Paula Brumfield, Christian County Clerk

Auditor Certification:

I certify that the expenditure contemplated by this document is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance of anticipated revenue appropriated for payment of same.

\_\_\_\_\_  
Amy Dent, Christian County Auditor

APPROVED AS TO FORM:

\_\_\_\_\_  
N. Austin Fax, Attorney at Law  
901 St. Louis Street 20<sup>th</sup> Floor  
Springfield, MO 65806  
Phone: 417-866-7777  
Fax: 417-866-1752





# **TAB 9**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM II.G.**

**Chesterfield Lofts Lease Renewal**

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

**AGENDA DESCRIPTION:**

The OTO relocated to the current location in Chesterfield Village in 2016. At the time, OTO entered a five-year lease with two five-year lease renewal options. Each renewal includes a one-time five percent increase in rent that is fixed for the term of the lease. The OTO chose to renew the lease in October 2020 for the first five-year lease option. This first five-year lease option is expiring March 2026.

The OTO has chosen not to renew for the second five-year lease period. The OTO has outgrown the current Chesterfield Location. The OTO is proposing to extend the lease for one year to give staff time to find a new location and contract for any remodeling or infill needed to make the space work for the OTO's purposes. The current lease is \$4,505.00 per month. The one-year lease extension will increase the rent to \$4,730 per month.

The current space includes a large conference room, five offices, a small conference area, copy area and front desk reception area. OTO currently has seven employees and is in the process of hiring two additional part-time employees.

In addition, OTO is funded by the federal transportation bill known as the Infrastructure Investment and Jobs Act (IIJA). The IIJA expires in September 2026, and a draft bill has yet to be released. While the need for increased space is not anticipated to change, staff would like to have an idea of anticipated funding prior to committing to a larger long-term lease or a purchase. A draft bill is expected this Spring.

**EXECUTIVE COMMITTEE ACTION TAKEN:**

The Executive Committee recommended a one-year lease extension at its regularly scheduled meeting on December 10, 2025.

**BOARD OF DIRECTORS ACTION REQUESTED:**

A member of the Board of Directors is requested to make one of the following motions:

“Move to authorize the Executive Director to enter into a one-year lease renewal option for office space in the Chesterfield Lofts building.”

OR

“Move to...”

## 1<sup>st</sup> AMENDMENT TO LEASE

This amendment made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025, by and between **Chesterfield Lofts Springfield, LLC**, of Greene County, Missouri (“Lessor”) and **Ozarks Transportation Organization** (“Lessee”).

### W I T N E S S E T H:

For and in consideration of the covenants, conditions, agreements, and stipulations hereinafter expressed, it is hereby expressly understood and agreed by and between the parties hereto that the lease dated **October 12<sup>th</sup>, 2015**, between Lessor and Lessee, incorporated herein by reference, be and the same is hereby changed and amended in the following particulars, notwithstanding anything to the contrary contained in the lease, to wit:

### ARTICLE 1: PREMISES

1.1 DESCRIPTION: A space consisting of approximately 3,432 square feet, located at 2208 W. Chesterfield Blvd, Suite 101 and 103, Springfield, Missouri, 65807 and comprising 29.75% of the total lease-able space (11,537 square feet.)

### ARTICLE 2: TERM

2.1 AMENDED TERM: The first lease renewal option commencing on April 1<sup>st</sup>, 2020 and ending March 29<sup>th</sup>, 2026 shall be amended to commencing for **One (1) year** beginning **April 1<sup>st</sup>, 2026** and ending **March 31<sup>st</sup>, 2027**. Tenant hereby expressly waives and relinquishes its right to exercise the second renewal option for an additional five (5) year term. In lieu of that second renewal option, Landlord and Tenant agree that the Lease shall be extended for one (1) year term.

### ARTICLE 3: RENT AND OTHER TENANT CONTRIBUTIONS

3.1 MINIMUM RENT: Tenant shall pay to Landlord as minimum rent **Four Thousand Seven Hundred Thirty Dollars and Zero Cents (\$4,730.00) or \$16.54 per square foot** per month beginning **April 1<sup>st</sup>, 2026**.

**COUNTERPARTS, FACSIMILE SIGNATURES, AND ELECTRONIC SIGNATURES:** The parties may execute this Lease in one or more counterparts, each of which will be deemed an original, and all of which together will constitute one and the same instrument. The parties may execute this Lease via facsimile, and such facsimile signatures shall be deemed to be originals for all purposes. In addition to facsimile signatures, this Lease may be executed by either or both parties in accordance with the applicable version of the Uniform Electronic Transactions Act (“UETA”) and the Electronic Signatures in Global and National Commerce Act (“ESIGN”). Both parties hereto agree to conduct transactions by electronic means and hereby affirmatively

consent to use electronic records to memorialize and execute this Lease and any alterations thereto.

Except as herein modified, the terms and conditions of the original lease are hereby ratified and confirmed in all respects.

**LESSEE**

**Ozarks Transportation Organization**

**LESSOR**

**Chesterfield Lofts Springfield, LLC**

---

By: Sara Fields, Director

---

Karen Cowan, Agent  
The Wooten Company, L.L.C.

# **TAB 10**

**BOARD OF DIRECTORS AGENDA 01/15/2026; ITEM I.B.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Under Tab 10 of the agenda packet, for Board member review, are Public Comments for the time frame between November 20, 2025 and January 7, 2026. Any additional public comment received by January 14, 2026 will be shared before the meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.



## 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**

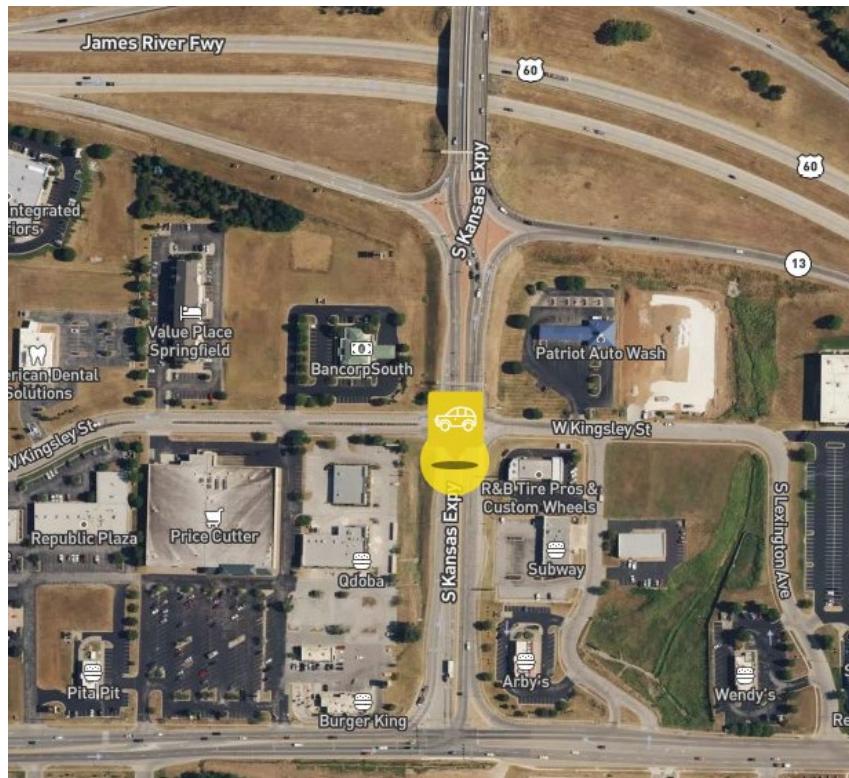
***Comment #1:***

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

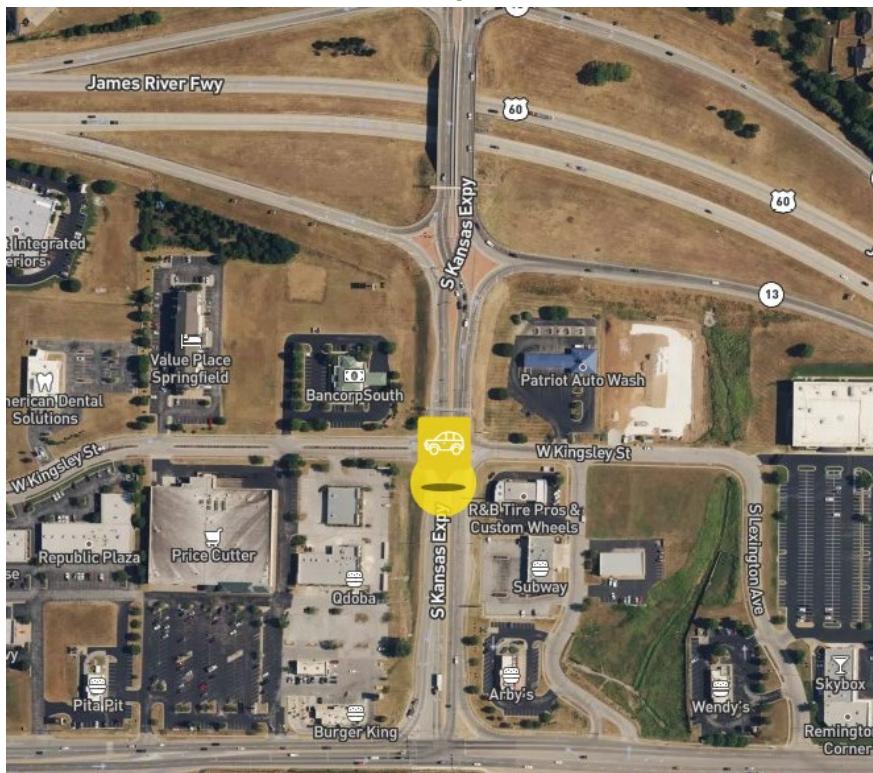
### *Reply Comment:*

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)

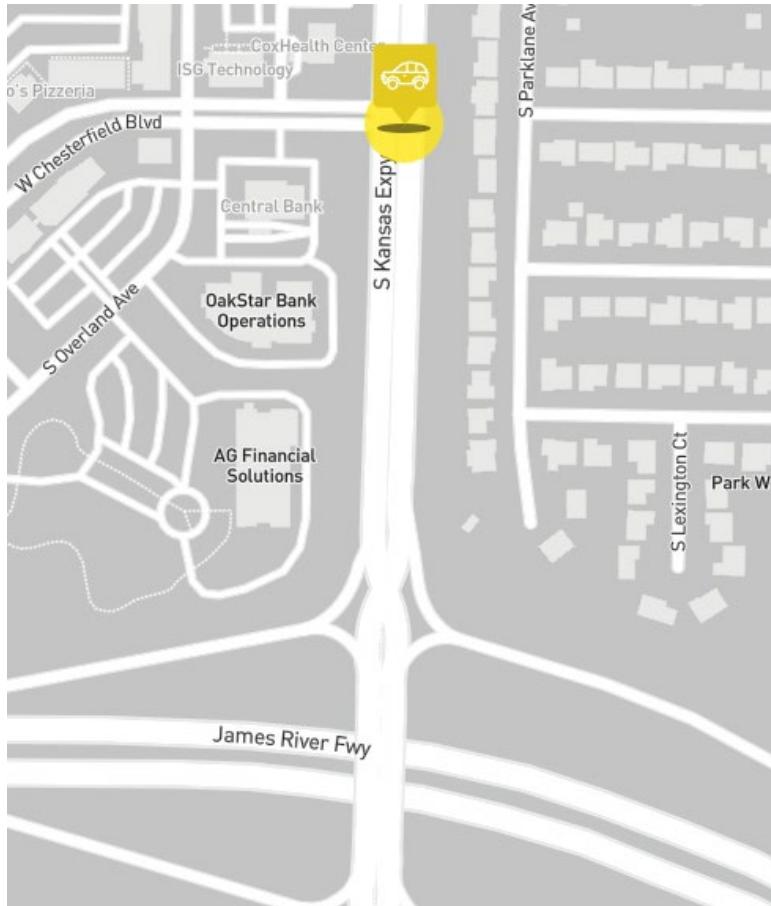
**Contact Name:** Allen

**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, Pittsburgh, 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)

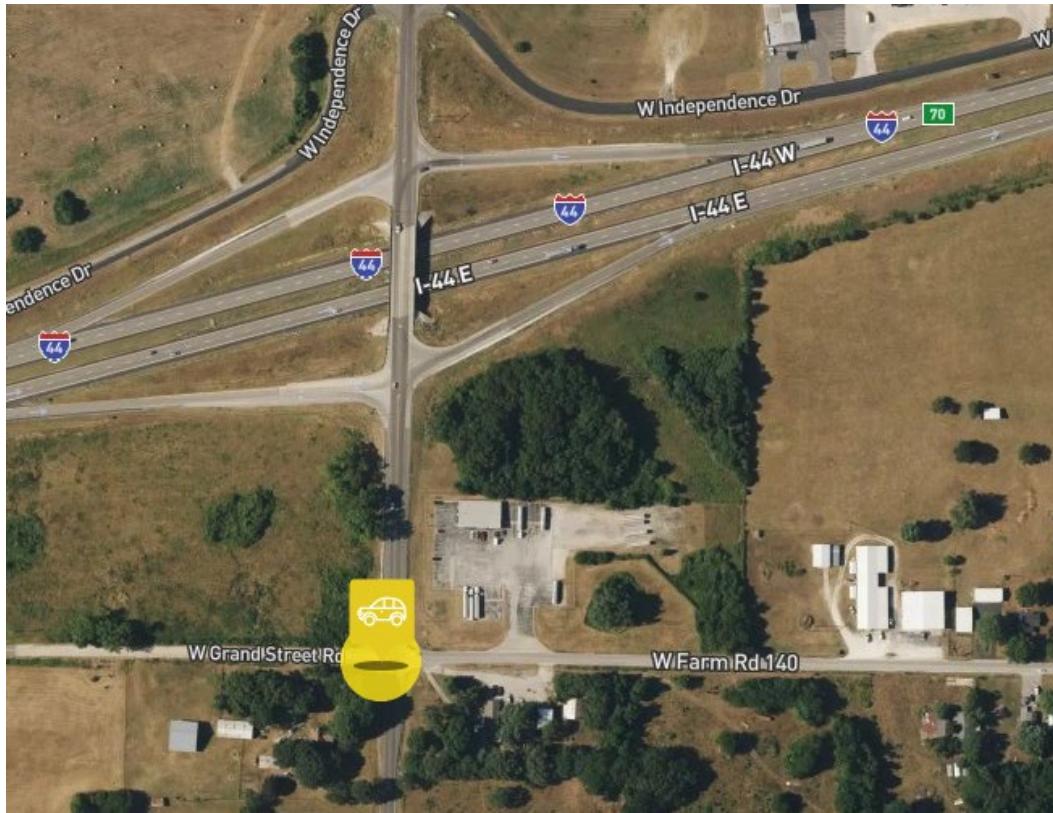
**Contact Name:** Andy Simmons

**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



## PUBLIC COMMENT



**Area of concern:** Norton Road between Fort and Grant Ave

**City/County of concern:** Springfield/Greene County

**Date received:** 12/30/2025

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

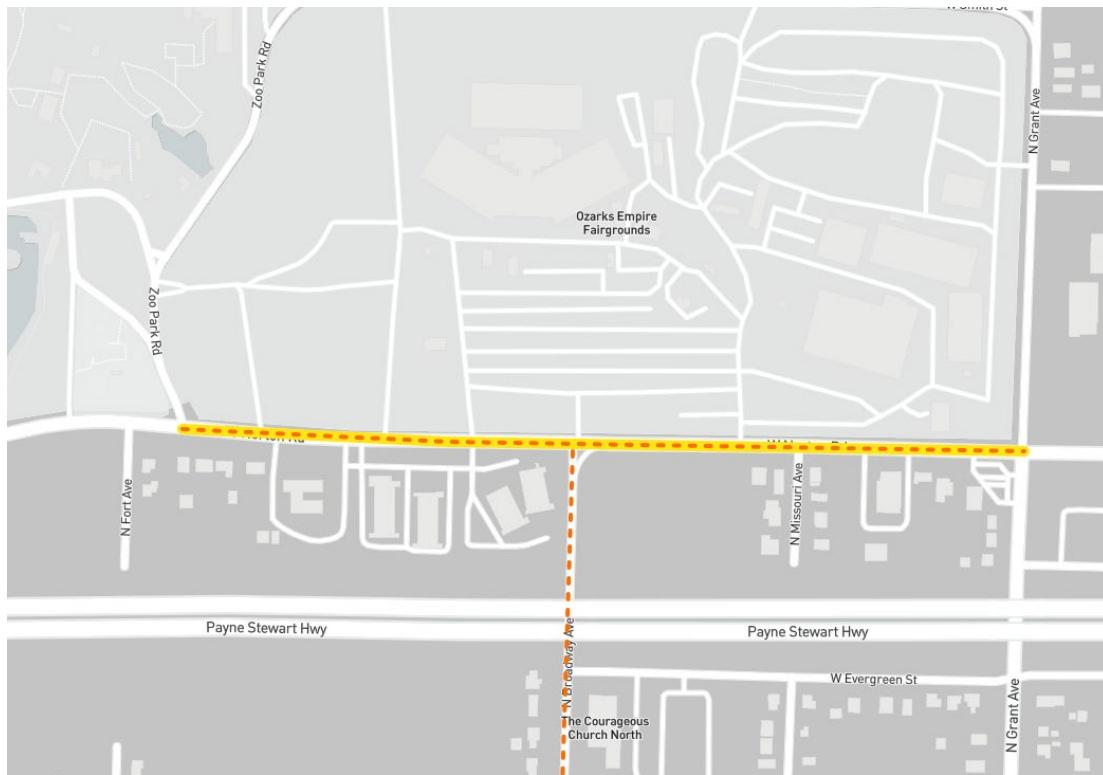
**Contact Name:** Taylor

**Contact Email/Ph #:** N/A

### *Comment:*

Includes the intersections of Broadway and Grant. Traffic is severely impacted during large events at the fairgrounds. Not to mention there is a significant amount of pedestrian activity, especially during events, and a lot of high traffic speeds. The fairgrounds also draw in a huge number of out-of-town visitors, and the entire area could use a facelift. Springfield does not put it's best foot forward with the area around the fairgrounds. It could be much safer and much more appealing.

### *Map*



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



## PUBLIC COMMENT



**Area of concern:** Broadway between Norton and Kearney

**City/County of concern:** Springfield/Greene County

**Date received:** 12/30/2025

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

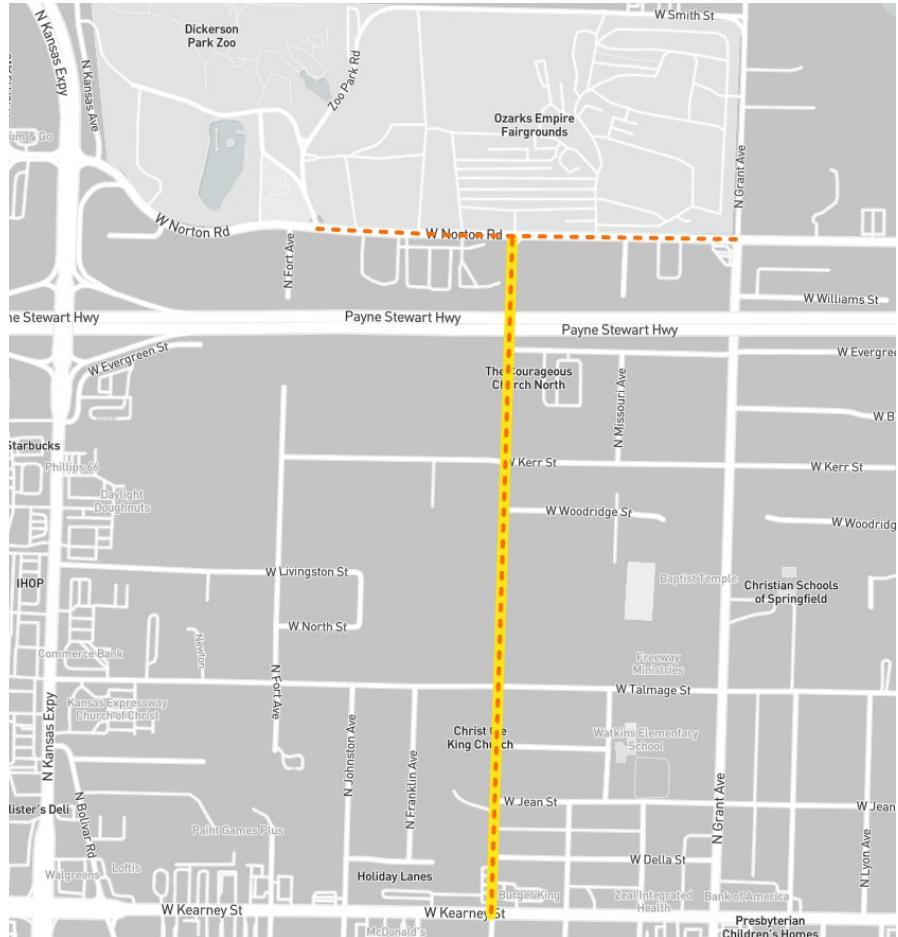
**Contact Name:** Taylor

**Contact Email/Ph #:** N/A

### **Comment:**

**People use Broadway Ave as a cut-through to and from Hwy 13 and Kearney or they are trying to bypass the I-44 interchange. There is a lot of pedestrian activity on this street, but drivers frequently speed through because it's just a long straightaway.**

### **Map**



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

# **TAB 11**

# USDOT Makes \$1.5B Worth of BUILD Grants Available

December 19, 2025



The U.S. Department of Transportation recently issued a [notice of funding opportunity](#) or NOFO that makes \$1.5 billion of fiscal year 2026 funding available through the agency's Better Utilizing Investments to Leverage Development or BUILD program to support infrastructure projects across the country.

*[Above photo by AASHTO]*

The grant application deadline from this round of funding from the [BUILD program](#) – originally established under the American Recovery and Reinvestment Act of 2009 – is February 24, 2026.

USDOT noted in a [statement](#) that, as of July, the program has awarded more than \$18 billion in 18 rounds of funding to local governments, tribes, transit and port authorities, states, and other entities.

The agency noted that the evaluation criteria for BUILD grants will focus on increasing safety measures and expanding transportation options for American families, as well as projects that:

- Beautify transportation infrastructure with context-appropriate design that enhances user experience while maintaining safety and operational efficiency;

- Improve roadway capacity and make transportation more affordable;
- Improve the travel experience for families through dedicated facilities for mothers, accessibility for those with disabilities, intuitive design elements, clear signage, intuitive layouts, and predictable operations for caregivers;
- Facilitate tourism; or
- Support U.S. energy dominance.

In [mid-July](#), USDOT issued \$488 million in BUILD grants to 30 infrastructure projects across the country – nine of them overseen by state departments of transportation.

The USDOT said at the time that road and bridge projects received 77 percent of those BUILD grants, with 10 percent awarded to transit upgrades to deliver safe, reliable, and accessible commuter networks.

Waterway projects received more than \$35 million primarily for port improvements, with nearly \$3 million in grants supporting rail networks to enhance multimodal surface transportation.

USDOT also noted that, for that particular round of BUILD grants, funding was evenly distributed between urban and rural communities, with each receiving \$244 million in awards.

Lead Applicant	Project Name	Project Description	Total Federal Funding	Total Project Cost
City of Springfield	South Campbell Avenue Priority Corridor	This award will be used by the City of Springfield, Missouri to implement safety and operations improvements along the South Campbell Avenue Priority Corridor on 3 high-injury network segments. Across the three segments, work includes adding travel lanes, installing a roundabout or signal protected left turn lanes, raised medians, updating access management, and sidewalk improvements. The project also includes replacing a deteriorated pedestrian bridge from Westview and Primrose to Republic Road. The corridor carries up to 40,000 vehicles per day and analyses found 18 fatal or serious injury crashes occurred on the project segments, plus a large number of near-misses. Treatments align with FHWA's Proven Safety Countermeasures and are expected to reduce right-angle, rear-end, and head-on crashes, improve peak-period operations, and enhance safety for pedestrians and other vulnerable users. Improvements will connect 2024 upgrades at Republic Road to the planned Walnut Lawn project, advancing Vision Zero and the Safe System Approach.	\$13,840,000.00	\$17,300,000.00

# Missouri lawmakers consider raising interstate speed limit to 75 mph

By [Emma McDaris](#)

Published: Jan. 2, 2026 at 9:17 PM CST



SPRINGFIELD, Mo. (KY3) - Two Missouri lawmakers have pre-filed bills that would raise the interstate speed limit from 70 to 75 mph, drawing concerns from truck drivers and road safety officials.

House Bill 2583, pre-filed by Christian County Representative Bob Titus, would study how a 75 mph speed limit would affect Missouri interstates. Senator Jamie Burger also pre-filed Senate Bill 1408, which would increase the interstate speed limit to 75 mph once passed.

The increase would impact daily traffic and require truck drivers to adjust, with many companies already setting personal speed limits below the current 70 mph.

James Pruitt, who drove cross-country for 47 years, said he is concerned about raising the speed limit.

"From Joplin to here, or just a little further east, it's bad. I think raising the speed limit would be a bad thing. Especially for trucks," Pruitt said.

Corporal Ralicia Tyler from the Missouri State Highway Patrol Troop I said increased speeds can cause more accidents.

"The magnitude of crashes increase by speed. Speed limit currently is 70. If you're going 75, that increases the chances of you being in a crash, the severity of the crash. Think of not just yourself, but think of everyone else. Think of your loved ones at home, that if you don't come home, what's going to happen to them?" Tyler said.

Tyler said drivers must follow whatever speed limit is posted.

"What speed can I go? Well, you can go the speed limit. The speed limit's 70 for a reason. There's no leniency, per se. I mean, the speed limit is the speed limit. So, you can get stopped for one mile an hour over," Tyler said.

The bills are not on the calendar yet. The Missouri legislature will have its first day in session on Wednesday, Jan. 7.

*To report a correction or typo, please email [digitalnews@ky3.com](mailto:digitalnews@ky3.com). Please include the article info in the subject line of the email.*

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# 2025 Missouri road fatalities decrease from 2024, continuing four-year declining trend

Capt. Scott White with Missouri State Highway Patrol said 906 people died on Missouri roads in 2025. That's down from 955 the year before.

By [Dylan Smith](#)

Published: Jan. 2, 2026 at 2:55 PM CST



MISSOURI (WGEM) - Preliminary numbers indicate that a three year downward trend of road fatalities continued to a fourth year in 2025.

Capt. Scott White with Missouri State Highway Patrol said 906 people died on Missouri roads in 2025. That's down from 955 the year before.

"It may be less than 2024, but you have to remember that that's a lot of families," White said.

According to the Missouri Department of Transportation (MoDOT), there were 1,057 deaths in 2022, followed by a steady decline in 2023 with 991 fatalities and 955 in 2024.

At the tail end of 2025, MoDOT officials warned the public that fatalities were on pace to surpass the 2024 mark. The announcement came after the launch of MoDOT's 9th annual Buckle Up Phone Down campaign.

"I can't tell you where or who, but two a day every day on average lose their lives on our highway system," MoDOT Deputy Director and Chief Engineer Eric Schroeter said during a press conference.

Year after year, the leading cause of fatal crashes stems from simply being distracted.

White said the number one thing people can do to increase safety happens before the car even starts, as over half of those who died on Missouri roads weren't buckled.

"That's a huge number when you think about it," White said. "We talk to folks and let them know this number that if you had a 56% chance of doing anything, you would definitely want to do that."

MSHP reports 258 crashes happened during the Christmas holiday counting period, which spanned from December 24, through 11:59 p.m. December 28. There were 10 fatalities, 94 injuries, and 93 DWI arrests.

The New Years counting period goes through Sunday, Jan. 4.

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› [Articles](#) › [Week of December 15, 2025](#) ›

House Passes SPEED Act, Sharpening Permitting Divide

## House Passes SPEED Act, Sharpening Permitting Divide

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Environment

DECEMBER 19, 2025 | REBECCA HIGGINS

The House this week passed the second permitting bill in as many weeks, again on a largely partisan basis. The SPEED Act ([text here](#)), introduced by Representatives Bruce Westerman (R-AR) and Jared Golden (D-ME), largely makes changes to the National Environmental Policy Act (NEPA) consistent with recent Supreme Court rulings and Trump Administration regulations. The bill passed on a [vote of 221 to 196](#), with 11 Democrats supporting passage and one Republican opposing.

The bill as reported out of the House Natural Resources Committee adopted an energy-source-neutral approach, so that while the changes to consideration of indirect effects might still weaken consideration of climate change, the bill would still have benefitted clean energy project similarly to fossil fuel projects. Nonetheless the vote out of committee was still largely partisan, with only two Democrats joining the Republicans to support favorably reporting the bill. HNR Ranking Member Jarden Huffman wrote in his dissenting views that he strongly opposed the bill, not only for “narrow[ing] the quality of environmental analysis and public input... [and] making it harder to challenge unlawful decisions and easier for polluters to advance harmful projects” but also because it failed to provide meaningful permitting certainty for clean energy project. “Amendments added in hopes of ensuring previously enacted permits cannot later be revoked will still not make a meaningful difference for clean energy deployment in the first place, and do not help projects that have already had permits overturned by this administration.”

Yet even so the bill faced a rebellion of Republican conservatives that threatened to tank the overall bill on the basis of it having any benefit for wind and renewable energy. The House Rules Committee made several amendments in order that would block applicability to offshore wind approvals and allow the Trump Administration additional time to overturn Biden-era approvals for clean energy projects.

These changes enabled the bill to overcome the conservative opposition to the bill’s potential to “fast-track any of the wind and solar” according to Representative Chip Roy (R-TX), who led the rebellion along with offshore wind opponent Jeff VanDrew (R-NJ). On the other hand, the changes meant the bill lost the support of American Clean Power, who said that the “partisan amendments” made in order by the Rules Committee “fundamentally changed legislation that represented genuine bipartisan progress.” This newly more partisan bill represents the House’s opening bid to the Senate, along with last week’s PERMIT Act.

## Substantive Changes to NEPA

The SPEED Act includes certain striking changes that would significantly alter the implementation of NEPA. One such change that will be relevant for transportation projects: the bill changes the definition of a major federal action such that grants and cost share awards would not on their own trigger compliance with NEPA. In other words, a project that requires no federal permit, review, or other action other than the funding action from USDOT would not have to complete NEPA at all. This will undoubtedly be welcome news for proponents of small projects, who will be spared the effort of preparing documented categorical exclusions and certain environmental assessments.

However, the change could end up having less welcome implications for large projects that will still need to complete NEPA for the bevy of permits and reviews required by other resource protection laws, e.g. Clean Water Act, Endangered Species Act, etc. For such projects, if the funding from USDOT is no longer a federal action under NEPA, then it's likely that the USDOT modal administration will no longer be the lead agency for the project. Instead, the authority of the lead agency to set the project's purpose and need, and to establish the alternatives for consideration may instead be held by one of the resource agencies that is permitting the project, e.g. the Fish and Wildlife Service, Army Corps, or other agency. This could result in a very different relationship between the federal lead agency and the state or local sponsor, including because those resource agencies may not use a joint lead agency approach with State DOTs. It could also stretch capacity very thin at resource agencies, many of which have historically been under-resourced, because they would have to complete the work of lead agency for transportation projects instead of relying on the Division and Regional offices at USDOT, which all have NEPA expertise on staff. (Title 23's Section 139 includes language that makes USDOT OAs the lead agency for any "project" defined under that section, but the section itself presupposes the applicability of NEPA, so it's unclear how the interaction would be interpreted. At minimum, the change to the definition of major federal action could cause significant uncertainty and litigation risk.)

Another noteworthy change is the language on the “application timeline.” The provision requires agencies to indicate within 60 days of receiving an application whether it is complete or not (and what information is still outstanding). Then within another 60 days of completeness, the agency must either notify the applicant that the project is subject to a categorical exclusion, or begin the work of producing an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). While this may seem relatively minor, it would effectively address a major gap that has undermined past efforts to constrain NEPA timelines to one year for EAs and 2 years for EISes. An EIS starts with issuance of a Notice of Intent, which makes calculating the starting point for those documents easier, but agencies may still choose to wait to issue that NOI—and thereby the starting of the clock—until they are prepared to complete the EIS in a timely fashion. Meanwhile EAs have not had a clear “start point” at all. A more formalized process for completeness determinations and a timeline for initiating reviews following the completeness determination will constrain agency flexibility to determine when the clock will start for the NEPA review, which will make the 1 and 2 year deadlines more meaningful.

Other changes made by the SPEED Act codify the interpretation of NEPA already made by the Supreme Court in the Seven Counties ruling. For instance, the SPEED Act directs agencies to limit analysis only to effects that are proximately caused by the project itself, excluding effects that are speculative or separate in place and time, and directing courts to afford substantial deference to agencies. Prohibitions on using new information are aligned with but go beyond prior interpretations that merely relieved agencies of having to consider new information.

Those familiar with the environmental review provisions FAST-41, or under Title 23 Section 139 for highways, transit, and rail projects, will also recognize certain similar provisions from those laws. For instance, the bill requires lead agencies to invite all other relevant agencies to participate as cooperating agencies within 21 days and to develop a permitting schedule for all necessary reviews, and it also requires project sponsor to approve a NEPA

timeline extension. Several of the judicial review changes also mimic the FAST-41 provisions applicable to projects that opt to be covered projects for the Permitting Council. For instance, entities would have to have submitted a unique comment on the action in order to have standing to file suit. Going beyond FAST-41 provisions, such entities would also have to demonstrate they're suffering direct harm.

## Partisan Politics within Permitting Reform

It is nothing new for permitting reform to be used to make changes for specific types of activities on a partisan basis.

For instance in the Energy Policy Act of 2005, Section 390 specified several categorical exclusions for oil and gas drilling on public lands, with no similar process for other forms of energy development. Deepwater ports engaged in the transport of oil and gas are excluded from review under the Outer Continental Shelf Lands Act, and not required to obtain the OCS air permit that offshore wind projects are subject to. (This dynamic may be more present in energy sector projects than in transportation, but it's not wholly absent, for instance highway projects continue to enjoy certain benefits not available to transit projects, such as the ability to acquire right-of-way in advance of completing environmental review for the project.)

The change is not the presence of partisan preferences for project types, particularly in the energy space, but rather a shift from being primarily a priority for Republicans focused on oil and gas projects, to being also a priority for Democrats focused on clean energy approvals. The economics of clean energy projects, e.g. the increasingly competitive prices of solar panels and battery storage systems and the urgency of completing transmission lines to connect these projects to the grid to mitigate climate change has made permitting a priority for Democrats where previously the party was generally neutral to opposed.

Partisan preference over project type has also affect implementation of permitting laws and presidents have used their authority within resource protection laws to advance or hinder

projects. For instance, President Biden imposed a moratorium on new coal leasing on federal lands.

This year the Trump Administration brought the partisan influence to what many perceived as a different level by not only imposing a moratoria on future offshore wind leases and imposing new hurdles for renewable energy permitting, but also revoking permits that were already approved for offshore wind projects. The Administration has sought to revoke permits from Atlantic Shores South, a windfarm off the coast of New Jersey, New England Wind, and halted construction on Empire Wind and Revolution Wind. Some of these orders have ultimately been litigated and lifted; notably, earlier this month a federal judge struck down the executive order that froze offshore wind permitting for being arbitrary and capricious and in violation of the Administrative Procedures Act. Nonetheless the Trump is still seeking to re-review and revoke permits previously granted for the industry.

In response, House Democrats in committee successfully inserted language on “federal certainty” that would have prohibited an agency from rescinding or changing an approval previously granted unless ordered to by a court or requested by an applicant. However on Thursday, through a set of three amendments offered by Representative Andy Harris (R-MD), Republicans removed much of the federal certainty language, preserved the work of “ongoing administrative corrections” begun on January 20, 2025, and finally made the process changes in the bill not applicable to offshore wind projects. With these changes the bill went from being largely neutral with regard to project type to explicitly anti-offshore wind, diminishing any prospect of significant bipartisan support.

### **The “Permits” being “Reformed” in Permitting Reform**

“Permitting reform” is the new broad umbrella term for what was previously most often called “project delivery” and prior to that “streamlining” and it can refer to many issues, some of which are at best tangential to permits. Technically NEPA itself is not a permitting law, nor are the timelines and judicial review provisions

associated with NEPA. Mandates for oil and gas lease sales are another issue often sought through “permitting reform” despite not being truly an issue of permitting.

Democratic party interest in permitting reform is heavily focused on another permitting-adjacent issue, which is interconnection queues and the cost allocation of and siting decisions on transmission lines. As work on permitting reform moves to the Senate, the question of what will be included under the permitting reform banner remains a critical open question, but it is expected that permitting reform will have to include a broader suite of changes rather than focusing narrowly on NEPA in order to win the bipartisan support needed for passage.

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DOT Issues Rule Reversing CAFE Trend Line Away From EVs

## DOT Issues Rule Reversing CAFE Trend Line Away From EVs

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DECEMBER 5, 2025 | REBECCA HIGGINS

This week, the Trump Administration released a proposed rule for Corporate Average Fuel Economy (CAFE) standards that marks a sharp departure from prior practice on vehicle emissions regulations and presages a retreat from EV manufacturing within the U.S. auto industry. National Highway Traffic Safety Administration's (NHTSA's) proposed rule includes new standards for light-duty passenger vehicles and light trucks for model years (MYs) 2022-2026, which cut the required average CAFE level to a

fleetwide 34.5 miles per gallon in 2031, down from 50.4 mpg in 2031 under the rule previously finalized in 2024.

The proposed rule is framed as a win for affordability and consumer choice by USDOT Secretary Duffy and has also been hailed as a win by the leadership of Ford, GM, and Stellantis. The Alliance for Automotive Innovation (which represents not just the “Big Three” but also foreign automakers with U.S. assembly plants, many of which are now EV-focused, as well as parts manufacturers including battery makers) had a slightly more hesitant response, with CEO John Bozella noting that they are “reviewing NHTSA’s announcement, but... glad the agency has proposed new fuel economy standards” given that the prior standards were “extremely challenging for automakers to achieve given the current marketplace for EVs.”

As the quote from Bozella indicates, although the standards regulate the fuel economy of gasoline powered internal combustion engine (ICE) vehicles, the real story and outstanding issue is the future of EVs. While NHTSA’s statutory obligation is to set CAFE standards at the maximum feasible level without considering the presence of EVs in the fleet, many automakers did use EVs to achieve compliance, and critics of the Biden-era rules described the standards as an EV mandate (especially once the required average for passenger cars crossed 60 mpg). With this rule, the Administration removes benefits for domestic EV manufacturers and weakens motivation for automakers to invest in EV technology and manufacturing capacity by making it easier to comply with ICE vehicles alone. However as international demand moves toward electrification and China expands their dominance of the EV market, this regulatory change runs the risk that U.S. automakers will be increasingly uncompetitive in the global market.

### **Decoupling CAFE and GHG standards**

Historically, NHTSA’s CAFE standards have been released jointly with or harmonized with the Environmental Protection Administration’s (EPA’s) vehicle greenhouse gas (GHG) emissions standards issued under the authority of the Clean Air Act, and also

have taken into account automaker compliance requirements under California's clean car standards. In the past, harmonizing the three different sets of rules to the extent legally allowable, despite the differences in the statutory aims and requirements, was thought to enable automakers to have their same vehicle fleet more easily achieve compliance with multiple standards.

However, this year EPA is in the midst of reconsidering and expected to overturn the endangerment finding that underpins their authority to use the Clean Air Act to regulate GHG emissions. Meanwhile in May, Congress revoked California's waiver that allows them to regulate vehicle emissions. (California and 10 other states have filed litigation against the EPA on the issue, with a hearing set for January 29, 2026, therefore there is still some uncertainty on whether manufacturers will continue to have to comply with those rules.) With this changing legal landscape, NHTSA released their proposal entirely independently, representing a full decoupling of CAFE standards and tailpipe emissions standards.

As part of that decoupling, and in light of the changed landscape, the proposed CAFE standards use a different approach to considering EVs in determining the maximum feasible standards.

Under the Biden Administration, NHTSA conducted an analysis under a "standard setting perspective" that, per statute, did not consider the availability of EVs and other such technologies to improve fuel economy, and they established Model Year standards that were considered achievable based only on the technologies available to ICE vehicles. However, NHTSA also modeled an "unconstrained perspective" that did consider these technologies and applied them to the extent that they were cost- effective compliance pathways. In other words, NHTSA's past rules assumed that automakers would use a combination of ICE vehicle technological changes as well as production of EVs and purchasing of credits from over-complying manufacturers to achieve compliance, with some automakers opting to pay civil penalties rather than achieving full compliance across all fleets. In an opinion piece in the Detroit Free Press, Secretary Duffy described this approach as "Biden and Buttigieg violat[ing] a provision of the

federal law that bars consideration of EVs when setting average car mileage requirements" in order "to help achieve their radical electric vehicle utopia." His new proposed rule removes all consideration of EVs as a compliance path, and significantly weakens the required average standards.

Estimated Required Average CAFE MPG Levels - Proposed vs Previous Rules								
Cars	2024	2025	2026	2027	2028	2029	2030	2031
Proposed	36.5	36.6	36.8	36.9	37.1	37.2	37.3	37.4
Previously	49.2	53.4	59.4	60.0	61.2	62.5	63.7	65.1
<b>Light Trucks</b>								
Proposed	27.9	28.0	28.1	28.3	28.4	28.5	28.5	28.6
Previously	35.1	38.2	42.4	42.6	42.6	43.5	44.3	45.2
<b>Overall Fleet</b>								
Proposed	30.1	30.4	30.4	30.4	34.2	34.4	34.4	34.5
Previously	40.6	44.2	49.1	47.3	47.4	48.4	49.4	50.4

The rule makes several other noteworthy changes from prior regulatory structures. For one, NHTSA proposes to eliminate the inter-manufacturer credit trading system starting in 2028. Through this system, under-complying automakers could achieve compliance with CAFE standards by purchasing credits from over-complying automakers. While automakers will still be able to use the EVs and other over-complying vehicles in their own fleets to comply with the CAFE standards, they won't be able to trade with manufacturers that produce only EVs. These credits were a significant source of revenue for EV manufacturers such as Tesla, which earned \$2.76 billion from regulatory credits in 2024. Although an important change, the demand for regulatory credits was driven by interest in avoiding civil penalties for non-compliance, but the so-called "One Big Beautiful Bill Act" signed on July 4, 2025 eliminated this compliance mechanism by setting the penalty amount to \$0, so market analysts had already anticipated that interest in these credits would dry up before 2028.

The rule also reclassifies SUVs, moving them out of the category of light trucks and into cars. This approach is reasonable based on the uses of the vehicles, but the change in the category further reduces the maximum feasible increase in MPG that fleets could achieve and therefore makes it more difficult to set stringent standards for cars. Collectively, these changes to the way the fleet is defined, the way compliance will be achieved, and the decoupling from the

EPA's broader approach on GHG emissions, result in significantly weaker CAFE standards.

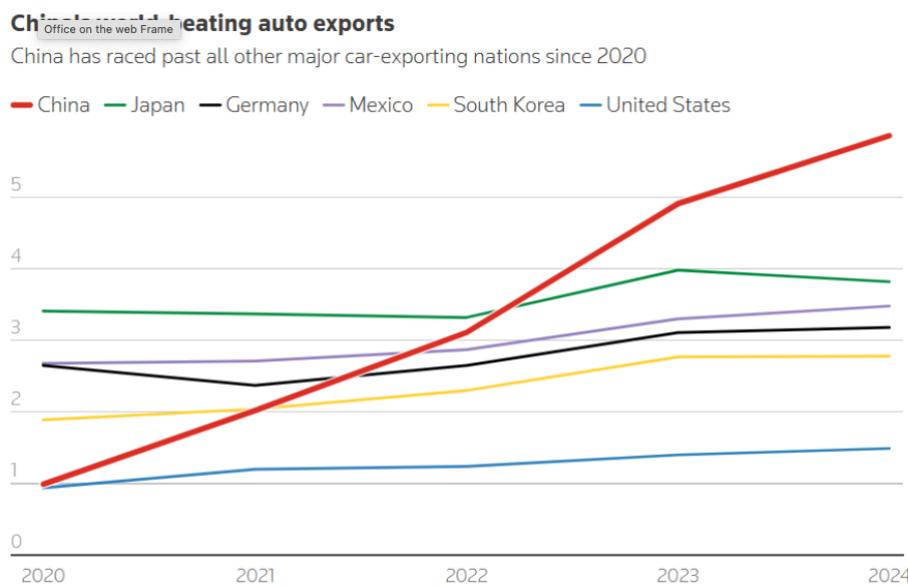
## Implications for Global Competitiveness

Senator Bernie Moreno (R-OH) at an automaker industry event earlier this week was quoted reflecting on the future of the auto industry and calling the choice to embrace electrification “irrational, dumb policy.” Speaking about domestic automaker competitiveness with China, Sen. Moreno (a former car dealer) said “We were ahead of them by a mile, by 10 miles, on the internal combustion engine. They went into EVs, and then they convinced the Western world to go into EVs and play their game.” According to USDOT, retreating to the more solid footing of ICE engines will allow automakers to improve their competitiveness by allowing them to “refocus on making cars the American people actually want.”

U.S. automakers had already started walking back commitments to new EV models and reducing estimates for future demand, a trend likely hastened by the repeal of EV tax credits. However U.S. consumer demand for electric models has been growing steadily, with the share of EV sales reaching nearly 12% in the third quarter of this year. Automakers have invested significant R&D into developing EVs, and in 2025 there are 28 different EV car models, and 79 SUV EV models available as well as 6 pick-ups. Sales of Ford's Mustang Mach-E were double the sales of the ICE version in August.

While the U.S. debates fuel economy standards for internal combustion engines, much of the rest of the world has moved on to electrification goals. In Canada, for instance, engine standards were harmonized with U.S. standards set in 2015 and haven't been revisited, while the country has since committed to achieve 100% zero-emission vehicle sales by 2035 for all new light-duty vehicles (although Prime Minister Carney recently announced the suspension of the interim 20% target by 2026). Globally, demand for EVs continues to grow with EV sales topping 17 million worldwide in 2024, a growth of more than 25 percent. China continues to dominate the market. As this graph from Reuters

shows, China has been the top auto-exporting country since 2023, and now controls 40% of global vehicle production.



Note: Passenger-car exports, in millions

Sources: Compiled by Reuters using data from the Japan Automobile Manufacturers Association, the German Association of the Automotive Industry (VDA), consultancy Automobility, the Korea Automobile & Mobility Association, Mexico's Administrative Registry of the Automotive Industry of Light Vehicles (RAIAVL) and the U.S. Census Bureau

Although China exports both ICE vehicles and EVs, they are particularly dominant in affordable EV technology. Chinese vehicles have some advantages in range and battery charging times but most importantly their EVs out-compete other manufacturers on affordability. Whereas in the U.S. battery electric vehicles face a 31% price premium relative to ICE vehicles, in China EVs have been less expensive than ICE cars since 2023.

Chinese brands have already achieved a strong foothold in the European and Mexican markets. In Mexico, Chinese brands represented 20% of the new vehicle sales, and approximately 70% of EV new car sales in 2024. Chinese automakers have aggressively expanded in European markets and doubled their market share there during the first half of 2025, now exceeding 5% of new vehicle sales in Europe. Demand for EVs in Europe is a significant part of this—in 2024 electric vehicles reached 21% of the new vehicle fleet. In Mexico, in 2024 Chinese brands held 20% of the new vehicle market, and approximately 70% of EV new car sales. A retreat from EV capacity by U.S. automakers could undermine the ability of these companies to compete in the global marketplace, and even in the domestic market when Chinese automakers eventually enter it.

U.S. automakers may face competition from Chinese automakers closer to home even without Chinese automakers entering the domestic market. Today, Canada is the number one export destination for U.S. manufactured cars, and a 100% Canadian tariff on Chinese-made EVs has prevented any Chinese brands from entering the market. China has their own retaliatory tariffs on Canadian agricultural products. However, in June of this year, China formally requested that the World Trade Organization review Canada's tariff to determine whether the tariffs are WTO-compliance or subject to removal. Between that review and the ongoing trade disputes with the U.S., paired with the movement of U.S. manufacturing facilities out of Canada and back into the U.S., Canada and China could foreseeably come to a new trade agreement that would allow Chinese brands to cater to Canada's EV buyers, who reached 11.7% of their country's light duty vehicle shares in 2023.