



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee MEETING AGENDA

SEPTEMBER 10, 2025  
1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

**Technical Planning Committee Meeting Agenda**

**Wednesday, September 10, 2025 1:30 p.m.**

**The TPC will convene online at**

**<https://www.ozarkstransportation.org/our-resources/agendas-minutes/tpc-e-meeting-09-10-2025>**

**Call to Order ..... 1:30 PM**

**I. ACTION ITEM**

- A. FY 2026-2029 Amendment 1..... Tab 1**  
Changes are requested to the FY 2026-2029 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF  
AMENDMENT 1 TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM TO THE  
BOARD OF DIRECTORS**

Public comments may be submitted through September 9, 2025 at 5:00 p.m. to  
[comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or 417-865-3042 x105.

**II. INFORMATIONAL ITEMS**

- A. Public Comment Received Since June 18, 2025..... Tab 2**  
Public comment received between June 18, 2025 and August 13, 2025 are included in the agenda packet for member review. Additional public comment received ahead of the meeting will be shared separately.

**NO ACTION REQUESTED**

- B. Federal Funds Status Update..... Tab 3**  
Included for member review is an update regarding the obligation of federal funds in the OTO area.

**NO ACTION REQUESTED**

- C. FY 2026-2029 Administrative Modification 1..... Tab 4**  
Changes were made to the FY 2026-2029 Transportation Improvement Program.

**NO ACTION REQUESTED**

- D. Articles for Technical Planning Committee Member Information..... Tab 5**

**III. ADJOURNMENT**

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for October 15, 2025 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

**TAB 1**



**TECHNICAL PLANNING COMMITTEE AGENDA 9/10/2025; ITEM I.A.**

**Amendment Number One to the FY 2026-2029 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There is one item included as part of Amendment Number One to the FY 2026-2029 Transportation Improvement Program.

1. \*Revised\* I-44 Safety Project (MO2521)  
MoDOT has requested to consolidate this project with the broader design-build project from Joplin to Conway. The project description, MoDOT Job Number, and programming information has been updated, as well as the revenue projections for MoDOT to account for the larger project.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to recommend that the Board of Directors approve Amendment 1 to the FY 2026-2029 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 1 to the FY 2026-2029 Transportation Improvement Program, with these changes...”

MO2521-26A1 - I-44 SAFETY PROJECT

Plan Revision 26A1	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield, Strafford	Status Programmed	Total Cost \$508,173,000
MoDoT ID ST0089	Federal ID -	Project From Joplin	Project To Conway

Project Considerations  
-

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

Funding Source Notes  
Non-Federal Funding Source: SFY 2025 Special General Revenue Funds

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	MoDOT	\$911,000	\$26,639,000	-	-	-	-	\$27,550,000
Engineering	NHPP (FHWA)	\$1,234,000	\$7,417,000	-	-	-	-	\$8,651,000
Total Engineering		\$2,145,000	\$34,056,000	-	-	-	-	\$36,201,000
ROW	MoDOT	-	\$7,800	-	-	-	-	\$7,800
ROW	NHPP (FHWA)	-	\$15,200	-	-	-	-	\$15,200
Total ROW		-	\$23,000	-	-	-	-	\$23,000
Construction	MoDOT	-	\$427,027,400	-	-	-	-	\$427,027,400
Construction	NHPP (FHWA)	-	\$44,921,600	-	-	-	-	\$44,921,600
Total Construction		-	\$471,949,000	-	-	-	-	\$471,949,000
Total Prior Costs		\$2,145,000	-	-	-	-	-	\$2,145,000
Total Programmed		\$2,145,000	\$506,028,000	-	-	-	-	\$508,173,000



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	<p>Description changed from "Safety and capacity improvements Rte. 160 to Rte. 125, improvements at Rte. 13, rehabilitate Rte. EE over I-44, WB pavement rehabilitation 2.1 miles to 0.7 mile EO Rte. 125, pavement resurfacing 9.5 miles to 1.1 miles EO Rte.125." to "Safety, capacity and pavement at various locations from Joplin to Conway."</p> <p>ID changed from "MO2521-25A3" to "MO2521-26A1"</p> <p>Plan Revision Name changed from "26Adopted" to "26A1"</p>
FUNDING CHANGES	<p><b>MoDOT</b></p> <p>+ Increase funds in FY 2026 in ENG from \$5,476,000 to \$26,639,000</p> <p>+ Increase funds in FY 2026 in ROW from \$3,800 to \$7,800</p> <p>+ Increase funds in FY 2026 in CON from \$163,870,400 to \$427,027,400</p>
FEDERAL PROJECT COST	Stays the same \$53,587,800
TOTAL PROJECT COST	Increased from \$223,849,000 to \$508,173,000 (127.02%)

## REVENUE

Revenue Source	Carryover	2026	2027	2028	2029	Total
MoDOT State/Federal	\$23,867,000	\$564,392,000	\$36,997,000	\$45,133,000	\$45,862,000	\$716,251,000
RAISE	\$24,822,313	\$0	\$0	\$0	\$0	\$24,822,313
SS4A	\$1,152,000	\$0	\$0	\$0	\$0	\$1,152,000
Suballocated STBG-U	\$5,628,795	\$8,251,401	\$8,416,429	\$85,848	\$8,756,453	\$31,138,926
Suballocated TAP	\$1,662,371	\$1,786,840	\$1,703,775	\$1,737,851	\$1,772,608	\$8,663,445
Suballocated CRP	\$1,650,174	\$984,404	\$1,004,092	\$1,024,174	\$1,044,657	\$5,707,501
Aviation - FAA	\$0	\$25,474,500	\$11,745,000	\$3,000,000	\$8,051,000	\$48,270,500
FTA 5307	\$2,486,536	\$3,950,171	\$4,029,174	\$4,109,757	\$4,191,952	\$18,767,590
FTA 5310	\$823,914	\$419,117	\$427,499	\$436,049	\$444,771	\$2,551,350
FTA 5339	\$324,432	\$330,921	\$3,563,139	\$344,290	\$351,176	\$4,913,958
Transit MO HealthNet Contract	\$0	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
Transit State Operating Funding	\$43,500	\$153,415	\$153,415	\$153,415	\$153,415	\$657,160
CU Transit Utility Ratepayers	\$7,447,745	\$7,284,226	\$8,063,689	\$7,024,039	\$7,722,024	\$37,541,723
CU Transit Farebox, Ads, Rent	\$955,000	\$955,000	\$955,000	\$955,000	\$955,000	\$4,775,000
Human Service Agencies		\$57,629	\$58,781	\$59,957	\$61,156	\$237,523
<b>TOTAL</b>	<b>\$70,863,780</b>	<b>\$614,084,624</b>	<b>\$77,161,993</b>	<b>\$64,108,380</b>	<b>\$79,411,212</b>	<b>\$905,629,989</b>

## LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2026	2027	2028	2029	Total
CART All Jurisdictions (Projected)	\$21,185,583	\$21,185,583	\$21,185,583	\$21,185,583	\$84,742,330
O&M (637.42 miles * \$6,299/mile)	(\$4,015,109)	(\$4,115,487)	(\$4,218,374)	(\$4,323,833)	(\$16,672,803)
TIP Programmed Funds All Jurisdictions	(\$11,813,428)	(\$3,396,523)	(\$1,149,004)	(\$220,567)	(\$16,579,522)
Other Committed Funds All Jurisdictions	\$57,515,582	\$57,515,582	\$57,515,582	\$57,515,582	\$230,062,328
<b>TOTAL</b>	<b>\$62,872,628</b>	<b>\$71,189,155</b>	<b>\$73,333,787</b>	<b>\$74,156,765</b>	<b>\$281,552,334</b>

	Carryover	2026	2027	2028	2029	Total
System Operations Local	\$7,940,165	\$7,940,165	\$7,732,025	\$7,732,025	\$8,423,720	\$39,768,100
System Maintenance Local	\$411,876	\$41,200	\$195,700	\$195,700	\$201,571	\$1,046,047
Local Programmed O&M	--	(\$16,333,406)	(\$7,927,725)	(\$7,927,725)	(\$8,625,291)	(\$40,814,147)
Carryover	\$8,352,041	\$8,352,041	\$0	\$0	\$0	\$0
<b>Additional O&amp;M Costs</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## 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)	\$61,886,600	\$11,379,200	\$28,394,400	\$35,775,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,931,000	\$262,800	\$262,800	\$81,000
SCRIP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,176,000	\$0	\$0	\$0
STBG-U (FHWA)	\$15,623,504	\$4,054,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$134,562,480	\$15,867,505	\$32,728,081	\$36,738,466
<b>STATE</b>				
MoDOT	\$465,903,066	\$8,609,000	\$9,197,400	\$9,365,400
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	\$486,250,188	\$37,072,579	\$23,176,528	\$16,867,244
<b>LOCAL/OTHER</b>				
Local	\$7,318,707	\$3,396,523	\$1,149,004	\$220,567
Local-AC	\$4,494,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$11,913,428	\$3,396,523	\$1,149,004	\$220,567
<b>Total</b>	<b>\$632,726,096</b>	<b>\$56,336,607</b>	<b>\$57,053,613</b>	<b>\$53,826,277</b>

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$564,392,000	\$36,997,000	\$45,133,000	\$45,862,000	<b>\$716,251,000</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	\$11,913,428	\$3,396,523	\$1,149,004	\$220,567	<b>\$16,679,522</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>\$593,921,992</b>	<b>\$58,263,398</b>	<b>\$56,030,605</b>	<b>\$64,715,729</b>	<b>\$831,714,378</b>
Carryover		\$58,782,653	\$19,978,549	\$21,905,340	\$20,882,332	--
Programmed State and Federal Funding		<b>(\$632,726,096)</b>	<b>(\$56,336,607)</b>	<b>(\$57,053,613)</b>	<b>(\$53,826,277)</b>	<b>(\$799,942,594)</b>
<b>TOTAL REMAINING</b>	<b>\$58,782,653</b>	<b>\$19,978,549</b>	<b>\$21,905,340</b>	<b>\$20,882,332</b>	<b>\$31,771,784</b>	<b>\$31,771,784</b>

**TAB 2**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/10/2025; ITEM II.A.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Committee member review are Public Comments for the time frame between June 18, 2025 and August 13, 2025.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.



## PUBLIC COMMENT



**Area of concern:** Survey

**City/County of concern:** OTO MPO Area

**Date received:** 06/18/2025

**Received through:** Email

**Contact Name:** Gena [REDACTED]

**Contact Email/Ph #:** [REDACTED]

**Comment:**

I understand you have an input survey but even w the site I cannot find the survey. Also... why are local surveys not automatically sent by email to all residents so they are not skewed by only those in the loop taking them?

**OTO Response:**

Thank you for reaching out. We do not currently have a survey, but we do have a Draft FY 2026-2029 Transportation Improvement Plan that is out for review and public comment. I have included below a link to the press release, the actual plan, and how comments can be submitted. We do not have a database of emails of all residents within the OTO MPO Boundaries. If you would like, we can add you to our meeting/news notification list.

Press Release: <https://www.ozarkstransportation.org/uploads/media/OTO-FY-2026-2029-TIP-Public-Comment.pdf>

FY 2026-2029 Transportation Improvement

Plan: <https://www.ozarkstransportation.org/uploads/documents/DraftFY2026-2029TIP.pdf>

Comments can be submitted via:

- GiveUsYourInput.org - <https://www.ozarkstransportation.org/give-us-your-input>
- Email at [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org)
- Mail at 2208 W Chesterfield Blvd., Suite 101, Springfield, MO 65807

The City of Springfield does have a survey out regarding the Sunshine Street Corridor Study: <https://www.sunshinecorridorsgf.com/engage>.

Please let us know if you have any other questions.





## PUBLIC COMMENT



**Area of concern:** Battlefield near Kansas Exp – Pedestrian Crossing

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

**Date received:** 07/07/2025

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

**Contact Name:** Heather

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

**Comment:**

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

**Map**  
**Highlighted line**



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





## PUBLIC COMMENT



**Area of concern:** Light Rail System

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

**Date received:** 07/08/2025

**Received through:** Comment Email

**Contact Name:** Dorothy [REDACTED]

**Contact Email#:** [REDACTED]

**Comment:**

With the growth we see year over year in Springfield, and the number of universities within this city, I feel like Springfield would really benefit from a light rail system! And since the city is already essentially a square, it would help our public transit system and propel us into the future!

I went to college at California State University, Sacramento, and the universities in the area had a decal on the University students identification cards showing they had paid their tuition. Within that tuition was included an annual fee for the light rail and bus system, so university students could ride as much as they needed. Of course, not all students utilized the public transit. And bus routes were based off the light rail system, so it ran incredibly efficiently. In the years I used public transportation there in Sacramento, CA, the light rail was only significantly late once.

**OTO Response:**

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



## PUBLIC COMMENT



**Area of concern:** Crosswalk – Grand & Holland

**City/County of concern:** OTO MPO Area

**Date received:** 07/10/2025

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Shared Posting

 **Ozarks Transportation Organization**  
16h · 🌐



 **SGF Yields**  
17h · 🌐


**NEW SAFETY IMPROVEMENT!**


The Fasnicht Creek Trail that runs along Bennett Street now features a pedestrian activated beacon at Kimbrough Avenue.

WALKERS, be sure to push the button and wait for drivers to yield! If they do, flash a smile - if they don't, feel free to give them the stink eye! 😏

DRIVERS, be sure to give pedestrians the right-of-way. It's not just the law, it's the right thing to do! 👍

### Facebook Comments

 **Carolyn McGhee**  
Never had trouble with that one. The thing I don't understand is why the maps think Holland is a good place to cross Grand: you'll pretty much be stuck at an eternal red light.

16h [Like](#) [Reply](#) [Send message](#) [Hide](#) 





## PUBLIC COMMENT



***Area of concern:*** Eastgate and Catalpa

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

***Date received:*** 07/17/2025

***Received through:*** )Phone Call

***Contact Name:*** Loren [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

The caller stated the northbound and southbound lanes at the intersection of Eastgate and Catalpa, a 4-way stop, get stacked up. The caller thought a roundabout might be a good solution and believed there would be enough room for one.

***OTO Response:*** Staff told the caller that the comment would be documented and shared with the Technical Planning Committee and Board of Directors, that we appreciate his feedback, and to call anytime with suggestions or concerns.



## PUBLIC COMMENT



***Area of concern:*** Sidewalk – Kansas Exp between Walnut Lawn and Erie St.

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

***Date received:*** 07/17/2025

***Received through:*** Comment Email

***Contact Name:*** Josh [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

Would like to see the sidewalk connected between Walnut Lawn and Erie St. on Kansas Expressway.

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



## PUBLIC COMMENT



***Area of concern:*** Hines and ZZ Roundabout

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

***Date received:*** 07/29/2025

***Received through:*** Comment Email

***Contact Name:*** Ron [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

If you have a few minutes could you update me as to the Status of the Hines and ZZ Roundabout in Republic?

***OTO Response:*** This is a City of Republic led project. We have federal funds allocated for design and would anticipate design to begin in the next 1-2 years. Please reach out anytime with questions or comments.



## PUBLIC COMMENT



**Area of concern:** Bus Stop near N. Dysart Avenue

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

**Date received:** 08/10/2025

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

**Contact Name:** Mark [REDACTED]

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

**Comment:**

Wondering why the nearest bus stop (from my home at N. Dysart Ave) is so distant and inconvenient.

**Map**



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





## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Julian [REDACTED]

***Contact Email/Ph #:***

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

It is nice to preserve this area, as its historic. Traffic did not support extension.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Paul [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

Regarding the new bridge at Old Mill road over the James River: The new bridge is higher now and does not flood, but the approach to the bridge to the north floods almost as often as the old bridge did. Is there a plan to raise the road north of the bridge through the flood plain to be as high as the new bridge?



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Larry & Ellen [REDACTED]

***Contact Email/Ph #:***

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***

We feel that there are more important roads that need to be improved.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Greg & Sherry

***Contact Email/Ph #:***

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

#### ***Comment:***

The extension of FF would be detrimental to a rural area by bringing non-local traffic through the area. Century farms would be potentially impacted and traffic would create a greater exodus of businesses around the City of Nixa that relies heavily on sales tax for infrastructure.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Sandra [REDACTED]

***Contact Email/Ph #:***

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Amy [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Malorie [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***

I support the removal of the FF Extension.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Christi [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

Please abandon the plan to take FF South through Misty River Subdivision, funneling traffic to a low spot (unsafe) on Hwy 14. It makes more sense to widen existing roads to make the southern traffic safer.





## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Bob [REDACTED]

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

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***

Completely agree that it is not needed, Good Job!



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Jerry [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Mike [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? No

### ***Comment:***

A North/South route from M Hwy to 14 is needed. 13/160 in and out of Spfld is very congested at certain times of the day.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Michael [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

I support removal because it does not look financially feasible and the impact on Battlefield, property owners south of FF and the dangerous intersection proposal of Carol & 14.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Jim [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

Great decision, was not needed.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Brady [REDACTED]

***Contact Email/Ph #:***

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Lisa [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



**Area of concern:** FF Extension Study

**City/County of concern:** Nixa/Christian County

**Date received:** 06/26/2025

**Received through:** Open House Comment Form

**Contact Name:** Marsha [REDACTED]

**Contact Email/Ph #:** [REDACTED]

### **Information Collected at the Public FF Open House on 06/26/2025:**

Do you support the removal of the FF Extension? No

### **Comment:**

Blue Springs – dangerous road, curves, bridge floods

AA – curves, dangerous road for arterial – hills, poor sightline

Cox Road – Nichols – 2 lane, no curb, dangerous, floods bridges where crosses James River

Population growth of Springfield – Republic needs infrastructure to support transportation needs where community lives





## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

***City/County of concern:*** Nixa/Christian County

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Darwin [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***

No need for it.



## PUBLIC COMMENT



**Area of concern:** FF Extension

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

**Date received:** 06/27/2025

**Received through:** Comment - Email

**Contact Name:** Anthony & Ila Jean [REDACTED]

**Contact Email/Ph #:** [REDACTED]

**Comment:**

page I am writing to support removal of the FF extension.

My wife and I own 2 properties along the proposed FF extension. They can be found in the Christian County property records in book 2019 page 6541 (instruction # 2019L06611). Each property has unique aspects that could have adverse impact should the extension take portions of either land.

Lot 1 is an undeveloped building lot within a million home neighborhood. There are covenants involving size of house, set backs and so on that could render the lot unbuildable should the FF extension take enough of the land. Should this happen, a very expensive building lot becomes unbuildable and potentially worthless. Should this happen, the hit on the budget would be significant.

Lot 2 is an undeveloped plot of land at the river. Interestingly, part of the existing bridge is on our land. We are OK with that as long as no more land is taken. I am an electrical engineer and have considered the potential of a green energy mini hydro electric generating project for the lot. Taking more of the land would kill this project and be a disappointing setback to the potential of green free energy.

For these reasons, we do not want FF to be extended.

**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 your input!



## PUBLIC COMMENT



***Area of concern:*** FF Extension

***City/County of concern:*** Nixa/Christian County

***Date received:*** 07/06/2025

***Received through:*** Email

***Contact Name:*** Mitchell Williams    ***Contact Email/Ph #:*** viperman@suddenlink.net

***Comment:***

I support the removal of the FF extension.

***OTO Response:***

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

**TAB 3**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/10/2025; ITEM II.B.**

**Federal Funds Obligation Status – September 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.

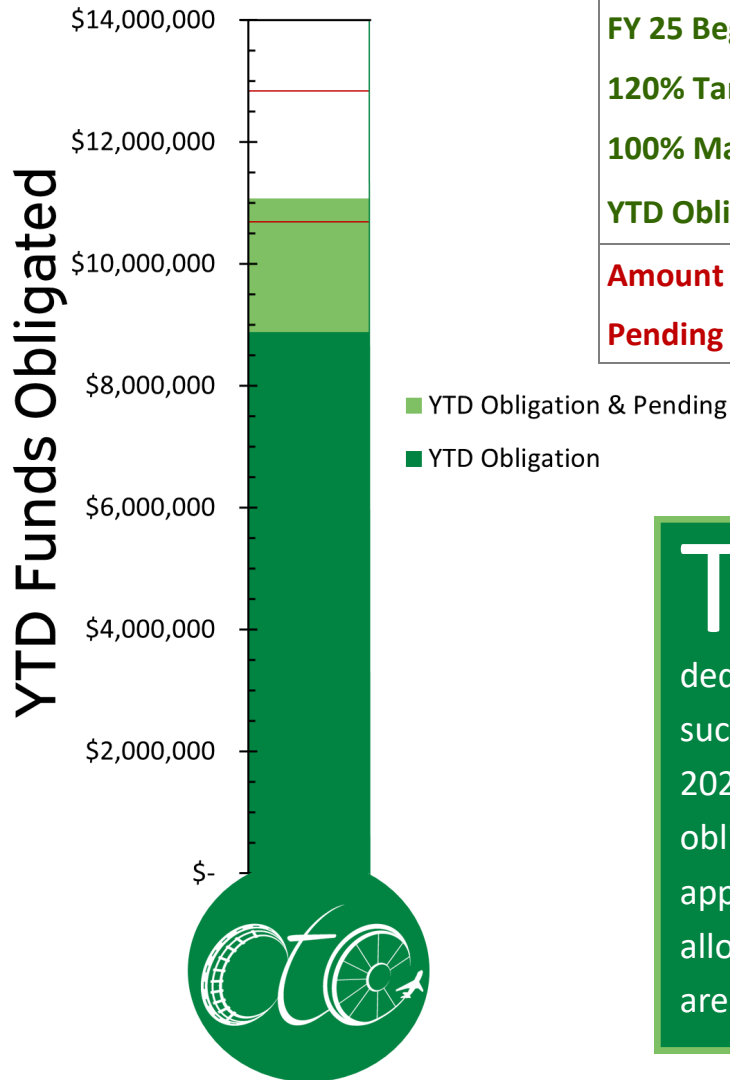
**THE OTO AREA MUST OBLIGATE ANOTHER \$1.8 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS.** In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another \$1.8 million by September 30, 2025. With submitted obligations, OTO is anticipated to achieve 103.6% of the FY 2025 annual allocation. Thank you to everyone who has helped move projects forward.

Staff has developed a status report which documents Federal Fiscal Year obligations to date, as well as the amount that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

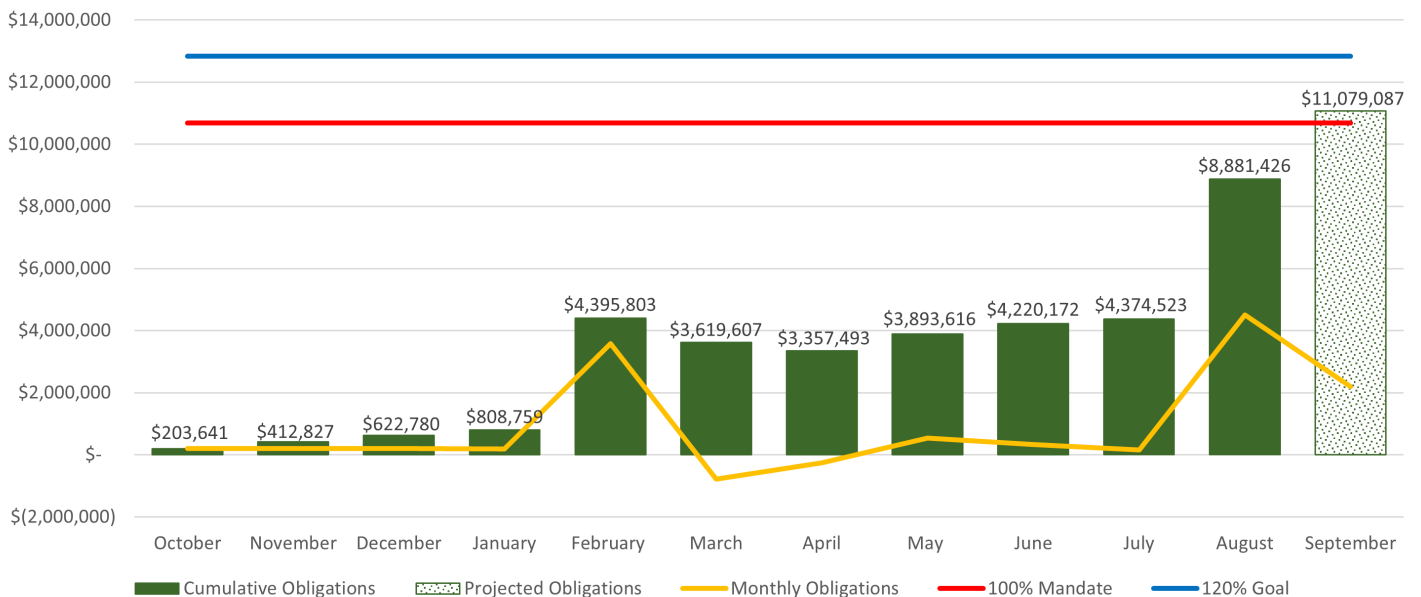
# FY 2025 Project Tracking



<b>FY 25 Beginning Balance</b>	<b>\$11,972,230</b>
<b>120% Target</b>	<b>\$12,830,792</b>
<b>100% Mandate</b>	<b>\$10,692,327</b>
<b>YTD Obligations</b>	<b>\$8,881,426</b>
<b>Amount Needed to 100% Mandate</b>	<b>\$1,810,901</b>
<b>Pending Obligations</b>	<b>\$2,197,661</b>

**T**hank you to everyone for your dedication in helping the OTO region successfully meet its Federal Fiscal Year 2025 obligation mandate. With pending obligations, we have obligated approximately 103.6% of our annual allocation, ensuring that no federal funds are lost.

## FY25 Federal Funding Obligations



# Federal Funds Balance Report

## FY 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,279,903.33
FY 2025 Allocations (100%)	All Funds	10,692,327.00
FY 2025 Obligations/Deobligations	All Funds	(8,881,426.17)
Balance as of 9/3/2025	All Funds	3,090,804.16
Pending Obligations/Deobligations		(2,197,237.13)
Pending Balance		893,567.03

### List of FY 2025 Obligations/Deobligations

9900766 Correction	TAP	44,555.65
9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
S604089 Melville over I-44	STBG-U	(409,721.11)
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)
9901862 Chadwick Phase V	CRP	34,682.77
S603067 E. Sunshine SW	STBG-U	(125,200.00)
5900852 ADA Improvements	STBG-U	(1,144,400.00)
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)
0652084/S603067 E. Sunshine SW	TAP	(626,000.00)
0141029 Jackson and NN	STBG-U	55,988.58
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)
5901824 TMC Signal Replacements	STBG-U	(1,074,771.00)
5901832 EV Chargers	CRP	592,800.00
S603067 E. Sunshine SW	STBG-U	125,200.00
S603067 E. Sunshine SW	TAP	178,689.86
5901834 South Creek ESC	CRP	(4,346.55)
5901836 Fasnigh ESC	CRP	(36,421.83)
5901827 Jordan Creek Smith Park	TAP	(79,725.61)
9901878 Finley River Trail West	CRP	(1,701.69)
5901837 Bennett ESC	CRP	(2,159.20)
5936804 Ward Branch ESC	CRP	(41,799.00)
0442344 I-44 Kansas to Glenstone	STBG-U	351,773.21
S604064 Strafford 125 West SW	STBG-U	(29,227.04)
9901867 Lost Hill Park Bridge ENG	TAP	(24,720.00)
0442344 I-44 Kansas to Glenstone	TAP	9,947.46
5901829 Mt. Vernon/Miller Sidewalks	TAP	(628,387.79)
9901858 Route OO East Sidewalks	TAP	(175,223.35)
5901819 Walnut St. Bridge	STBG-U	231,572.08
5901839 South Crk at Glenstone	CRP	(66,603.82)
S605063 N. Main Street	STBG-U	485,679.59
5901826 LeCompte Trail	TAP	(383,160.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(786.06)
5900852 ADA Improvements	STBG-U	609,928.80
00FY826 UPWP FY 2026	STBG-U	(268,019.00)
5905813 FY 2026 TMC Staff	STBG-U	(504,000.00)
9901883 WC Trail and FF Phase 2	TAP	(163,679.03)
5901822 Chadwick Flyer Phase III	STBG-U	189,843.63
5901827 Jordan Creek Smith Park	Springfield	25,236.01
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)
S604089 Melville over I-44	STBG-U	(21,767.61)
5901834 South Creek ESC	CRP	(23,319.45)
9901881 US 160 Trail Underpass	TAP	(98,178.65)
9901884 Route 66 Trail Phase 3	CRP	(215,271.40)
5901830 South Ck Fremont/Glenstone	CRP	(644,270.00)
5901839 South Creek at Glenstone	CRP	(250,555.73)
5919806 Grant Avenue Viaduct	STBG-U	(2,022,338.86)
5901838 MLK Jr. Bridge	STBG-U	(935,284.00)
9901864 Finley River Trail Extension	CRP	(439,183.43)
Amount subtracted from balance		(8,881,426.17)

### MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,692,327.00
FY 2025 Obligations/Deobligations	All Funds	(8,881,426.17)
100% Goal Obligations Remaining	All Funds	1,810,900.83

### MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(8,881,426.17)
120% Goal Obligations Remaining	All Funds	3,695,861.43

## Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
<b>PENDING (DE)OBLIGATIONS</b>			
9901860 Nixa Multi-Use Path	Nixa	(592,180.66)	<b>(592,180.66)</b>
S602092 MM Shared Use Path/Underpass	MoDOT	(346,867.00)	<b>(939,047.66)</b>
9900905 21st & 22nd St. ENG	Ozark	(32,000.00)	<b>(971,047.66)</b>
9901838 N. Old Orchard	Strafford	(481,362.00)	<b>(1,452,409.66)</b>
5901842 Springfield Intersection Engineering	Springfield	(395,956.47)	<b>(1,848,366.13)</b>
5901841 Bennett-Nat to Glenstone	Springfield	(348,871.00)	<b>(2,197,237.13)</b>
<b>PLANNED CRITICAL OBLIGATIONS</b>			
			<b>(2,197,237.13)</b>
<i>Total Critical Obligations</i>			<b>(2,197,237.13)</b>

### MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	<b>1,810,900.83</b>
Critical Obligations	All Funds	<b>(2,197,237.13)</b>
Obligations over MoDOT Mandated Minimum		<b>(386,336.30)</b>

### MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	<b>3,695,861.43</b>
Critical Obligations	All Funds	<b>(2,197,237.13)</b>
Obligations under MoDOT Mandated Goal		<b>1,498,624.30</b>



**TAB 4**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/10/2025; ITEM II.C.**

**Administrative Modification 1 to the FY 2026-2029 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There is one item included as part of Administrative Modification 1 to the FY 2026-2029 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

**Basis for Administrative Modification** - *Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000).*

1. South Creek Greenway Fremont to Glenstone (EN2413)  
Added STBG-U funding in the amount of \$160,000 with \$40,000 local match, for a new total programmed amount of \$1,126,139.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807  
417-865-3047

13 August 2025

Mr. Michael Henderson  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Mr. Henderson:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number One to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on August 13, 2025. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Transportation Planning Manager

Enclosure



EN2413-26AM1 - SOUTH CREEK GREENWAY FREMONT TO GLENSTONE

Plan Revision  
26AM1

Section  
Sponsored by Local Public Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Springfield

County  
Greene County

Municipality  
Springfield

Status  
Programmed

Total Cost  
\$1,126,139

MoDoT ID  
-

Federal ID  
5901830

Project From  
Fremont

Project To  
Glenstone

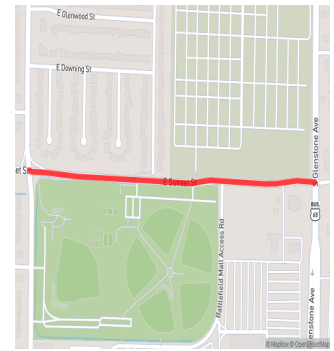
Project Considerations  
Bike/Ped Plan

Project Description  
Construct pedestrian pathway from Fremont to Glenstone.

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$96,641	-	-	-	-	-	\$96,641
Engineering	Local	\$24,160	-	-	-	-	-	\$24,160
Total Engineering		\$120,801	-	-	-	-	-	\$120,801
ROW	Local	-	\$40,000	-	-	-	-	\$40,000
ROW	STBG-U (FHWA)	-	\$160,000	-	-	-	-	\$160,000
Total ROW		-	\$200,000	-	-	-	-	\$200,000
Construction	CRP (FHWA)	-	\$644,270	-	-	-	-	\$644,270
Construction	Local	-	\$161,068	-	-	-	-	\$161,068
Total Construction		-	\$805,338	-	-	-	-	\$805,338
Total Prior Costs		\$120,801	-	-	-	-	-	\$120,801
Total Programmed		\$120,801	\$1,005,338	-	-	-	-	\$1,126,139

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000) - Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
<b>PROJECT CHANGES</b>	ID changed from "EN2413-24" to "EN2413-26AM1" Plan Revision Name changed from "26Adopted" to "26AM1"
<b>FUNDING CHANGES</b>	<b>Local</b> + Increase funds in FY 2026 in ROW from \$0 to \$40,000 <b>STBG-U (FHWA)</b> + Increase funds in FY 2026 in ROW from \$0 to \$160,000
<b>FEDERAL PROJECT COST</b>	Increased from \$740,911 to \$900,911 (21.60%)
<b>TOTAL PROJECT COST</b>	Increased from \$926,139 to \$1,126,139 (21.60%)



## REVENUE

Revenue Source	Carryover	2026	2027	2028	2029	Total
MoDOT State/Federal	\$23,867,000	\$280,068,000	\$36,997,000	\$45,133,000	\$45,862,000	\$431,927,000
RAISE	\$24,822,313	\$0	\$0	\$0	\$0	\$24,822,313
SS4A	\$1,152,000	\$0	\$0	\$0	\$0	\$1,152,000
Suballocated STBG-U	\$5,628,795	\$8,251,401	\$8,416,429	\$85,848	\$8,756,453	\$31,138,926
Suballocated TAP	\$1,662,371	\$1,786,840	\$1,703,775	\$1,737,851	\$1,772,608	\$8,663,445
Suballocated CRP	\$1,650,174	\$984,404	\$1,004,092	\$1,024,174	\$1,044,657	\$5,707,501
Aviation - FAA	\$0	\$25,474,500	\$11,745,000	\$3,000,000	\$8,051,000	\$48,270,500
FTA 5307	\$2,486,536	\$3,950,171	\$4,029,174	\$4,109,757	\$4,191,952	\$18,767,590
FTA 5310	\$823,914	\$419,117	\$427,499	\$436,049	\$444,771	\$2,551,350
FTA 5339	\$324,432	\$330,921	\$3,563,139	\$344,290	\$351,176	\$4,913,958
Transit MO HealthNet Contract	\$0	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
Transit State Operating Funding	\$43,500	\$153,415	\$153,415	\$153,415	\$153,415	\$657,160
CU Transit Utility Ratepayers	\$7,447,745	\$7,284,226	\$8,063,689	\$7,024,039	\$7,722,024	\$37,541,723
CU Transit Farebox, Ads, Rent	\$955,000	\$955,000	\$955,000	\$955,000	\$955,000	\$4,775,000
Human Service Agencies		\$57,629	\$58,781	\$59,957	\$61,156	\$237,523
<b>TOTAL</b>	<b>\$70,863,780</b>	<b>\$329,760,624</b>	<b>\$77,161,993</b>	<b>\$64,108,380</b>	<b>\$79,411,212</b>	<b>\$621,305,989</b>

## LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2026	2027	2028	2029	Total
CART All Jurisdictions (Projected)	\$21,185,583	\$21,185,583	\$21,185,583	\$21,185,583	\$84,742,330
O&M (637.42 miles * \$6,299/mile)	(\$4,015,109)	(\$4,115,487)	(\$4,218,374)	(\$4,323,833)	(\$16,672,803)
TIP Programmed Funds All Jurisdictions	(\$11,813,428)	(\$3,396,523)	(\$1,149,004)	(\$220,567)	(\$16,579,522)
Other Committed Funds All Jurisdictions	\$57,515,582	\$57,515,582	\$57,515,582	\$57,515,582	\$230,062,328
<b>TOTAL</b>	<b>\$62,872,628</b>	<b>\$71,189,155</b>	<b>\$73,333,787</b>	<b>\$74,156,765</b>	<b>\$281,552,334</b>

	Carryover	2026	2027	2028	2029	Total
System Operations Local	\$7,940,165	\$7,940,165	\$7,732,025	\$7,732,025	\$8,423,720	\$39,768,100
System Maintenance Local	\$411,876	\$41,200	\$195,700	\$195,700	\$201,571	\$1,046,047
Local Programmed O&M	--	(\$16,333,406)	(\$7,927,725)	(\$7,927,725)	(\$8,625,291)	(\$40,814,147)
Carryover	\$8,352,041	\$8,352,041	\$0	\$0	\$0	\$0
<b>Additional O&amp;M Costs</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## 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)	\$61,886,600	\$11,379,200	\$28,394,400	\$35,775,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,931,000	\$262,800	\$262,800	\$81,000
SCRIP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,176,000	\$0	\$0	\$0
STBG-U (FHWA)	\$15,623,504	\$4,054,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$134,562,480	\$15,867,505	\$32,728,081	\$36,738,466
<b>STATE</b>				
MoDOT	\$181,579,066	\$8,609,000	\$9,197,400	\$9,365,400
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	\$201,926,188	\$37,072,579	\$23,176,528	\$16,867,244
<b>LOCAL/OTHER</b>				
Local	\$7,318,707	\$3,396,523	\$1,149,004	\$220,567
Local-AC	\$4,494,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$11,913,428	\$3,396,523	\$1,149,004	\$220,567
<b>Total</b>	<b>\$348,402,096</b>	<b>\$56,336,607</b>	<b>\$57,053,613</b>	<b>\$53,826,277</b>

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$280,068,000	\$36,997,000	\$45,133,000	\$45,862,000	\$431,927,000
Federal Discretionary Funding	\$25,974,313	\$0	\$0	\$0	\$0	\$25,974,313
Available Operations and Maintenance Funding	\$0	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444	\$27,299,671
Funds from Other Sources (inc. Local)	\$0	\$11,913,428	\$3,396,523	\$1,149,004	\$220,567	\$16,679,522
Available Suballocated Funding	\$8,941,340	\$11,022,645	\$11,124,296	\$2,847,873	\$11,573,718	\$45,509,872
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$58,782,653</b>	<b>\$309,597,992</b>	<b>\$58,263,398</b>	<b>\$56,030,605</b>	<b>\$64,715,729</b>	<b>\$547,390,378</b>
Carryover		\$58,782,653	\$19,978,549	\$21,905,340	\$20,882,332	--
Programmed State and Federal Funding		(\$348,402,096)	(\$56,336,607)	(\$57,053,613)	(\$53,826,277)	(\$515,618,594)
<b>TOTAL REMAINING</b>	<b>\$58,782,653</b>	<b>\$19,978,549</b>	<b>\$21,905,340</b>	<b>\$20,882,332</b>	<b>\$31,771,784</b>	<b>\$31,771,784</b>

**TAB 5**



**Missouri Department of Transportation**

*Ed Hassinger, P.E., Director*

1.888.ASK MODOT (275.6636)

July 24, 2025

Ms. Sara Fields  
Executive Director  
Ozarks Transportation Organization

Dear Ms. Sara Fields:

On behalf of MoDOT and the citizens of Missouri, I would like to express our sincere gratitude for the dedication and hard work put forth by you and your teams in the development of the recently approved Statewide Transportation Improvement Program (STIP). Being aware of the needs within your region requires extensive outreach, collaboration, and public engagement. Your work in these areas is invaluable and serves as a voice for the citizens of the state as we create this comprehensive document.

Together, we have brought forth a STIP which makes available \$13.3 billion for all modes of transportation over the next five years – including \$9.5 billion for road and bridge construction, representing nearly 1300 projects and \$1.1 billion for air, rail, transit, freight and waterways. The STIP is the foundation for maintaining the system, improving safety, supporting economic growth, reducing barriers, and improving the system's reliability. Implementing it will have a positive and lasting impact on every region and continue our shared success. Over the last decade, we have worked together to identify, prioritize, and deliver nearly 4,100 projects worth \$10.1 billion across the state. An achievement not possible without your input and efforts.

Additionally, I want to thank you for your work in identifying and prioritizing the needs in each region. There is always more work to do, and the draft version of the High-Priority Unfunded Needs list is nearly complete. The list is an essential tool when it comes to stakeholder involvement and strengthening our transportation infrastructure. Together, we have identified over \$1 billion in modal transportation needs and over \$4.5 billion in tiered road and bridge needs. In total, the list highlights over \$11 billion in transportation needs across the state, preparing us as funds become available.

Again, thank you for all that you do. The planning and effort you put forth shows in the investments being made today and helps ensure success as we move forward. Thank you for your commitment to transportation and your community.

Sincerely,



Ed Hassinger, P.E.  
Director



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*



**SCAM ALERT! MoDOT will never solicit you to pay a toll fee or traffic violation fee.**

# Public Invited to Discuss High-Priority Unfunded Transportation Needs

## MoDOT Also Gathering Input on Long-Range Transportation Goals

**SPRINGFIELD** – The Missouri Department of Transportation (MoDOT) is inviting the public to join the discussion on high-priority unfunded transportation needs at an upcoming meeting. Those attending will also be able to view information and provide input on the state’s long-range transportation and freight and rail needs, as MoDOT works to update its Long-Range Transportation Plan (LRTP) and State Freight and Rail Plan (SFRP).

MoDOT, working with its regional planning partners, has outlined a draft High-Priority Unfunded Needs listing, which identifies \$1.1 billion in annual unfunded transportation needs for the system. The list was created to guide the development of needs into funded projects as state and federal transportation funds become available in future years.

The public is invited to review the list and provide feedback on the order of priorities and additional needs that could be funded in the future. A meeting to discuss the draft High-Priority Unfunded Needs list and the LRTP and SFRP updates in Southwest Missouri will be held on Thursday, August 14, 4:00 - 5:30 pm. A formal presentation begins at 4:00 pm, with questions and answers to follow. The meeting will be held at in the Frisco Community Room at The Library Station, 2535 North Kansas Expressway, Springfield 65803. Additional meetings are being held in Clinton and Springfield in the Southwest District. Meeting details, presentation materials and a comment form are also available online at: <https://www.modot.org/high-priority-unfunded-needs-public-meetings>.

MoDOT staff worked with local planning partners throughout the state to develop a list of \$4.7 billion of high priority unfunded road and bridge needs, divided into three tiers. Tier one includes \$525 million of needs that could be accomplished in the time of the current five-year Statewide Transportation Improvement Program (STIP) as federal and state funding levels increase. These needs have good estimates. Tier two is worth \$2.2 billion and includes needs beyond the current STIP timeframe with broader estimates. Tier three includes \$2.0 billion of needs also beyond the current STIP timeframe with broader estimates. In addition, the list identifies \$1 billion in multimodal needs. Working in conjunction with statewide planning partners, MoDOT has moved 24 needs worth \$321 million from the unfunded needs list to the FY 2026-2030 STIP, which was finalized in July.

The draft document and comment forms will be available online through Thursday, Sept. 11, 2025, at <https://www.modot.org/unfundedneeds>.

**END**

For more information, call MoDOT in Springfield at 417-895-7600 or visit [www.modot.org/sw](http://www.modot.org/sw). To receive the latest statewide news and text alerts, signup for [e-updates](#).

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SOUTHWEST

**Published On:** Fri, 08/08/2025 - 03:41

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## SPRINGFIELD &amp; GREENE COUNTY

# Despite delays, Springfield still poised to receive \$24.8 million grant for UnGap the Map

*The city has submitted a revised grant agreement with the U.S. Department of Transportation, and is waiting for it to be reviewed*



by Jack McGee  
August 6, 2025



The Wilson's Creek Greenway, pictured on Aug. 5, 2025. (Photo by Jack McGee)

More than a year after the city of Springfield was announced as a recipient of a **\$24.8 million grant to help close gaps in the trail system** as part of the UnGap the Map initiative, the city has yet to receive the funding as the U.S. Department of Transportation works through a “backlog” of thousands of infrastructure grants.

One of the top 10 initiatives of the Forward SGF comprehensive plan, UnGap the Map was one of 148 projects across the country awarded a total \$1.8 billion in funding from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, administered by the U.S. Department of Transportation.

The grant program has since been renamed Better Utilizing Investments to Leverage Development (BUILD) under the Trump Administration. In addition to the name change, the program has been amended to align with executive orders issued by the current administration.

Meanwhile, USDOT has also removed requirements related to greenhouse gas emissions, environmental justice and diversity, equity and inclusion, according to a press release from the Federal Highway Administration.

Amid the changes brought about by the new administration, USDOT has experienced an “unprecedented 3,200 project backlog,” which U.S. Transportation Secretary Sean Duffy attributes to grants awarded by the Biden Administration but never obligated.



Springfield Director of Economic Vitality and Workforce Development Amanda Ohlensehlen speaks at a press conference on Tuesday, Dec. 17, 2024. (Photo by Jym Wilson)

The \$24.8 million BUILD grant awarded to the city of Springfield has been caught in that backlog, according to Amanda Ohlensehlen, the city’s director of workforce and economic vitality, alongside other projects awarded funding in Missouri.

“When you have a change in administration and leadership, sometimes the agencies themselves have to determine how that workflow moves forward,” Ohlensehlen said. “But it’s not any indication on the city’s ability to complete the project, or that it’s a worthy project at all.”

In addition to the backlog, the city was recently asked to submit a revised grant agreement using a new template from the Federal Highway Administration. Ohlensehlen said the city is now waiting for the agreement to enter the review phase.

Based on the grant application, the grant agreement includes more technical specifications on how the city will execute the project. While the agreement remains subject to review, Ohlensehlen said the grant was not frozen, and the city remains confident it will eventually receive the funding.

“It is not a question of if, it is kind of a question of when we’ll be able to start the project,” Ohlensehlen said, noting that the timeline would ultimately be set in the grant agreement.



## Funding would help construct three trail connections in west Springfield

In the meantime, the city is continuing to meet with the Federal Highway Administration on a monthly basis to get status updates on the grant, according to Ohlensehlen. The city has also sent letters to Secretary Duffy and Springfield's congressional delegation to make them aware of the importance of the project to Springfield and the region.

"We certainly just want to make sure that it is top of mind, because it'll have a lot of positive impacts on our community and stimulate a large construction project here within Springfield, which obviously has lasting impacts throughout many different industries and for our citizens and visitors in the future," Ohlensehlen said.

While the backlog has contributed to a delay in the city receiving the RAISE grant for UnGap the Map, Ohlensehlen said it typically takes upwards of a year to negotiate and execute grant agreements with the federal government, noting that it took more than a year after the city was awarded a \$21 million BUILD grant for the Grant Avenue Parkway project before the funding was obligated.



The Jordan Creek Greenway, pictured on Aug. 5, 2025. (Photo by Jack McGee)

Once obligated, the RAISE grant will help fund the construction of three trail connections along the Jordan Creek, Wilson's Creek and Trail of Tears greenways, connecting under-resourced neighborhoods to downtown Springfield, health care facilities, public transit, major parks and other goods and services, according to a June 2024 news release from the city.

The funding will also help fulfill goals in the Parks and Recreation Master Plan, the College Street Corridor Plan, the West Central Neighborhood Plan, Ozark Transportation Organization's Destination 2045 Plan and the OTO Trail Study.

While UnGap the Map extends beyond the city limits, the project is heavily focused on west Springfield, where it aims to construct 3.14 miles of dedicated trail connecting greenways across the city, amounting to more than 25 miles of connectivity.

The initiative will also eliminate at-grade crossings, remove abandoned culverts, build four pedestrian bridges, install traffic calming and green infrastructure, and construct ADA-accessible sidewalks and dedicated bicycle paths.

**Jack McGee**

Jack McGee is the government affairs reporter at the Springfield Daily Citizen. He previously covered politics and business for the Daily Citizen. He's an MSU graduate with a Bachelor of Science degree in journalism and a minor political science. Reach him at [jmcgee@sgfcitizen.org](mailto:jmcgee@sgfcitizen.org) or (417) 837-3663. **More by Jack McGee**



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# New study lists the most dangerous morning commutes in US

Aug 03, 2025 at 03:21 PM CDT  
[Devin Pavlou](#) (Digital Producer)



Image credit: Mario Tama/Staff via Getty Images

02:23 min listen



- Summary
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## Summary

### Dangerous commutes:

According to a study by MoneyGeek, cities such as Memphis, Tennessee (0.84 deaths per 100,000 residents), Tucson, Arizona (0.80), and Lexington-Fayette, Kentucky (0.71), had the highest rates of fatal crashes during morning commute hours among over 100 of the largest U.S. cities examined.

### Safest commutes:

Researchers also identified cities with the 'best commuters' based on crash rates, commute times, fuel cost and travel times. Columbia, South Carolina, and Jackson, Mississippi, were tied for the lowest rates (0.08), while Springfield, Missouri, had a higher than average crash rate yet still placed in the top five best commuters.

### Public transit:

Public transportation systems are experiencing increased demand, with the American Public Transportation Association stating ridership has reached 85% of pre-pandemic levels, despite office occupancy being under 60%.



## Full story

While the number of people working from home increases every year, most Americans are still driving to work. With nearly 300 million cars on the road in the U.S., the daily commute can be dangerous, as [a new study](#) reveals which cities have the most hazardous commutes.

The annual study conducted by MoneyGeek looked at what were the “most dangerous” commutes in the country. Researchers looked at the average number of fatal crashes annually during the morning commute hours in more than 100 of the largest cities.



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## What cities are the ‘most dangerous’?

At the top of the list was Memphis, with 0.84 deaths per 100,000 residents during the morning rush. Tucson, Arizona, almost tied with Memphis, with a 0.80 fatal crash rate. In the third spot was Lexington-Fayette, Kentucky, with a 0.71, then Greensboro-High Point, North Carolina, is in fourth with a 0.70.

Albuquerque, New Mexico, comes in fifth place with a 0.52 fatal crash rate.

The top ten “most dangerous” commutes in the U.S.:

- Memphis, Tennessee – 0.84
- Tucson, Arizona – 0.80
- Lexington-Fayette, Kentucky – 0.71
- Greensboro-High Point, North Carolina – 0.70
- Albuquerque, New Mexico – 0.52
- Chattanooga, Tennessee – 0.51
- Jacksonville, Florida – 0.50
- Baton Rouge, Louisiana – 0.48
- San Antonio-New Braunfels, Texas – 0.44
- Winston-Salem, North Carolina – 0.37

## Who were the best commuters?

Researchers also looked at the best commuters. Cities were ranked based on morning crash rates, average commute times, [fuel cost](#) and travel time.

At the top spot was Columbia, South Carolina, with a total score of 0.08. Jackson, Mississippi, actually tied with that same score. One outlier in the top spots was Springfield, Missouri, which was in fifth place but had a surprising morning crash rate of 1.21. Compared to the others, which averaged 0.45, it was considerably higher.

The top ten best commuters:

- Columbia, South Carolina – 0.08
- Jackson, Mississippi – 0.08
- Jacksonville, North Carolina – 0.09
- Rochester, Minnesota – 0.09
- Springfield, Missouri – 0.13
- Provo, Utah – 0.14
- Rochester, New York – 0.14



- Buffalo, New York – 0.15
- Boise, Idaho – 0.15
- Grand Rapids, Michigan – 0.15

**What else did the study find?**

The study also found other interesting things about America’s daily commute. For example, remote work has reduced the average commute in the U.S. by nearly an hour.

Researchers also found that public transit systems are seeing increased demand. The American Public Transportation Association reported ridership has returned to 85% of what it was before the pandemic, despite office occupancy remaining under 60%. Researchers said this indicates how cities with reliable public transit are absorbing more daily commuters.

Public transit is also much more affordable for people. According to the study, switching to public transit can save up to \$13,000 annually when fuel, insurance and vehicle maintenance is factored in.

But the benefits go beyond the pocketbook. Researchers said cities with stronger transit systems also see lower traffic fatality rates, reduced emissions and more energy-efficient commuting overall.

TAGS: CARS, TRAVEL, TRAVELING

**Why this story matters**

Commuting safety and trends affect millions of Americans, highlighting risks in specific cities and showing how shifts toward remote work and public transit are changing travel patterns and safety outcomes.

**Commuting safety**

The MoneyGeek study identifies cities with the highest and lowest rates of fatal crashes during morning commutes, providing data that may inform safety initiatives and transportation policies.

**Remote work impact**

According to the study, increased remote work has reduced average commute times by nearly an hour nationwide, indicating a major shift in how and where people work.

**Public transit trends**

Researchers found that public transit ridership is nearing pre-pandemic levels and is often more cost-effective and safer, suggesting that improving transit systems could lead to broader societal benefits.

**Sources**

- 1

MoneyGeek

↗
- 2

The Hill

↗

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## ELECTRIC VEHICLES &amp; INFRASTRUCTURE

## USDOT streamlines regulations for EV-charger deployment



By TOM STONE — August 12, 2025 ⌚ 3 Mins Read

 Share LinkedIn Twitter Facebook Email*Roadside EV charging in Lake Oswego, Oregon ©AdobeStock*

US Transportation Secretary Sean P Duffy has revised guidance for EV charging deployment with the aim of giving states more flexibility and reducing regulatory requirements.

The updates to the National Electric Vehicle Infrastructure (NEVI) Formula Program are aimed at ensuring charging stations are built and federal funding is spent effectively and efficiently. The Interim Final Guidance is effective immediately while FHWA seeks comment on what further changes may be appropriate.

"If Congress is requiring the federal government to support charging stations, let's cut the waste and do it right," said Duffy. "Our revised NEVI guidance slashes red tape and makes it easier for states to efficiently build out this infrastructure. While I don't agree with subsidizing green energy, we will respect Congress's will and make sure this program uses federal resources efficiently."



*Sean Duffy*

NEVI was established to fund States' deployment of EV charging infrastructure. The program has faced implementation challenges, with some claiming that previous requirements were difficult to understand and implement.

Earlier this year, Secretary Duffy and the Federal Highway Administration (FHWA) launched a review of the program's guidance to make the NEVI program more efficient. At the time of the review, 84% of NEVI Formula program funds remained unobligated.

Under the Interim Final Guidance, States should submit their EV Infrastructure Deployment Plans within 30 days of the date of this guidance.

The revised guidance minimizes the content in state plans to statutory and regulatory requirements. It simplifies the state plan approval process and aligns community engagement with regulatory requirements while reducing consultation requirements to advance projects.

The new guidance provides states with flexibility to determine the appropriate distance between stations along alternative fuel corridors to allow for reasonable travel. It minimizes requirements for states to consider electric grid integration and renewable energy considerations.

The updated guidance is aimed at accelerating project delivery by encouraging selection of charging locations where station owners are also the site host. It eliminates requirements for states to address consumer protections, emergency evacuation plans, environmental siting, resilience and terrain considerations.

The revised guidance provides states with more flexibility to determine when their system is built out, allowing NEVI funds to be used on public roads statewide.

Previous guidance included requirements for community engagement and equity considerations. For example, plans were previously required to be “developed and updated through engagement with rural, underserved, and disadvantaged communities to ensure that diverse views are heard and considered throughout the planning process, and to ensure that the deployment, installation, operation, and use of EV charging infrastructure achieves equitable and fair distribution of benefits and services.”



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Tom Stone

Tom has edited Traffic Technology International (TTi) magazine and its Traffic Technology Today website since May 2014. During his time at the title, he has interviewed some of the top transportation chiefs at public agencies around the world as well as CEOs of leading multinationals and ground-breaking start-ups. Tom's earlier career saw him working on some the UK's leading consumer magazine titles. He has a law degree from the London School of Economics (LSE).

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# That was CLOSE!

*Identifying and recording near misses can be a more powerful safety tool than actual crash data, providing traffic managers with the power to identify and fix black spots before injuries occur.*

**Christopher Court-Dobson** reviews a technique that is maturing fast with pilots across the UK and US and evaluates the pros and cons of different technological approaches







In 1931 industrial safety pioneer H W Heinrich demonstrated a statistical relationship in accident occurrence; for every major accident are 29 minor accidents, and 300 near-misses - dubbed Heinrich's Accident Triangle. Since then, the principle of counting 'near misses' to identify unseen dangers has been applied across safety disciplines, from fire hazards and aviation to healthcare and construction.

Road safety has lagged behind due to the sheer volume of vehicles and the practical problems of recording near misses. But, two technologies ever-in-the-spotlight, AI computer vision and connected vehicles, are changing that, prompting interest and enthusiasm from traffic managers like Darren Divall, road safety manager for Transport for West Midlands (TfWM) in the UK.

"The traditional way is to look back at historical data - but what we're trying to do is understand what's happening now on our network in the West Midlands, not what happened three to five years ago. Up until now, it's been a reactive approach. We wouldn't know there was a problem until crashes had occurred," says Divall.

## OEM buy-in

A variety of vehicle OEMs are beginning to collect data directly from their vehicles that can be used to assess near misses. Since 2021 Ford models have shipped with Ford-CoPilot360 and Bluecruise Driver Assistance. The Time To Collision algorithm, primarily used for ADAS, also enables the gathering of near-miss data through the Ford-CoPilot360 app and formed the dataset for MSU's research.

Meanwhile, Toyota is developing 'micro-collision' detection which gathers slight bumps that would not show up in KSI or insurance data. This was achieved through a machine-learning model which compares the movement of the vehicle with its expected trajectory, capturing minute differences in swerve and lateral motion that might indicate a micro-collision, or near miss.

Last year General Motors came under fire when users found that its Onstar Smartdriver Program logged driving behavior to produce a Driving Score. This was then sold to insurance companies via LexisNexis and Verisk. In some cases, user's insurance premiums went up. Users were understandably unhappy as they did not opt-in, nor were properly informed about the scheme. As a result of the backlash GM discontinued the program and the associated app, underscoring the importance of transparency and privacy in data use.

## AI computer vision

VivaCity conducted a proof-of-concept study using 40 on-road sensors installed across the West Midlands. TfWM is now a year into a 30-month trial, which secured funding off the back of the proof-of-concept, in pursuit of its Regional Road Safety Action Plan 2024-2030. "Each sensor is a camera with onboard video analytics. It discards all video at source unless we've seen a near-miss," says VivaCity CEO, Mark Nicholson.

These analytics come through in close to real-time, with a maximum two-hour delay between sensing and appearing on the traffic manager's dashboard. "When I open up the dashboard I can see the sensor reading, I can see the actual video data that comes through. I'm looking at what type of road user was involved. It shows me the proximity. I can gauge the risk exposure. I can see the trajectory," says Divall.

The actual video footage allows the traffic manager to assess whether the near miss is an isolated result of poor driving or if there is an issue with the infrastructure that requires an intervention. In addition, the activations can be logged and displayed as a heat map for a birds-eye view of danger hot-spots.

## The connected-vehicle option

Near-miss analytics has also garnered interest in Michigan, USA, where Professor Peter

# 300

The average number of near-misses per major accident

H W Heinrich, 1931

**Above:** VivaCity roadside cameras use AI to identify vehicles and detect near misses



Savolainen and his team at MSU conducted a study using near-miss data from vehicles fitted with Ford-CoPilot360. Drivers opt-in using the app, and the connected vehicles automatically recorded harsh braking and acceleration as 'driving events'.

"Historically we don't know there's a problem until crashes have occurred. If we get access to driving event data, we can make more informed decisions and reduce crashes, injuries and fatalities," says Savolainen.

In the study, A Comparison of Traffic Crash and Connected Vehicle Event Data on a Freeway Corridor with Hard-Shoulder Running, the idea was simple; take a stretch of road, the US-23 freeway, and see if the opening and closing of the inside-shoulder had any impact on near-misses. The findings not only showed a clear increase in driving events when the shoulder was closed, but upheld the efficacy of near-miss analytics as a powerful

To justify new technologies to the public, you have to demonstrate how big of a safety issue it is

**Professor Peter Savolainen, chair of the Department of Civil and Environmental Engineering, MSU**





“Surveys continue to prove that the reason people don’t cycle is mostly safety. So, the best way that we can promote it is by improving safety

**Mark Nicholson, CEO, VivaCity**

tool for traffic managers. The tool also proved to be particularly important when traffic conditions changed radically due to Covid-19. “During the pandemic, had we relied solely on crash data, we would have seen some differences. But it would have been much less clear what the reasons for those differences were, when commuting patterns were so altered,” says Savolainen.

### Benefits and costs

Each approach has clear advantages and disadvantages. Savolainen cites the monetary costs involved in large scale road-sensor deployment as a downside. But connected vehicle driving event data is not without its price tag. “The technology is there that we could scale this considerably. But that comes back to largely a cost proposition again from the agency perspective. There are third parties providing access to this data at cost,” says Savolainen.

The advantage of connected vehicle data is undoubtedly its wide geographical reach and potential cost-effectiveness. Conversely, the computer vision approach finds that the specific video capture can be crucial. “The big advantage is that we get a 15 second video clip of each of those activations, so when the sensor picks up a near miss I can see what happens before, I can see what happens after,” says Divall.

A further disadvantage of using connected vehicle data to monitor near-misses is that, unlike with video-based solutions,

**Above:** Video analytics of near-miss events are a powerful tool for planning safer roads

**Above:** In Michigan connected vehicle data is helping to create maps of problem roads

vulnerable road users such as cyclists and pedestrians aren’t directly included in such data. But in an age where low-carbon transport and public health are high on the agenda, they are of central concern for traffic managers.

“Near misses between motor vehicles and our most vulnerable road users – pedestrians and cyclists, make up around half of all of our KSIs across the region. If we look at it

proportionally in our top two areas of deprivation, it’s as high as two-thirds,” says Divall.

Cycling furthers climate goals while easing congestion, however, it mainly takes place on roads designed for motor vehicles, and concerns about rider safety have only increased.

“I’m a regular cyclist in London and many people that I mention this to question this. Surveys prove that the reason people don’t cycle is mostly safety. So, the best way that we can promote it and VRUs in general is by improving safety,” says Nicholson.





“Up until now, it’s been a reactive approach. We wouldn’t know there was a problem until crashes had occurred

**Darren Divall,**  
road safety manager, TfWM



### Protecting privacy

Concerns about privacy are front-and-center for both kinds of solution. Both Michigan and the West Midlands approach this issue in different ways, with the participants in the MSU study opting in via the Ford-CoPilot360 app, and the VivaCity approach uses edge-AI to erase video that does not contain near-misses, and blurring out faces and number plates when they do. Another important touch is signage at the sensor-site explaining usage and data rights, and directing road-users to a website where information is displayed transparently.

“In a data-driven age, privacy is rising up the agenda. It’s really important that we think as a company with five thousand sensors, each of which is a video camera out there in the wild, how do we make sure that doesn’t turn into mass surveillance?” asks Nicholson.

Inherently private detection technologies include thermal cameras, such as those produce by Teledyne FLIR, Hikvision and Datafromsky, and lidar, which is being used more as costs come down. Heat maps and point clouds to not identify faces or number plates, but can accurately detect vehicle and pedestrian shapes and therefore near-misses, often assisted by edge-AI. In the US and Canada, Ouster Bluecity has been utilizing 3D digital lidar at intersections, to gather on-road near miss data.

## HUMAN-AI COOPERATION

While video-detection increasingly uses AI to enhance recognition, this does not mean that human oversight is no longer necessary, rather it enables human operators to focus on what’s important, filtering the data to ultimately enable them to much more effective than ever before. “If we’re getting 60,000 activations in six months, let’s just get rid of the noise and focus on the data that will give us the

opportunity to make some real change,” says Divall.

The dashboard is easy enough to use and interpret, but when it comes to making the necessary interventions, wise expertise is required. “You still need the technical experts to make sure that the correct intervention is made,” says Divall.

In other words: the tools are there to help us to think, rather than thinking for us.

40

The number of on-road sensors installed by VivaCity in the West Midlands, UK

However, a lack of real-world context in thermal and lidar images can make human auditing more challenging than with video.

A key point with privacy issues is not leaving the tax-paying citizen out of the loop, but making sure they are in favor of decisions taken by policymakers. “To justify new technologies to the public, you have to demonstrate how big of a safety issue it is,” says Savolainen. “In the US we have 40,000 fatalities per year due to traffic crashes.”

### Hybrid vigor

In the end, there may be no need to make a choice between near-miss analytics based on connected vehicles or computer vision, as they are tools that can be used together in the traffic manager’s kit, and can plug the gaps in each other’s coverage. “We’ve got a three month trial of Compass connected vehicle data and it’s very similar to what they’re using in Michigan as it collects data directly from the vehicle instead of on-road sensors,” says Divall.

Compass IoT is an aggregator that provides data from 64 different vehicle brands across UK, EU, New Zealand, Australia and Singapore. “It provides understanding of harsh braking and steering wheel forces. The connected vehicle data gives us a better understanding of near misses, and that’s fantastic,” says Divall.

“In an ideal world, by combining the connected vehicle with video analytics data, you can do even more,” says Savolainen. 🍋

**Below:** AI machine learning can identify different types of road users in video feeds

