



FY 2025
STATE OF

TRANSPORTATION

Ozarks Transportation Organization

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A note from the EXECUTIVE DIRECTOR

This year, I want to highlight how the Ozarks Transportation Organization (OTO) and our members are putting federal transportation funds to work. These dollars represent a commitment from taxpayers, and we take that responsibility seriously. The federal transportation bill is a multi-year appropriation that ensures stability in transportation funding for the nation. The current bill expires September 30, 2026.

Through active participation from our members and a data-driven approach to prioritization, we ensure that projects reflect both local needs and regional priorities. Our close partnership with the Missouri Department of Transportation (MoDOT) strengthens this process, allowing us to identify projects of state and national importance and prepare them for funding opportunities. One example is the I-44/US-13 interchange study, enabling that project to become part of the I-44 improvements. By being prepared, we position our region to move quickly when new resources become available.

Local cities and counties use federal dollars to make improvements that impact local safety, congestion, and economic development. These funds help to ensure that we are able to compete for jobs and keep residents safer. We often partner with other agencies, MoDOT, developers, the State of Missouri, and the federal government to build projects that improve safety and congestion for the rapidly growing region.

We have also taken steps to obligate funding more efficiently. This reduces the impact of inflation, shortens the timeline from planning to construction, and shows that our region has the capacity to responsibly manage federal resources.

I am grateful for the continued support of our state and federal partners, and for the dedication of our local communities. Together, we are proving that federal transportation funds can be invested wisely and effectively in the Ozarks.

Winning together,
Sara J. Fields, AICP

Regional GROWTH

The OTO region, especially Christian County, has been experiencing growth rates that outpace the state of Missouri. Average commute times have stayed steady, with most OTO communities seeing improvements this past year. At the same time, traffic still continues to grow.

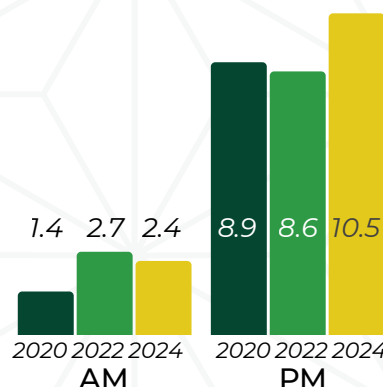
The Transportation Management Center of the Ozarks, a partnership between MoDOT and the City of Springfield, monitors and funds improvements to the region's intelligent transportation systems, minimizing the impacts of the region's growth on the travelling public.

The OTO prioritization process for upcoming projects also includes current and predicted traffic congestion, planning ahead for the challenges of a growing region.

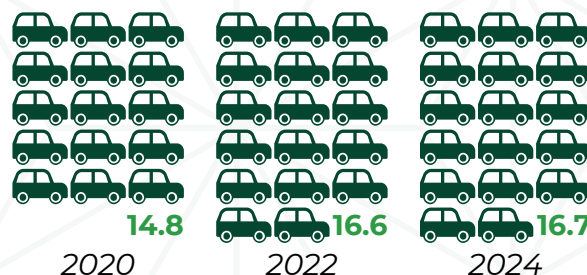


Average Commute Time
of Cities within the OTO

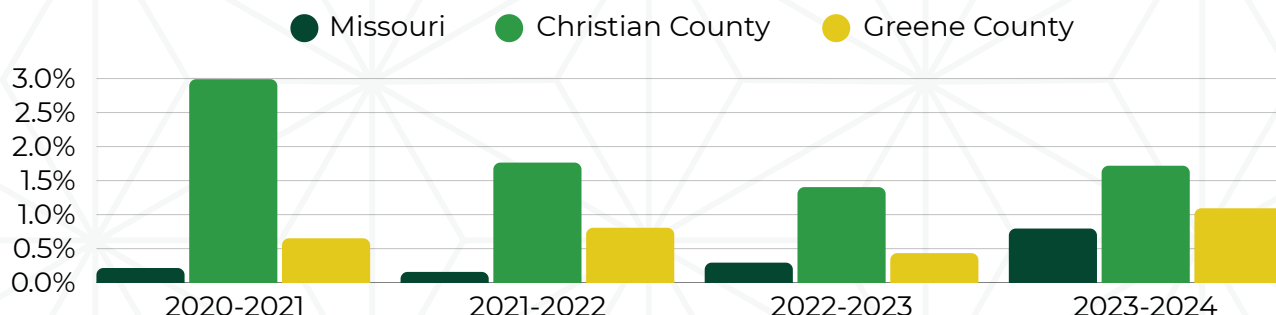
Congestion:
Percent Significantly Delayed Roads



Daily Vehicle Miles Traveled per Capita



Annual Growth Rate (2020-2024) per US Census Bureau



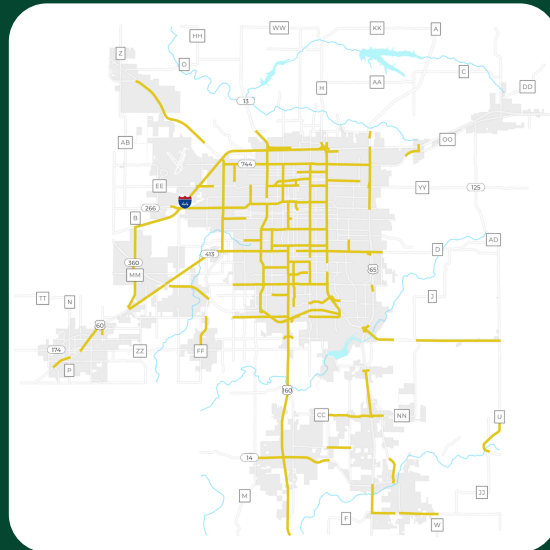
A Culture of SAFETY

In January 2025, the OTO adopted a regional Safety Action Plan, *Destination Safe Streets*. The plan analyzed crashes over a 5-year time frame, identified a high injury network (roadways with higher levels of serious injury and fatal crashes), and proposed safety countermeasures to address priority locations. *Destination Safe Streets* is the first safety action plan for the OTO region and is the basis for further safety planning in OTO member communities.

One key feature of the Plan was innovative and extensive public engagement. Resident feedback on areas of safety concern were important in the development of the Plan.

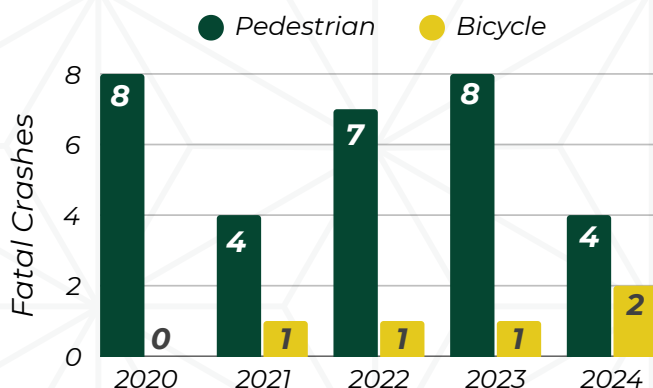


Traffic Calming Pop-up Engagement Activity

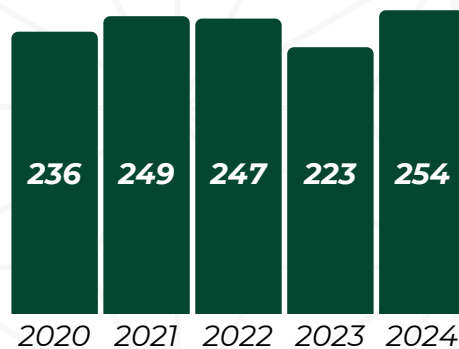


Regional High Injury Network

Pedestrian and Bicycle Fatalities



Disabling Injury and Fatal Crashes



Take Time to WALK AND ROLL

Since 2012, the OTO region has added more than 25 miles of trail that can be used for transportation. The priority to connect the communities throughout the Ozarks has added to the list of needed trails, including filling gaps throughout the network. When first proposed, 80 miles of trail by 2035 seemed daunting, yet it has practically been met.

In 2021, a new goal was set for 45 more miles by 2045. Over 13 miles of trail have been constructed with another almost 13 miles funded for construction, putting the region over halfway to the 45 mile goal and over 90 miles of trail for transportation in the OTO area.

Chadwick Flyer Bridge over
US 65 Groundbreaking



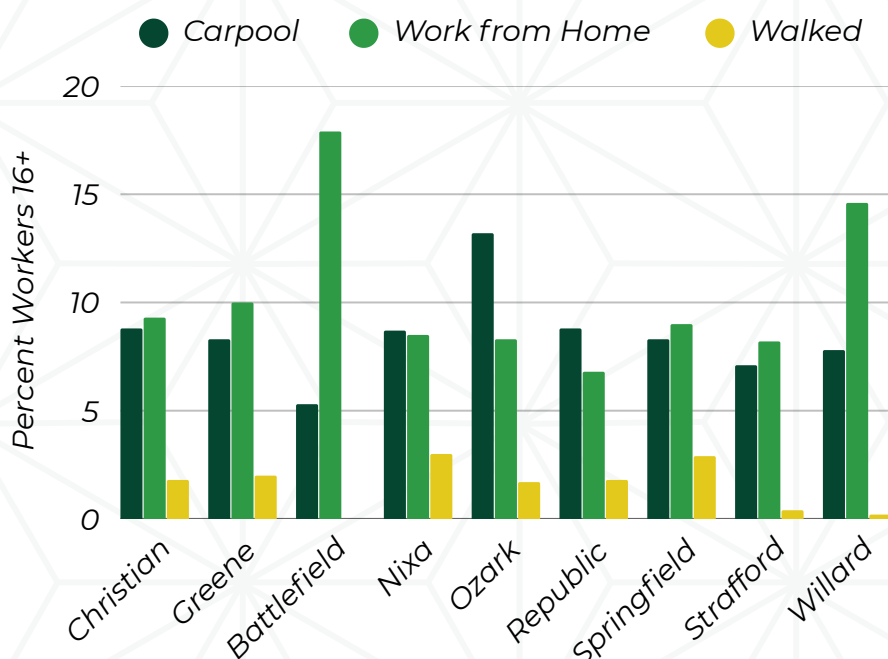
45 by 45 Trails Constructed
45 miles by 2045

13.7

45

Each year, area residents report to the US Census Bureau how they travel to work. The OTO monitors the percentage of area workers who drive alone (78% in 2023), which has dropped since 2020 (83%). Carpooling, working at home, and walking are the next most popular modes.

Journey to Work - Top Modes That Aren't
Driving Alone (2019-2023)



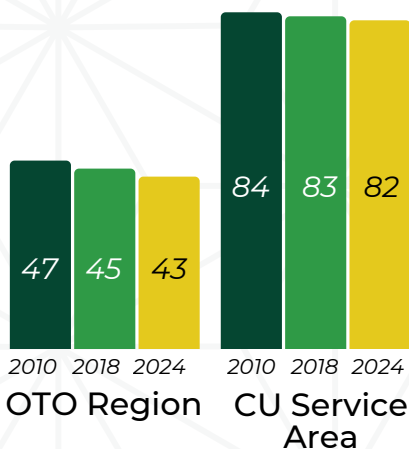
Take a Ride on TRANSIT



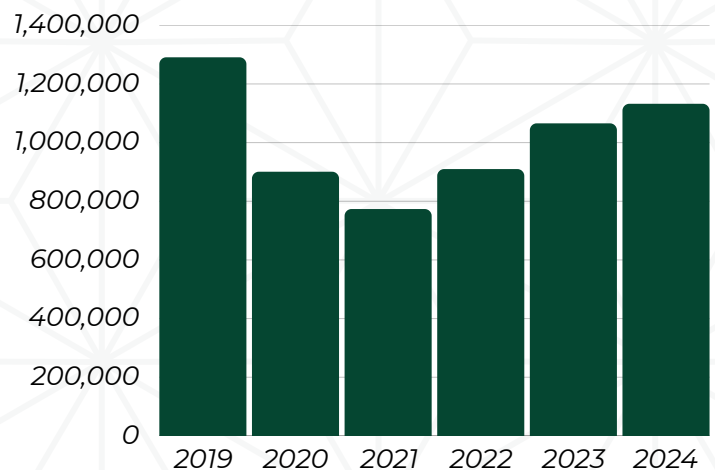
On September 29, 2024, City Utilities Transit implemented the short-term recommendations from ConnectSGF, with the goal of faster travel times, better connections, and more convenience. Lower fares also went into effect October 1, 2024.

Along with these changes, CU Transit has implemented new technology for monitoring the system internally, as well as a new app for riders. This will change how on-timer performance is calculated going forward and should provide more details on ridership, which increased in 2024, but has not yet returned to pre-2020 levels.

% Housing within
1/4-mile of Transit

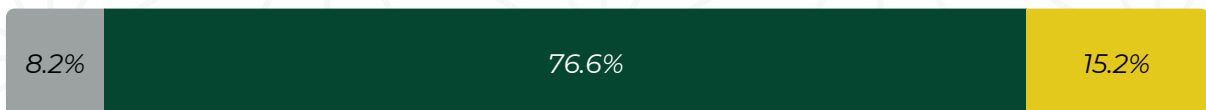


Annual Unlinked Trips



Transit On-Time Performance - 4th Quarter 2024

● Early ● On-Time ● Late



Maintaining ASSETS

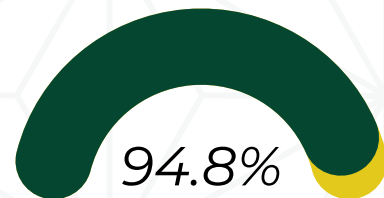
Over 60 percent of the OTO FY 2026-2029 Transportation Improvement Program is dedicated to asset management. This does not include major projects, such as the I-44 Safety Project, which will also provide new pavement as part of the construction.

Projects completed by OTO members have also focused on taking care of the system:

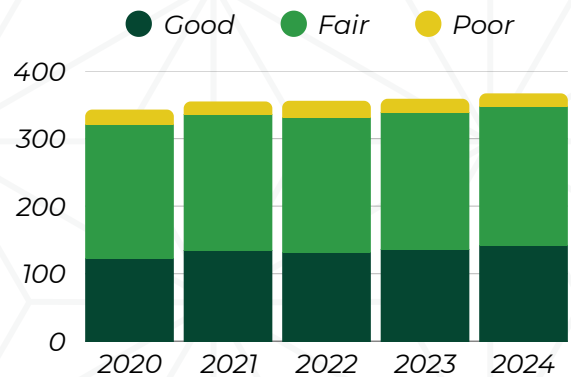
- Jackson Street Resurfacing in Willard
- Signal Replacements in Springfield
- Pavement Resurfacing in Springfield (Including ADA Improvements)
- Walnut Street Bridge

OTO has also worked with members to develop maintenance guidance for area trails, including cost estimates.

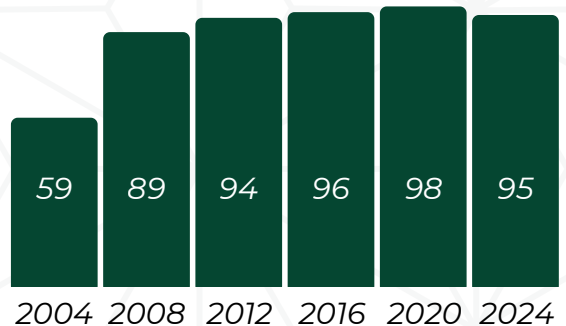
Bridge Condition
Percent Bridges in Fair or Better Condition



Number of Bridges by Condition



% Major Roads in Good Condition



Jefferson Avenue Footbridge Disassembly



Keeping an eye on THE SKIES

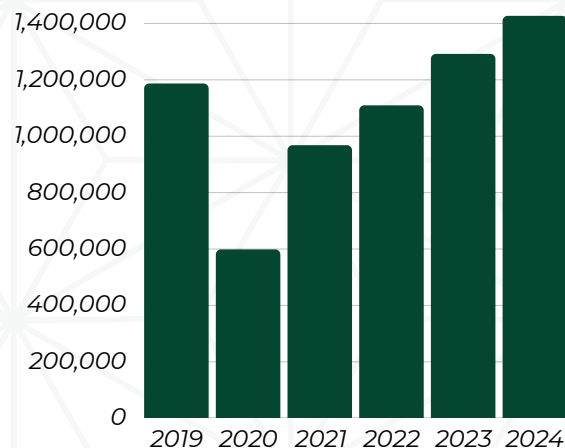
The number of airline passengers set another record in 2024. The past two years have exceeded the previous record set in 2019. This growth has led to the need for several airport improvement projects throughout 2025, including the replacement of 16 year old carpet with terrazzo flooring, replacing 5 of 10 jet bridges, a larger apron for passenger airliners, and expanded short-term parking.

These projects add to a number of completed improvements, such as the newly renovated general aviation terminal, opened in late 2024 and the cargo ramp reconstruction project completed in May 2025.

General Aviation Terminal Ribbon Cutting

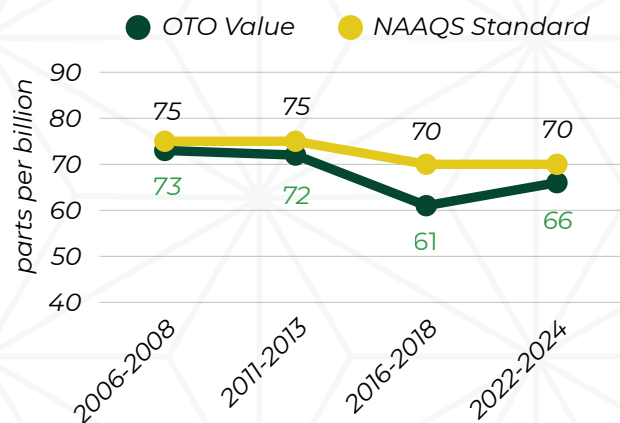


Total Airline Passenger Numbers



While area Ozone Design Values hovered between 50 and 61 ppb from 2015 to 2022, the past two years have seen an increase to 66 ppb. OTO staff continues to work with the Ozarks Clean Air Alliance and the newly formed Ozarks Clean Fuels Coalition (a Clean Cities and Communities Coalition) to encourage pollution reduction.

Ozone Design Values



Relevant RESOURCES

Public input is a cornerstone of OTO's operations. All feedback shared through the OTO is provided to Board of Director's members, as well as any relevant agencies. The QR codes below can be used to access specific plans and priorities established by the OTO.



Ozarks Transportation Organization website
www.OzarksTransportation.Org



Destination 2045 - Long Range Transportation Plan
<https://www.ozarkstransportation.org/what-we-do/long-range-transportation-plan>



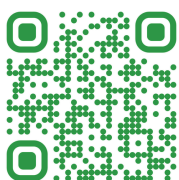
Destination Safe Streets Safety Action Plan
<https://www.ozarkstransportation.org/ss4a>



Transportation Improvement Program
<https://oto.ecointeractive.com/>



Regional Trail Plan
<https://www.ozarkstransportation.org/what-we-do/bikeped>



Unfunded Needs List
<https://www.modot.org/unfundedneeds>



OTO Legislative Priorities
<https://www.ozarkstransportation.org/what-we-do/legislative-priorities>



This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.

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