OZARKS
TRANSPORTATION
ORGANIZATION









STATE OF TRANSPORTATION 2026

BUILDING WHAT'S NEXT

A NOTE FROM THE EXECUTIVE DIRECTOR

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A note from the **EXECUTIVE DIRECTOR**



Transportation is always about what comes next. As our region continues to grow, we are planning for the people, jobs, and development that growth brings while continuing to maintain and improve the transportation system we rely on today.

There is a lot to be excited about. Projects that have been planned and discussed for years are moving forward, new investments are taking shape, and communities across the region continue to make meaningful improvements to roads, bridges, sidewalks, trails, and transit. Major investments along I-44 and Route MM are among the projects that will help prepare southwest Missouri for continued growth.

At the same time, we are continuing to advocate for the region's next priorities. Route CC in Ozark is our top priority for additional funding. Rapid growth has placed increasing demands on the corridor, and the proposed improvements from Fremont Road to 22nd Street would address capacity and safety needs while adding pedestrian accommodations. Moving projects like this forward is an important part of keeping transportation investment aligned with the growth we are seeing throughout the region.

These projects do not happen in isolation. OTO works with our local communities, MoDOT, transportation providers, federal and state partners, and the public to identify priorities, plan for future needs, pursue funding, and help move projects toward implementation. That collaboration is an important part of how we make transportation investments that support the region as a whole.

This State of Transportation provides a snapshot of where we are today, where we are making progress, where conditions are changing, and where there is more work ahead. It also highlights some of the projects and partnerships that are already shaping the transportation system our region will use for decades to come.

Growth brings both opportunities and challenges. Our job is to keep looking ahead, working together, and making thoughtful investments that serve the region today and prepare us for the future.

Building what's next,

Sara J. Fields, AICP

SARA J. FIELDS, AICP
EXECUTIVE DIRECTOR

2027

LEGISLATIVE PRIORITIES

SUPPORTING A STRONGER, MORE CONNECTED OTO REGION



FEDERAL PRIORITIES

FUNDING FOR THE TOP TRANSPORTATION PRIORITIES

ROUTE CC WIDENING IN OZARK

- From 22nd Street to Fremont Road

US 60 IN GREENE COUNTY

- Intersection Safety Improvements in Republic
- Additional lanes - Route MM to Bailey (Republic)
- Intelligent Transportation System improvements from Springfield to Rogersville

US 160 IN SPRINGFIELD AND NIXA

- Study to define capacity improvements from Plainview to Rosedale (Nixa)
- Intersection safety improvements in Springfield

ROUTE 13 IN SPRINGFIELD

- Capacity improvements - Sunshine to Battlefield
- Capacity improvements - Battlefield to US 60

US 60/US 65 INTERCHANGE IMPROVEMENTS

I-44/US 65 INTERCHANGE IMPROVEMENTS

TRANSPORTATION REAUTHORIZATION

- Additional transportation infrastructure funding to support OTO Priorities, including safety and congestion-relieving projects, as well as bicycle and pedestrian infrastructure, supporting the continued development of a healthy region.
- Continued streamlining of environmental review processes including reduced oversight and increased project exemptions.
- Granting MPOs direct recipient status for federal funds allowing for a direct funding relationship between the federal government and MPOs.
- Shifting discretionary funding to formula funding through an equitable formula to metropolitan areas resulting in a more predictable funding distribution.
- Clarifying federal regulations to ensure funds suballocated to MPOs are available for obligation throughout four federal fiscal years as outlined in 23 USC 118(b).
- Reduction in match requirements for all federal funds.

STATE PRIORITIES

ROUTE CC WIDENING

Funding for capacity improvements to Route CC from 22nd Street to Fremont Road in Ozark.

RENEW GOVERNOR'S COST SHARE

Funding a new round of Governor's Cost Share for locally owned transportation facilities using state funds for additional partnership opportunities between local governments and the private sector to advance economic development and grow jobs.

STATE FUNDING TO MATCH FEDERAL GRANTS

State funding sources to match federal transportation grants. With over $50 billion likely in transportation authorization, local match is needed to ensure Missouri gains access to new funding especially for safety and bridges.

CONTINUED INVESTMENT IN THE I-44 CORRIDOR

Continued investment in the I-44 Corridor to improve freight movement, enhance safety and reduce congestion in the state of Missouri.

INCREASED FUNDING FOR MULTIMODAL TRANSPORTATION

Increased funding for multimodal transportation to include rail crossings, aviation, transit, sidewalk, and trail funding.

CHRISTIAN COUNTY

ROUTE CC

22ND STREET TO FREMONT ROAD

OZARK, MISSOURI

A priority transportation investment for the Springfield Region

2027 GENERAL REVENUE REQUEST:

$6,000,000

TOTAL PROJECT COST:
$18,000,000

Other Revenue Sources: Approved MoDOT Cost Share, Federal Surface Transportation Funds, and Local Match

PROJECT INCLUDES

Widening to four lanes with median and pedestrian accommodations.

WHY THIS PROJECT MATTERS

TRAFFIC VOLUME HAS SURGED

10,012
IN 2015

19,250
IN 2025

Average Daily Traffic
92% INCREASE

EXCEEDING CAPACITY

CURRENT VOLUME IS
23%
OVER CAPACITY

SAFETY IS A MAJOR CONCERN

147
CRASHES IN THE LAST FIVE YEARS (INCLUDING INTERSECTIONS)

SIGNIFICANTLY HIGHER THAN STATEWIDE AVERAGE

TRAVEL DELAY IS IMPACTING EVERYDAY LIFE

26 MPH
AVERAGE AM/PM SPEED

CONGESTION IS REDUCING RELIABILITY AND INCREASING COMMUTE TIMES

GROWTH IS CONTINUING

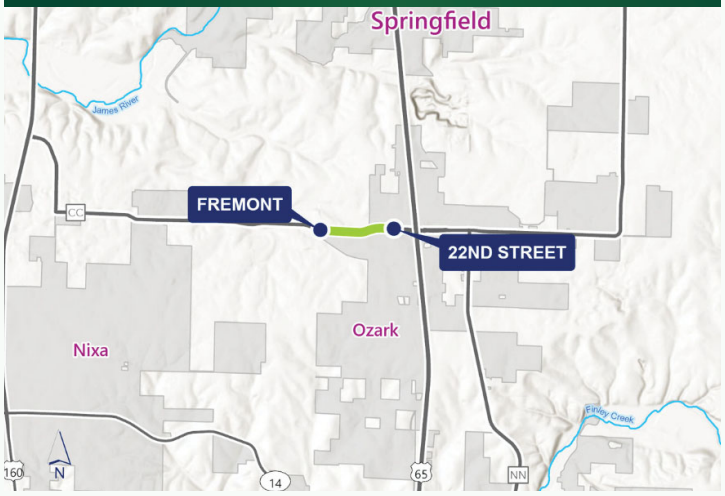
3RD
FASTEST GROWING COUNTY IN MO

1,500
AVERAGE NEW CITIZENS PER YEAR

78 ACRES READY TO DEVELOP



PROJECT LOCATION



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SPRINGFIELD REGION

MEASURE AREA

REGIONAL GROWTH

A TRANSPORTATION SYSTEM THAT MEETS THE NEEDS OF A GROWING REGION



Our region continues to grow, bringing new people, jobs, and opportunities. A well-planned transportation system helps support this growth by keeping people and goods moving safely and efficiently, connecting communities, and preparing for the future.

WHY IT MATTERS

Population and job growth increase travel demand. Planning ahead helps reduce congestion, maintain quality of life, and support economic opportunity.

PERFORMANCE MEASURES

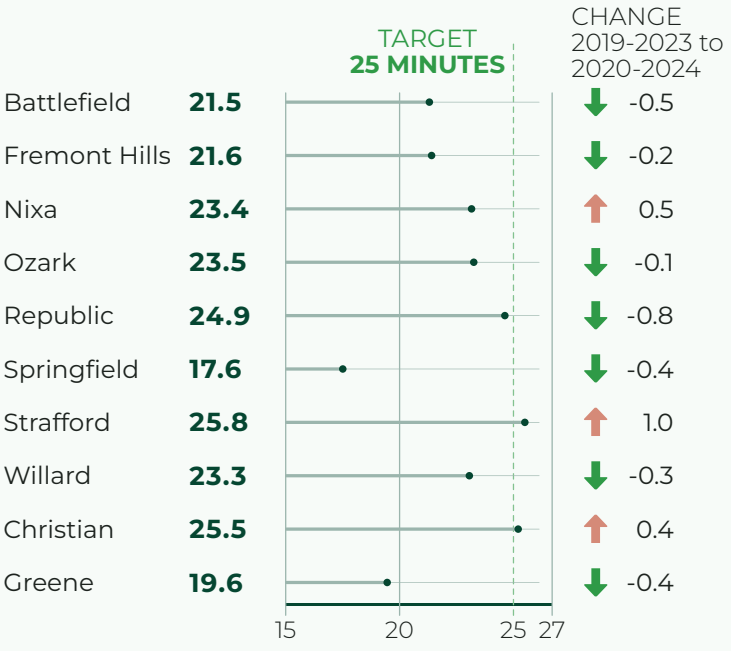
22.7 MINUTES
Average commute time (below 25-minute target)

6.98% AM PEAK | **9.56% PM PEAK**
Less than 10% significantly delayed roadways

17.01 VMT PER CAPITA
Vehicle miles traveled per capita (daily travel)

COMMUTE TRENDS

Commute times remain relatively stable, with most OTO communities below the 25-minute target.



GROWTH SNAPSHOT

POPULATION GROWTH

8.9%

Christian + Greene Counties
2015-2024
+32,821 residents

EMPLOYMENT GROWTH

13.5%

Christian + Greene Counties
2015-2024
+24,411 jobs

KEY TAKEAWAY

GROWTH, WITHOUT DRAMATICALLY LONGER COMMUTES

Population, employment, and travel continue to grow, while congestion and commute times remain relatively stable.

KEEPING UP WITH GROWTH

Planning ahead helps the region manage congestion, maintain the system, and prepare for continued growth.

FORWARD 44

INVESTING IN A STRONGER, MORE CONNECTED REGION



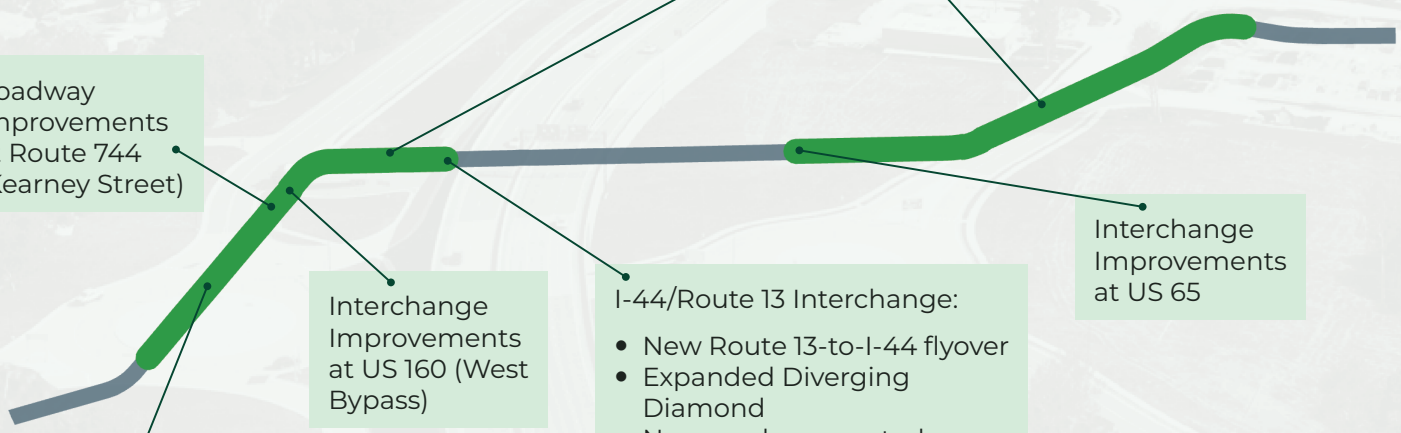
$471 MILLION

SOUTHWEST MISSOURI DESIGN-BUILD TOTAL COST

11.7 MILES

OF NEW SIX-LANE INTERSTATE IN THE OTO REGION

I-44 IMPROVEMENTS SPECIFIC TO THE OTO REGION



Add a continuous third lane in both directions from Route 266 (Chestnut) to Route 13 and from US 65 to Route 125

Roadway Improvements at Route 744 (Kearney Street)

Interchange Improvements at US 160 (West Bypass)

I-44/Route 13 Interchange:

- New Route 13-to-I-44 flyover
- Expanded Diverging Diamond
- New grade-separated Norton Road interchange
- Partial interchange at Grant Avenue
- Collector-distributor road: Grant Avenue to Route 13

Interchange Improvements at US 65

Replace bridge on Route EE (Division Street)

MEASURE AREA

SAFETY

A TRANSPORTATION SYSTEM THAT KEEPS PEOPLE SAFE



A safe transportation system protects everyone who uses it. OTO monitors fatal and serious-injury crashes to identify trends, understand where safety concerns are occurring, and support improvements throughout the region.

WHY IT MATTERS

Fewer crashes make travel safer for all users while reducing delays, improving reliability, and keeping the transportation system moving efficiently.

PERFORMANCE MEASURE

11.5

FATAL & DISABLING CRASH RATE

Per 100 million VMT (2025)

DESTINATION SAFE STREETS COMMITMENT

0 FATALITIES BY 2040

0 SERIOUS INJURIES BY 2050

CRASH TRENDS

The fatal and disabling-injury crash rate has fluctuated in recent years. The 2025 rate declined slightly from 2024 but remains above the 2019 level.

FATAL + DISABLING INJURY CRASH RATE

Crashes per 100 million VMT (vehicle miles traveled)

2019	9.60
2020	12.83
2021	12.54
2022	11.64
2023	10.31
2024	11.62
2025	11.46

2019 Baseline

SAFETY SNAPSHOT

FATALITIES

34 ▼

2025

-2 FROM 2019 (36)

SERIOUS INJURIES

253 ▲

2025

+61 FROM 2019 (192)

KEY TAKEAWAY

SAFETY REMAINS A PRIORITY

Serious injuries and the crash rate remain above 2019 levels, reinforcing the need for continued focus on safety.

WORKING TOWARD ZERO

Tracking crash trends helps OTO and its partners identify safety needs and focus investments on reducing fatal and serious-injury crashes.



JULY 2025
GROUNDBREAKING

Photo: City of Ozark

FROM GROUNDBREAKING TO CONNECTION

CHADWICK FLYER TRAIL

CONNECTING SPRINGFIELD AND OZARK



MAY 2026
RIBBON CUTTING

Photo: City of Ozark

MEASURE AREA

WALK & ROLL

A TRANSPORTATION SYSTEM THAT CONNECTS PEOPLE AND PLACES



Walking, biking, and rolling provide more ways for people to get around the region. OTO works with local communities to identify gaps and build connections between neighborhoods, schools, jobs, services, and the regional trail network.

WHY IT MATTERS

Connected sidewalks, bicycle facilities, and trails give people more transportation choices and help families reach the places they need to go safely and conveniently.

PERFORMANCE MEASURES

36.6%
SIDEWALK NETWORK
Roadways with a sidewalk on at least one side

85.0
MILES OF TRAIL
Trails and shared use paths in the OTO region

REGIONAL CONTEXT

45 BY 45
45 MILES OF NEW TRAIL BY 2045

The region aims to build 45 trail miles by 2045.

17.0 MILES
REMAINING
to reach 45 mi

13.4 MILES
FUNDED
for planned projects

14.6 MILES
BUILT
since 2021

SNAPSHOT

NEW TRAIL
5.3 MILES
Constructed in 2025
(27,943 linear feet)

NEW SIDEWALK
2.7 MILES
Constructed in 2025
(14,395 linear feet)

KEY TAKEAWAY

PROGRESS TOWARD A MORE CONNECTED REGION

New trails and sidewalks are filling gaps and strengthening connections across the regional network.

BUILDING CONNECTIONS

OTO and local communities are working together to expand sidewalk and trail connections that connect people to everyday destinations.

MEASURE IN FOCUS

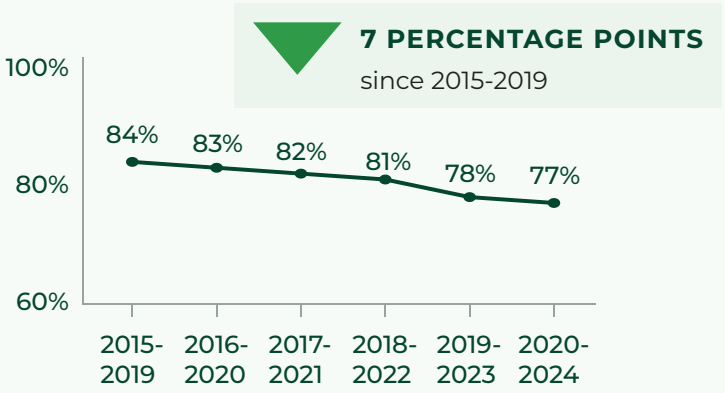
MODAL BALANCE

THE CHANGING COMMUTE

How people travel - and whether they travel at all - continues to evolve. A smaller share of workers are driving alone, largely due to more people working from home.

DRIVE ALONE IS DECLINING

Share of workers who drive alone



HOW WE COMMUTE

Share of workers by commute mode (2020-2024)

CHRISTIAN | GREENE

78.7% | 76.0%
DROVE ALONE

10.2% | 11.4%
WORK FROM HOME

8.5% | 8.6%
CARPOOL

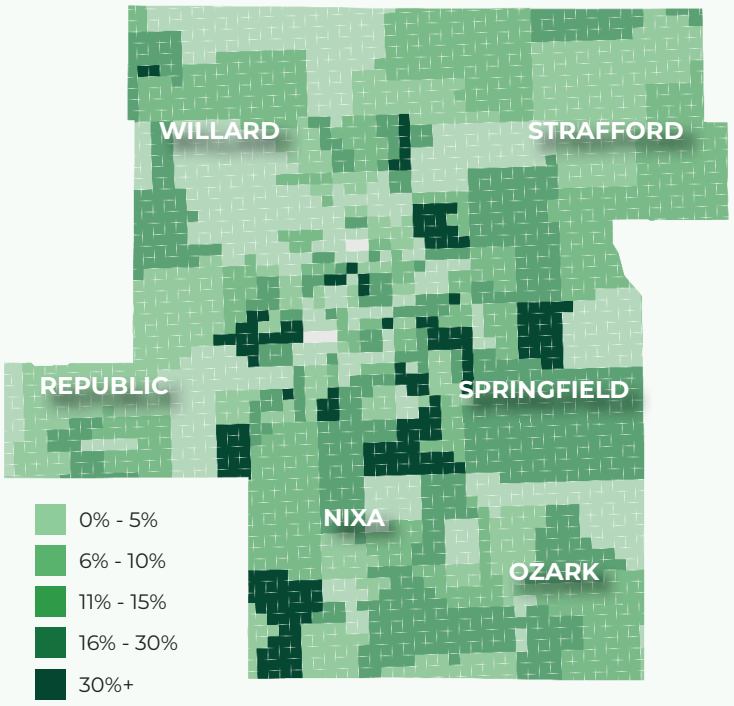
1.7% | 2.1%
WALK

0.1% | 0.5%
PUBLIC TRANSIT

0.0% | 0.3%
BICYCLE

WHERE PEOPLE WORK FROM HOME

Source: 2020-2024 American Community Survey
Grid cells represent Census block group data.



THE BIG SHIFT

Change from 2015-2019 to 2020-2024

CHRISTIAN | GREENE

▼ 6.4 | ▼ 6.5 points
DROVE ALONE

▲ 5.6 | ▲ 7.4 points
WORK FROM HOME

KEY TAKEAWAY

The decline in driving alone does not necessarily represent a shift to another travel mode. Growth in working from home has reduced the number of commute trips overall, while other commute modes have remained relatively stable. Understanding these changes helps OTO plan for the region's evolving transportation needs.

MEASURE AREA

TRANSIT

A TRANSPORTATION SYSTEM THAT CONNECTS PEOPLE TO OPPORTUNITY



OTO works closely with City Utilities, the region's fixed-route transit provider, to support and plan for public transportation. Missouri State University and OATS Transit also provide services in key areas of the region. Together, these providers help connect people to jobs, education, healthcare, shopping, and other daily needs.

WHY IT MATTERS

Having transit available provides an important transportation option when driving is not available or practical.

PERFORMANCE MEASURES

80%
ON-TIME PERFORMANCE

81%
CU SERVICE AREA

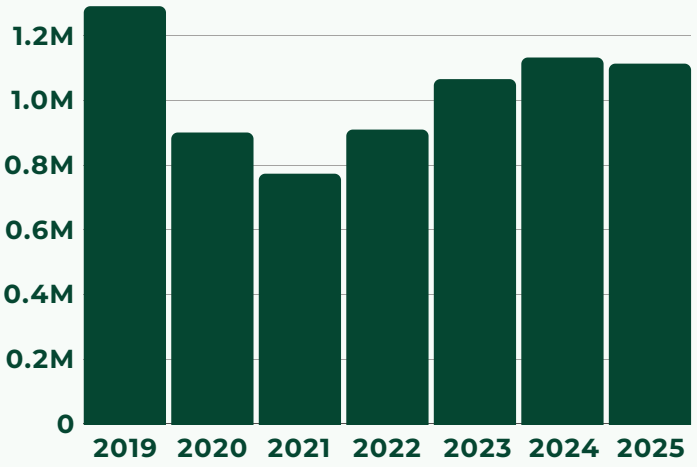
Housing units within ¼-mile of a bus route

43%
OTO REGION

CU RIDERSHIP TRENDS

Transit ridership has continued to recover from the decline that began in 2020. Annual passenger trips reached their lowest point in 2021 before increasing in each of the next three years. Ridership has remained above one million annual trips since 2023 and has been relatively stable over the past two years, although it remains below 2019 levels.

ANNUAL UNLINKED PASSENGER TRIPS



REGIONAL HIGHLIGHTS

SECTION 5310

OTO now administers FTA Section 5310 funding to support transportation for seniors and individuals with disabilities.

OTO'S FIRST AWARD WILL REPLACE A VEHICLE FOR THE OZARK SENIOR CENTER

TRANSIT PARTNERS

OATS connects communities across Christian and Greene counties.

Missouri State University Bear Line provides transit for the campus community.

KEY TAKEAWAY

TRANSIT TAKES MANY FORMS

Fixed-route, university, non-profit, and regional services help meet different transportation needs across the region.

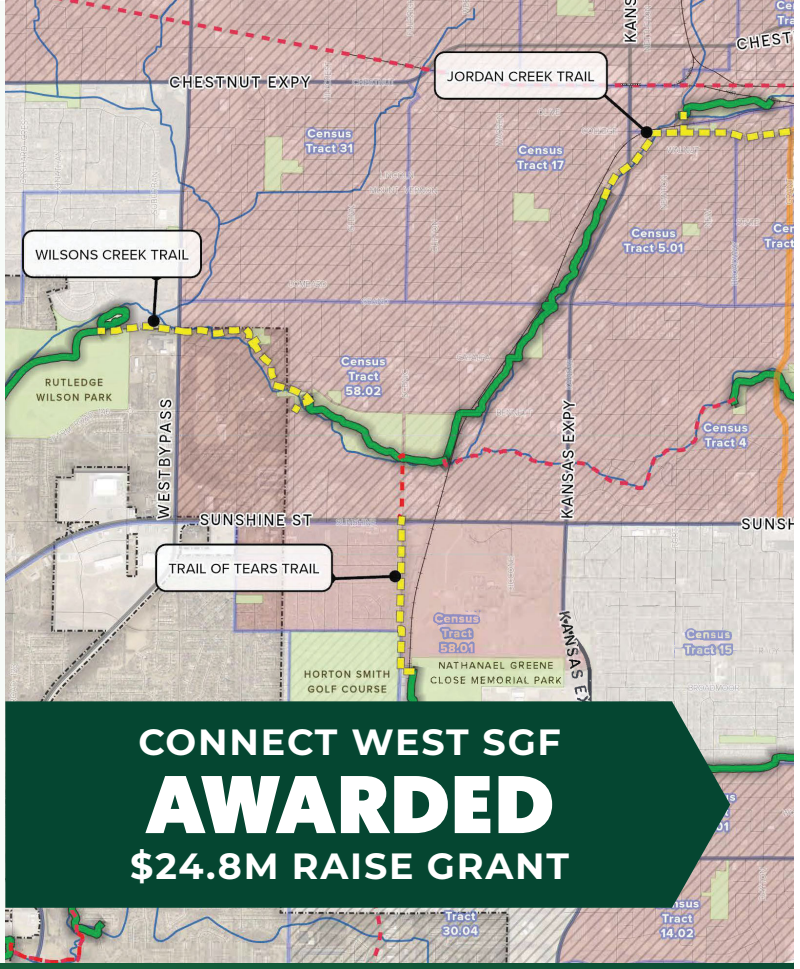
CONNECTING TO OPPORTUNITY

Continued coordination and planning can help transit respond to changing travel needs and maintain connections to opportunities throughout the region.



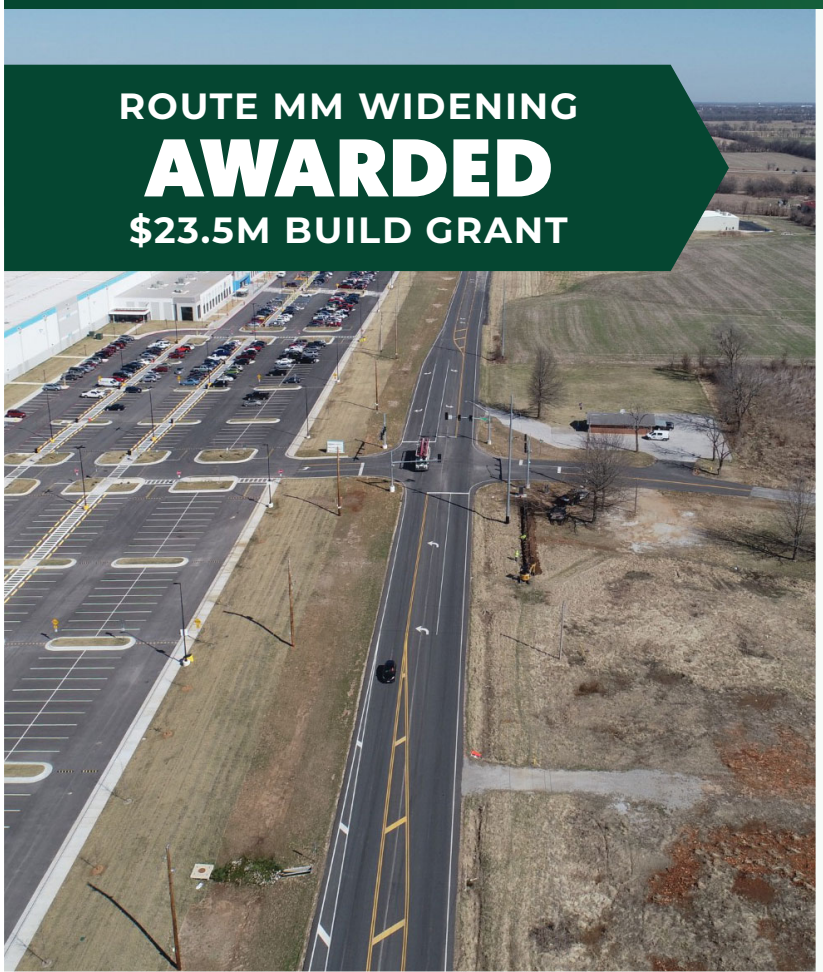
Photo: City of Springfield

GRANT AVENUE PARKWAY
OPEN
$21M BUILD GRANT



CONNECT WEST SGF
AWARDED
$24.8M RAISE GRANT

GRANTS AT WORK
MAJOR FEDERAL CAPITAL INVESTMENTS
Planning grants and state cost-share awards are not shown.



ROUTE MM WIDENING
AWARDED
$23.5M BUILD GRANT



SOUTH CAMPBELL
AWARDED
$13.8M SS4A GRANT

MEASURE AREA

ASSETS

A TRANSPORTATION SYSTEM THAT IS WELL-MAINTAINED, RELIABLE, AND READY FOR THE FUTURE



Maintaining the transportation system is one of the region's highest priorities. OTO monitors roadway and bridge conditions and works with local communities and MoDOT to identify needs, coordinate investment, and support the long-term performance of the existing system.

WHY IT MATTERS

Maintaining roads and bridges extends their useful life, supports safe and reliable travel, and makes the most of transportation investments.

PERFORMANCE MEASURES

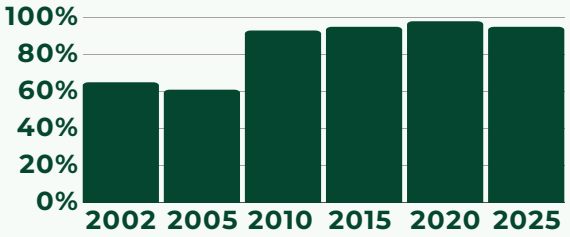
95%
MAJOR ROADS
in good condition

96%
BRIDGES
rated fair or better

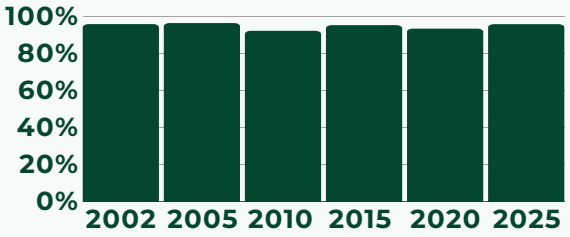
CONDITION TRENDS

Road and bridge conditions have remained above OTO targets for more than a decade. Major road conditions improved substantially during the 2000s and have remained at or above 95% since 2014, while more than 90% of bridges have consistently been rated fair or better.

MAJOR ROADS IN GOOD CONDITION



BRIDGES RATED FAIR OR BETTER



INVESTMENT SNAPSHOT

SYSTEM INVESTMENT

$14.6 MILLION

10-year average annual bridge and pavement costs in the OTO area.

$5.3M Bridges + $9.3M Pavement

PAVEMENT COSTS

UP TO $205K/ LANE MILE

Interstate $205K | Other Majors $148K

KEY TAKEAWAY

PRESERVATION REQUIRES INVESTMENT

Continued investment helps maintain strong road and bridge conditions.

PRIORITIZING INVESTMENT

Tracking asset conditions helps OTO and its partners identify needs and plan for future transportation investments.

LEARN MORE

RESOURCES

KEEP EXPLORING

Transportation planning doesn't stop with the measures in this report. Explore OTO's plans, projects, data, and priorities using the resources below.

OTO WEBSITE

Regional transportation information

GIVE US YOUR INPUT

Share your transportation priorities

NEXT STOP 2050

Long Range Transportation Plan

LEGISLATIVE PRIORITIES

OTO's transportation funding priorities

TRANSPORTATION IMPROVEMENT PROGRAM

Funded regional transportation projects

MODOT

State transportation information and projects

DESTINATION SAFE STREETS

Regional transportation safety plan

OTO BASEMAP

Explore regional transportation data

CU TRANSIT

Routes, fares, and transit information

OZARK GREENWAYS

Regional trail information and maps

FIND MORE AT OZARKSTRANSPORTATION.ORG

MEASURE AREA

THE SKIES

A TRANSPORTATION SYSTEM THAT CONNECTS THE REGION TO THE NATION AND MEETS FEDERAL AIR QUALITY STANDARDS



OTO monitors ozone levels to track the region's status relative to federal air quality standards and transportation conformity requirements. Aviation connects southwest Missouri to destinations and markets across the country.

WHY IT MATTERS

Meeting federal air quality standards avoids transportation conformity requirements, while aviation provides vital passenger and freight connections.

PERFORMANCE MEASURE
AIR QUALITY

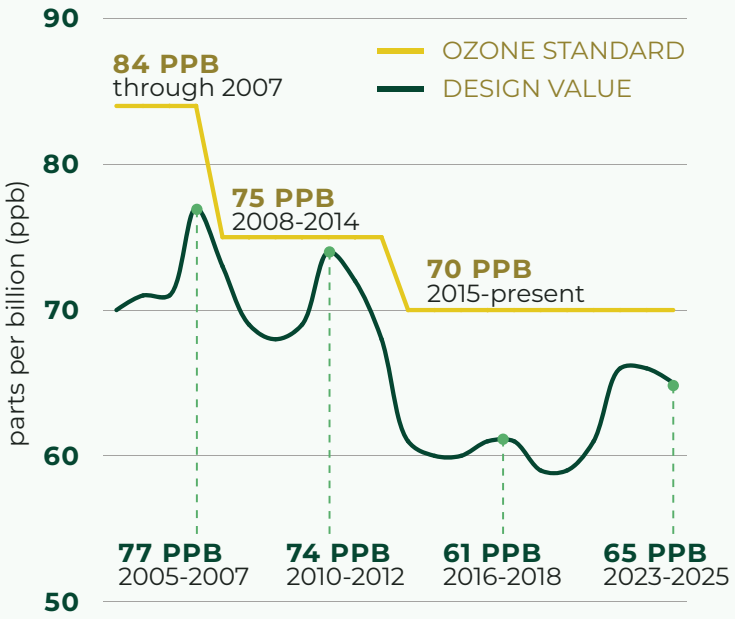
65
PARTS PER BILLION
2023-2025 ozone design value

AVIATION
SPRINGFIELD-BRANSON NATIONAL AIRPORT

1.55M
TOTAL PASSENGERS
2025 - Another record year
9% increase over 2024

AIR QUALITY TRENDS

Ozone levels have declined over the long term and remain below the current federal standard.



AIRPORT SNAPSHOT

SGF AIRPORT INVESTMENTS 2025-2026

Expansion of the Terminal Apron

5 Jet Bridge Replacements

255 short-term parking spaces

6 EV charging stations

SGF AIR FREIGHT

29.7M LBS
Air freight handled in 2025
Up 1.2% from 2024

KEY TAKEAWAY

CONNECTING SOUTHWEST MISSOURI

Air service and freight connections provide important links to destinations across the country.

LOOKING AHEAD

Tracking regional trends helps OTO understand how transportation needs are changing as the region grows.



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.

Photos and graphics courtesy of project partners and OTO files and as otherwise noted.

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