OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

Paula Gough, District Engineer

Tracker

MEASURES OF DEPARTMENTAL PERFORMANCE

Missourians expect to get to their destinations on time, without delay regardless of their choice of travel mode. We coordinate and collaborate with our transportation partners throughout the state to keep people and goods moving freely and efficiently. We also maintain and operate the transportation system in a manner to minimize the impact to our customers and partners.

MAP-21

Travel times and reliability on major routes-5a

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jon Nelson,
Traffic Management and Operations Engineer

PURPOSE OF THE MEASURE:
This measure tracks the mobility of significant state routes in St. Louis, Kansas City, Springfield, and Columbia.

MEASUREMENT AND DATA COLLECTION:
Travel time data for many state routes is continuously collected via roadside detectors and other technologies. For other routes, travel times are collected manually by driving the route at least twice in each direction. To assess mobility, MoDOT compares travel times during rush hour to free-flow conditions where vehicles can travel at the posted speed limit. This measure also assesses reliability, an indicator of how variable those travel times are on a daily basis.
The charts in this measure show the average travel time and the 80th percentile travel time, which is the time motorists should plan in order to reach their destinations on time 80 percent of the time. The maps display the mobility of specific sections of roadways during rush hour.

Minimizing travel times and delays on the state's most traveled routes is essential to operating a reliable and convenient transportation system. The desired outcome for any route is a safe flow of traffic at the posted speed limit. From October to December 2013, it took customers, on average, 11.86 minutes during the morning rush and 13.09 minutes during the evening rush to travel 10 miles on interstate routes in St. Louis. For interstates in Kansas City, it took customers, on average, 11.29 minutes during the morning rush and 11.62 minutes during the evening rush to travel 10 miles. This is the equivalent of driving about 45-50 mph.

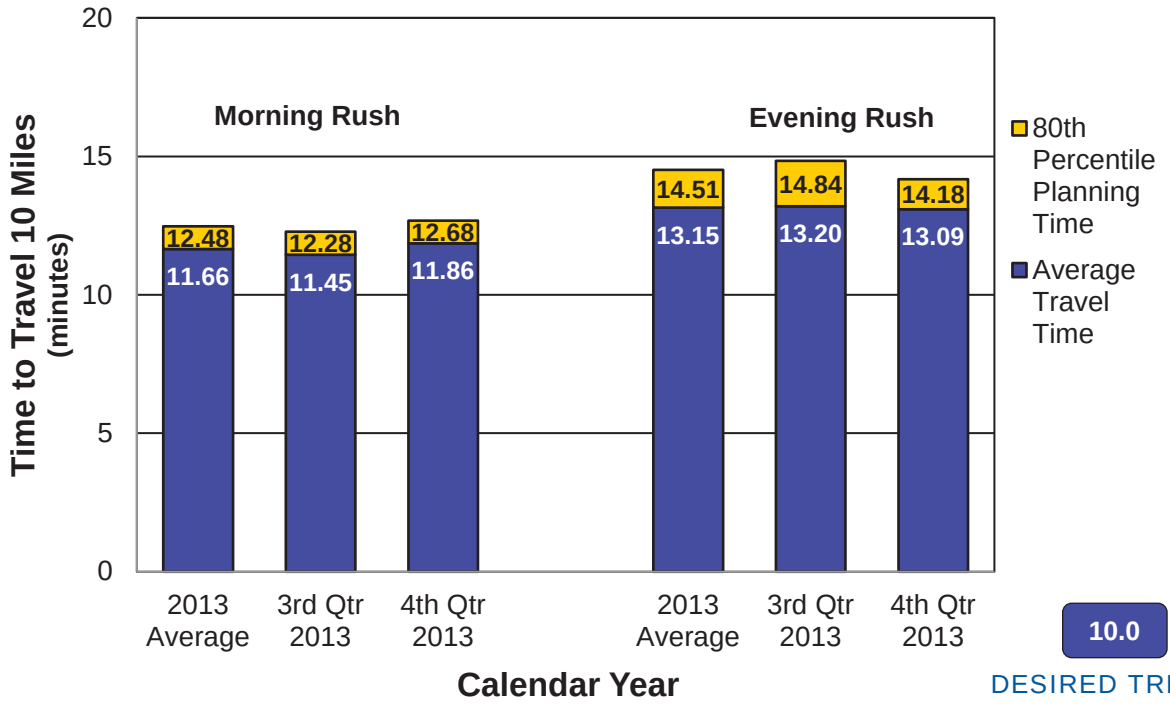
Individual roadways within St. Louis and Kansas City, however, experienced longer travel times than the regional averages. In St. Louis, this was particularly true on I-64 where the average travel times were 13.78 minutes in the morning and 17.43 minutes during the evening. Likewise, I-35 in Kansas City experienced an average travel time of 15 minutes during the morning and 15.91 minutes in the evening. This is equivalent to driving less than 40 mph.

On any given day, travel times can be longer due to non-recurring events such as crashes, work zones, or adverse weather. Some of the more unreliable travel times this quarter occurred on I-64, I-170, and I-270 in St. Louis and I-35 in Kansas City where 10-mile travel times reached as high as 21 minutes.

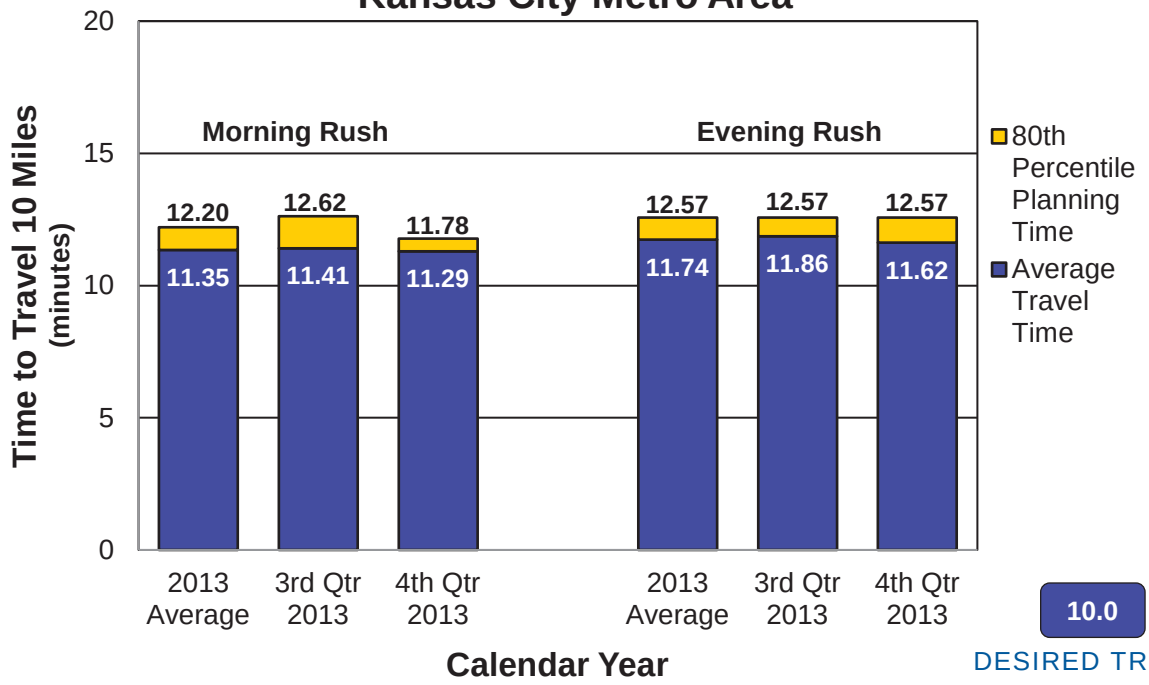
As shown on the maps below, there are certain bottlenecks along each corridor where traffic congestion tends to exist on a daily basis. In St. Louis, the heaviest recurring congestion for the quarter existed on I-64 and segments of I-270, particularly south of I-64. In Kansas City, the heaviest recurring congestion occurred in the downtown region, with much of I-70 experiencing moderate congestion as well. Northbound I-435 also experienced heavy congestion in the evening near the Kansas border, and significant congestion occurred on Route 291 north of the Missouri River during the evening rush hour.

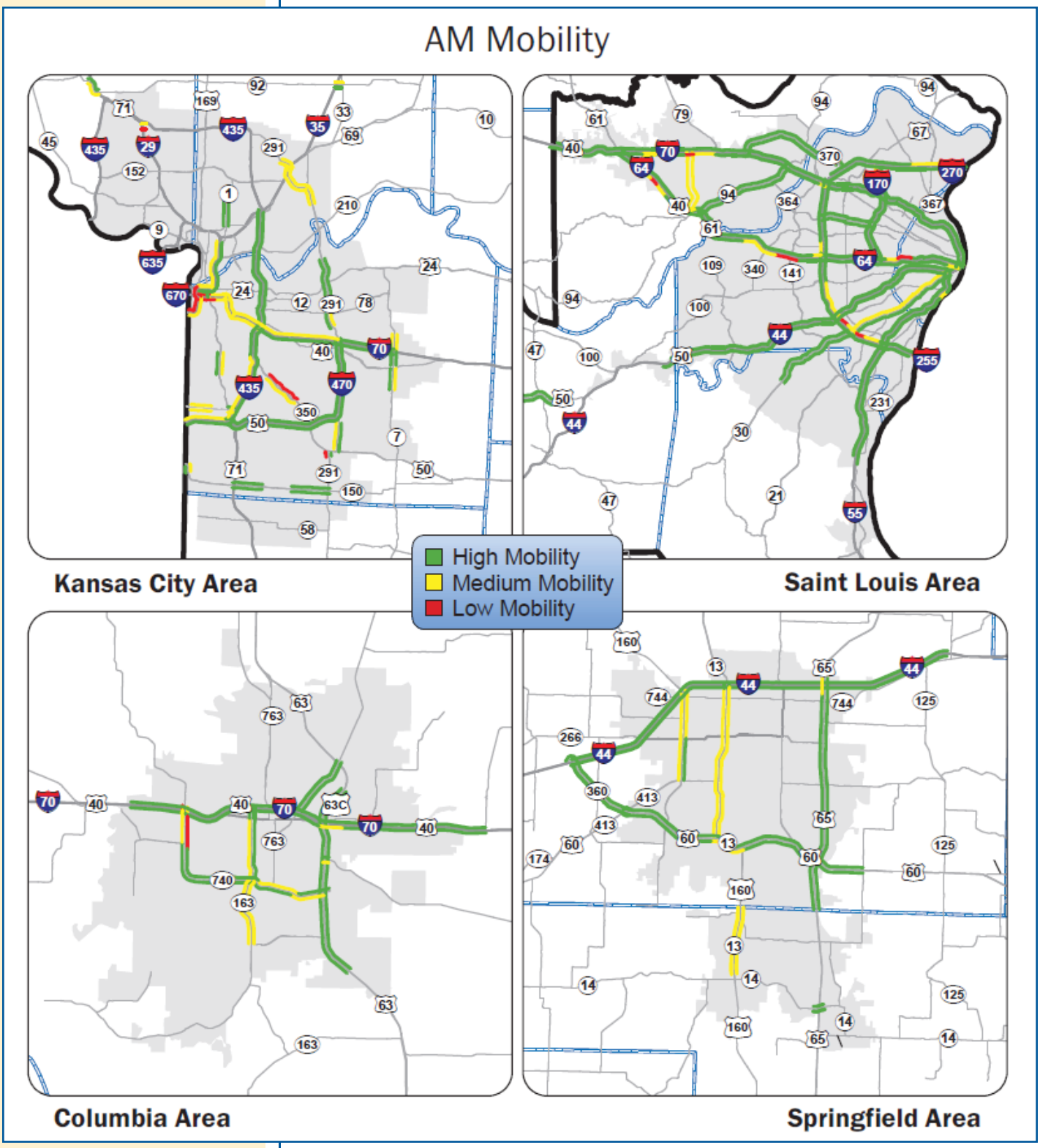
For Columbia and Springfield, most traffic delays occurred on signalized arterial routes, though there were some moderate slowdowns near major interchanges such as I-70 at US 63 and I-44 at US 65. Several significant arterials in each region experienced medium levels of congestion during the morning and evening rush with the heaviest congestion occurring on Stadium Boulevard near I-70 in Columbia. Other arterials such as Providence Road in Columbia and Kansas Expressway (MO 13) and US 160 in Springfield also experienced significant traffic during peak periods.

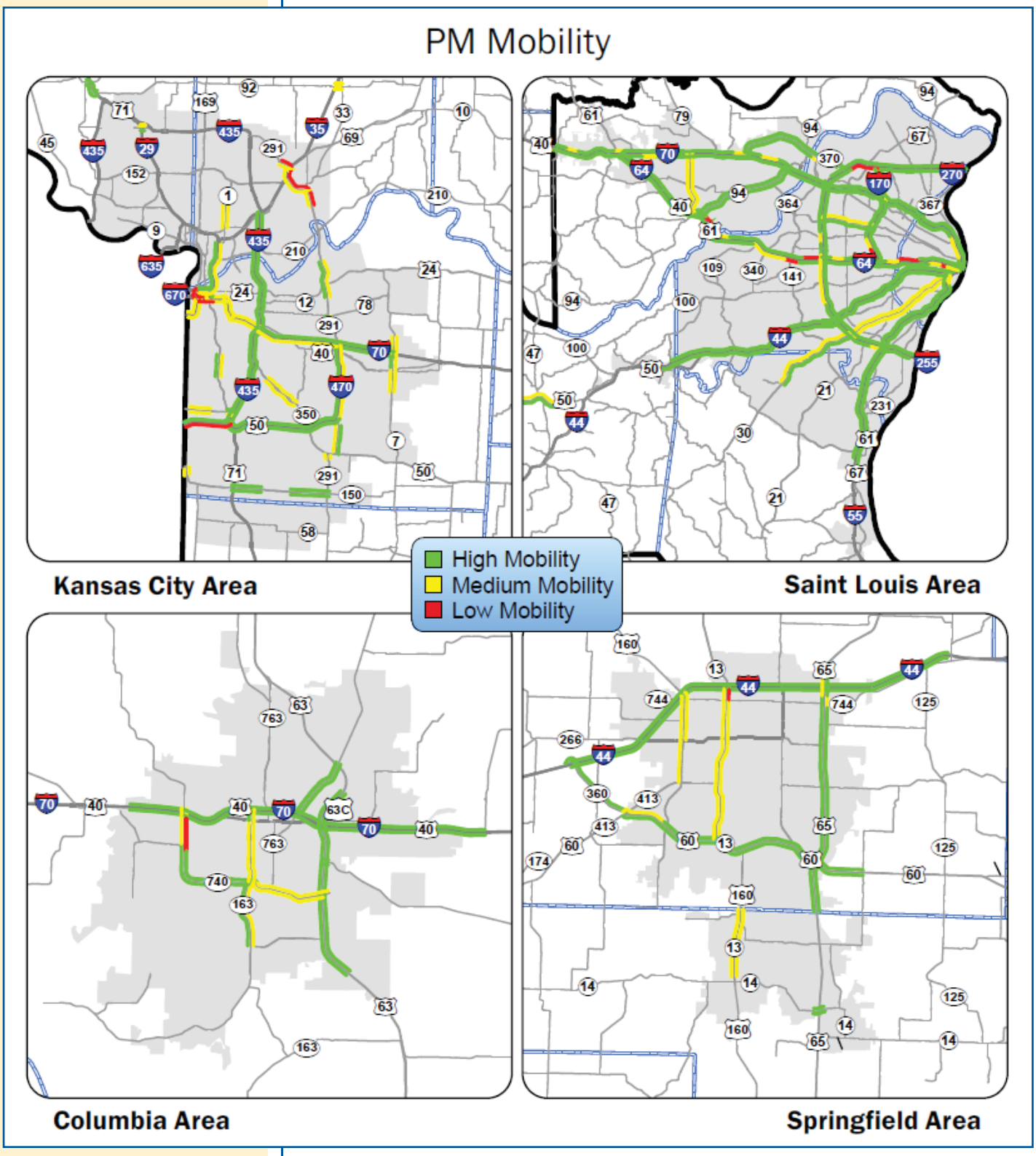
Reliability of Travel Times for Freeways
St. Louis Metro Area



Reliability of Travel Times for Freeways
Kansas City Metro Area




AM Mobility
Kansas City Area
Saint Louis Area
High Mobility
Medium Mobility
Low Mobility
Columbia Area
Springfield Area


PM Mobility
High Mobility
Medium Mobility
Low Mobility
Kansas City Area
Saint Louis Area
Columbia Area
Springfield Area

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jeanne Olubogun,
District Traffic Engineer

PURPOSE OF THE MEASURE:
This measure tracks the annual cost and impact of traffic congestion to motorists in the areas of motorist delay, travel time, excess fuel consumed per auto commuter and congestion cost per auto commuter.

MEASUREMENT AND DATA COLLECTION:
The Texas A&M Transportation Institute annually produces the Urban Mobility Report. In the 2012 report, there are hundreds of speed data points on almost every mile of major road in urban America for almost every 15-minute period of the average day. This means 600 million speeds on 875,000 miles across the U.S. – an enormous amount of information to analyze congestion patterns and accurately determine what solutions can be targeted to specific areas. This measure will use that data to evaluate the St. Louis and Kansas City metro areas as compared to the established average of other large urban areas around the country.

MAP-21

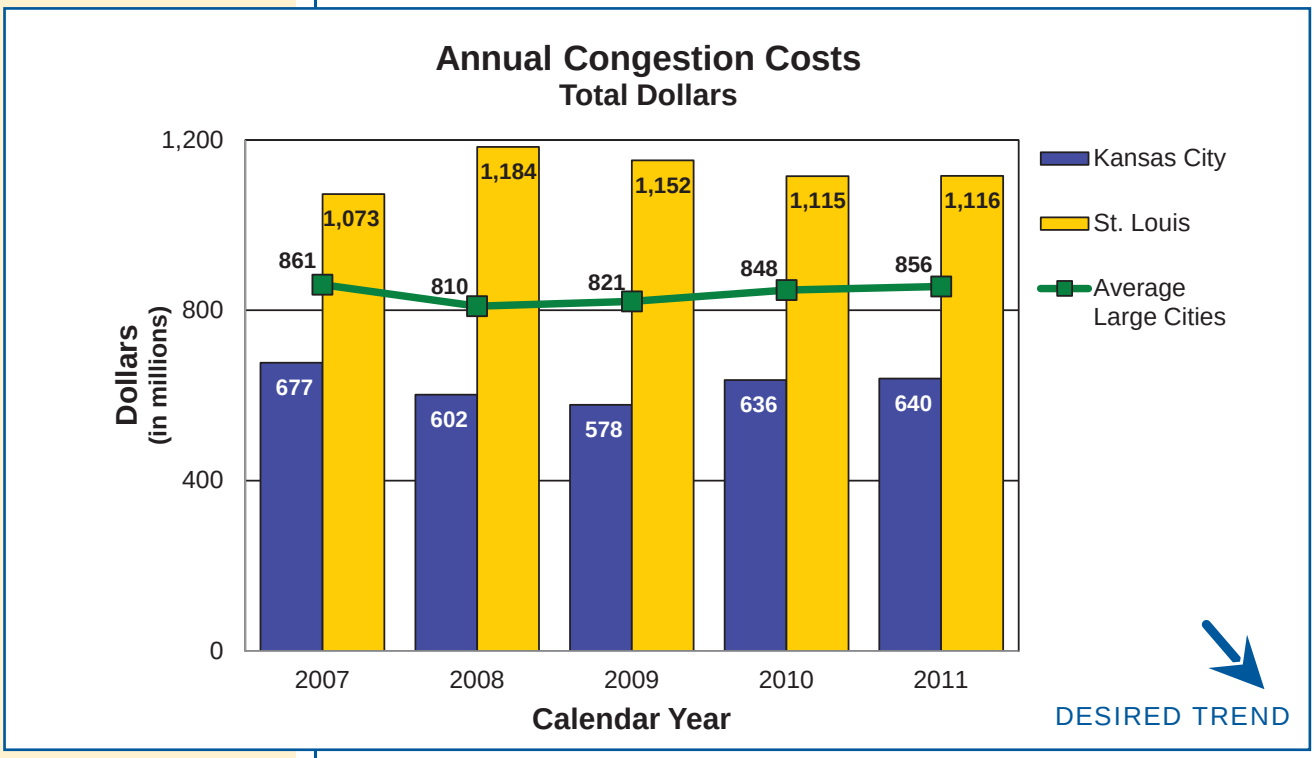
Cost and impact of traffic congestion-5b

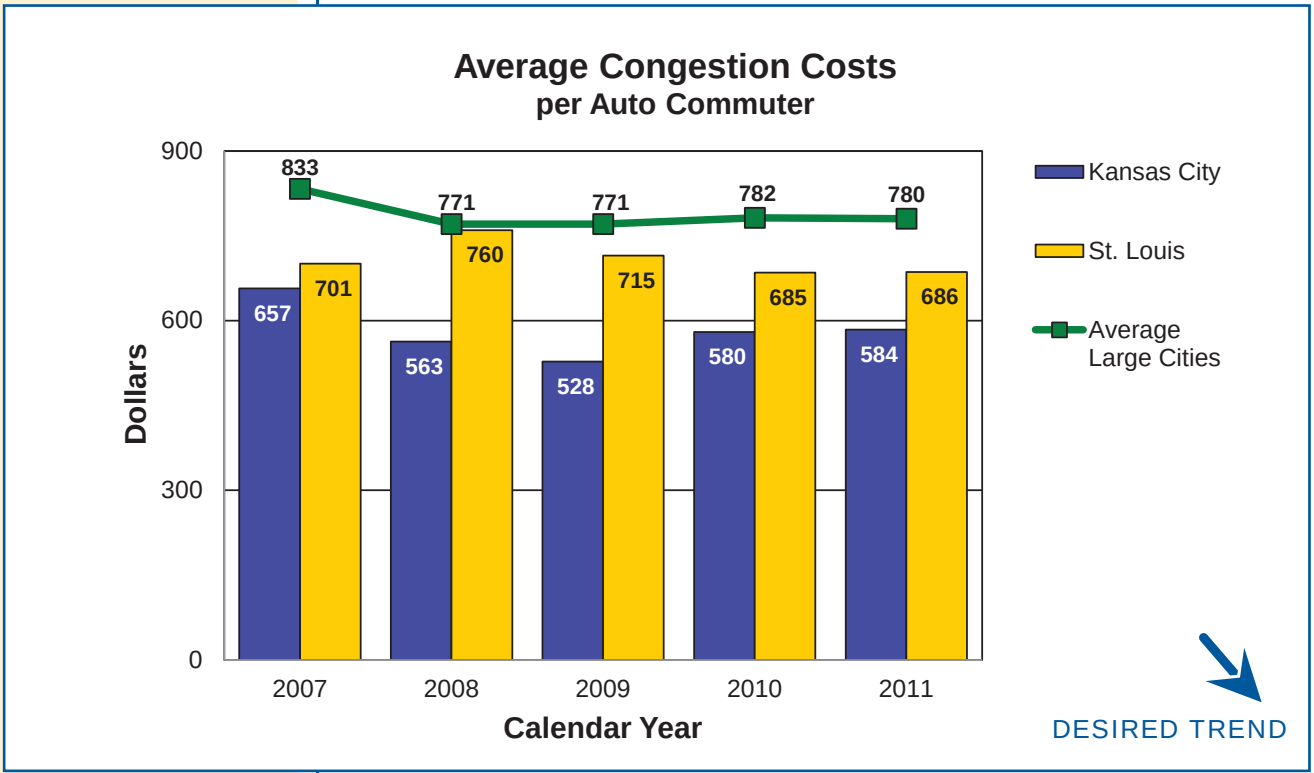
Recurring congestion occurs at regular times, although the traffic jams are not necessarily consistent day-to-day. Nonrecurring congestion is an unexpected traffic crash or natural disaster that affects traffic flow. When either occurs, the time required for a given trip becomes unpredictable. This unreliability is costly for commuters and truck drivers moving goods which results in higher prices to consumers.

The Kansas City and St. Louis metro regions both fall within the category of large urban areas, according to the Urban Mobility Report. Large urban areas have populations between one million and three million people. Other cities considered to be large urban areas include Minneapolis-St. Paul, Nashville, Indianapolis, Milwaukee and Louisville.

The annual congestion cost totals and the annual congestion cost per auto commuter for Kansas City both follow a similar trend. There is a slight decrease from 2007 to 2009 and a slight increase since 2009. In St. Louis, both measures show a slight increase in 2008 and a slight decrease through 2010.

While the desired trend for both costs is downward, challenges exist in both regions to continue toward this desired outcome. A comprehensive look at congestion is needed, and looking beyond typical solutions of adding capacity is a must. As the department adapts to shrinking revenue streams, the capacity for adding projects will be scarce. Using smarter technology to help guide motorists is a must. Still, the desired outcome is lower congestion costs and an indication that traffic is moving more efficiently.


Annual Congestion Costs
Total Dollars
1,200
800
400
0
Dollars
(in millions)
861
1,073
810
1,184
821
1,152
848
1,115
856
1,116
677
602
578
636
640
2007
2008
2009
2010
2011
Calendar Year
Kansas City
St. Louis
Average
Large Cities
DESIRED TREND


Average Congestion Costs
per Auto Commuter
900
600
300
0
Dollars
833
771
771
782
780
657
701
563
760
528
715
580
685
584
686
2007
2008
2009
2010
2011
Calendar Year
Kansas City
St. Louis
Average
Large Cities
DESIRED TREND

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jason Sims,
Traffic Center Manager

PURPOSE OF THE MEASURE:
This measure is used to determine the trends in incident clearance on the state highway system.

MEASUREMENT AND DATA COLLECTION:
Advanced Transportation Management Systems are used by the Kansas City and St. Louis traffic management centers to record incident start time and the time when all lanes are declared cleared.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

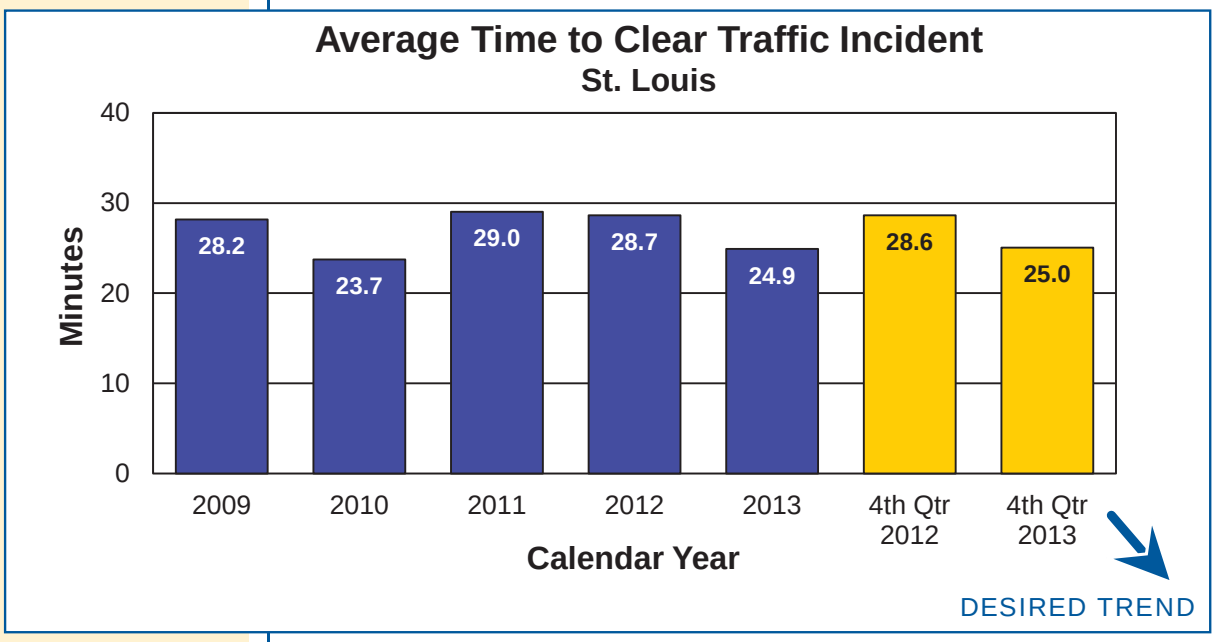
Average time to clear traffic incident-5c

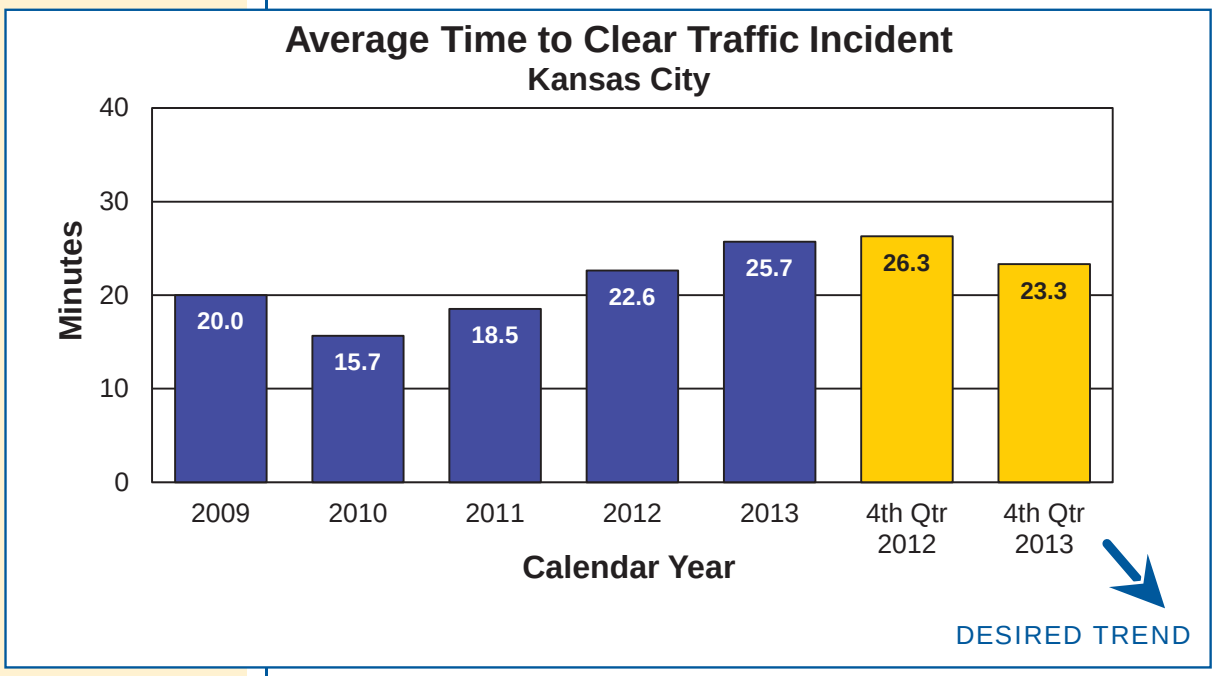
A traffic incident is an unplanned event that blocks travel lanes that temporarily reduces the number of vehicles that can travel on the road. The faster an incident is cleared is essential to the highway system returning back to normal conditions. Therefore, responding to and quickly addressing the incident (crashes, flat tires and stalled vehicles) improves system performance.

St. Louis recorded 747 incidents in October, 643 in November, and 611 in December. The average time to clear traffic accidents was 25 minutes, a slight decrease of 1 percent compared to the fourth quarter of 2012.

Kansas City recorded 744 incidents in October, 644 in November, and 653 in December. The average time to clear traffic incidents was 23.3 minutes, a slight decrease of 1 percent from the fourth quarter of 2012.

St. Louis and Kansas City have demonstrated quick clearance of incidents with yearly averages of 24.9 minutes and 25.7 minutes respectively.


Average Time to Clear Traffic Incident
St. Louis
Minutes
40
30
20
10
0
28.2
23.7
29.0
28.7
24.9
28.6
25.0
2009
2010
2011
2012
2013
4th Qtr 2012
4th Qtr 2013
Calendar Year
DESIRED TREND


Average Time to Clear Traffic Incident
Kansas City
Minutes
40
30
20
10
0
20.0
15.7
18.5
22.6
25.7
26.3
23.3
2009
2010
2011
2012
2013
4th Qtr 2012
4th Qtr 2013
Calendar Year
DESIRED TREND

Traffic impact closures on major interstate routes-5d

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Rick Bennett,
Traffic Liaison Engineer

PURPOSE OF THE MEASURE:
This measure tracks the closures on Interstate 70 and Interstate 44 due to various traffic impacts.

MEASUREMENT AND DATA COLLECTION:
The interstate route closures that have an actual or expected duration of 30 minutes or more are entered into MoDOT's Transportation Management System for display on the Traveler Information Map on MoDOT's website.

Interstates are the arteries that connect our nation and keep people and commerce flowing. When they shut down in Missouri, the country is cut in half. Keeping interstates free-flowing is a top priority for MoDOT, but sometimes nature and vehicle crashes affect the department's ability to keep the interstates moving. During this review period, Missouri experienced several significant closure events.

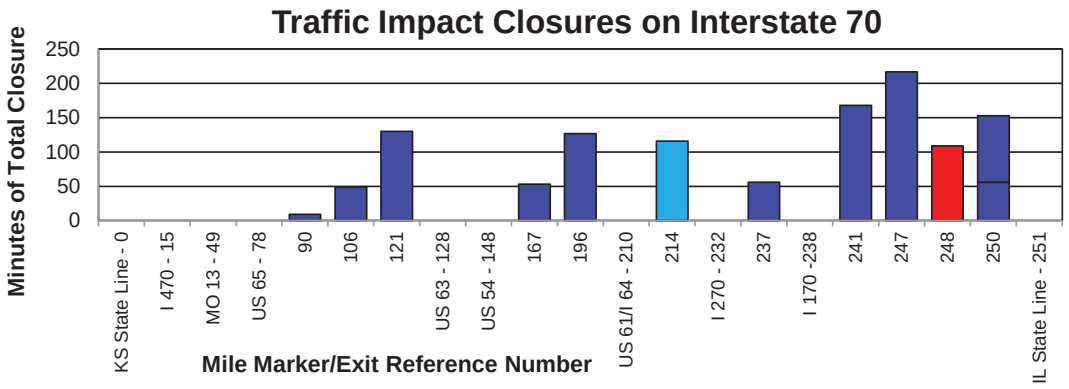
Interstate 70 eastbound lanes were closed on Nov. 10 near the Wright City rest area due to a pedestrian fatality. Westbound I-70 was closed two hours at exit 121 on Nov. 4 for a crash on the Missouri River Bridge near Boonville. On Nov. 19, all eastbound lanes of I-70 were closed nearly two hours near St. Louis Ave. to investigate a drive-by shooting. On Dec. 14, a portion of I-70 eastbound in St. Charles County was closed due to winter weather.

Interstate 70 in St. Louis City had three long-term closures in this reporting period. The eastbound lanes were closed 3.5 hours at Salisbury Street for a single vehicle fatality on Oct. 1. On Oct. 30, all eastbound lanes were closed 1.5 hours just before I-55 due to a multivehicle crash involving a commercial motor vehicle and numerous passenger vehicles. On Nov. 9, all westbound lanes of I-70 were closed over 1.5 hours near Lucas and Hunt to work multiple incidents involving a tour bus and passenger cars.

On Interstate 44, there were several long-term closures that occurred during winter weather events. On Dec. 5, all westbound lanes were closed 1.5 hours in Phelps County due to numerous vehicles losing control near Jerome. On Dec. 6, all eastbound lanes in Webster County were closed 1.5 hours for multiple slide-off and loss of control crashes. On Dec. 14, all eastbound lanes were closed about 4.5 hours near Jerome to clear multiple slide-off and loss of control crashes.

On Dec. 13, a multiple vehicle fatal crash closed all eastbound lanes of I-44 about 3.5 hours near Halltown. On Oct. 31, all lanes in both directions were closed in Phelps County near Rolla for a commercial motor vehicle crash and fire. On Oct. 27, eastbound I-44 was closed in St. Louis County near Bowles Ave. about 4.5 hours due to a pedestrian fatality. On Dec. 13, near Bowles Ave., all westbound lanes were closed for a multiple vehicle fatality. In St. Louis City, on Dec. 14, all eastbound lanes were closed due to a fatal crash involving a passenger vehicle and commercial motor vehicle.

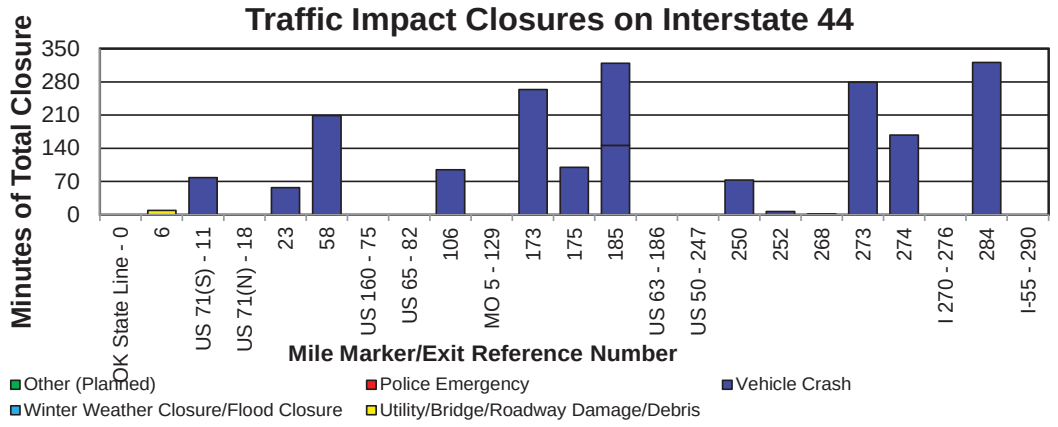
During this reporting period most of the long-term closures were either related to winter weather or fatality crashes, which required incident reconstruction. MoDOT continues to work with all emergency responders to minimize the delay caused by closures on our Interstate System.



Other (Planned) | Police Emergency | Vehicle Crash | Winter Weather Closure/Flood | Utility/Bridge/ Roadway Damage/Debris

△ 0 – 30 Minutes □ 31-90 Minutes ☆ 91+ Minutes

SYMBOL	COUNTY	DIR	MILE MARKER	START DATE	TYPE	DURATION (H:MM)
▲	COOPER	W	89.55	27-Oct-13	VEHICLE CRASH	0:09
■	COOPER	W	106.26	24-Nov-13	VEHICLE CRASH	0:49
★	BOONE	W	121.23	04-Nov-13	VEHICLE CRASH	2:10
■	MONTGOMERY	E	167.17	21-Oct-13	VEHICLE CRASH	0:53
★	WARREN	E	196.63	10-Nov-13	VEHICLE CRASH	2:07
★	ST. CHARLES	E	214.96	14-Dec-13	WINTER WEATHER CLOSURE	1:56
■	ST. LOUIS	E	237.57	30-Oct-13	VEHICLE CRASH	0:56
★	ST. LOUIS	W	241.76	09-Nov-13	VEHICLE CRASH	2:48
★	ST. LOUIS CITY	E	247.82	01-Oct-13	VEHICLE CRASH	3:37
★	ST. LOUIS CITY	E	248.81	19-Nov-13	POLICE EMERGENCY	1:49
★	ST. LOUIS CITY	E	250.47	30-Oct-13	VEHICLE CRASH	1:37
■	ST. LOUIS CITY	E	250.47	22-Oct-13	VEHICLE CRASH	0:56



Other (Planned) | Police Emergency | Vehicle Crash | Winter Weather Closure/Flood | Utility/Bridge/ Roadway Damage/Debris

△ 0 – 30 Minutes | □ 31-90 Minutes | ☆ 91+ Minutes

SYMBOL	COUNTY	DIR	MILE MARKER	START DATE	TYPE	DURATION (H:MM)
△	NEWTON	W	6.33	11-Oct-13	BRIDGE DAMAGE	0:01
■	JASPER	E	11.85	20-Oct-13	VEHICLE CRASH	1:18
■	JASPER	E	23.68	29-Nov-13	VEHICLE CRASH	0:57
★	LAWRENCE	E	58.40	13-Dec-13	VEHICLE CRASH	3:29
★	WEBSTER	E	106.22	06-Dec-13	VEHICLE CRASH	1:35
★	PHELPS	E	173.36	14-Dec-13	VEHICLE CRASH	4:24
★	PHELPS	W	175.76	05-Dec-13	VEHICLE CRASH	1:40
★	PHELPS	W	185.58	31-Oct-13	VEHICLE CRASH	2:53
★	PHELPS	E	185.84	31-Oct-13	VEHICLE CRASH	2:26
■	FRANKLIN	E	250.63	06-Nov-13	VEHICLE CRASH	1:13
▲	FRANKLIN	E	252.00	20-Nov-13	VEHICLE CRASH	0:07
▲	ST. LOUIS	W	268.01	05-Dec-13	VEHICLE CRASH	0:02
★	ST. LOUIS	E	273.97	27-Oct-13	VEHICLE CRASH	4:39
★	ST. LOUIS	W	274.00	13-Dec-13	VEHICLE CRASH	2:48
★	ST. LOUIS CITY	E	284.17	14-Dec-13	VEHICLE CRASH	5:21

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jason Vanderfeltz,
Design Liaison Engineer

PURPOSE OF THE MEASURE:
Work zones are designed to allow the public to travel through work areas safely with minimal disruptions. This measure indicates how well significant work zones perform.

MEASUREMENT AND DATA COLLECTION:
Work zone impacts are collected by MoDOT staff driving through work zones, conducting visual observations or using automated data collection. An impact is defined as the additional time a work zone adds to normal travel. They are categorized into three levels: a minor impact lasts less than 10 minutes; a moderate impact lasts 10 to 14 minutes; and a major impact lasts 15 minutes or more.

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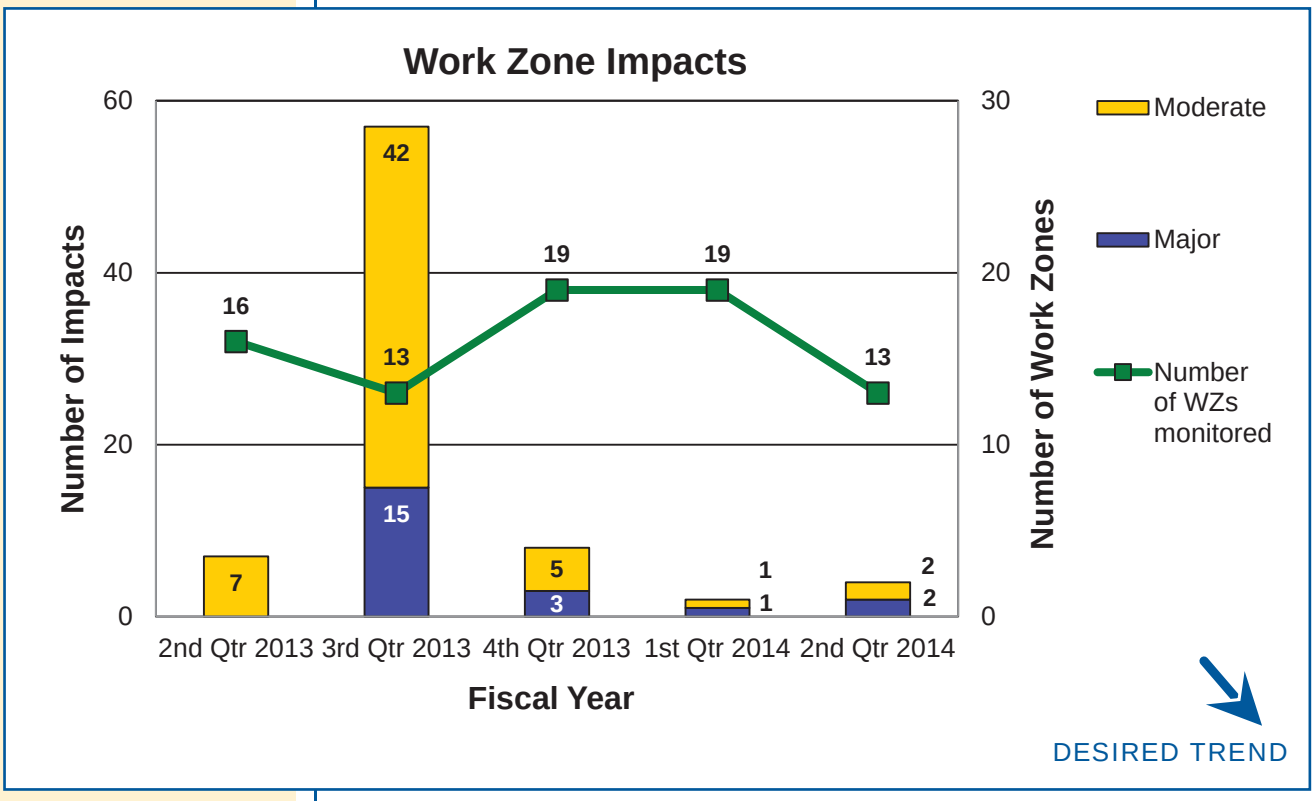
Work zone impacts to the traveling public-5e

Motorists want to get through work zones with as little inconvenience as possible. Based on work zone surveys received this quarter, 69 percent are satisfied with timeliness when traveling in a work zone. MoDOT makes efforts to minimize the travel impacts by shifting work to nighttime hours or during times when there are fewer impacts to the traveling public. The department monitored 13 significant work zones this quarter, with major impacts showing a 100 percent increase and moderate impacts showing a 100 percent increase.


Work Zone Impacts
Number of Impacts
Number of Work Zones
60
40
20
0
30
20
10
0
16
13
19
19
13
7
42
15
5
3
1
1
2
2
2nd Qtr 2013
3rd Qtr 2013
4th Qtr 2013
1st Qtr 2014
2nd Qtr 2014
Fiscal Year
Moderate
Major
Number of WZs monitored
DESIRED TREND

MAP-21

Effectiveness of improving air quality-5f

MoDOT is committed to improving air quality through modifying its daily operations, incorporating employee actions and education, providing information to the public, leading air quality improvements, managing congestion to reduce emissions, providing alternative choices for commuters and promoting the use of environmentally friendly fuels and vehicles.

Effectiveness of Improving Air Quality

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Mike Henderson,
Transportation Planning Specialist

PURPOSE OF THE MEASURE:
This measure tracks concentrations of pollutants in on-road mobile source emissions. In other words, the department is tracking pollution caused by vehicles on the roads.

MEASUREMENT AND DATA COLLECTION:
MoDOT is still determining what pollutants to track and what concentration levels will align with the U.S. Environmental Protection Agency's air quality standards. At this time, the department collects data on oxides of nitrogen, volatile organic compounds, fine particulate matter and carbon monoxide. Because this measure is part of the latest federal surface transportation act's performance requirements, guidance for measurement and data collection will be established by 2015.

Time to meet winter storm event performance objectives-5g

RESULT DRIVER:
Paula Gough,
District Engineer

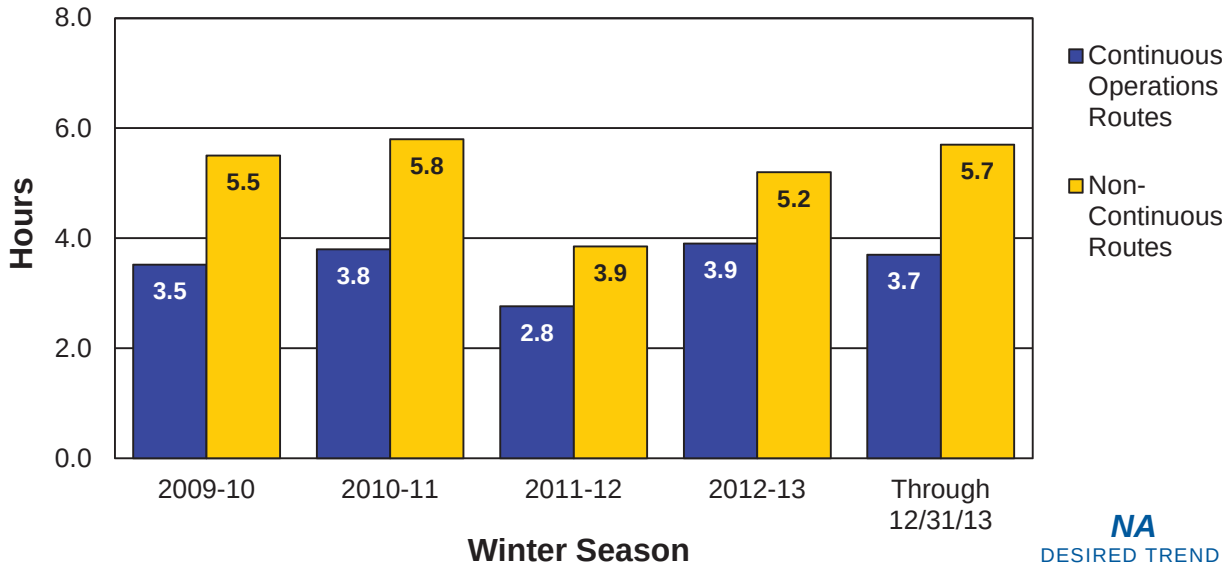
MEASUREMENT DRIVER:
Tim Chojnacki,
Maintenance Liaison Engineer

PURPOSE OF THE MEASURE:
This measure tracks the amount of time needed to perform MoDOT's snow and ice removal efforts.

MEASUREMENT AND DATA COLLECTION:
For major highways and regionally significant routes, the objective is to restore them to a mostly clear condition as soon as possible after the storm has ended. MoDOT calls these "continuous operations" routes. State routes with lower traffic volumes should be opened to two-way traffic and treated with salt or abrasives at critical areas such as intersections, hills and curves. These are called "non-continuous operations" routes. After each winter event, maintenance personnel submit reports indicating how much time it took to meet the objectives for both route classifications.

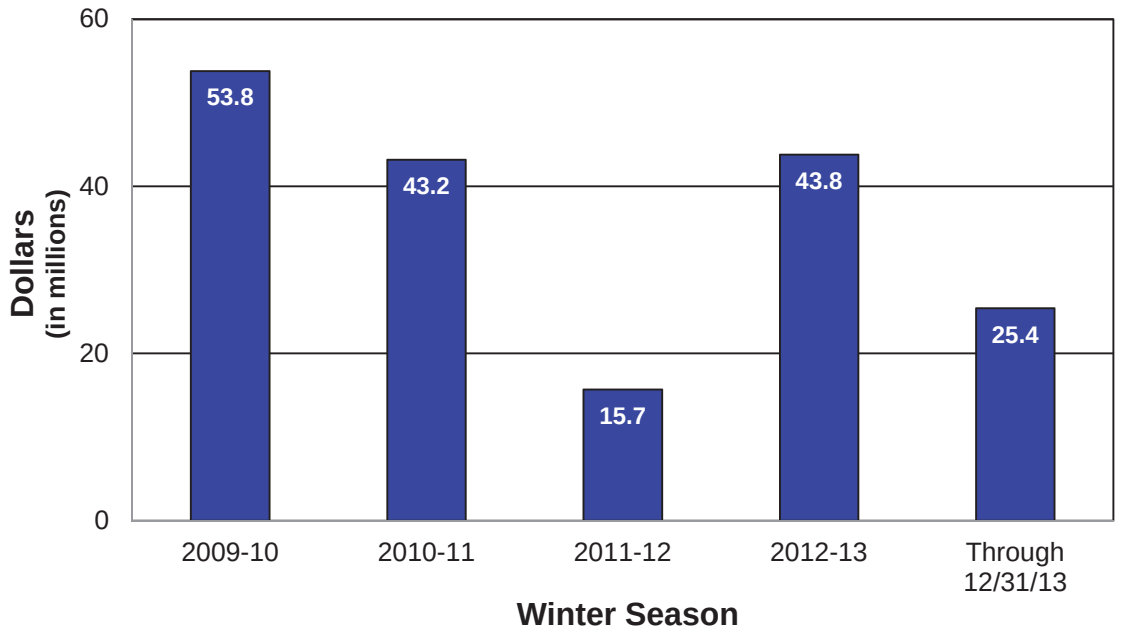
Knowing the time it takes to clear roads after a winter storm can help the department better analyze the costs associated with that work. MoDOT's response rate to winter events provides good customer service for the traveling public while keeping costs as low as possible. This winter of has brought several events to the state already in December. It took an average of 3.7 hours to meet MoDOT's objective for continuous operations routes, and an average of 5.7 hours for non-continuous routes. These numbers compare favorably with past years, however crews worked over 295,000 hours fighting these snow and ice events at a cost of $25 million through the end of December. Winter operations, on average, cost about $42 million dollars per year. The money and time spent on clearing the roads of ice and snow means funds are not available to maintain the roadways in the spring, such as surface improvements, sign repair, brush cutting and drainage work. The average snowfall data is not available this quarter and will be updated in April 2014.

Time to Meet Winter Storm Event Performance Objectives



NA
DESIRED TREND

Average Cost of Winter Operations



Bike/pedestrian and ADA transition plan improvements-5h

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Ron Effland, Non-motorized Transportation Engineer

PURPOSE OF THE MEASURE:
This measure tracks MoDOT's investment in pedestrian facilities and progress toward removing barriers. Accessibility needs occur both within the right of way in features such as sidewalks and traffic signals and within department buildings, parking lots and restrooms. Removal of the barriers listed in MoDOT's 2010 Transition Plan is required as part of the department's compliance with the Americans with Disabilities Act.

MEASUREMENT AND DATA COLLECTION:
Tracking of MoDOT's investment in pedestrian facilities is done by collecting awarded contract amounts for the 20 most common construction elements used on pedestrian projects each year.

Transition Plan progress is based upon completed work that has corrected defective items reported in the August 2010 Transition Plan inventory. The dollar amounts are based on unadjusted estimates from 2008 and will not reflect actual expenditures. This avoids impacts from inflation or changing field conditions.

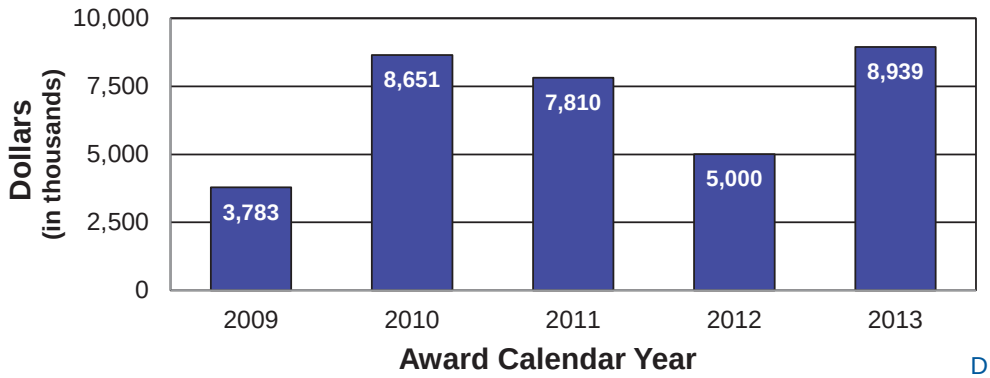
MoDOT's current Transition Plan reported an inventory of needed ADA improvements totaling more than $151 million. MoDOT strives to improve pedestrian travel by considering ADA needs and accessibility issues on all projects. MoDOT has been responsive to public requests for new facilities and has been proactive in many areas to make systematic improvements when opportunities arise and limited funding allows.

An increased investment in pedestrian facilities is needed to provide a more comprehensive transportation system that meets the expectations of all users. Unfortunately, a dwindling revenue stream at both state and federal levels makes it very difficult to even maintain existing facilities. Additional funding sources will need to be developed before significant progress can be made in developing the additional pedestrian and bicycling facilities that Missourian's desire.

Reporting of progress made in Transition Plan improvements appears to have fallen sharply in 2013. As projects close out over the winter months, reporting was expected to show significantly more progress than the report does at this time.

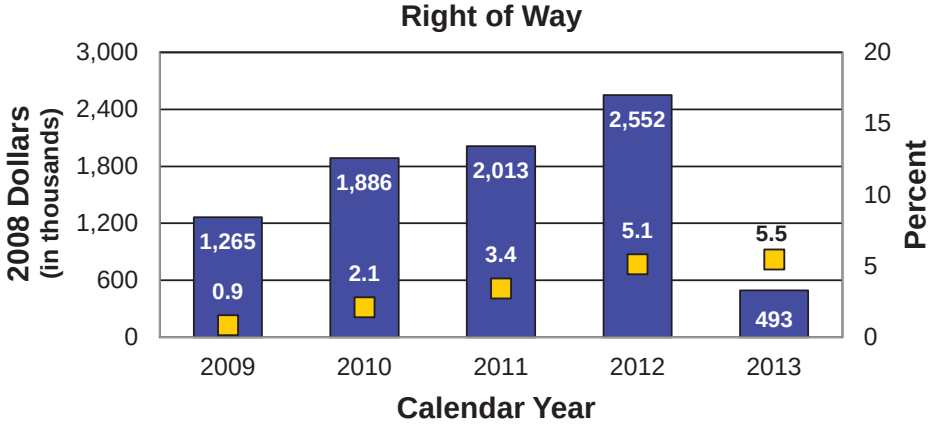
MoDOT increased its annual investment in pedestrian facilities during 2013 by 79 percent over previous year. The increase is a direct result of a renewed commitment to improving pedestrian facilities in the state.

Investment in Pedestrian Facilities Based on Contract Awards



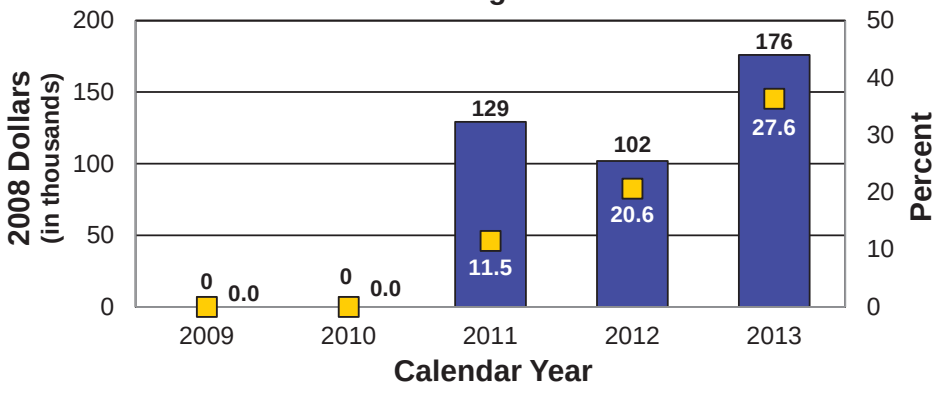
DESIRED TREND

Progress Toward Completion of Transition Plan
Right of Way



DESIRED TREND

Progress Toward Completion of Transition Plan
Building Facilities



DESIRED TREND

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Amy Ludwig,
Administrator of Aviation

PURPOSE OF THE MEASURE:
This measure tracks passenger use of modes other than highways in Missouri.

MEASUREMENT AND DATA COLLECTION:
Airline passenger counts are obtained from the Federal Aviation Administration and from individual airports. Washington is the benchmark due to its comparable population. Ferry passenger data is compiled from the New Bourbon and Mississippi County ferryboats, services owned and operated by Missouri public port authorities. Amtrak supplies Missouri River Runner passenger counts. Urban and rural transit services provide transit passenger data, with Wisconsin as the benchmark. Aviation and transit data is updated annually – in January and October, respectively – while ferryboat and rail data is updated quarterly.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

Use and connectivity of modes of transportation-5i

Planes, trains, ferries and transit options are vital means of transport for Missourians. Alternative modes of transportation connect Missourians to work, health care and other necessary activities. They also are used to grow Missouri's economy and create jobs. Missouri's current transportation funding for these modes is inadequate and unreliable. As revenues continue to decline, the state is increasingly unable to meet even a portion of the existing needs for these important transportation system components.

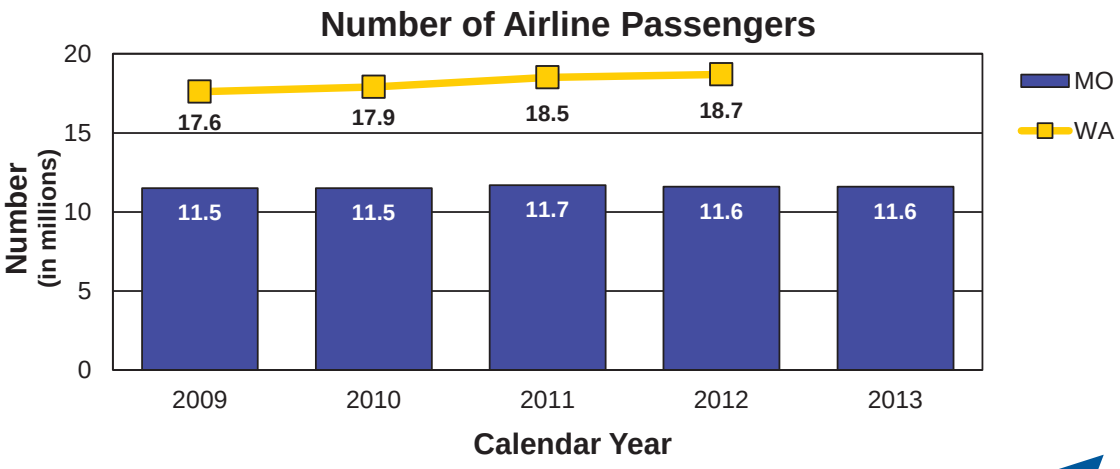
Passengers are slowly returning to commercial airline travel and transit services following recession-related downturns. Bad economic times drive customers away from air travel and can cause cutbacks in transit services. The number of airline passengers in 2012 decreased slightly to the same levels as seen in 2009 and 2010, and preliminary estimates for calendar year 2013 suggest passenger enplanements have not increased. Metro transit ridership held relatively stable, while non-metro transit ridership in some regions decreased slightly in fiscal year 2013 to levels similar to 2010 and 2011.

In the second quarter of fiscal year 2014, the number of ferry boat passengers slightly decreased compared to the same period a year earlier. This decrease was primarily due to an increase in days that the New Bourbon ferry was closed due to low-water levels. Maintaining ferry service helps alleviate travel time and expenses for travelers who otherwise would have to drive substantially farther to use Mississippi River bridge crossings to reach their destinations.

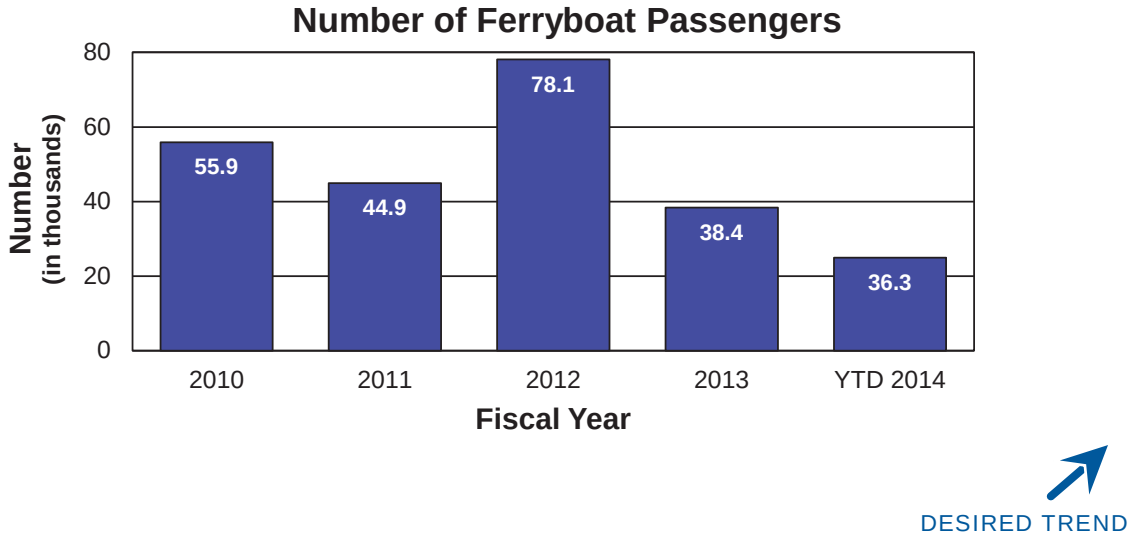
Ridership remains steady on Missouri River Runner trains during the second quarter of fiscal year 2014, and year-to-date ridership is up 1.5 percent.

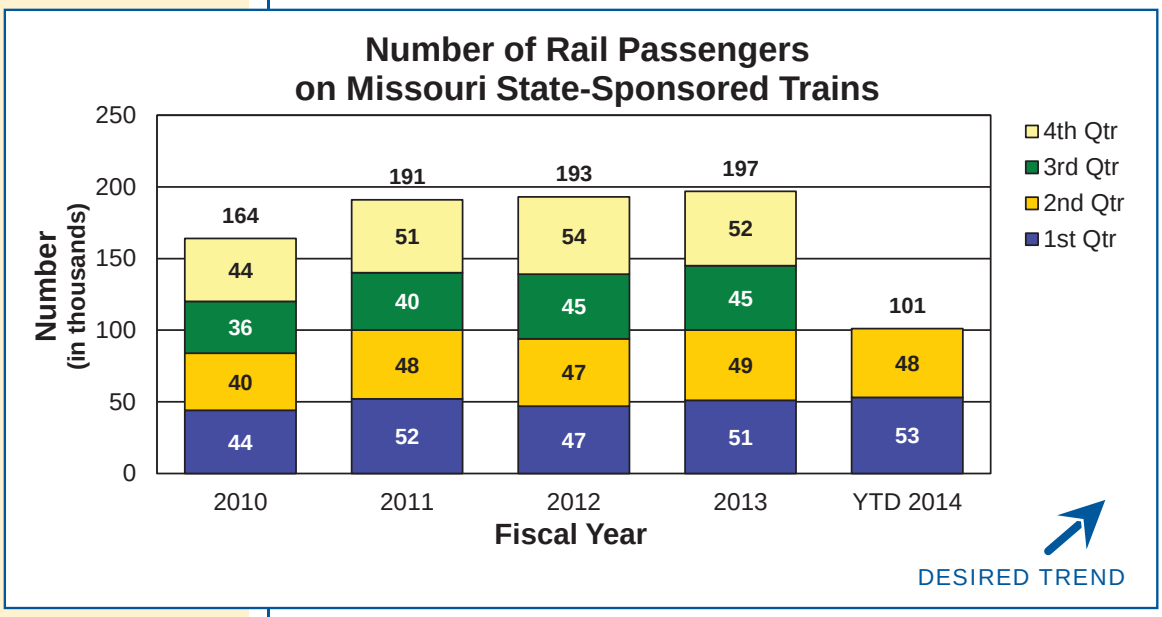
MoDOT continues to support these travel modes by administering federal and state inspection, construction and operational programs, assisting with advocacy efforts and educating the public about the benefits these services provide.

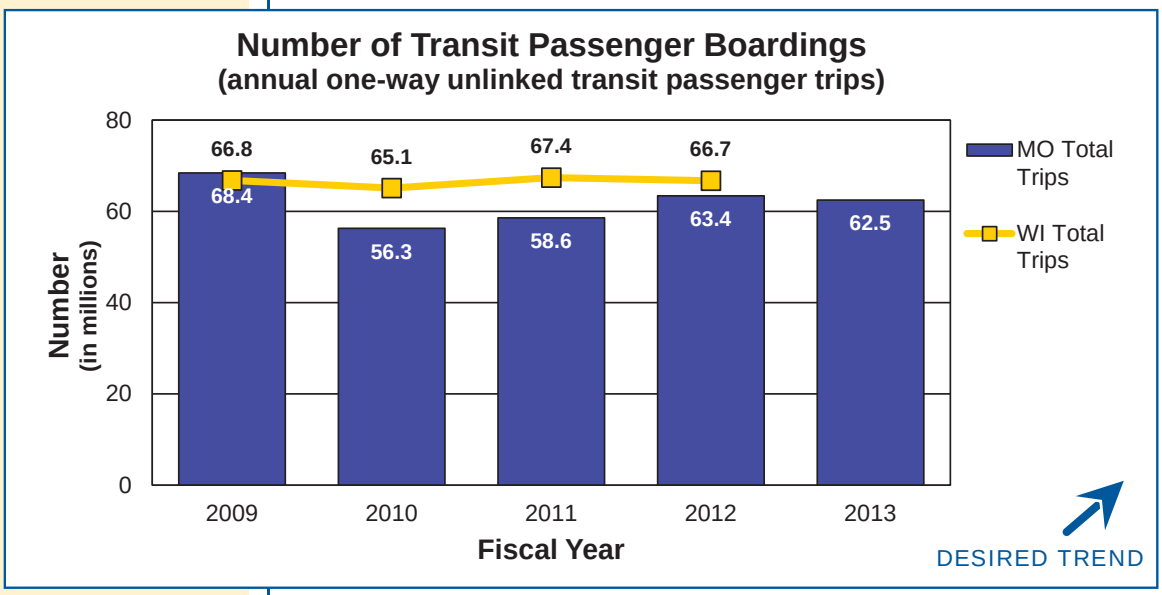
OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM



***2013 data is based on preliminary individual airport statistics. FAA publishes data in October for the preceding year.**




Number of Rail Passengers
on Missouri State-Sponsored Trains
Number
(in thousands)
250
200
150
100
50
0
164
191
193
197
101
44
36
40
44
51
40
48
52
54
45
47
47
52
45
49
51
48
48
53
2010
2011
2012
2013
YTD 2014
Fiscal Year
4th Qtr
3rd Qtr
2nd Qtr
1st Qtr
DESIRED TREND


Number of Transit Passenger Boardings
(annual one-way unlinked transit passenger trips)
Number
(in millions)
80
60
40
20
0
66.8
65.1
67.4
66.7
68.4
56.3
58.6
63.4
62.5
2009
2010
2011
2012
2013
Fiscal Year
MO Total Trips
WI Total Trips
DESIRED TREND

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