





EASILY ACCESSIBLE MODAL CHOICES

Tangible Result Driver – Brian Weiler, Multimodal Operations Director

MoDOT has an active role in all modes of transportation, including rail, air, water, and transit. Transportation is more than highways and bridges. Every day millions of tons of goods move through the state by rail. Thousands of passengers use Missouri's airport facilities. And hundreds of barges navigate state waterways. All of these modes combine to keep Missouri's economy robust and vital.

Number of airline passengers-12a

Result Driver: Brian Weiler, Multimodal Operations Director
Measurement Driver: Joe Pestka, Administrator of Aviation

Purpose of the Measure:

This measure tracks the number of passengers boarding airplanes at Missouri’s commercial airports. It helps determine the viability of Missouri’s commercial airline industry. This number is also used by the Federal Aviation Administration (FAA) to help determine airports’ capital improvement funding levels.

Measurement and Data Collection:

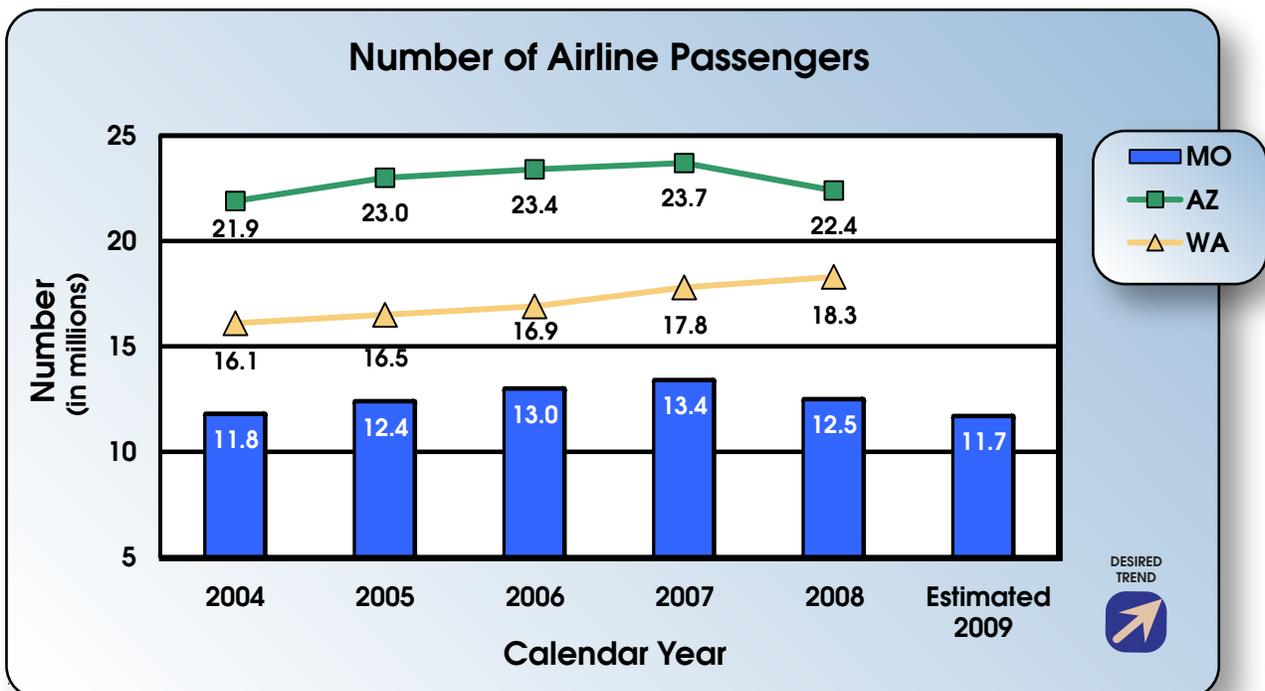
The data is collected annually from FAA. Comparison data has been collected from the same source for the states of Arizona and Washington. These two states were selected based on similar populations in 2004. The annual passenger boardings’ data provided by the FAA is normally published in October for the preceding year. Airline passengers are defined as passengers boarding airplanes. The 2009 data should be considered preliminary and is not official data from FAA. This information is also separated in two graphs showing the number of passengers at St. Louis

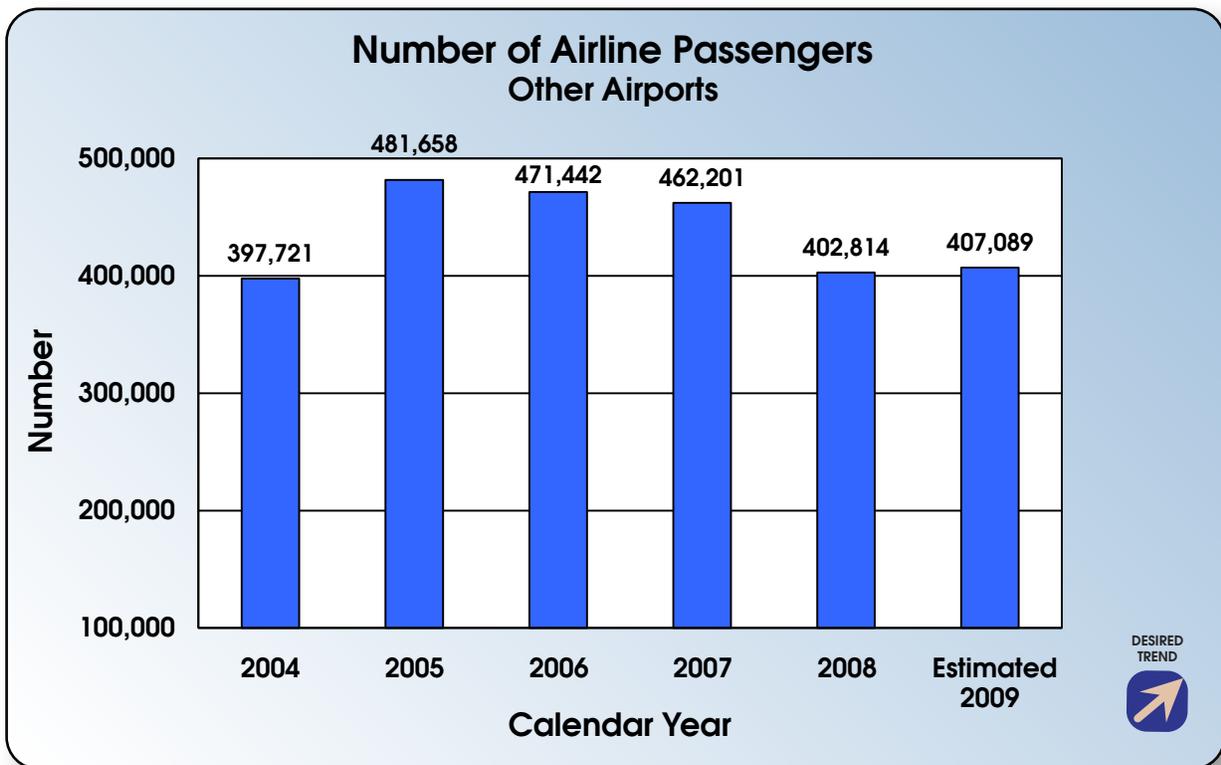
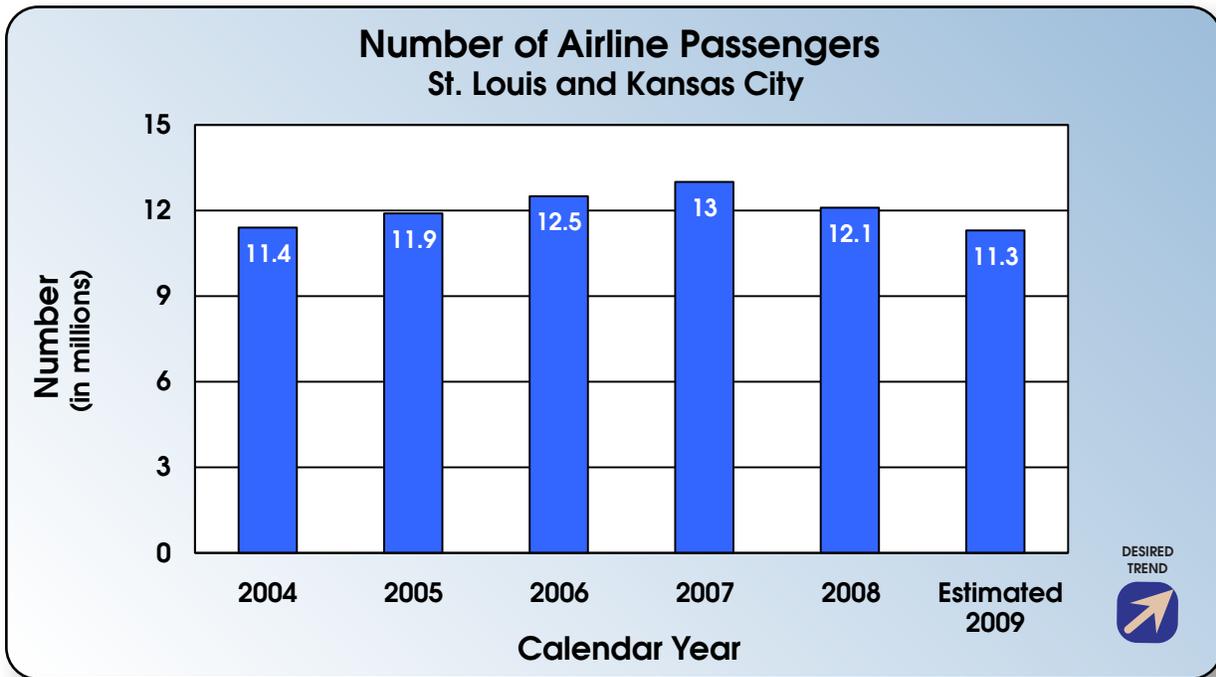
International and Kansas City International airports, and a graph showing passengers for the other airports in the state. Other airports include: Springfield, Joplin, Columbia, Cape Girardeau and Waynesville.

Improvement Status:

Airline passengers have decreased by approximately 800,000 in Missouri from 2008 to 2009. The reduction in service by American Airlines in St. Louis is a major contributor toward the overall reduction in statewide boardings. St. Louis has initiated some new service to fill these voids.

State legislation passed in 2008 includes up to \$2 million annually for the study and promotion of expanded domestic or international scheduled commercial service, and for the study and promotion of intrastate scheduled commercial service. Since 2008, \$4 million from the State Aviation Trust Fund have been allocated to air service development at the states’ commercial service airports.





Number of business-capable airports-12b

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Joe Pestka, Administrator of Aviation

Purpose of the Measure:

This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community’s economic viability for business retention and development.

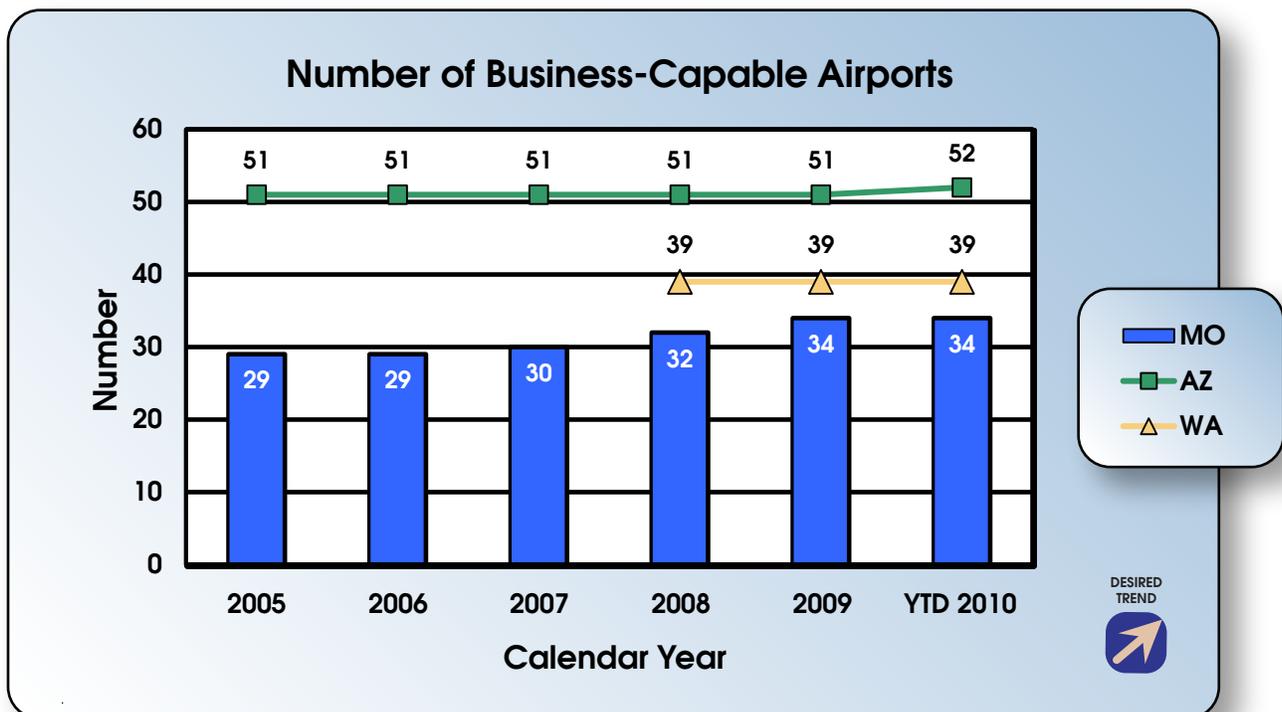
Measurement and Data Collection:

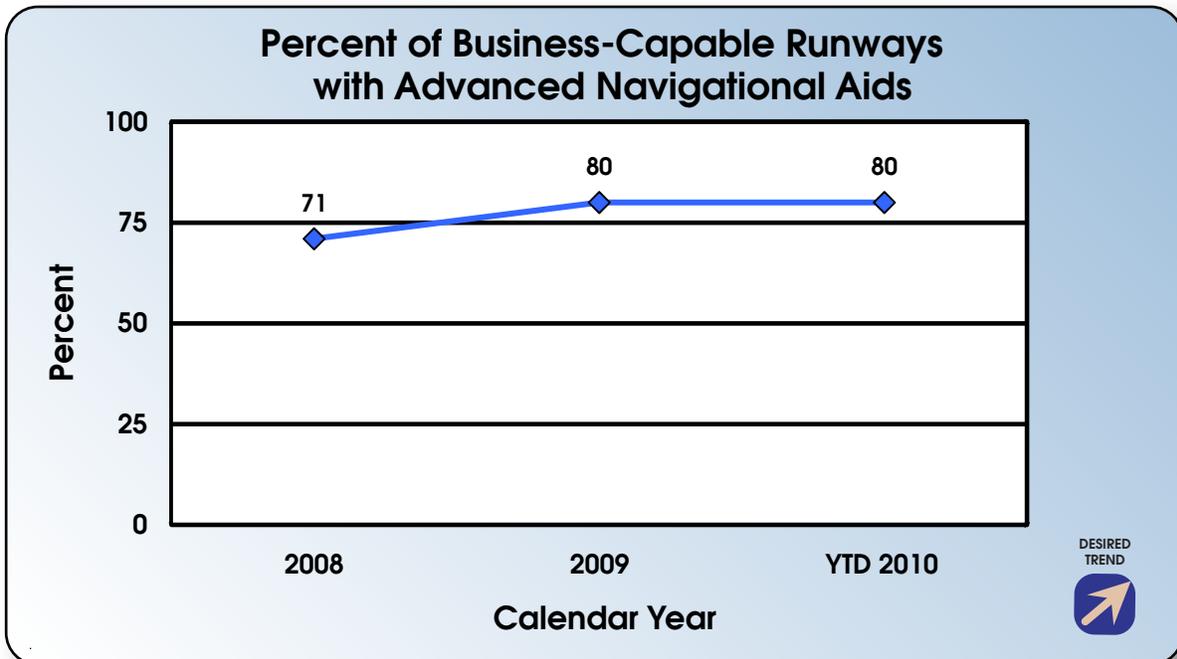
The graph shows the number of business-capable airports. A business-capable airport is defined as accommodating business- or corporate-type aircraft with a runway length of 5,000 feet or more. Comparison data starting in 2005 has been collected from Arizona and from Wisconsin starting in 2008. These states have a population similar to Missouri. Geographically, Wisconsin is similar to Missouri while Arizona is approximately 65 percent larger than Missouri. Data is collected annually by monitoring airport developments and Federal Aviation Administration (FAA) records. Updates to this measure include recording the percent of business-capable runways that are in good condition.

The pavement condition is determined per FAA guidelines and performed by physical inspection. A pavement inspection is completed at each airport either one time yearly or one time every three years. Also this measure tracks these airports and how accessible they are during inclement weather conditions. The last graph identifies the percentage of runways that maintain advance navigational capabilities.

Improvement Status:

MoDOT’s Statewide Transportation Improvement Plan identifies airports that meet the demand criteria and would support the development of a 5,000-foot runway. A new business-capable airport opened in Branson West in December 2009, and a privately owned commercial service airport opened in Branson in May 2009. State legislation passed in 2008 increased the cap on the State Aviation Trust Fund from \$6 million to \$10 million annually, which will allow additional funding for airport improvements.





Bicycle and pedestrian activity-12c

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Melissa Anderson, Non-motorized Transportation Engineer

Purpose of the Measure:

This measure tracks the activity of bicyclists and pedestrians, and the number of miles of bikeable roads on the MoDOT system. Bikeable roads include those bicyclists tend to favor because of sufficient paved shoulders, low volumes of cars and trucks or other accommodations such as specified bike lanes or share the road signs. Local residents and visitors to the state can use the facilities to assist in increasing transportation options, recreation and overall health.

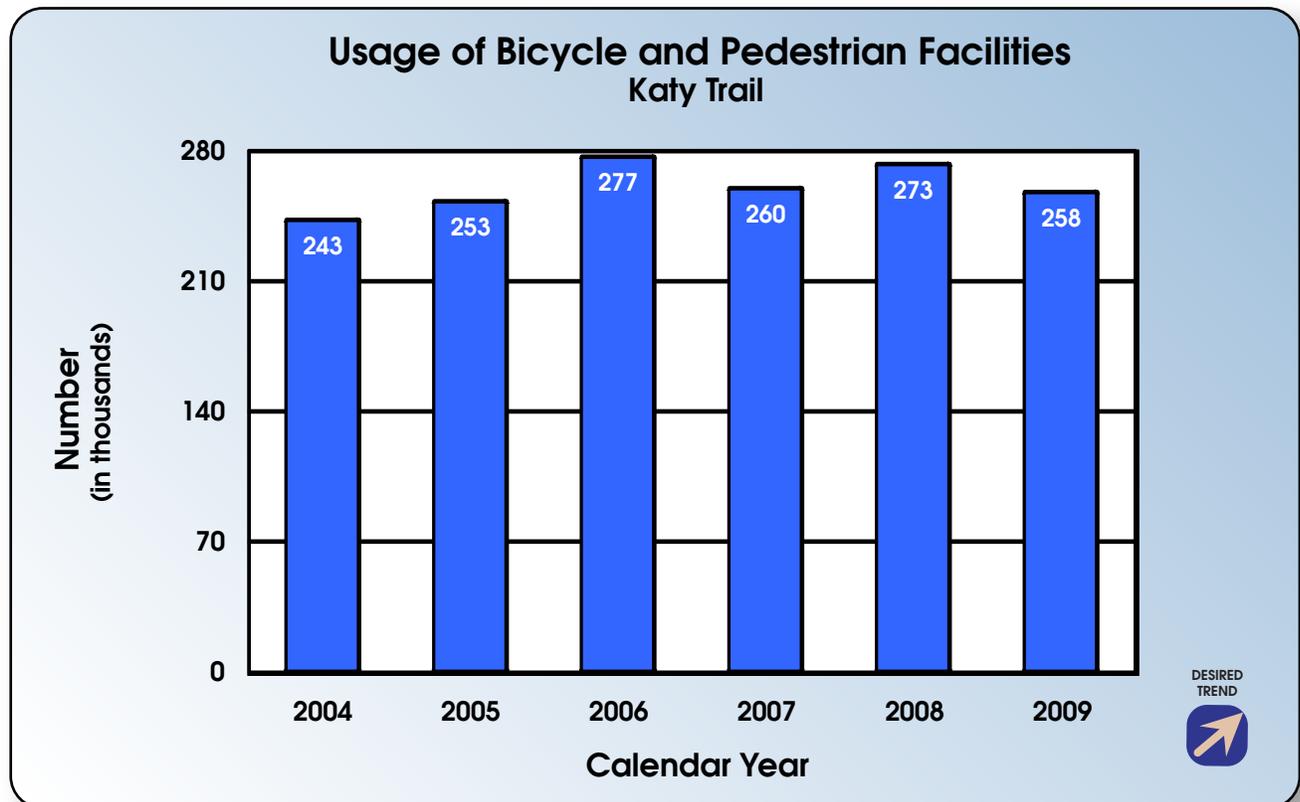
Measurement and Data Collection:

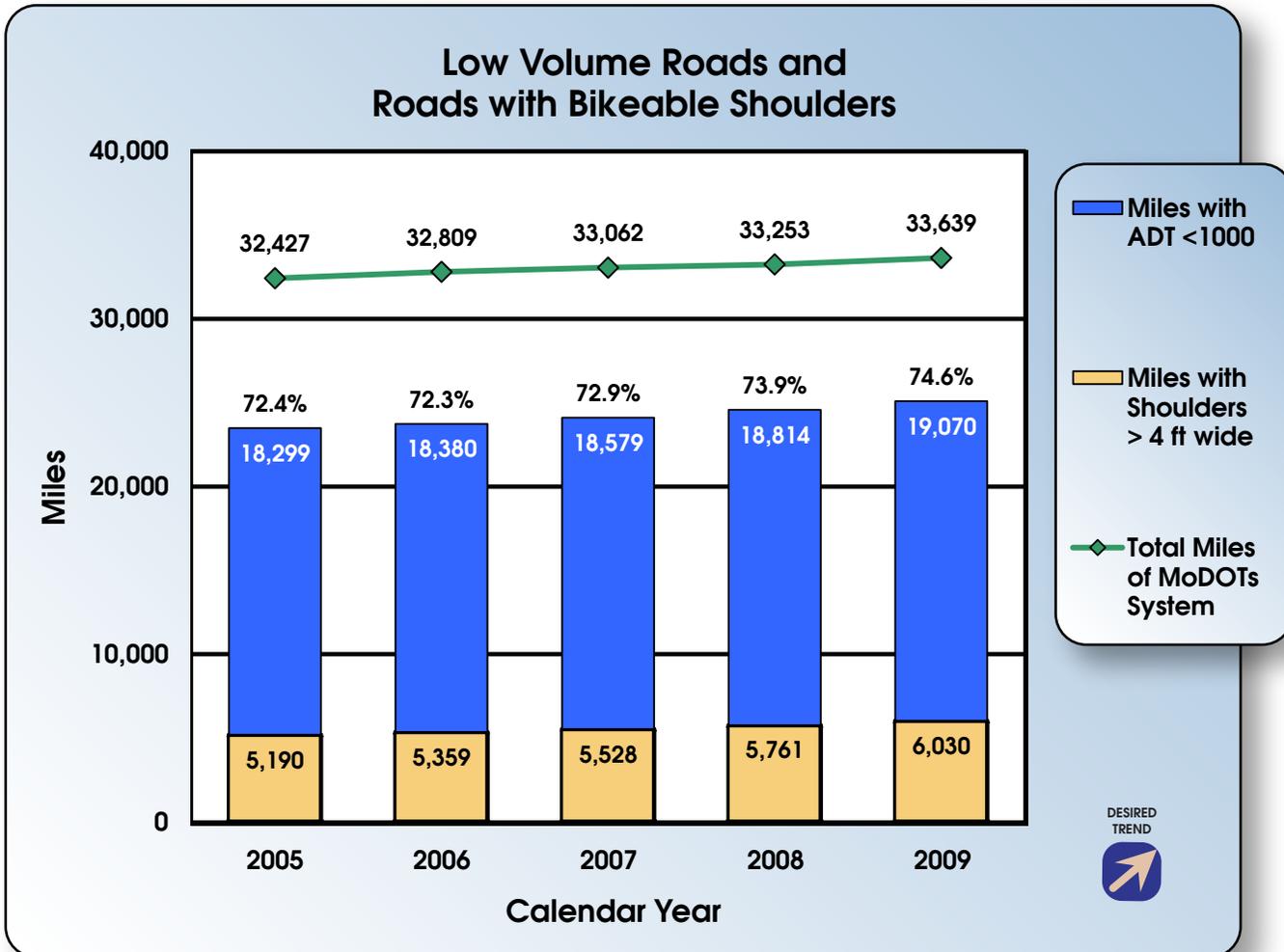
The Katy Trail is being used as a measure of the number of people interested in biking and walking in Missouri. The first graph shows the number of users on the Katy Trail over a six-year time frame. Use of the Katy Trail is collected annually by the Department of Natural Resources.

The second graph shows the miles and percent of MoDOT roads that are low volume and those that have shoulders at least 4-feet wide. Roads with these characteristics are frequently sought out by cyclists who may be commuting, traveling across the state, or enjoying an energetic recreational activity.

Improvement Status:

As MoDOT continues to increase biking and walking opportunities, it is expected that the use of the Katy Trail will reflect the increased interest of Missourians in active transportation. An increase in the miles of roads that are considered bike friendly is the desired trend. Data on miles of bike lanes and shared-use paths will be added when it becomes available.





Number of transit passengers-12d

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Steve Billings, Administrator of Transit

Purpose of the Measure:

This measure gauges the use of public transit mobility services in Missouri. It also provides a historical perspective and trend of public transit service use in Missouri.

Measurement and Data Collection:

The total number of transit passengers is measured by the annual total of one-way unlinked transit trips taken by passengers on public transit vehicles. Data is obtained from urban and rural providers of general public transit services. The non-metro measure is benchmarked to the state of New York, which has a historically high usage of public transit services. The metro measure is benchmarked to Wisconsin, a state with a comparable population. This is an annual fiscal year measure with Missouri data updated in October.

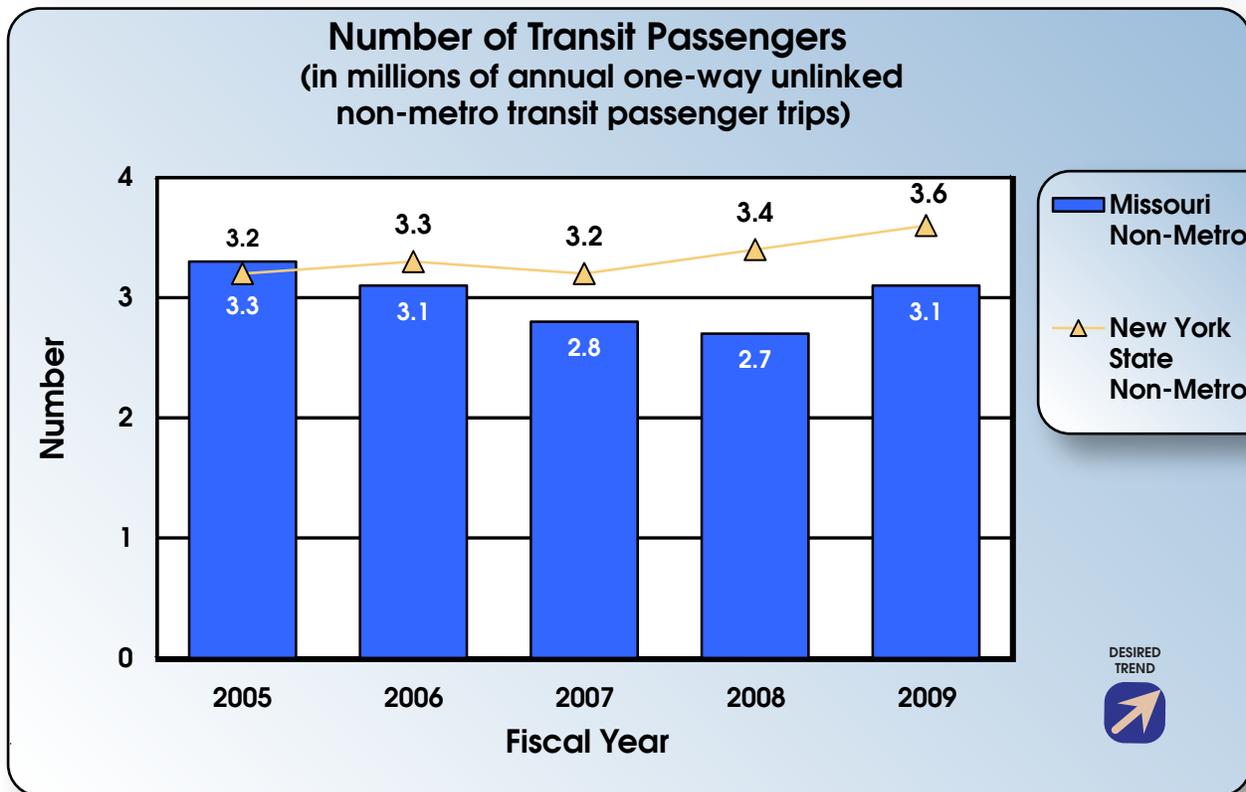
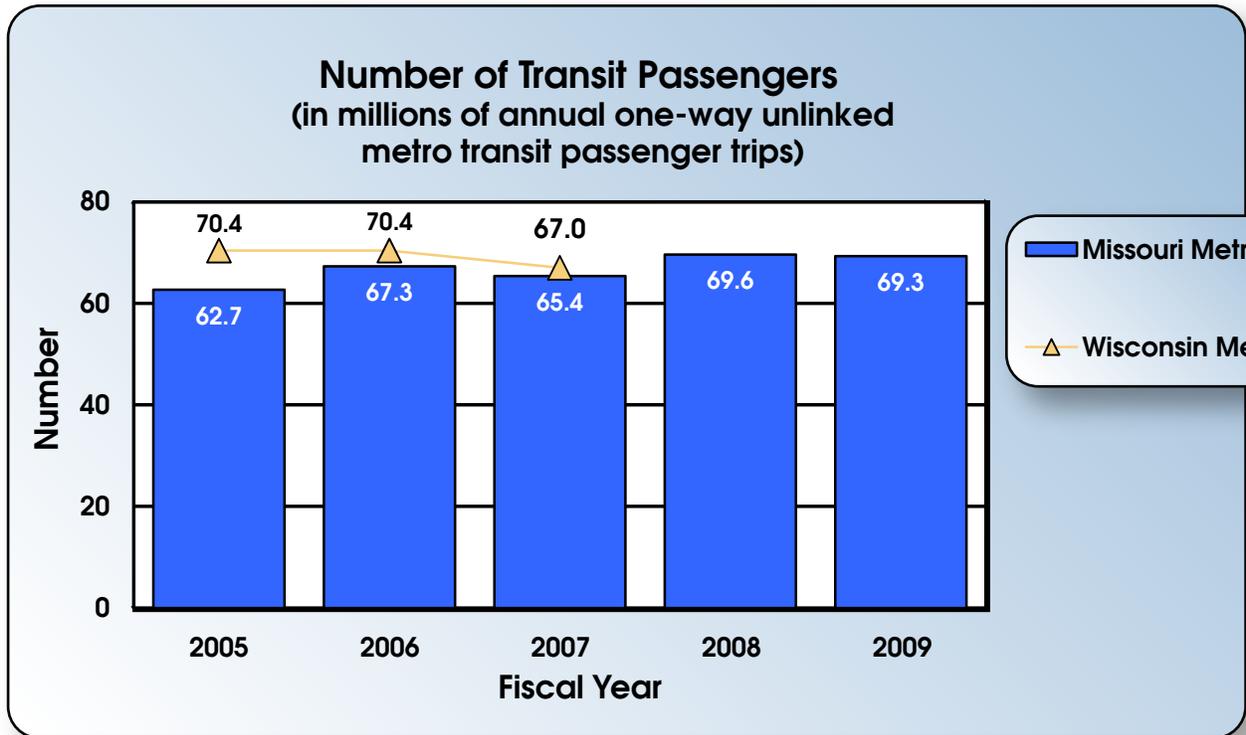
Improvement Status:

In 2009, Missouri's statewide metropolitan transit ridership decreased by 0.3 million one-way unlinked passenger trips compared to the previous year. Annual ridership increased in Kansas City, Columbia

and Joplin, but it declined in St. Louis, St. Joseph, Springfield and Jefferson City. Non-metro (rural) ridership increased by approximately 0.4 million one-way unlinked trips in 2009. Transit systems experienced ridership gains in early state fiscal year 2009 (July 2008) when regular unleaded gasoline approached \$4 a gallon. However, several transit systems relying on local sales taxes for part of their funding saw recession-related declines in those revenues and cut transit services in spring 2009, which led to decreases in passenger use.

Missouri compared 14 percent below New York State's non-metro transit ridership in 2009. New York's rural population in the 2000 Census was 3.4 million or 100 percent greater than Missouri's rural population of 1.7 million. The New York and Wisconsin benchmark data is for the calendar year. Wisconsin metro ridership data is currently only available through 2007. Missouri's metro transit ridership in 2006 – 2007 closely tracked that of Wisconsin.





Average number of days per week rural transit service is available-12e

Result Driver: Brian Weiler, Multimodal Operations Director
Measurement Driver: Steve Billings, Administrator of Transit

Purpose of the Measure:

This measure identifies the average existing public transit service in rural Missouri by indicating the availability of rural mobility services for employment, medical appointments and necessary shopping.

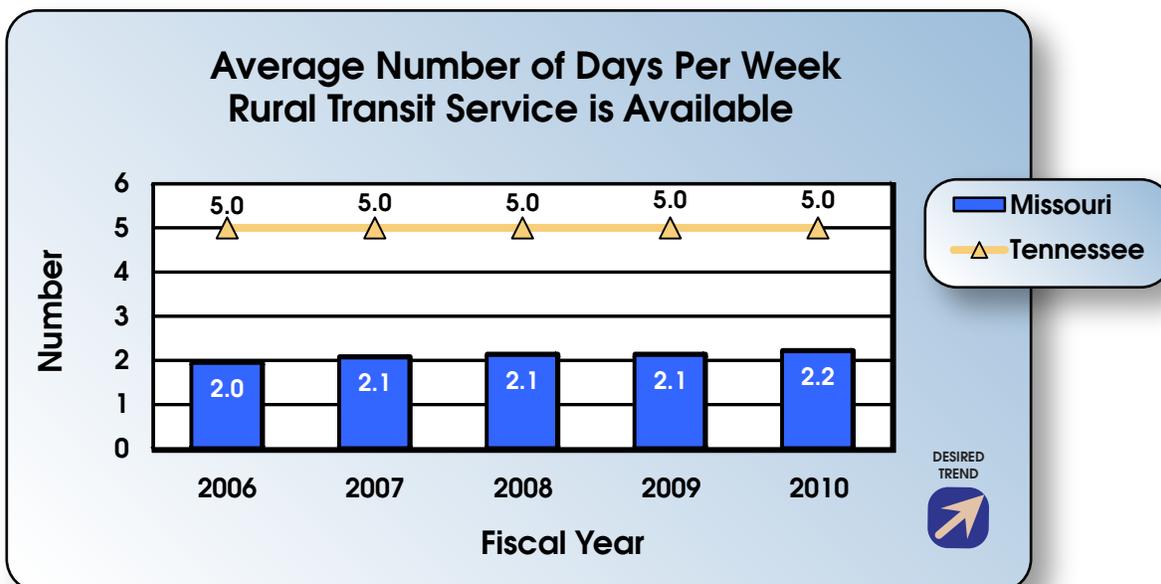
Measurement and Data Collection:

To calculate the statewide average number of days per week rural transit service is available, MoDOT reviews published transit service schedules for each rural Missouri county. MoDOT then averages these daily frequencies within a week’s schedule for available county-wide transit service. Rural transit agencies operate on an annual budget and customarily make transit service changes with the start of a new budget year. This is an annual measure with updates occurring in April. The measure is benchmarked to Tennessee, which has a comparable statewide population and some amount of transit service in every rural county as does Missouri.

Improvement Status:

Rural transit service at a statewide average of two days per week is not sufficient to support full-time employment for its riders. For 2010, Tennessee deployed more days of rural transit service with five-day-a-week service, subject to available seating. Tennessee directs more state funding annually to rural public transportation (\$6.2 million vs. \$1.1 million in Missouri). Tennessee’s transit providers also use pure demand-response dispatching compared to designated daily routes used by OATS and other Missouri providers. However in Missouri’s rural transit providers together delivered 2.8 million trips compared to 1.5 million rural transit trips provided in Tennessee based on their most recent 2007 data.

MoDOT worked with rural transit systems to produce a second rural transit marketing campaign. MoDOT also procured rural transit intelligent transportation system design services to begin projects to increase transit service through scheduling efficiencies.



Number of intercity bus stops-12f

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Steve Billings, Administrator of Transit

Purpose of the Measure:

This measure tracks the number of intercity bus stops. Intercity bus stops represent access points to intercity bus services provided in Missouri by Greyhound, Jefferson Lines, Burlington Trailways and Megabus. More stops among Missouri's 114 counties mean greater access. Fewer stops create a barrier to access by requiring greater traveling distances in order to board an intercity bus.

Measurement and Data Collection:

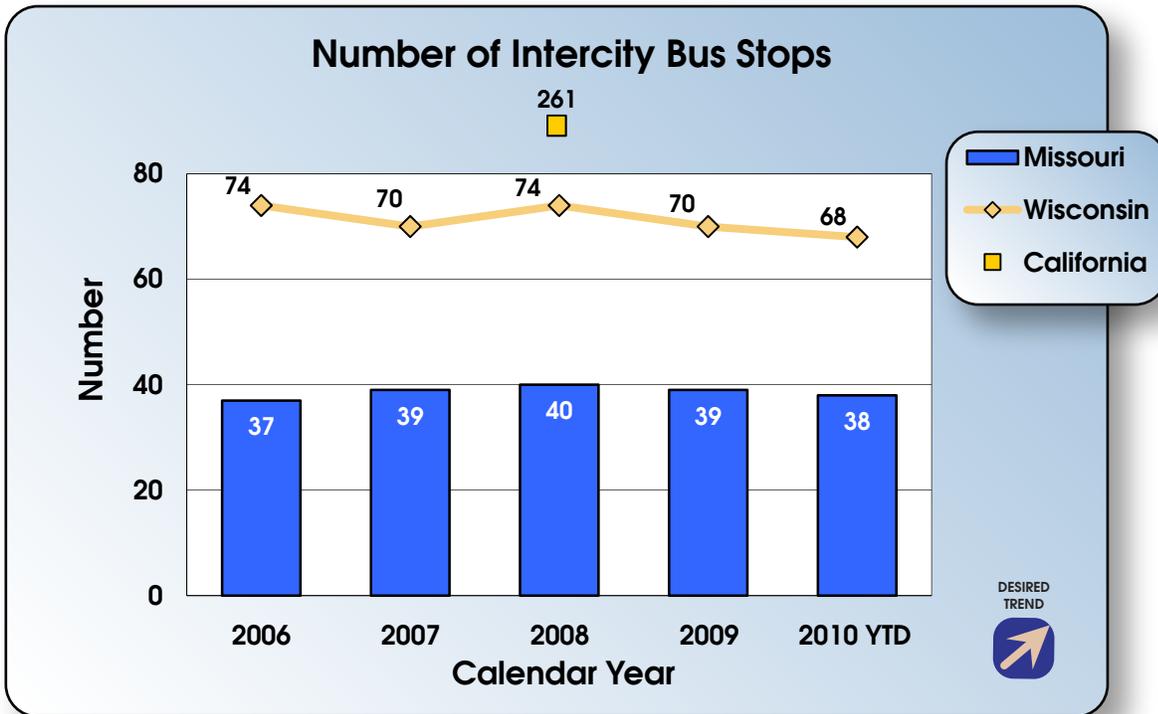
Data on the number and location of intercity bus stops is obtained annually from the national and regional intercity bus carriers. This is an annual measure with quarterly year-to-date updates of the most recent calendar year. The measure is benchmarked to Wisconsin, which has a comparable total statewide population. An additional benchmark to California was added for 2008 data.

Improvement Status:

The number of Missouri's intercity bus stops has stabilized after earlier reductions in Greyhound service. Most of the recent incremental growth in

Missouri's intercity bus service has increased the schedule frequency for cities already receiving service rather than creating new bus stops in unserved areas. Last year, Jefferson Lines moved the Lowry City stop to Collins, and the Winston stop was dropped. The stop at Kansas City's Union Station was dropped early in 2010. Also, a route was discontinued in Wisconsin leading to the loss of seven stops. The California bus stop data of 261 intercity bus stops is derived from a 2008 rural intercity bus study concluded that year.

A MoDOT two-year statewide intercity bus study concluded in April. The study's final report recommends improvements for intercity bus stop locations, increased marketing of available services and creation of bus service on the U.S. 36 corridor across northern Missouri, the U.S. 60 corridor across southern Missouri and the U.S. 63 corridor through central Missouri. Annualized Missouri intercity bus passenger ridership was estimated at 200,000 trips per year.



Number of rail passengers- 12g

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Rod Massman, Administrator of Railroads

Purpose of the Measure:

This measure tracks the number of people using the Amtrak train service in Missouri. It includes those taking a train trip at any point within the state, which counts those riding on the state-supported passenger rail trains between Kansas City and St. Louis, the national trains that run through the state and the St. Louis-to-Chicago trains.

For comparison purposes, the state of Washington's train data is shown based on the state's similar size, population and the fact that Washington has both national- and state-supported trains. Washington's "Cascades" train service is a national model because the state invests millions of dollars in both infrastructure and operations each year.

Measurement and Data Collection:

Amtrak provides the number of passengers per train in Missouri on a monthly basis. MoDOT's Multimodal Operations Division's Railroad Section tabulates the numbers, and the data is updated quarterly.

Improvement Status:

The months of April - June 2010 showed an increase of 9 percent over the same months in 2009. For fiscal year 2010 ending June 30, 2010, the total performance is 7 percent more than the figure for fiscal year 2009. MoDOT continued its publicity efforts through new roadside signs, news releases, (including the popular "Catch-a-train-catch-a-game contest"), a wide-ranging distribution of train schedules and use of the department's dynamic message signs along the interstate system. These efforts, along with an increase in much better on-time performance – such as 89 percent in April, 92 percent in May and 88 percent in June – helped increase passenger numbers.

The track Amtrak operates on is owned by the Union Pacific Railroad and is a heavily used freight line with normally more than 50 trains a day. This makes it difficult to easily "flow" the trains for on-time performance. In response to this continual problem, MoDOT commissioned a study for freight and passenger capacity improvements on the Union Pacific line between St. Louis and Kansas City. This study was completed in July 2007 and contained

many options for infrastructure improvements mostly between Jefferson City and Kansas City.

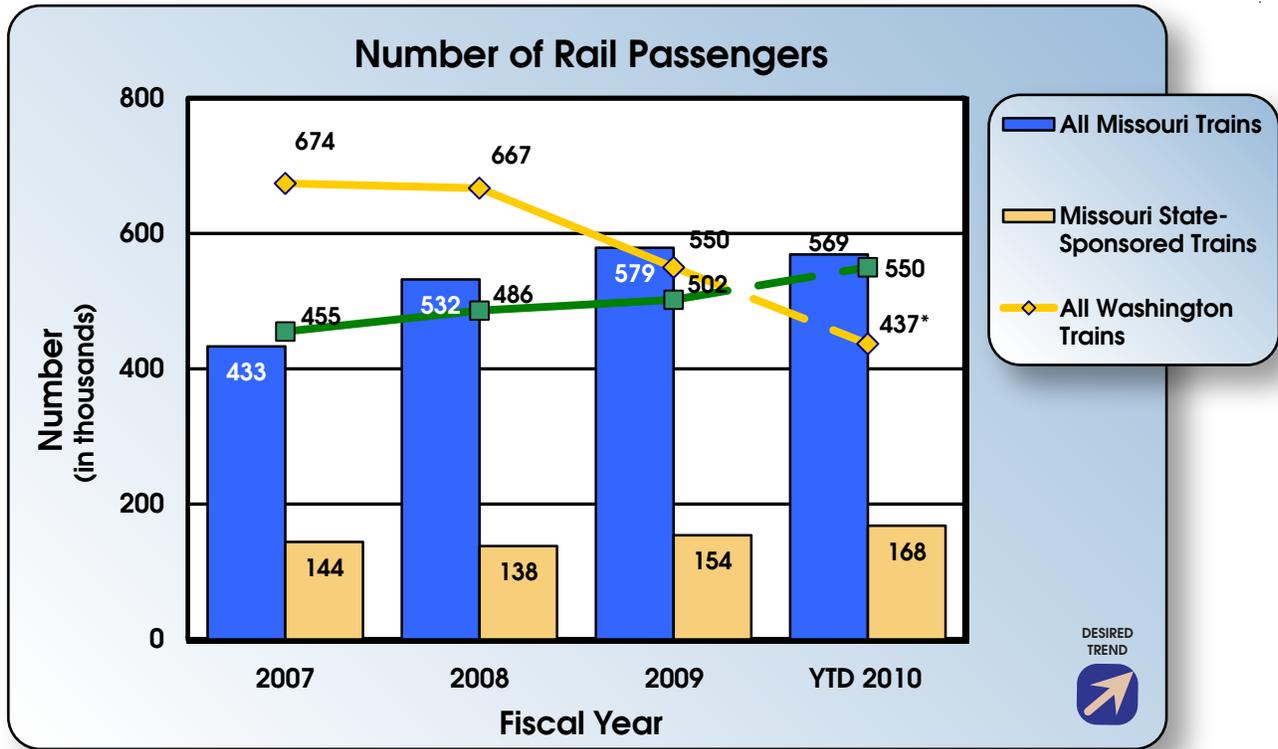
The first project completed was the California siding in 2009, and it has been frequently credited with keeping on-time performance at an acceptable rate. However, the siding was only the beginning of a long list of shovel-ready rail projects on this route that will eventually make dramatic improvements.

The federal American Recovery and Reinvestment Act (ARRA) of 2009 provided new funding possibilities for improving passenger rail service by targeting track infrastructure improvements that will increase fluidity and decrease delays. The Federal Railroad Administration announced in early 2010 that Missouri's applications for the shovel-ready competitive project grants were among the winners.

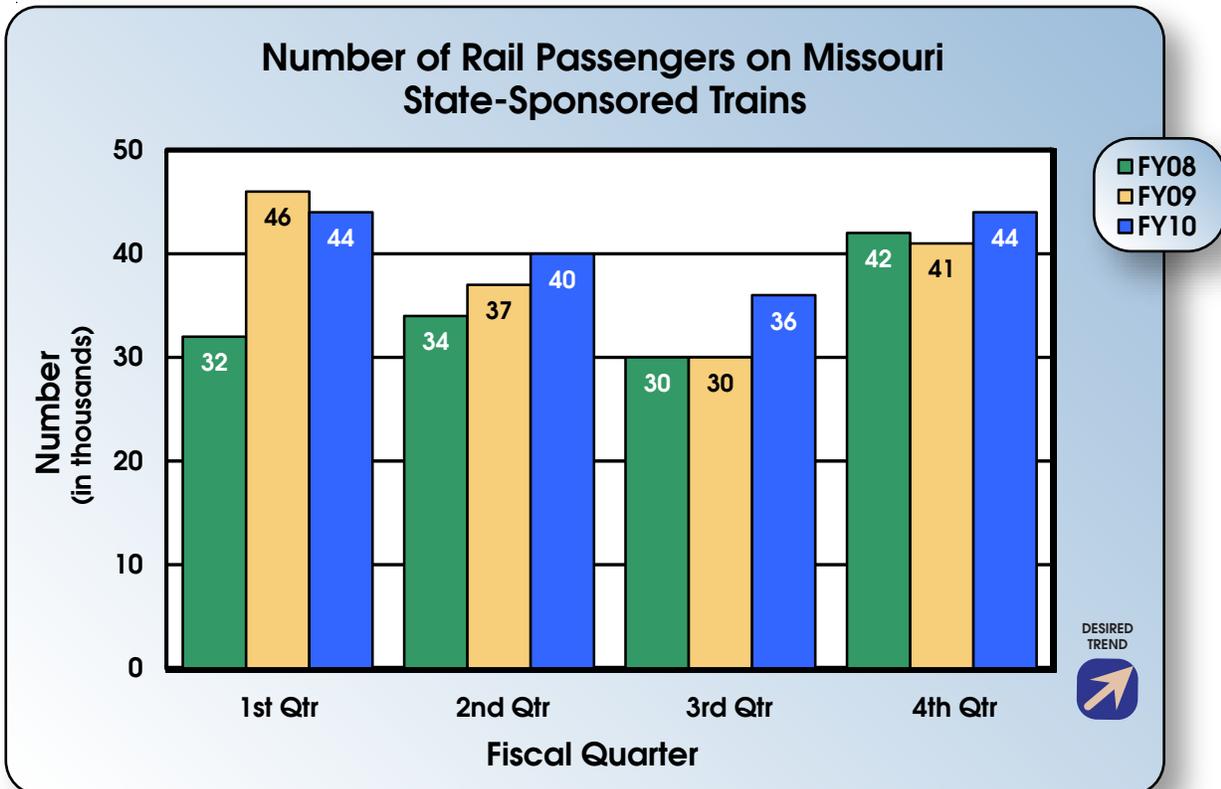
Nine of the 10 infrastructure projects applied for were completely funded by a combination of mostly federal, railroad and some state funds. The shovel-ready projects were a package of crossing improvements, a universal crossover at Kirkwood and a second bridge over the Osage River. Much of the background and final environmental documents for these projects were completed this quarter. The new improvements (along with Union Pacific's prior improvements) will profoundly impact the reliability of the service's performance.

A second group of planning applications was also granted to plan six more miscellaneous projects along the route. All of these projects are currently in various stages of grant agreement/design finalization/review, some in preparation for construction and some for preparation to resubmit projects in future application opportunities.

An application for a comprehensive state rail plan was also filed this quarter, which also includes passenger rail goals. Each of the previously mentioned project applications follows the general aims of the study, which are to remove bottlenecks and to increase on-time performance that make rail passenger service better and more easily accessible.



*The figure for "All Washington Trains" is for June 2010 through March 2010 because YTD data unavailable.



Number of passengers and vehicles transported by ferryboat-12h

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Sherrie Turley, Waterways Program Manager

Purpose of the Measure:

This measure tracks information regarding use of ferryboat services in Missouri.

Measurement and Data Collection:

Missouri's two ferry services submit a monthly report that includes information on the number of passengers and vehicles, the cost for providing the service and the reasons for any service disruption. This measure is updated on a quarterly basis.

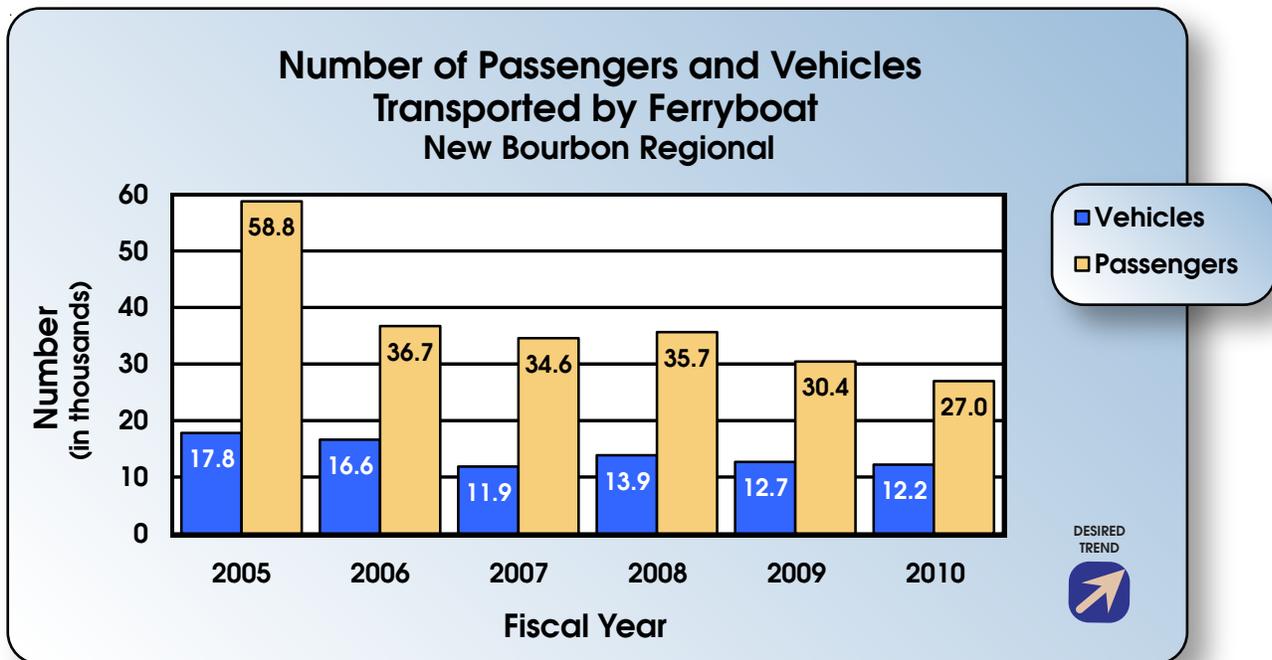
Improvement Status:

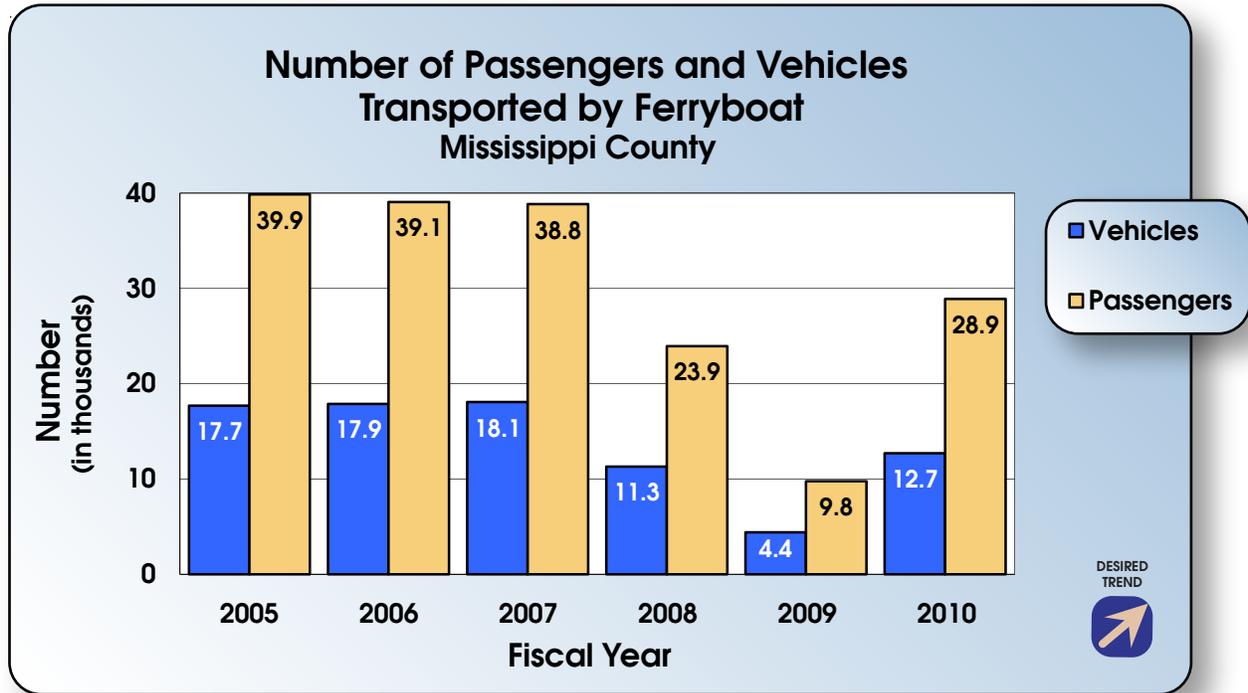
The New Bourbon ferryboat operated 289 days in fiscal year 2010 compared to 318 days in fiscal year 2009. The ferry transported 12,182 vehicles in fiscal year 2010 compared to 12,654 in fiscal year 2009 for a decrease of 4 percent. The number of passengers decreased from 30,432 in fiscal year 2009 to 26,958 in fiscal year 2010 for a decrease of 11 percent. Federal funds are being used to construct a high-

water mooring for the ferry equipment. Construction will begin as soon as river levels allow.

The Mississippi County ferryboat was closed during the first half of fiscal year 2009 so comparisons are made to fiscal year 2008. The service operated 266 days in fiscal year 2010 compared to 251 days in 2008. The ferry transported 12,705 vehicles in fiscal year 2010 compared to 11,305 vehicles in 2008 for an increase of 11 percent. The number of passengers increased from 23,929 in fiscal year 2008 to 28,896 in 2010 for an increase of 21 percent.

The Mississippi County Port received grant funding through the Federal Ferryboat Discretionary Program to install new engines and purchase a larger barge to increase capacity. A marine architect is designing the barge.





State funding for multimodal programs-12i

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Lisa Hueste, Resource Management Specialist

Purpose of the Measure:

This measure provides the history of state funding appropriated by the Missouri state legislature for multimodal programs that include transit, rail, air and waterways.

Measurement and Data Collection:

This is an annual measure updated each July. State funding for multimodal programs is determined by the amount of revenue the state collects each year. MoDOT has several funds dedicated to multimodal programs for assisting Missouri citizens. In addition, multimodal programs also receive General Revenue funding. The spending of funds throughout the fiscal year must be requested and authorized by MoDOT and the state legislature. The legislature may also deal with funding issues for spending through bills filed by the General Assembly.

Improvement Status:

State funding for Multimodal programs increased as a result of action taken during the 2010 legislative session. Overall, the programs received \$23.2 million for fiscal year 2011, an increase of \$6 million more than fiscal year 2010.

State funding for transit increased \$1.6 million more than fiscal year 2010. The Kansas City Area Transportation Authority (KCATA) received \$3 million in one-time funds. Declining revenues in General Revenue and the State Transportation Fund decreased the Transit and Missouri Elderly and

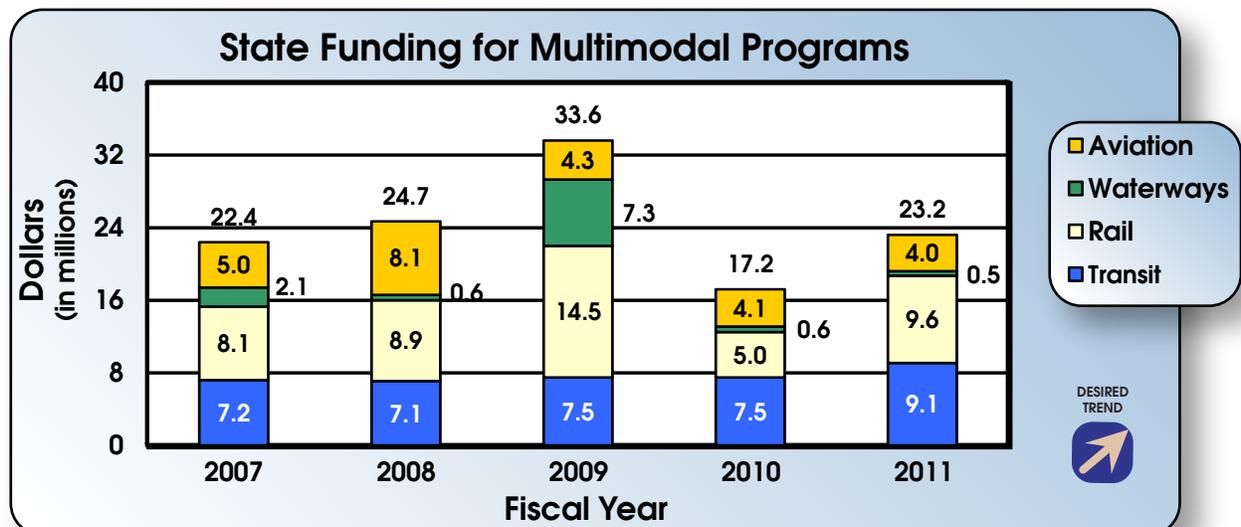
Handicapped Transportation Assistance programs \$1.4 million for fiscal year 2011. In addition, the governor has withheld funds in the amount of \$6 million from both the transit program and KCATA because revenues have declined further since the legislative session ended.

State funding for rail increased \$4.6 million more than fiscal year 2010. Funding for daily rail service provided by Amtrak in 2011 was switched by legislators from \$5.5 million of federal funding to state funding. At the same time, legislators decreased this amount 10 percent, or \$900,000, from fiscal year 2010. Total funding decreased from \$9 million in 2010 to \$8.1 million in 2011.

Waterways funding was decreased \$100,000 due to declining revenues.

The aviation program decreased \$100,000 due to declining revenues. Revenue for the aviation jet fuel tax has declined 49 percent, or \$4.1 million, since 2008.

MoDOT and its external multimodal program partners informed legislators of the importance of how multimodal programs can effectively use state funds. The programs improve economic development and provide needed services for Missouri's citizens.



Percent of customers satisfied with transportation options-12j

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Eric Curtit, Long-Range Transportation Planning Coordinator

Purpose of the Measure:

This measure provides information about the public's perception of MoDOT's performance in providing transportation options other than Missouri's personal vehicle.

Measurement and Data Collection:

This is an annual measure. Data is collected through a telephone survey each May from interviews of approximately 3,500 randomly selected adult Missourians with an overall margin of error of plus minus 2 percent.

Improvement Status:

Seventy-one percent of MoDOT's customers are satisfied with transportation options in Missouri. This measure increased by 8 percent from last year's results. There was a 8 percent increase in customers who strongly agree they are satisfied with transportation options. This marks the first time in

more than five years that more Missourians strongly agree with transportation options than agree.

The increase in satisfied customers from 2008- 2010 can be attributed to several factors. During the last year, the residents of the St. Louis region passed a ballot initiative to increase transit service and MoDOT received American Reinvestment and Recovery Act funds to improve passenger rail service between St. Louis and Kansas City.

MoDOT continues to emphasize transportation improvements in all modes including increased services to public transportation, more reliable passenger rail service and port enhancements. Gas prices remain below peak levels experienced in 2008, and this appears to correlate with Missourians satisfaction regarding transportation options.

