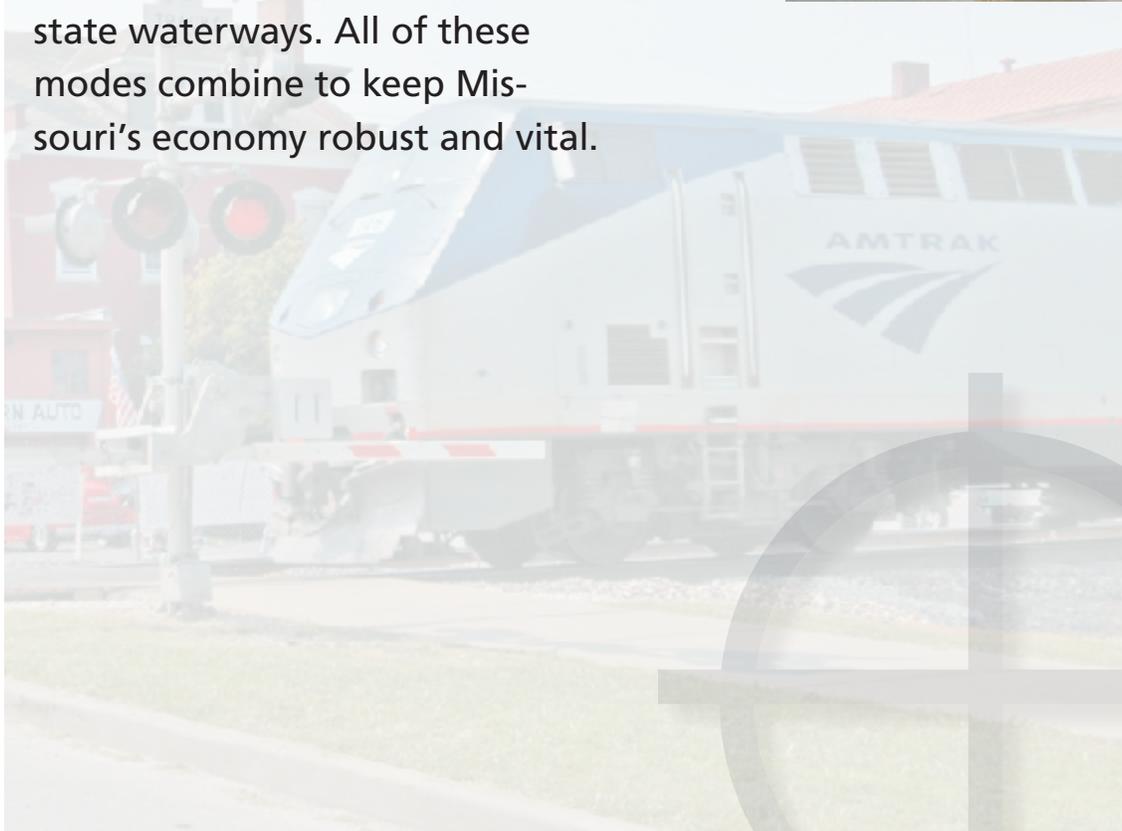

Easily Accessible Modal Choices

*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.



Easily Accessible Modal Choices

Number of airline passengers

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 to help determine airports' capital improvement funding levels.

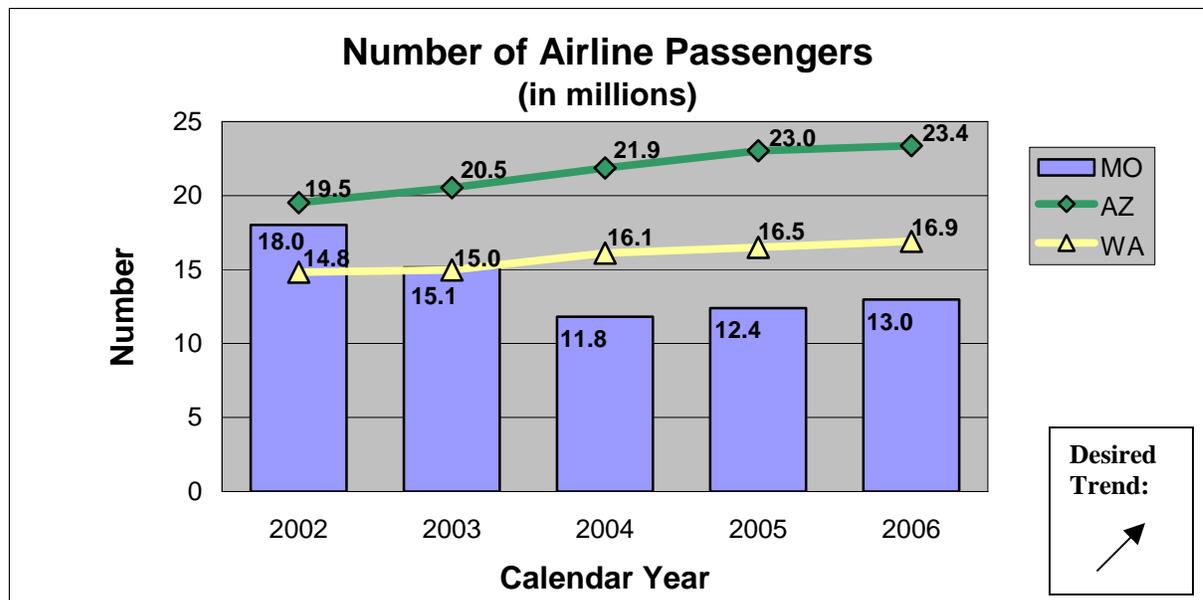
Measurement and Data Collection:

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.

Improvement Status:

The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003) and the effects of 9/11, in part, have contributed to the decrease in airline passengers from 2002 to 2004. The reduction in American's flights at Lambert has negatively impacted growth in passenger boardings in St. Louis and in Missouri as a whole. Also, increases in airline operational costs, fluctuations in airline performance and scheduling, and airline bankruptcy filings pose challenges to communities seeking enhanced air carrier service. Airline passengers have increased approximately 4.7 percent in Missouri from 2005 to 2006.

MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of the assets. The cities of Joplin and Springfield are constructing new terminal buildings to accommodate airline passengers.



Easily Accessible Modal Choices

Number of daily scheduled airline flights

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Joe Pestka, Administrator of Aviation

Purpose of the Measure:

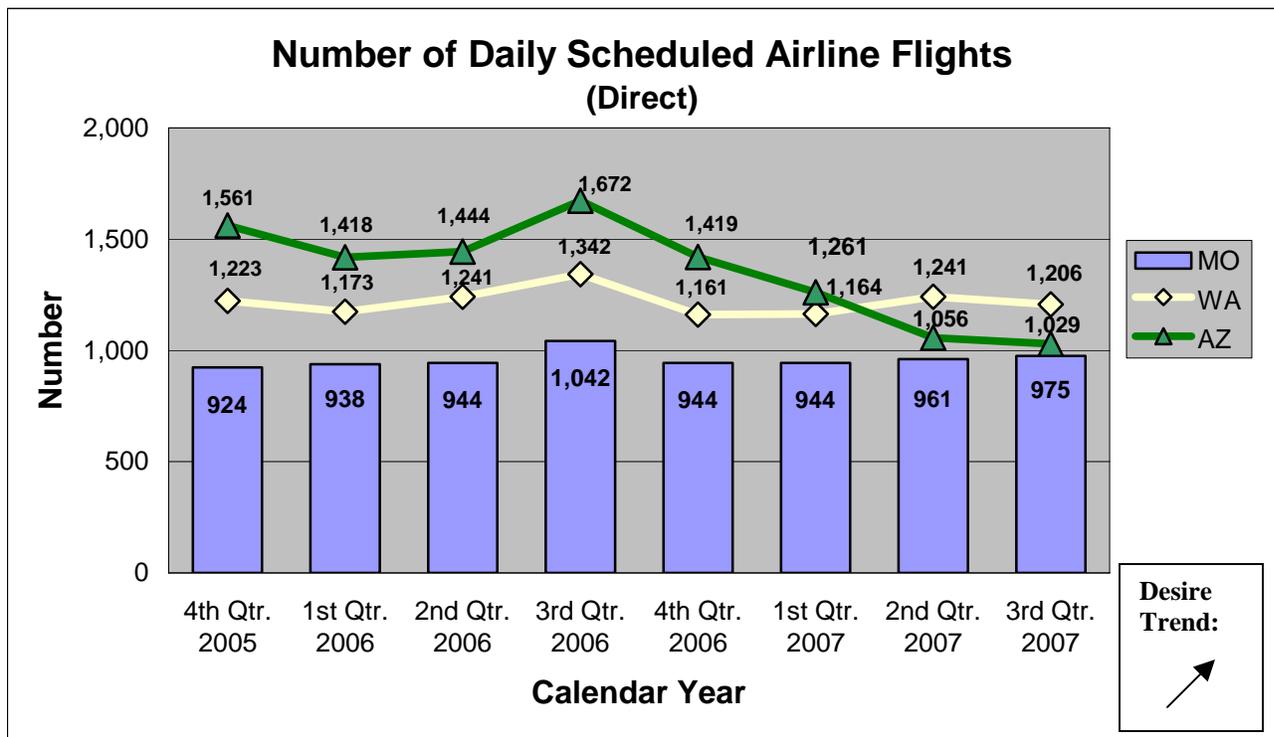
This measure tracks the number of airline flights. The data assists in determining options available to the traveling public. It provides an indication of the airline industry's economic stability in Missouri.

Measurement and Data Collection:

A direct scheduled airline flight is a take-off by a scheduled commercial air carrier. A direct flight has the same flight number and is flying to one or more destinations. Data is being collected from seven airports in the state that presently accommodate scheduled airline flights. These airports are: St. Louis Lambert International, Kansas City International, Springfield-Branson, Joplin, Columbia, Waynesville and Cape Girardeau. Comparison data has been collected for the commercial airports in Arizona and Washington. These two states were selected based on similar populations in 2004. The data is collected from the Official Airline Guide. The flights are tracked on a monthly basis with a daily snapshot collected for each month and are then averaged on a quarterly basis.

Improvement Status:

The number of daily scheduled airline flights in Missouri peaked in the third quarter of 2006 at 1,042. (The third quarter includes the summer travel months of July, August and September.) Daily scheduled airline flights in Missouri have increased slightly from the second quarter of 2007 (961) to the third quarter of 2007 (975), while there has been a decrease in flights experienced for the same time period in Washington and Arizona. MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area Aviation System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of the assets. MoDOT is also conducting a study to review regulatory issues related to air service.



Easily Accessible Modal Choices

Number of business-capable airports

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Joe Pestka, Administrator of Aviation

Purpose of the Measure:

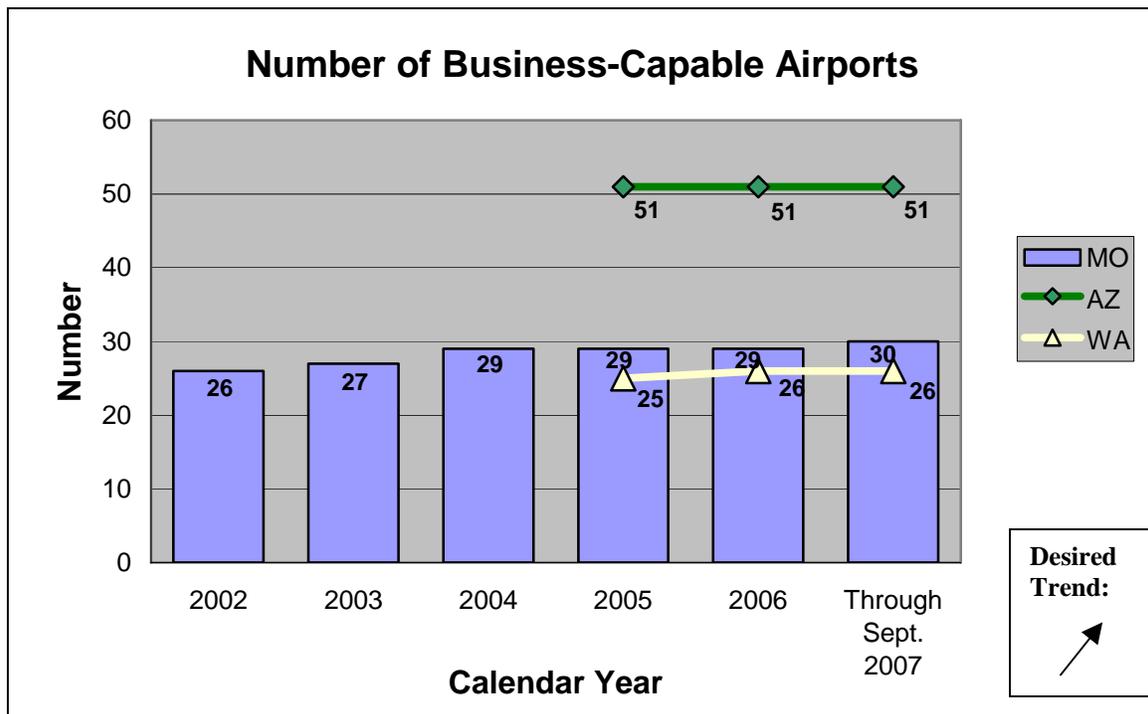
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

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. Since 2002, four additional airports in Missouri have either extended or constructed runways of 5,000 feet or greater. This increase allows additional communities and an increased population area greater exposure to business-capable airports. Comparison data starting in 2005 has been collected from the states of Washington and Arizona. These states have a population similar to Missouri. Geographically, Washington 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 records.

Improvement Status:

The State Airport System Plan Update and the annual development of MoDOT's Statewide Transportation Improvement Plan identify airports that meet the demand criteria and would support the development of a 5,000-foot runway. A new business-capable airport is under construction in Branson West, and the city of Marshall is extending the runway at the Marshall Memorial Municipal Airport to 5,000 feet. The city of Dexter recently completed a runway extension to 5,000 feet at the Dexter Municipal Airport bringing the total of business-capable airports in Missouri to 30.



Easily Accessible Modal Choices

Number of transit passengers

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 an historical perspective and trend of public transit service use in Missouri.

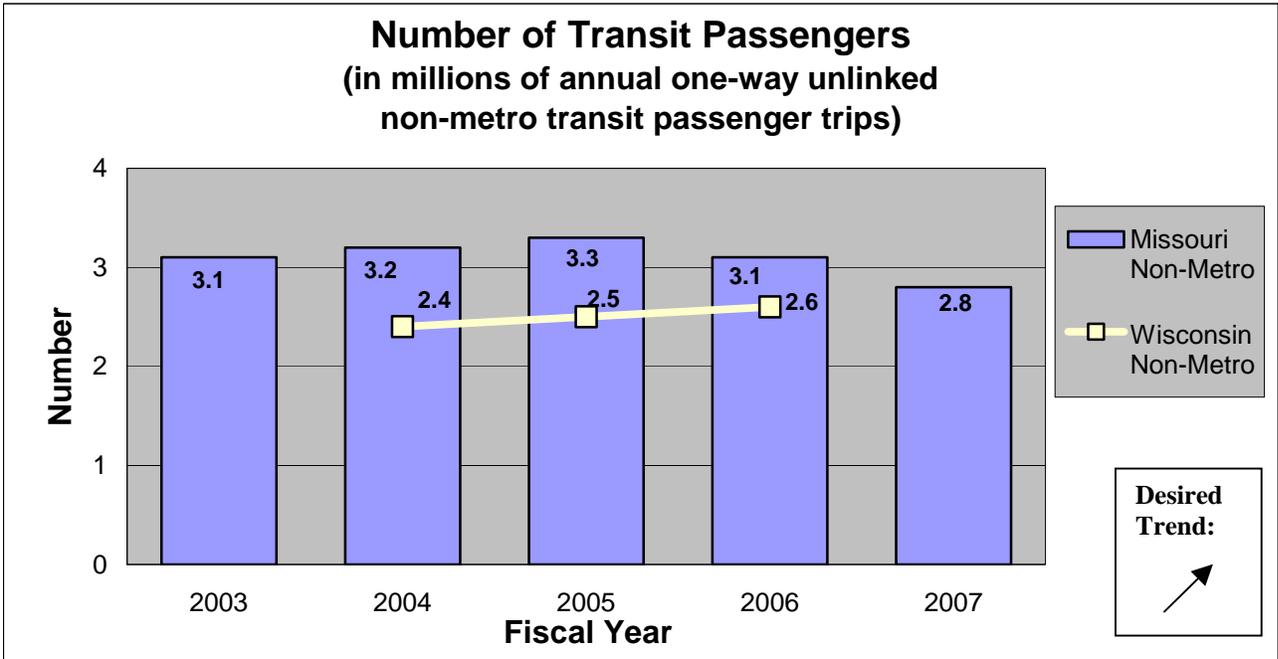
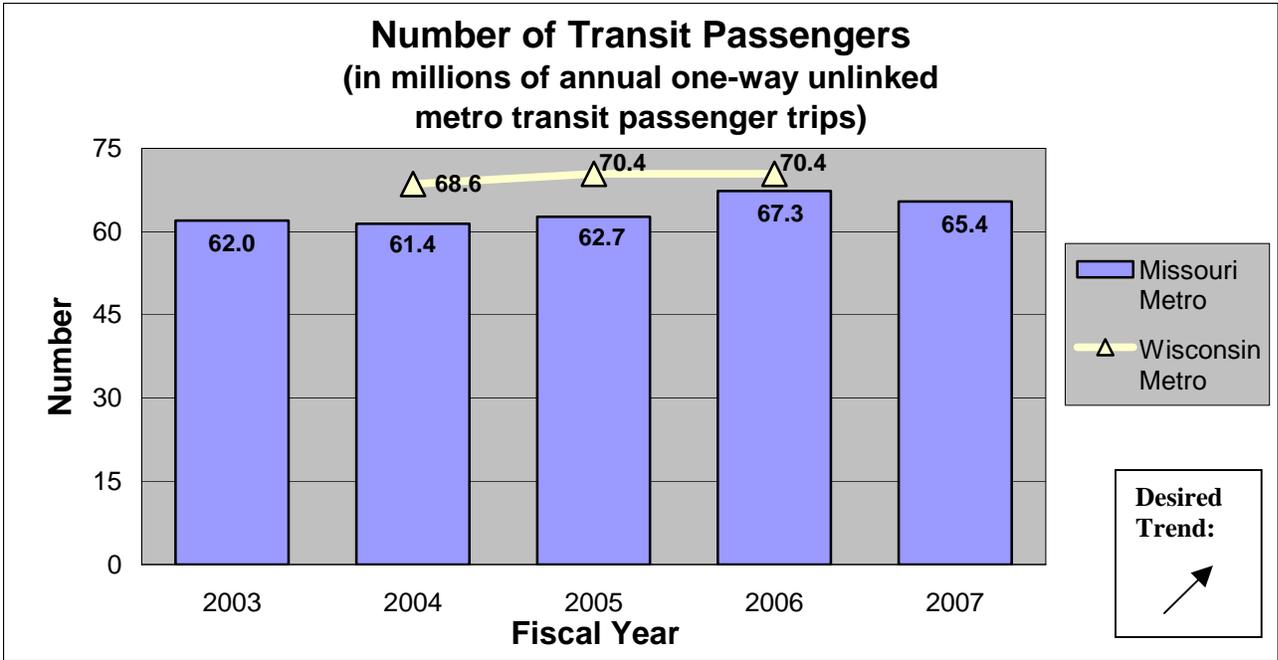
Measurement and Data Collection:

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 2004-2006 measures are benchmarked to Wisconsin, which has a comparable total statewide population. This is an annual measure with Missouri data updated in October. Wisconsin's 2007 fiscal year data is by the calendar year, so this data is not available until mid-2008.

Improvement Status:

In 2007, metro ridership statewide decreased by 1.9 million trips as compared to 2006. However, riders took more annual transit trips in all of Missouri's metro transit systems, except St. Louis and Joplin. In St. Louis, the ridership gains from the opening of the MetroLink cross-county light rail extension were more than offset by the decline in ridership on MetroBus due to a system-wide fare increase. Non-metro (rural) ridership decreased from 3.1 million trips in 2006 to 2.8 million trips in 2007. Of the 28 rural transit systems in Missouri, 12 of the systems experienced ridership gains, and the remainder experienced reductions in ridership. Virtually all of the net loss in rural transit use came as a result of curtailed services for work-related trips cut as a consequence of decreased funding to Missouri in the federal Job Access and Reverse Commute Program.

Missouri compared favorably to Wisconsin's rural transit ridership in 2004-2006. Wisconsin's transit ridership statewide increased in 2006, largely due to greater transit use in Milwaukee. For 2008, the Missouri Legislature appropriated an additional \$150,000 to Springfield to partially offset a decrease of federal transit operating assistance. In September 2007, the Missouri Highways and Transportation Commission approved a general revenue transit funding increase for 2009 to help replace the reduced federal funds in the Job Access and Reverse Commute Program. MoDOT continues working with transit providers in developing a second Missouri Rural Transit Marketing Campaign. Marketing development meetings began in December 2006. Marketing videos were shot in June 2007, and the advertising materials were distributed to rural transit systems in October 2007.



Easily Accessible Modal Choices

Average number of days per week rural transit service is available

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.

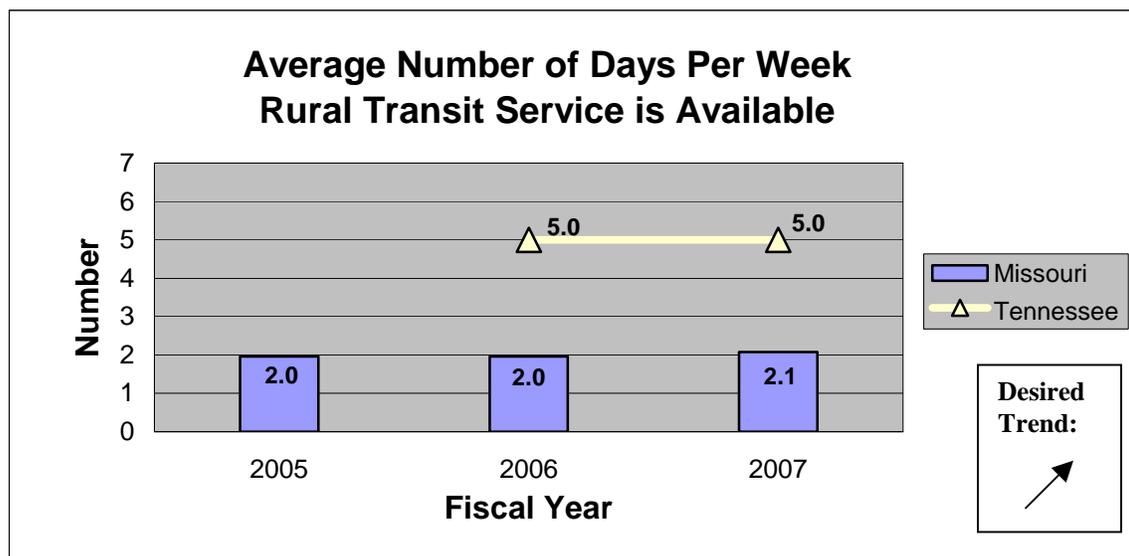
Measurement and Data Collection:

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 and 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 2007, 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 (\$7 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 2005, Missouri's rural transit providers together delivered 3.3 million trips compared to 1.4 million rural transit trips provided in Tennessee.

MoDOT has worked with rural transit systems to produce a second rural transit marketing campaign with advertising tools distributed in October 2007. MoDOT also procured rural transit intelligent transportation system design services to increase service through scheduling efficiencies. Meetings to identify specific ITS technologies and quantities took place in early October 2007. In September 2007, the Missouri Highways and Transportation Commission approved a \$12 million 2009 budget request to increase rural transit service average to three days a week.



Easily Accessible Modal Choices

Number of intercity bus stops

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 by Greyhound, Jefferson Lines, Burlington Trailways, and most recently, Megabus. More stops among Missouri's 114 counties means greater access. Fewer stops create a barrier by requiring greater traveling distances in order to board an intercity bus.

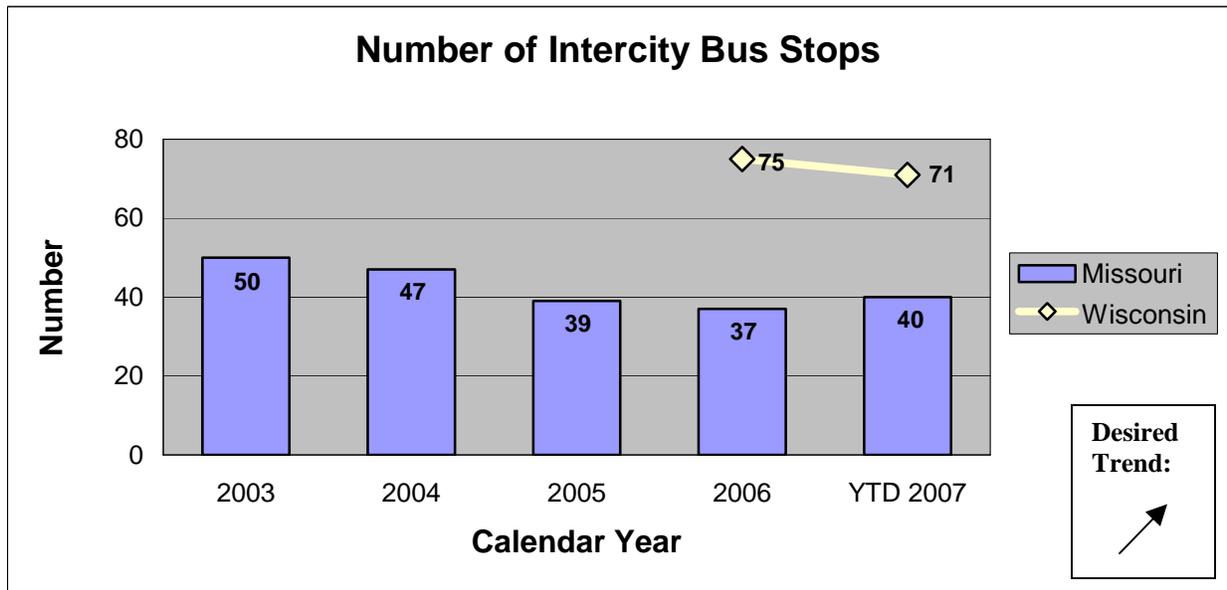
Measurement and Data Collection:

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 2006 and 2007 measures are benchmarked to Wisconsin, which has a comparable total statewide population.

Improvement Status:

The number of Missouri's intercity bus stops has stabilized after a decline due to changes in Greyhound service. Bus stops were added in Kansas City and St. Louis in April 2007 with the start of Megabus service. However, the Megabus stop locations do not allow for direct transfers to other intercity bus carriers. Also, the Megabus route makes no intermediate stops between Kansas City and St. Louis. During the last quarter, Jefferson Lines added a stop in Warrensburg.

Wisconsin has seen a loss of four additional Greyhound stops in the past quarter. MoDOT worked with Jefferson Lines to procure two buses that were delivered in December 2006 and awarded a grant in August 2007 for a third Jefferson Lines bus for service in Missouri.



Easily Accessible Modal Choices

Number of rail passengers

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. This includes those taking a train trip in Missouri 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, which are partly supported by the state of Illinois.

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 model for the nation because the state invests millions of dollars in both infrastructure and operations every year.

Measurement and Data Collection:

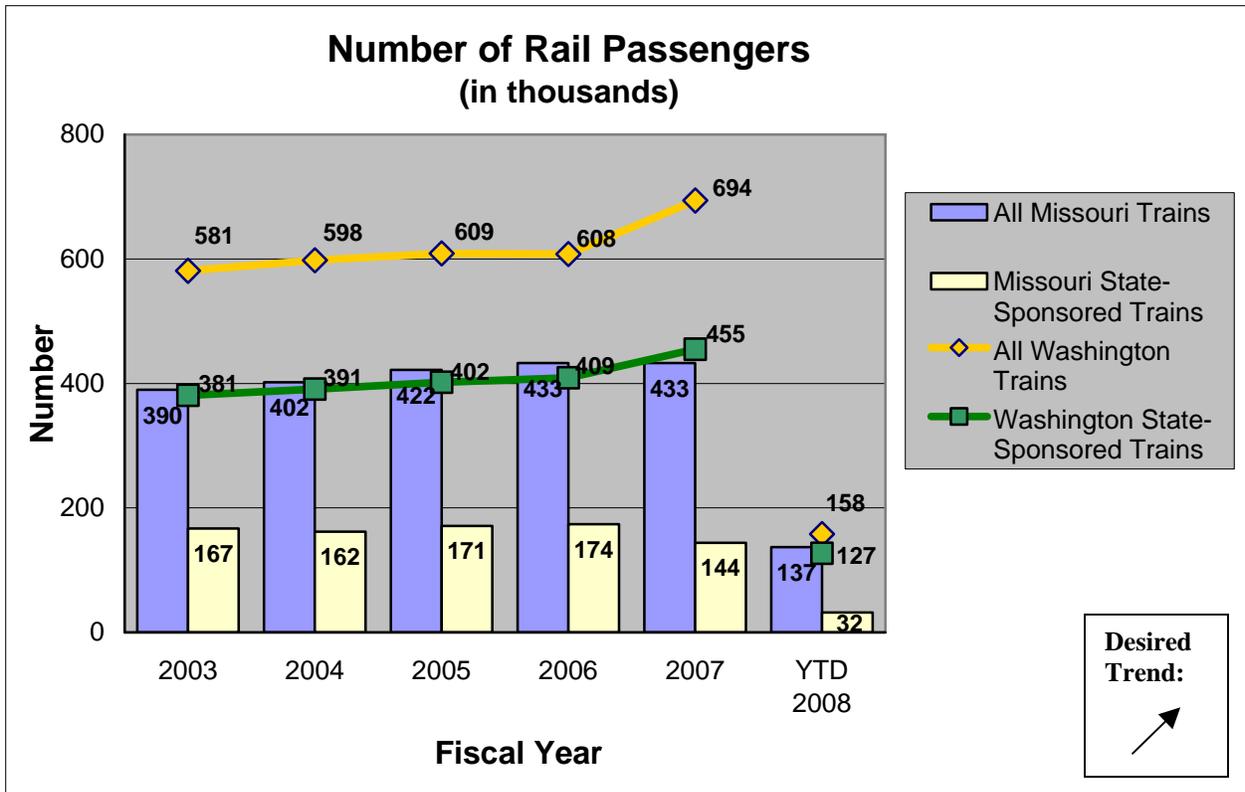
Amtrak provides the number of passengers per train in Missouri on a monthly basis. MoDOT's Multimodal Operations Division's Railroad Section then tabulates the numbers. Data is updated quarterly.

Improvement Status:

The first three months of fiscal year 2008 showed a decrease of about 23 percent over the same months in the previous year and continues a decline that began in May 2006 on the St. Louis-to-Kansas City route. The increased freight rail congestion explains the decrease from an external viewpoint, and the difficulty of maintaining a reliable on-time performance is another huge factor. Internally, MoDOT increased publicity efforts through new roadside signs, news releases, a wide-ranging distribution of train schedules, a focus on college students. These efforts, along with a variety of other new publicity efforts such as combining appearances at rail safety fairs with Amtrak information and ticket giveaways, and the use of portable message signs at rest areas, will continue to be implemented in efforts to raise passenger numbers.

A major track work program by Union Pacific during the summer of 2006, and another that began in April 2007 and ended in July 2007 on the St. Louis-to-Kansas City route is the major cause of poor on-time performance. During the track work program, a lack of track to pass trains caused major tie-ups. In response to this continual problem, MoDOT commissioned a study for possible 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 along the line to improve fluidity. The Missouri Highways and Transportation Commission approved the September 2007 request to ask the Missouri Legislature to fund some of the study's components as part of a multimodal funding package.

The proposal contains a three-step approach to improving passenger rail service in Missouri: 1) targeted track infrastructure improvements to increase fluidity and decrease delays; 2) promotional efforts to increase overall awareness in the state that the service is available; and 3) an LED-signage program at every station to inform passengers of current train status in order to decrease uncertainty to passengers in terms of arrival and departure times. This proposal, along with Union Pacific's ongoing infrastructure improvements at the Gasconade and Osage Rivers' bridges, could have a profound impact on the reliability of the service's future.



Easily Accessible Modal Choices

Number of passengers and vehicles transported by ferryboat

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Sherrie Martin, 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.

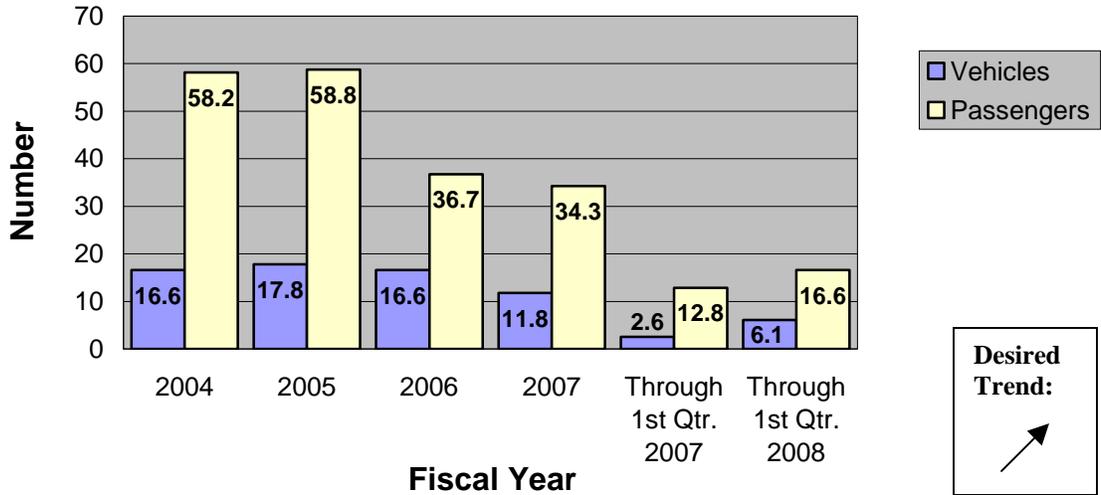
Improvement Status:

The New Bourbon ferryboat started fiscal year 2008 with a much-improved first quarter. In the first quarter of 2007, the service carried 2,559 vehicles compared to 6,094 in 2008 for a 138 percent increase. The number of passengers for first quarter 2007 was 12,839 compared to 16,585 in 2008 for a 29 percent increase. The service operated seven more days in first quarter 2008 than in 2007. The ferry service collected statistical data by survey from August 25 through September 25 as to ridership by state. This data will be used to request financial participation from the state of Illinois as matching funds for the state of Missouri.

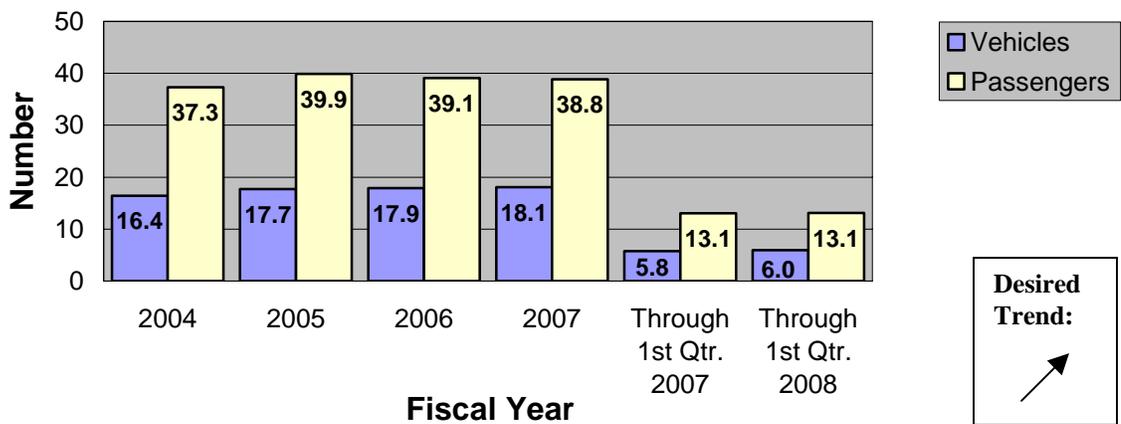
The Mississippi County ferryboat started the 2008 fiscal year with a modest 3 percent increase in vehicle traffic since fiscal year 2007. In 2007, the service carried 5,769 vehicles compared to 5,954 in 2008. The number of passengers increased from 13,069 in 2007 to 13,088 in 2008. The service operated the same number of days.

MoDOT submitted applications to the Federal Highway Administration for the Federal Ferry Boat Discretionary Program to increase the capacity of both services. However, the applications were not funded.

Number of Passengers and Vehicles Transported by Ferryboat New Bourbon Regional (in thousands)



Number of Passengers and Vehicles Transported by Ferryboat Mississippi County (in thousands)



Easily Accessible Modal Choices

State funding for multimodal programs

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Lisa Hueste, Senior Resource Management Analyst

Purpose of the Measure:

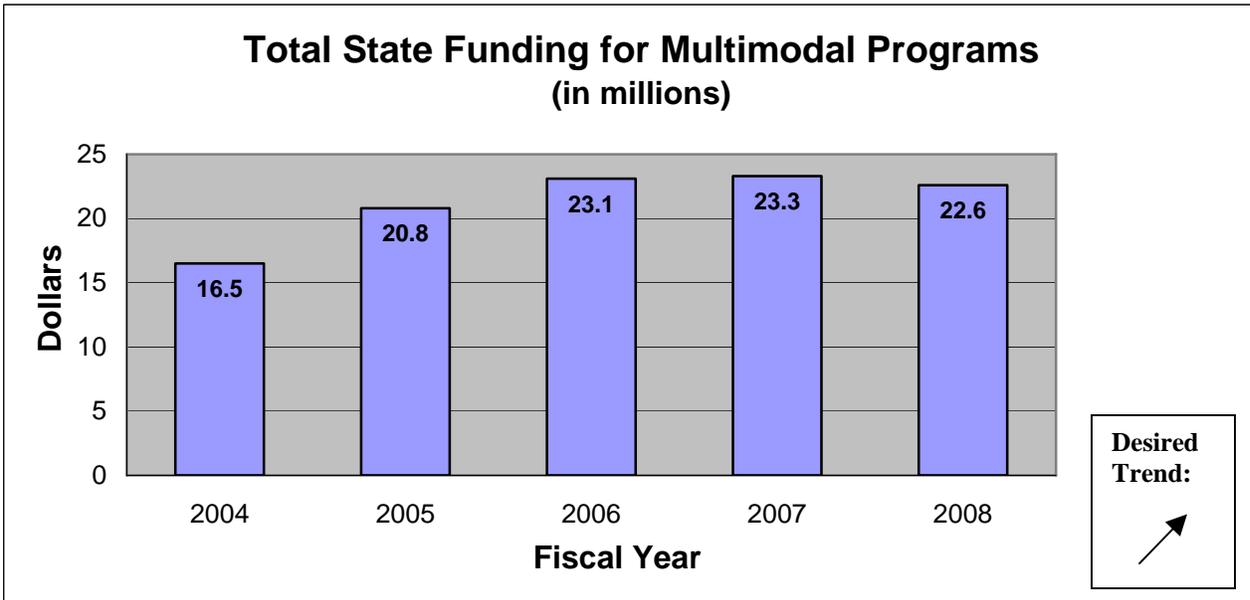
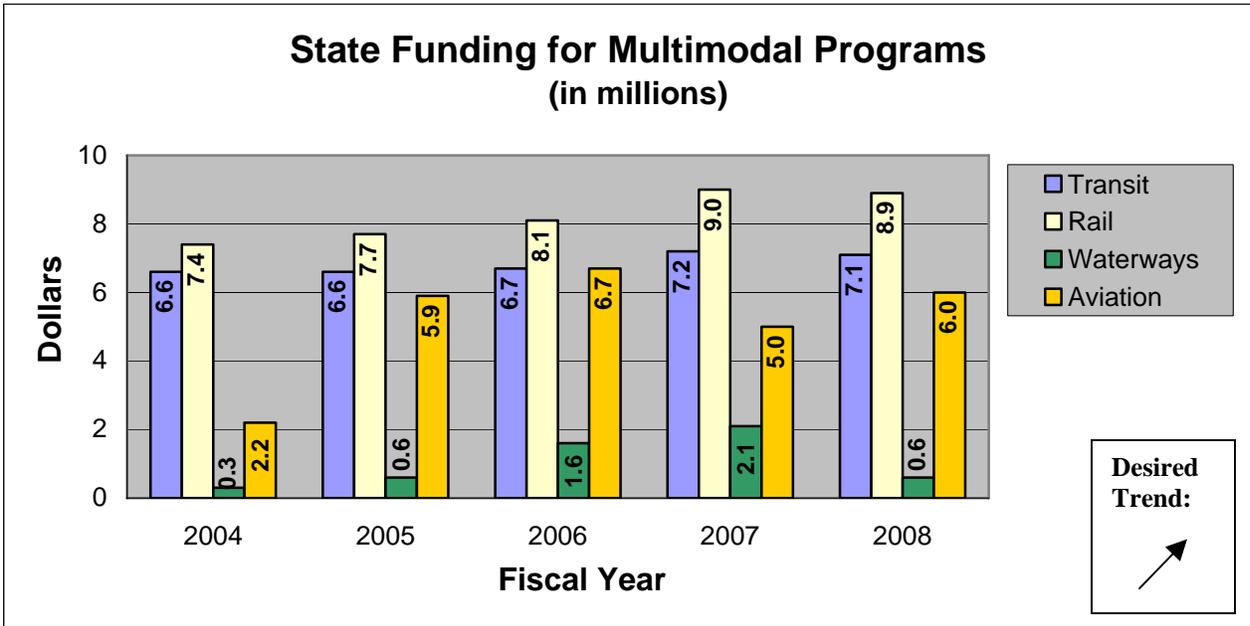
This measure provides the history of state funding appropriated by the Missouri state legislature for multimodal programs that include transit, rail, air and waterways.

Measurement and Data Collection:

State funding for multimodal programs is determined by the amount of revenue the state of Missouri collects each year. MoDOT has several funds, including the General Revenue Fund, dedicated to multimodal programs for assisting Missouri citizens. The state legislature must authorize the use of funds for spending throughout the fiscal year. MoDOT must request these appropriated funds each year. They are not automatically approved at the same or at an increased level. This is an annual measure updated each July.

Improvement Status:

The transit program was drastically cut in fiscal year 2003 and has not been restored. As a result, many local entities have seriously reduced their transit services. The rail program has seen increased funding from fiscal year 2002 through fiscal year 2008 due to the increased cost to run twice-a-day AMTRAK trains. The waterways program includes ferryboats and port capital improvements, which received no state funding for fiscal year 2008. Support for ferryboats has remained constant for several years at \$150,000; this amount was increased to \$160,000 in fiscal year 2008. In fiscal years 2006 and 2007, the legislature appropriated state funds used for capital improvements in and around ports. The aviation program receives collections from the sale of jet fuel in Missouri. As with each fiscal year, MoDOT included substantial increases for the multimodal programs that provide needed services for as many citizens as possible.



Easily Accessible Modal Choices

Percent of customers satisfied with transportation options

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Matt Cowell, Railroad Operations Manager

Purpose of the Measure:

This measure provides information about the public's perception of MoDOT's performance in providing transportation options.

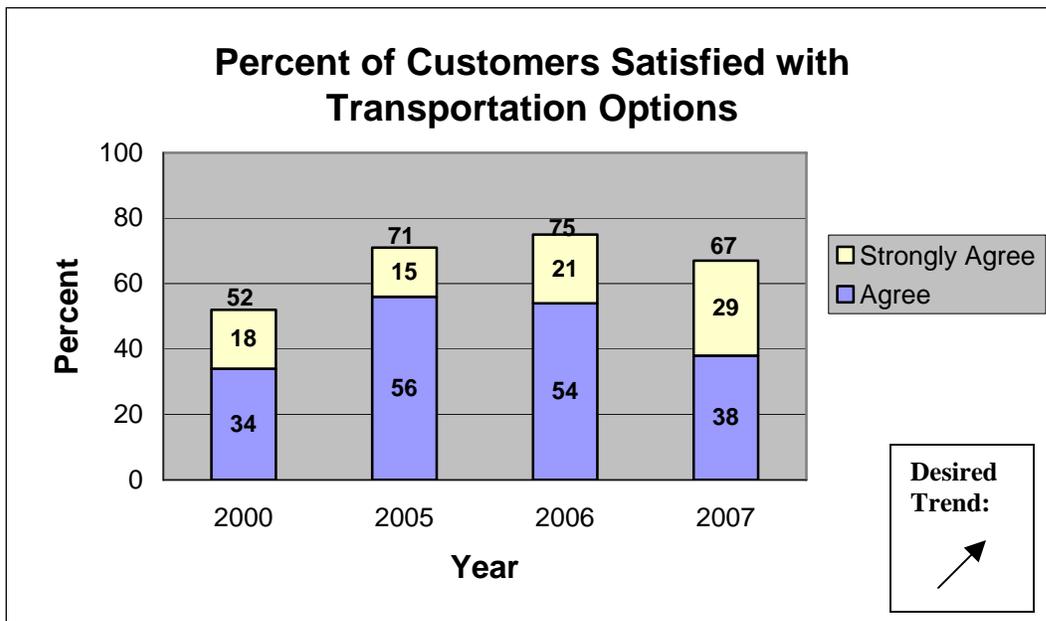
Measurement and Data Collection:

This is an annual measure. Data is collected from interviews with over 3,500 randomly selected adult Missourians each May. This survey encompassed Missouri adults with an overall margin of error of +/- 2 percent.

Improvement Status:

Sixty-seven percent of MoDOT's customers are satisfied with transportation options in Missouri. While this measure saw an 8 percent decrease from last year's results, there was an 8 percent increase in the percent of customers who strongly agreed that they are satisfied with transportation options. Customers in Missouri's urban areas continue to strongly agree that they are satisfied with transportation options. While MoDOT continues to improve in the strongly agree category, issues such as rising fuel costs and capacity limits on the state highway system suggest that MoDOT has a responsibility to continuously explore alternative transportation options.

MoDOT has asked Missouri's regional planning commissions and metropolitan planning organizations to help determine Missouri's highest transportation investment priorities. Investment scenarios are being created that will represent alternate mode priorities, along with highway and bridge priorities. This collaborative process will provide information for sharing with Missouri legislators during the 2008 legislative session and with others who are seeking to understand transportation needs and discussing increased investments in Missouri's transportation system.



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