





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.

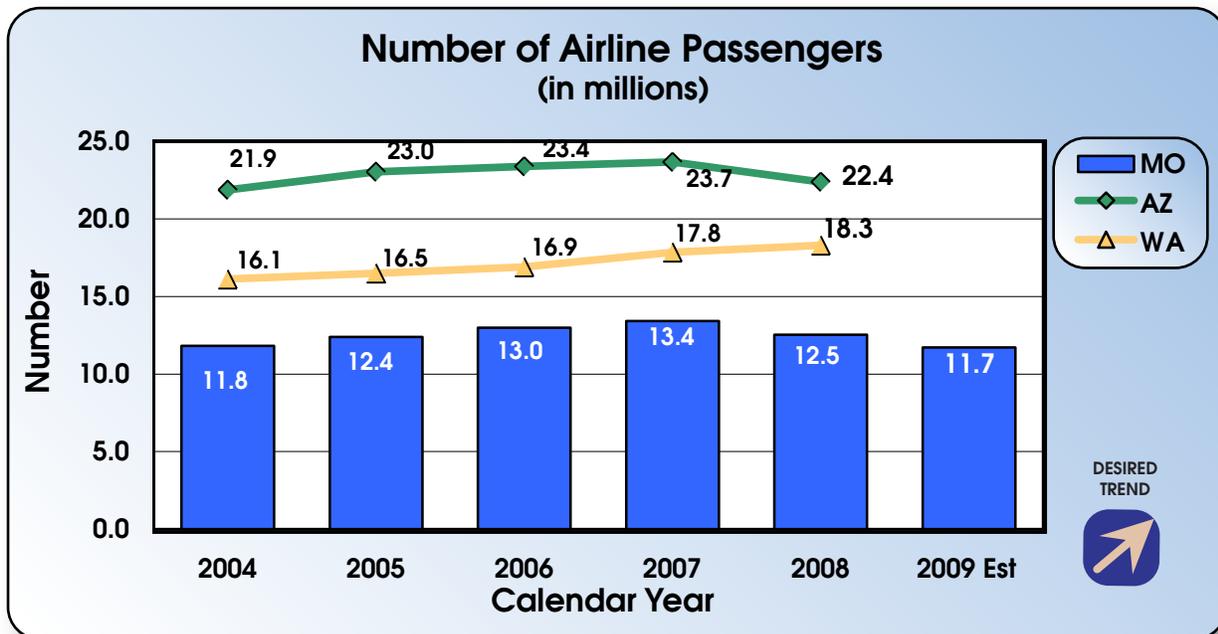
Measurement and Data Collection:

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. 2009 data should be considered preliminary and is not official data from FAA.

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 in State Aviation Trust Funds have been allocated toward air service development at the states’ commercial service airports.



Number of daily scheduled airline flights-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 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.

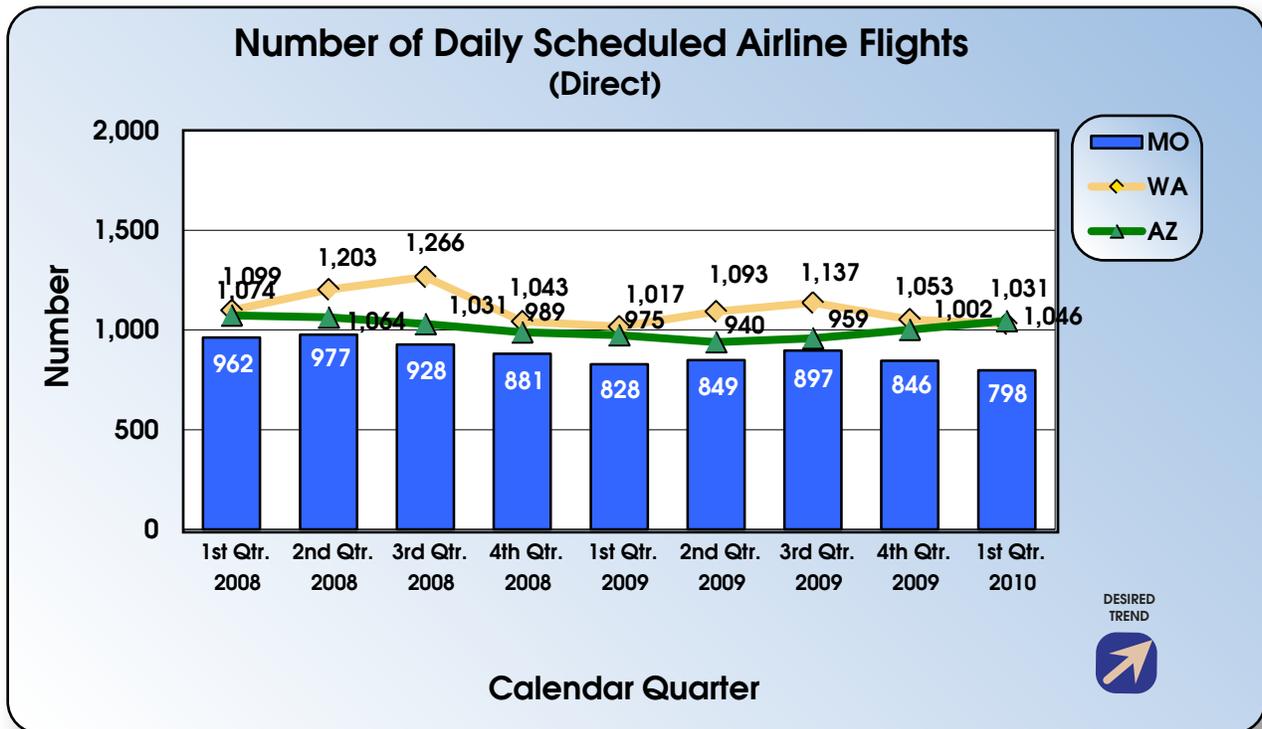
Improvement Status:

Daily scheduled airline flights in Missouri have decreased from 828 in the first quarter of 2009 to 798 in the first quarter of 2010.

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 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.

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. MoDOT is participating with five rural commercial service airports in an air service study. Since 2008, \$4 million in State Aviation Trust Funds have been allocated toward air service development at the states' commercial service airports.



Number of business-capable airports-12c

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.

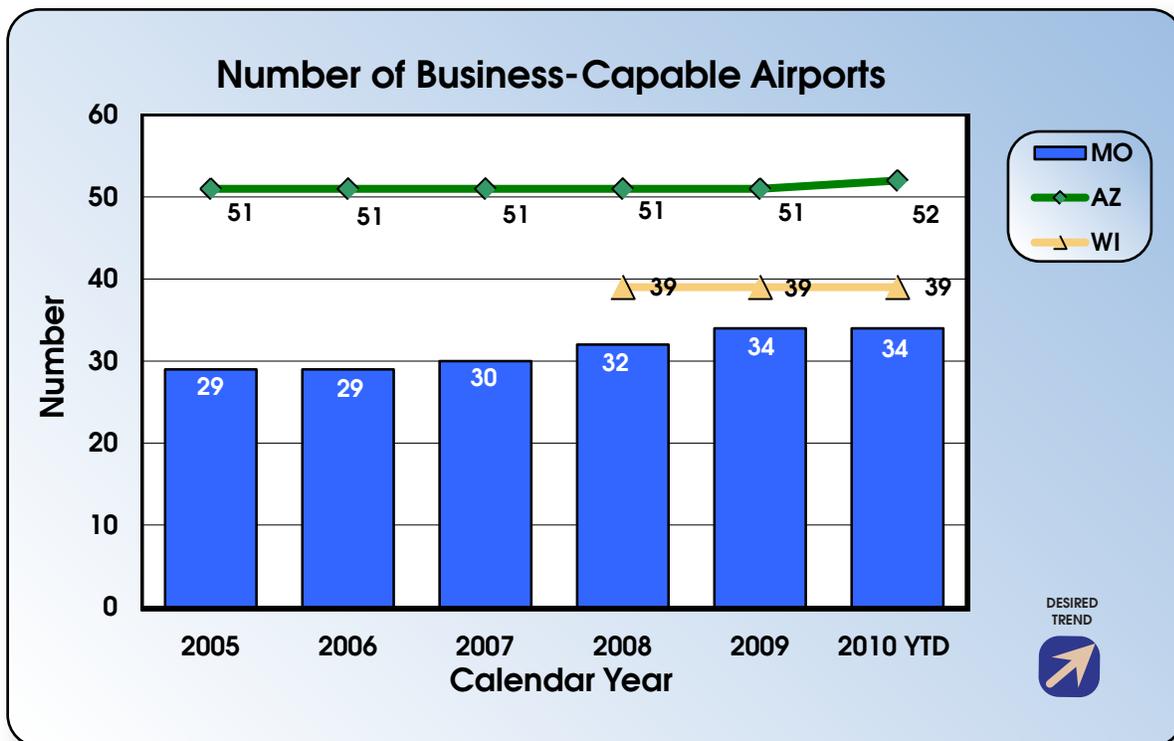
Measurement and Data Collection:

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 records.

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.



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. This measure is benchmarked to the state of New York, which has a historically high usage of public transit services. This is an annual fiscal year measure with Missouri data updated in October.

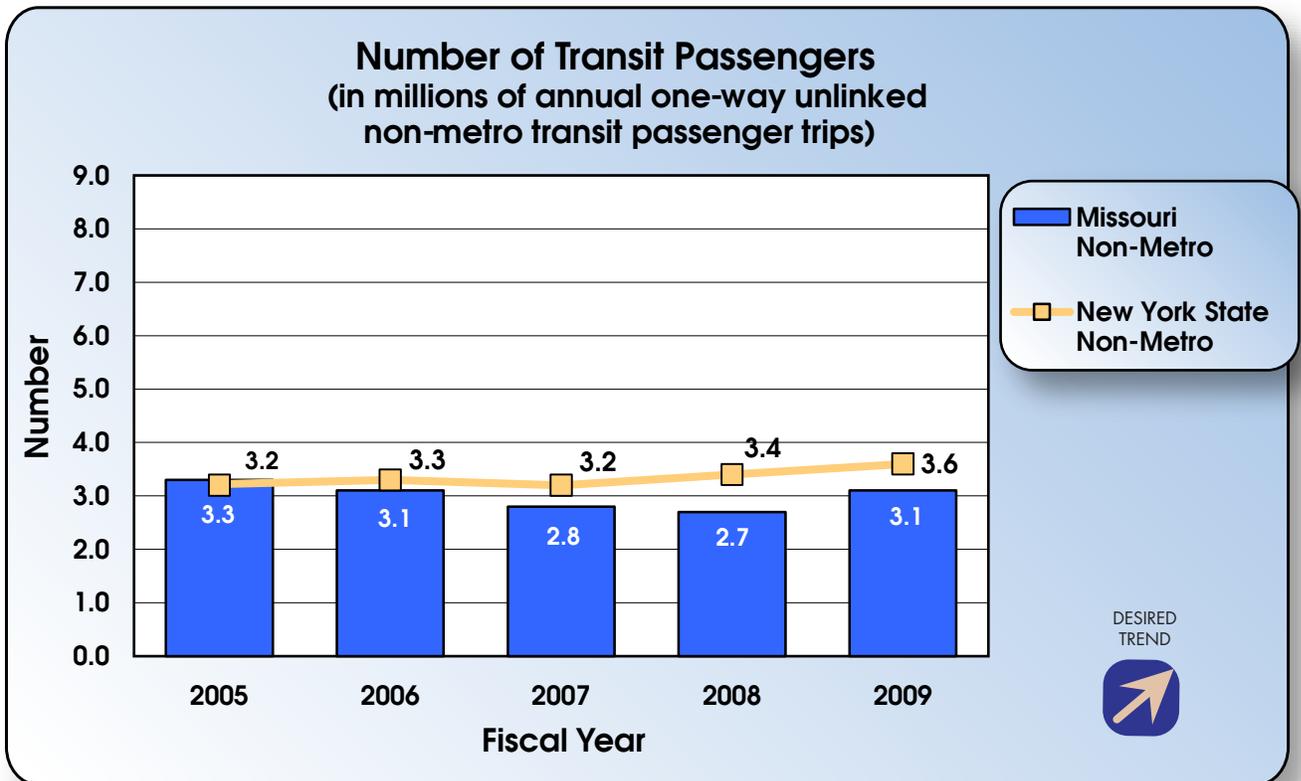
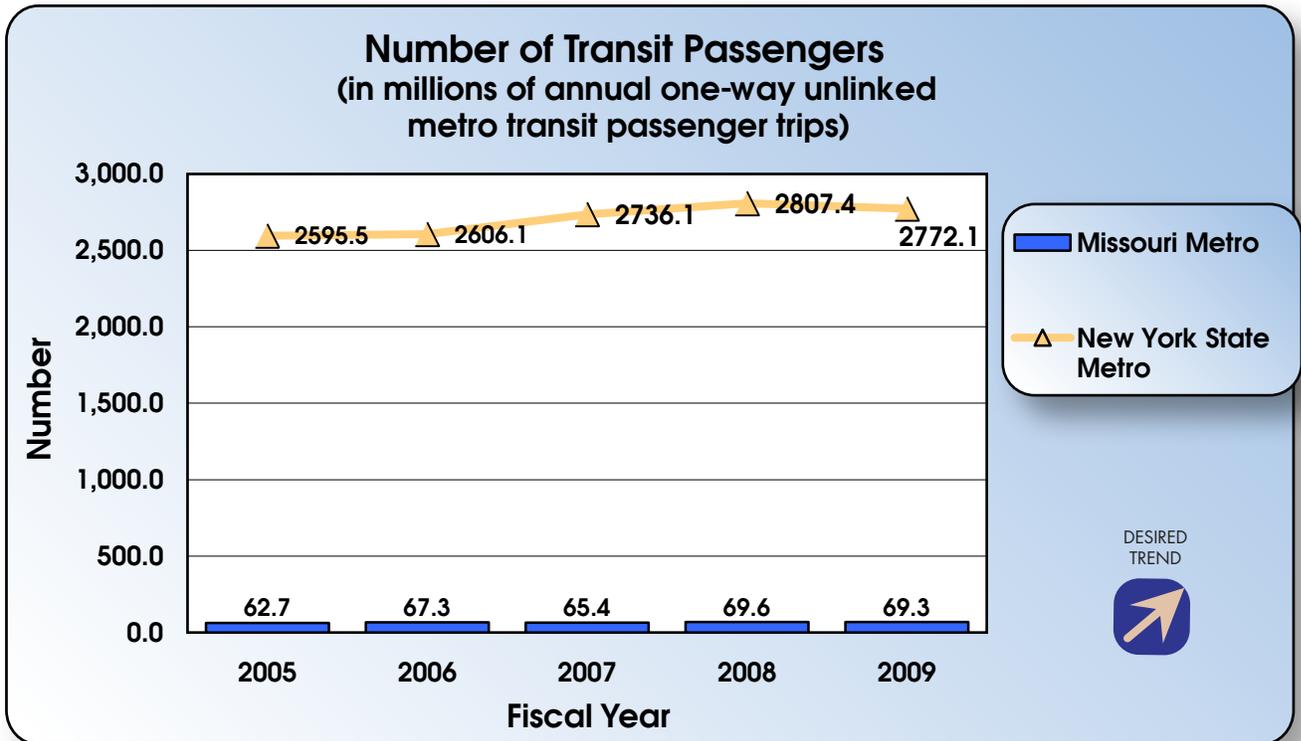
Improvement Status:

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 \$4.00 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 benchmark data is for the calendar year. New York State's metro ridership vastly exceeded Missouri's metro transit ridership with just fewer than 2.8 billion trips taken compared to 69 million metro transit passenger trips in Missouri for 2009. MoDOT worked with transit providers in developing the second Missouri Rural Transit Marketing Campaign.





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.

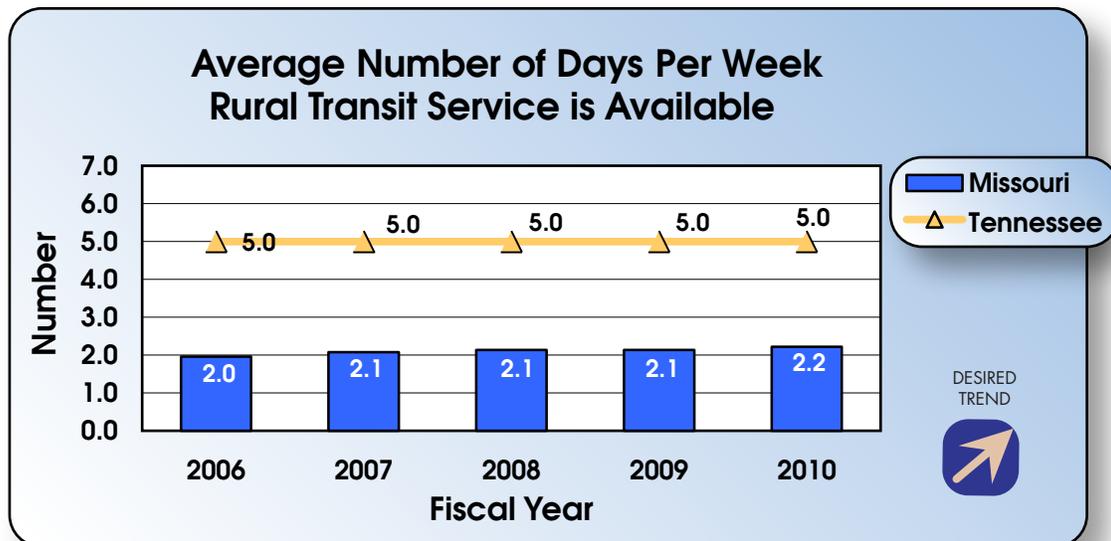
Measurement and Data Collection:

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 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 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 means 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:

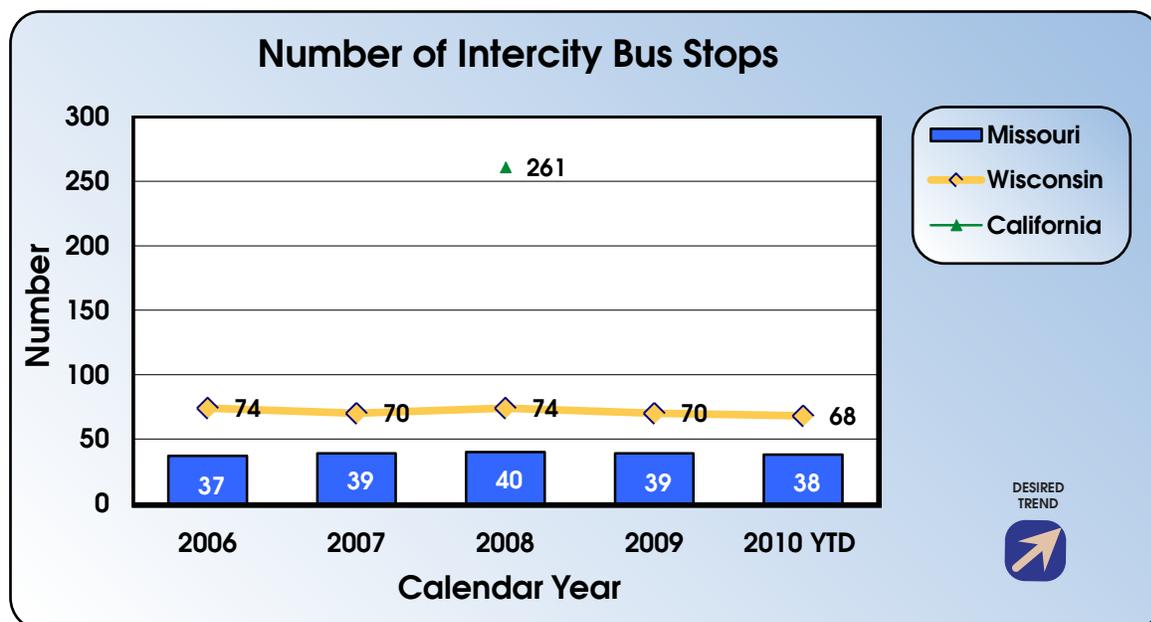
Data on the number and location of intercity bus stops is obtained annually from the national and regional intercity bus carriers. This is an annual measure with quarterly year-to-date updates of the most recent calendar year. The measure is benchmarked to Wisconsin, which has a comparable total statewide 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 there. The California bus stop data of 261 intercity bus stops is derived from a 2008 rural intercity bus study concluded that year.

A MoDOT-sponsored statewide intercity bus study has completed project meetings with corporate officers of Greyhound, Jefferson Lines and Burlington Trailways. These meetings explored the potential for increased intercity bus stops and increased intercity bus service in Missouri. The draft final study report is currently under review by the Intercity Bus Study Advisory Committee. This report includes recommendations for additional new intercity bus service corridors.



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. 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, most of which are 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:

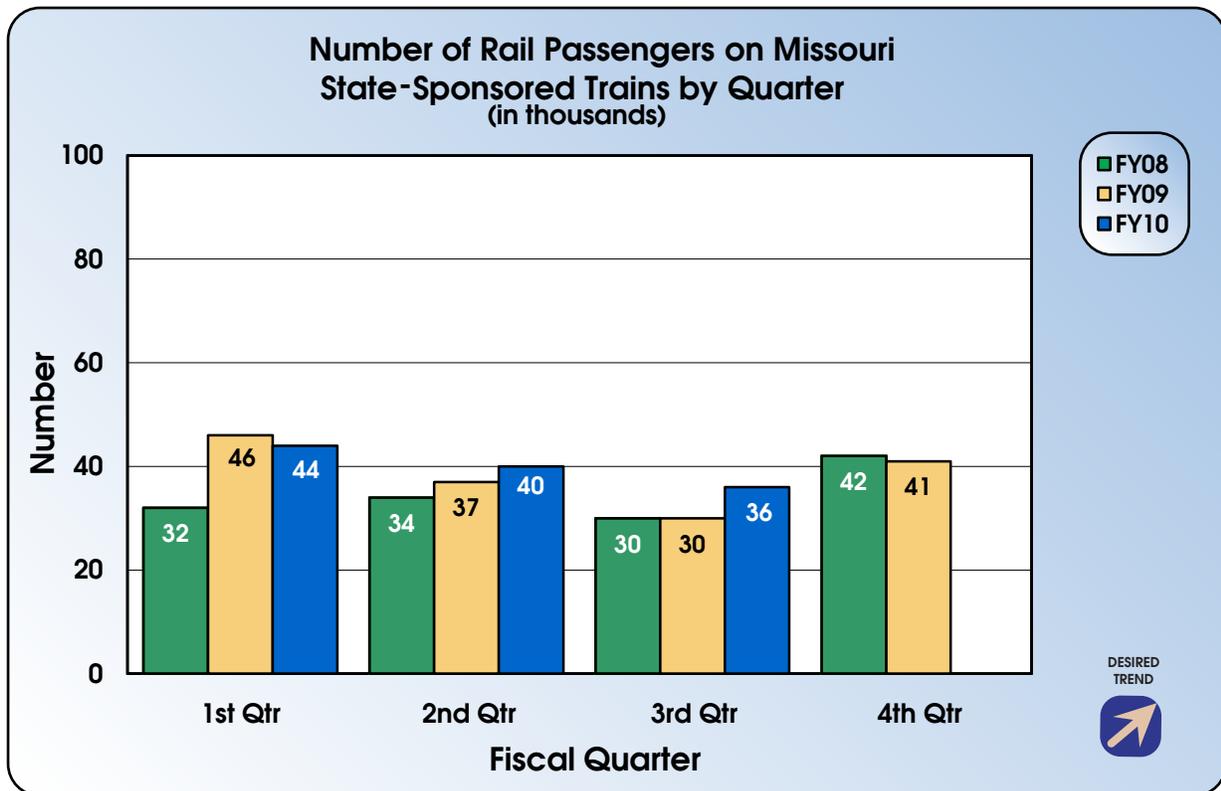
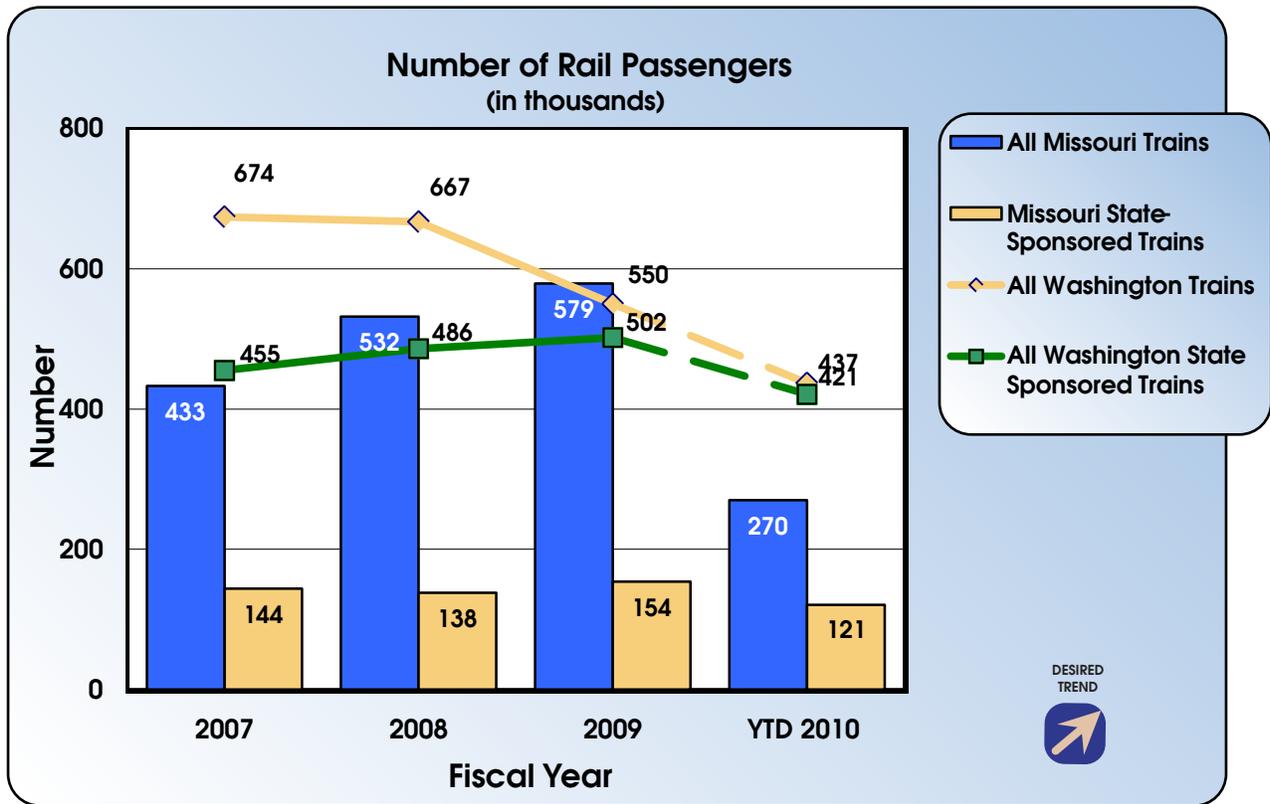
The months of January through March 2010 showed an increase of 19 percent over the same months in 2009 and for FY10, the total performance is 7 percent more than the figure for FY09. MoDOT continued its publicity efforts through new roadside signs, news releases, a wide-ranging distribution of train 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 96 percent in January, 92 percent in February and 94 percent in March – 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 along the line mostly between Jefferson City and Kansas City. The Missouri Highways and Transportation Commission approved the study. The Missouri Legislature provided \$5 million of new funding for infrastructure improvements in the 2008 budget. MoDOT also received a \$3.3 million match from the Federal Railroad Administration to complement these state funds for a total of \$8.3 million. Union Pacific began work on and completed the California siding in 2009 and it has been frequently credited with keeping on-time performance at an acceptable rate. This siding construction is only the beginning, however, of a long list of rail projects on this route that will eventually make dramatic improvements to this line.

The federal American Recovery and Reinvestment Act (ARRA) provided new funding possibilities for improving passenger rail service by targeting track infrastructure improvements that will increase fluidity and decrease delays. Applications filed in the August 24, 2009 round of applications were successful in that on January 27, 2010, it was announced by the Federal Railroad Administration that the shovel-ready projects were granted on a competitive basis and Missouri beat out several other states. Nine of the ten infrastructure projects applied for were completely funded by a combination of mostly federal, railroad and some state funds. Those shovel-ready projects were a package of crossing improvements, a universal crossover at Kirkwood and a second bridge over the Osage River. 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 all 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 rounds. Each project follows the general aims in the study to remove bottlenecks and to increase on-time performance.

EASILY ACCESSIBLE MODAL CHOICES



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.

Construction will begin as soon as river levels will allow.

Measurement and Data Collection:

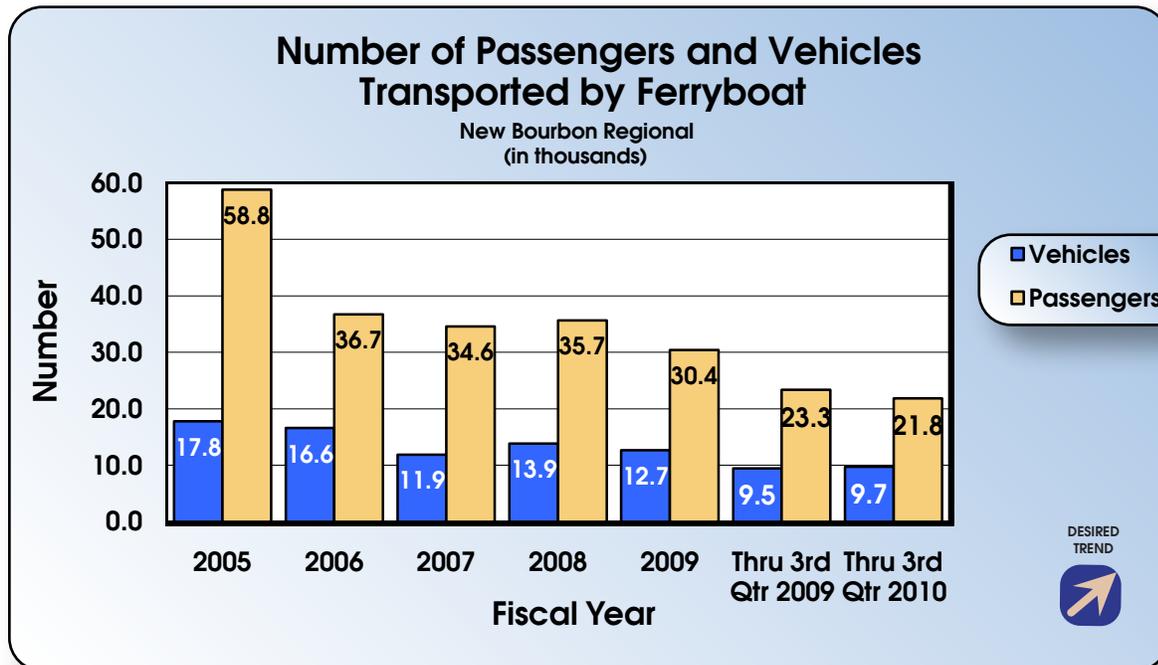
Missouri's two ferry services submit a monthly report that includes information on the number of passengers and vehicles, the cost for providing the service and the reasons for any service disruption. This measure is updated on a quarterly basis.

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 221 days in the first three quarters of fiscal year 2010 compared to 251 days in 2008. The ferry transported 9,741 vehicles through the third quarter of fiscal year 2010 compared to 11,305 vehicles in 2008 for a decrease of 14 percent. The number of passengers decreased from 23,929 through the third quarter of 2008 to 22,161 in 2010 for a decrease of 7 percent.

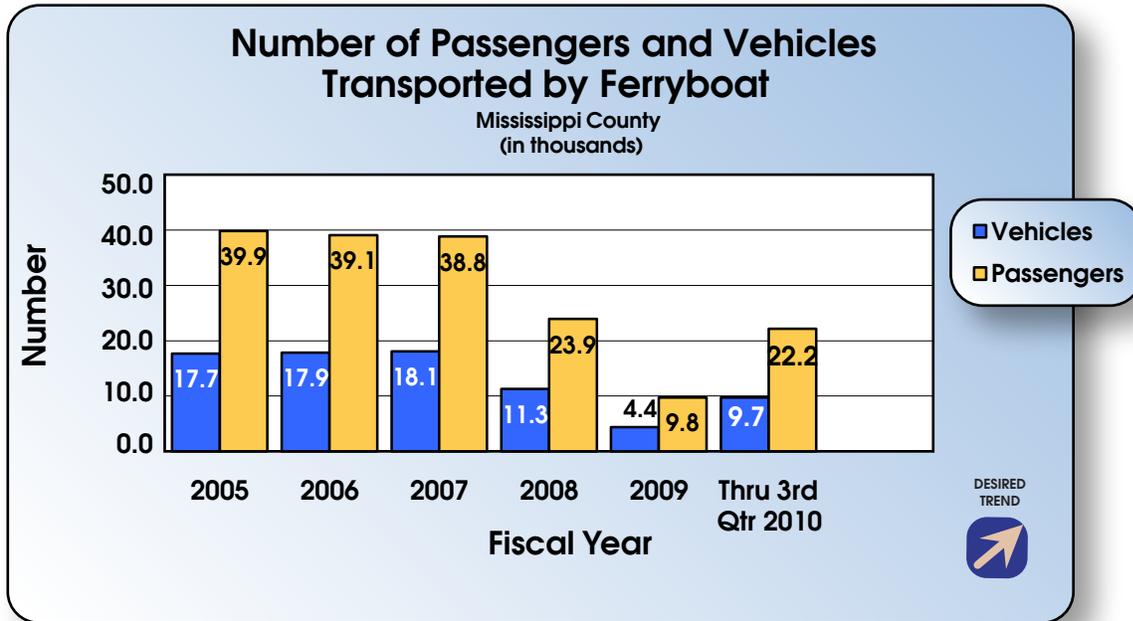
Improvement Status:

The New Bourbon ferryboat operated 227 days in the first three quarters of 2010 compared to 242 days in first three quarters of fiscal year 2009. The ferry transported 9,739 vehicles through the three quarters compared to 9,470 in 2009 for an increase of 3 percent. The number of passengers decreased from 23,348 through the three quarters of 2009 to 21,830 in the same three quarters of 2010 for a decrease of 6 percent. Federal funds are being used to construct a high-water mooring for the ferry equipment.

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. Agreements have been signed and engineering services have been procured.



EASILY ACCESSIBLE MODAL CHOICES



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, including the General Revenue Fund, dedicated to multimodal programs for assisting Missouri citizens. The spending of funds throughout the fiscal year must be requested and authorized by MoDOT and the state legislature. The legislature may also authorize spending through bills filed by the General Assembly.

Improvement Status:

The 2009 legislative session resulted in funding decreases for some of the multimodal programs due to a decline in revenues and switching state funding to federal funding. Overall, the programs received \$17.4 million for fiscal year 2010, a decrease of \$16.2 million from fiscal year 2009.

Transit funding remained constant for the Transit and Missouri Elderly and Handicapped Transportation Assistance programs for fiscal year 2010. Due to a decline in revenues, some General Revenue funding was switched to the State Transportation Fund.

State funding for rail decreased \$9.5 million from fiscal year 2009. Daily rail service provided by Amtrak was state funded in 2009 for \$8 million. For 2010, legislators increased this amount by \$1million and at the same time switched \$5.5 million to federal funding. In total, state funding for daily rail service in 2010 was approved for \$3.5 million. In addition, \$5 million for Amtrak capital improvement funding was reduced to reflect the second year of a two-year appropriation.

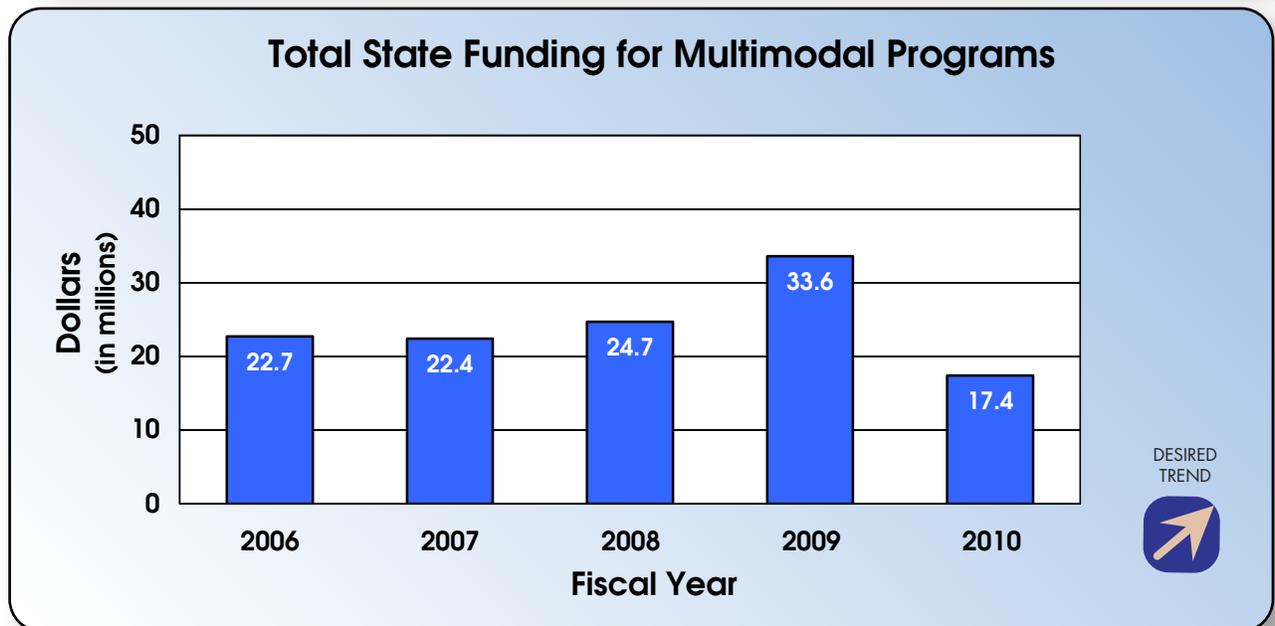
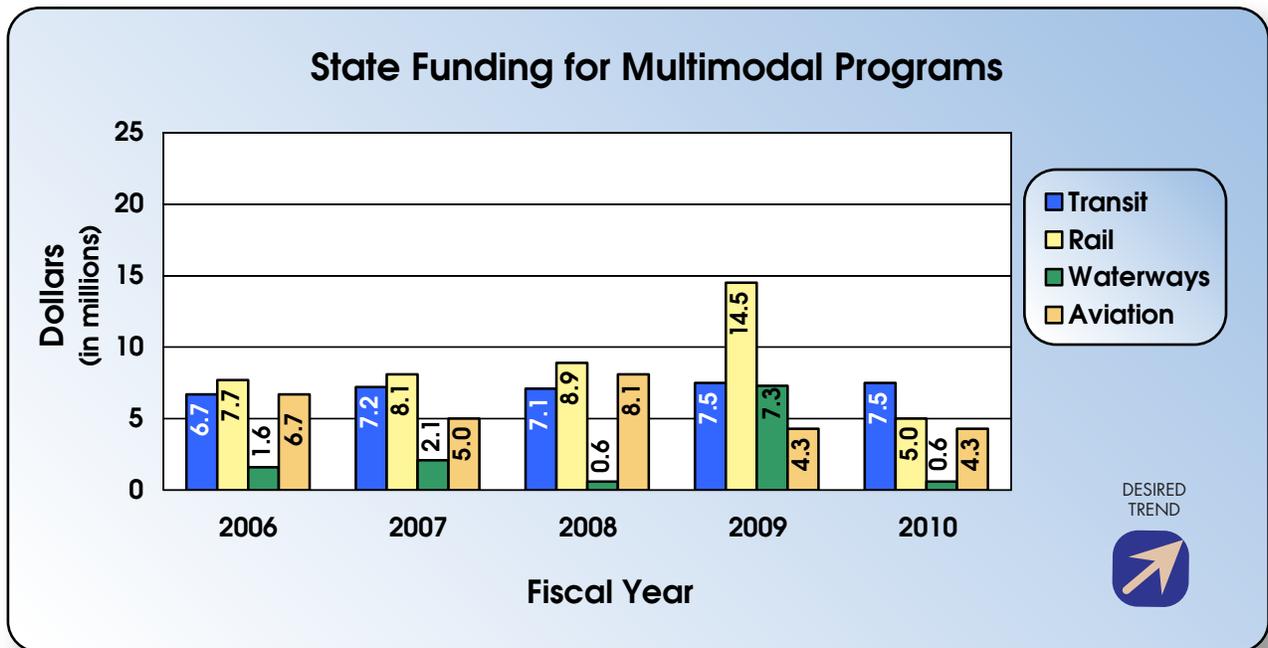
Waterways funding was reduced \$6.65 million to reflect the second year of a two-year appropriation for capital improvement funding for infrastructure development.

The aviation program will remain consistent with fiscal year 2009 aviation jet fuel tax collections. While legislation increased the cap amount from \$6 million to \$10 million during the 2008 legislative session, revenue for the aviation jet fuel tax has declined dramatically.

MoDOT continues to work with legislators to show the importance of how multimodal programs can effectively use state funds to improve economic development and provide needed services for Missouri's citizens.



EASILY ACCESSIBLE MODAL CHOICES



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 +/- two percent.

Improvement Status:

Sixty-eight percent of MoDOT's customers are satisfied with transportation options in Missouri. This measure increased by 11 percent from last year's results. There was also a 9 percent increase in customers who strongly agree they are satisfied with transportation options.

The increase in satisfied customers between 2008 and 2009 can be attributed to several factors. First, MoDOT continues to place an emphasis on transportation improvements in all modes including increased services to public transportation, more reliable passenger rail service and port enhancements. MoDOT has also followed through on commitments as outlined in the Statewide Transportation Improvement Program, which increases satisfaction with customers. Also, gas prices rose to an all-time high in 2008. The gas prices then fell in 2009, so Missourians are more satisfied overall with transportation. For some of MoDOT's planning partners, an increase in funding through the American Recovery and Reinvestment Act has allowed for additional opportunities to enhance various modes of transportation at their discretion.

