





EASILY ACCESSIBLE MODAL CHOICES

Tangible Result Driver – Michelle Teel, 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: Michelle Teel, 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.

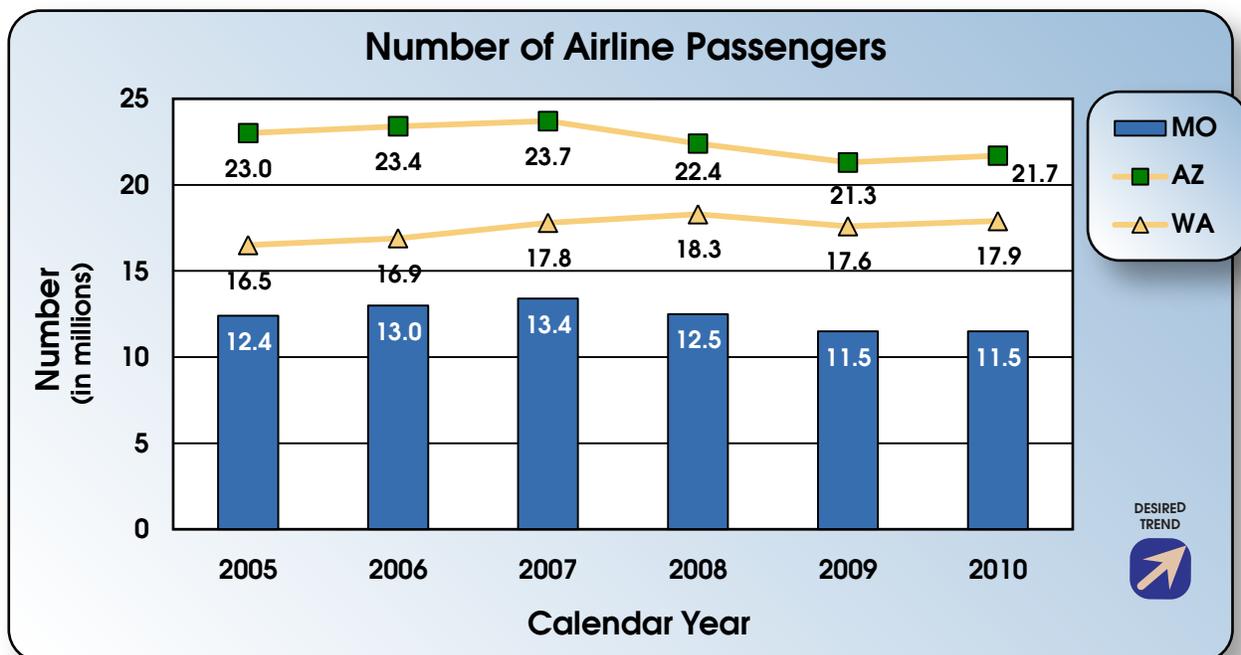
Measurement and Data Collection:

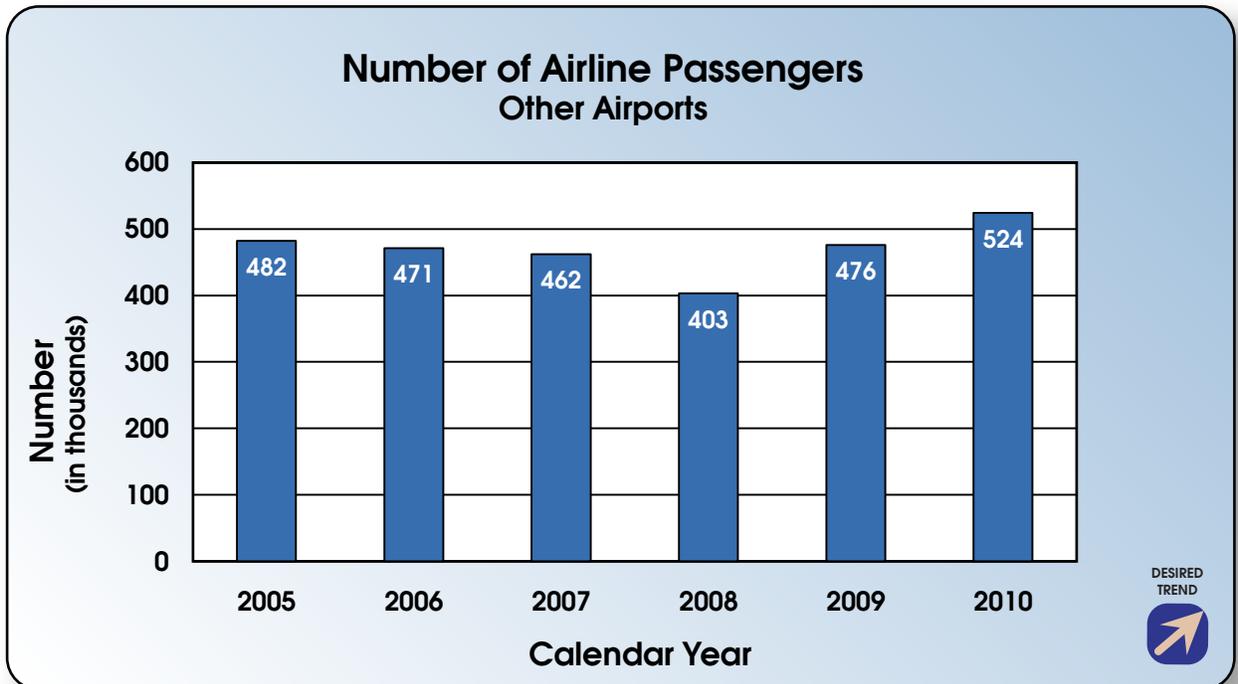
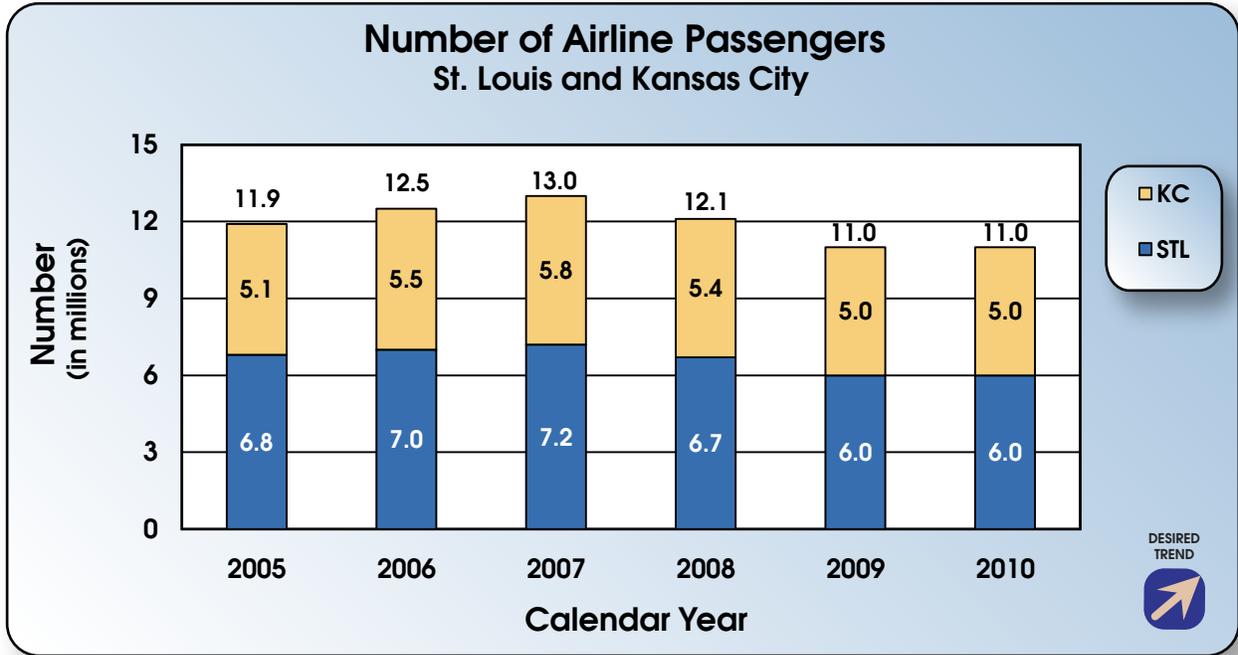
The data is collected annually from FAA. Comparison data has been collected from the same source for the states of Arizona and Washington. These two states were selected based on similar populations. The annual passenger boardings’ data provided by the FAA is normally published in October for the preceding year. Airline passengers are defined as passengers boarding airplanes. 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 passenger boardings for the other airports in the state. Other airports include: Springfield, Joplin, Columbia, Cape Girardeau, Branson and Waynesville. This is an annual measure.

Improvement Status:

The number of airline passengers has remained relatively constant in Missouri from 2009 to 2010. Statewide boardings increased by approximately 60,000 from 2009 to 2010. St. Louis experienced a slight decrease in passengers, while Kansas City experienced an increase. For the other airports, Branson and Columbia experienced an increase, while Springfield decreased slightly.

State legislation passed in 2008 provides 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 has been allocated to air service development at the states’ commercial service airports. In December 2010, MoDOT received a USDOT grant for \$210,000 to assist with air service marketing at airports in Joplin, Columbia and Waynesville.





Number of business-capable airports-12b

Result Driver: Michelle Teel, 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:

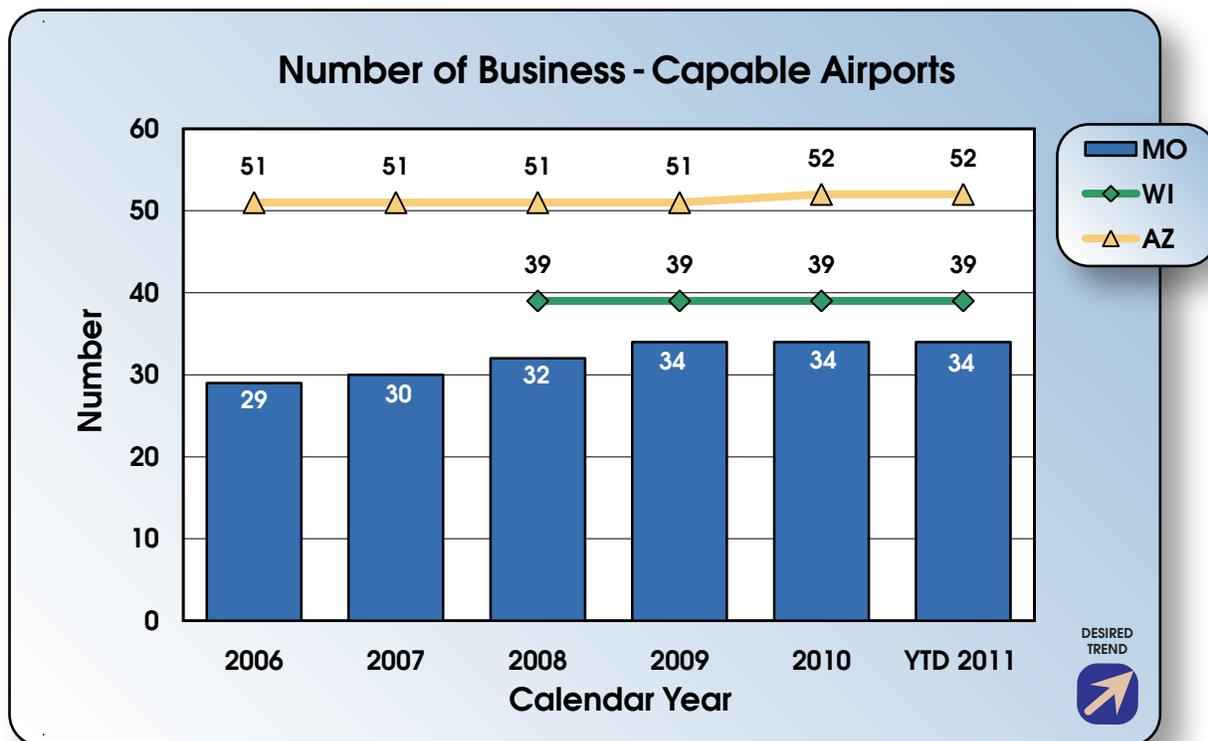
The graph shows the number of business-capable airports. A business-capable airport is defined as accommodating business- or corporate-type aircraft with a runway length of 5,000 feet or more. Comparison data starting in 2005 has been collected from Arizona and from Wisconsin starting in 2008. These 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

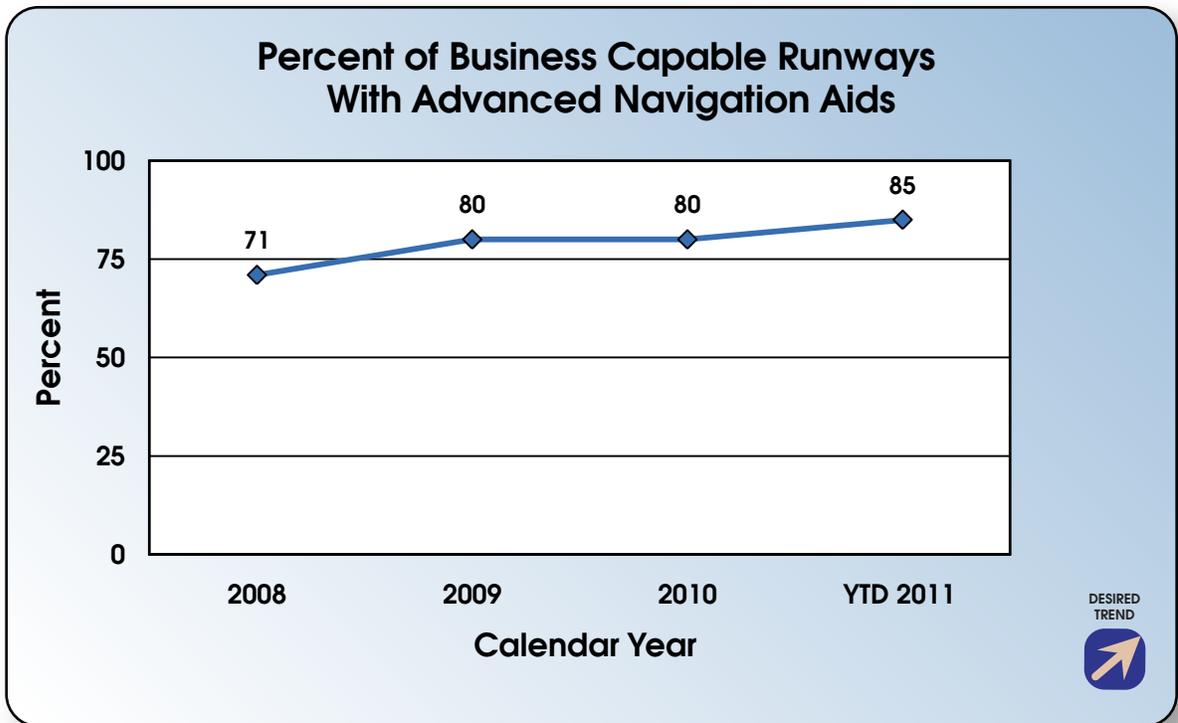
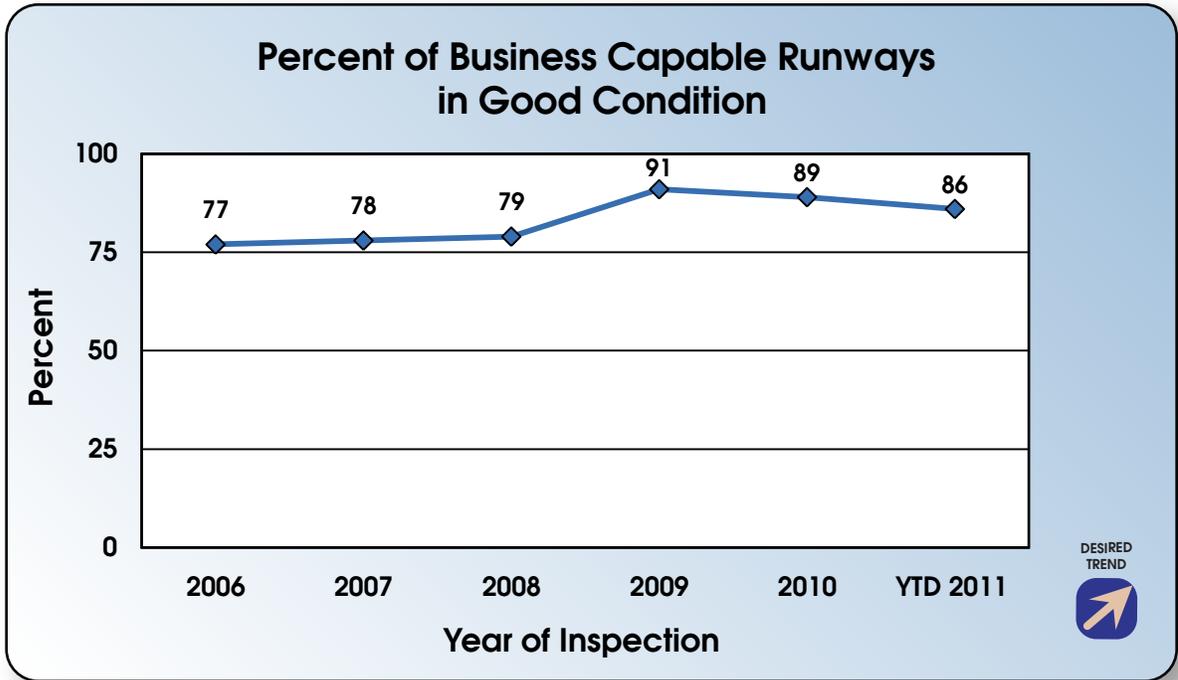
business-capable runways in Missouri that are in good condition. The pavement condition is determined per FAA guidelines and performed by physical inspection. A pavement inspection is completed at each airport either one time yearly or one time every three years.

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 advanced navigational capabilities. This measure is updated annually.

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. The MoDOT Aviation Section maintains a development plan for the installation of navigational aids at airports.





Bicycle and pedestrian activity-12c

Result Driver: Michelle Teel, Multimodal Operations Director

Measurement Driver: Ron Effland, 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.

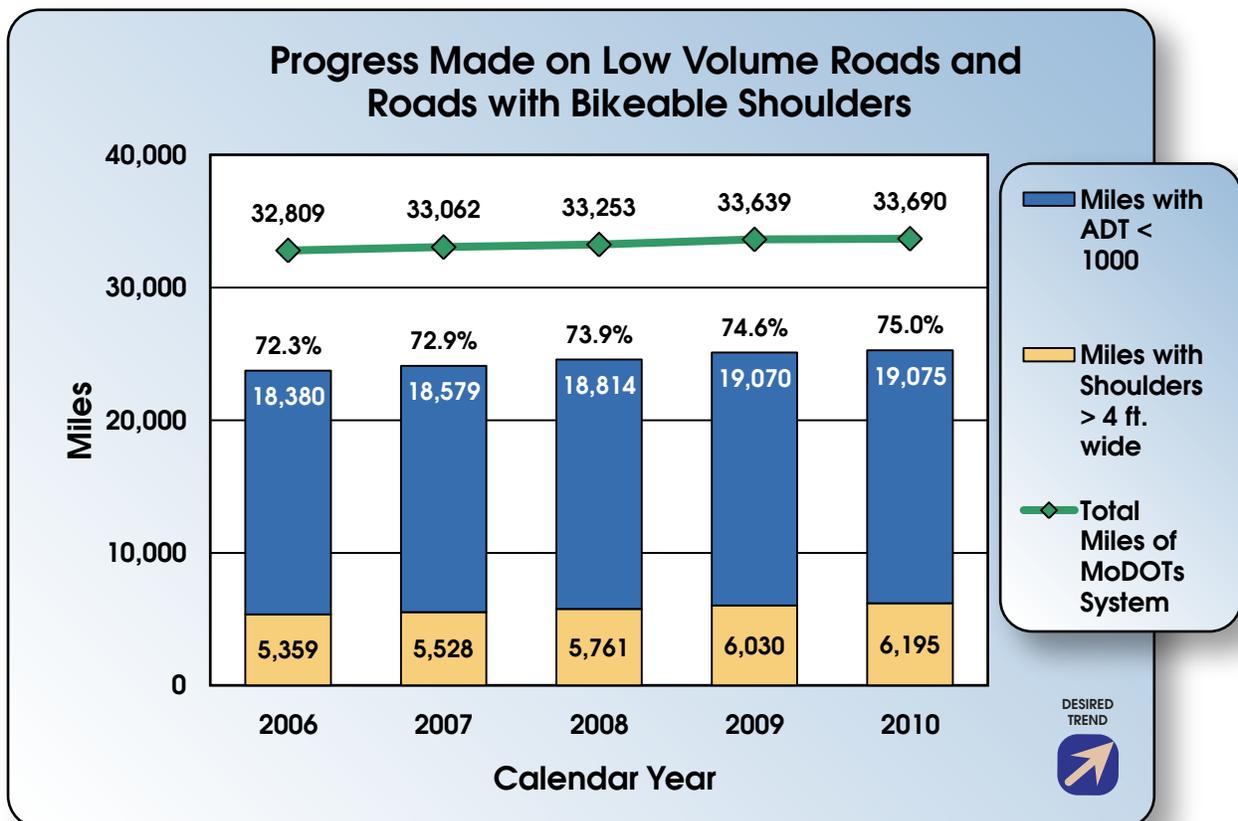
Measurement and Data Collection:

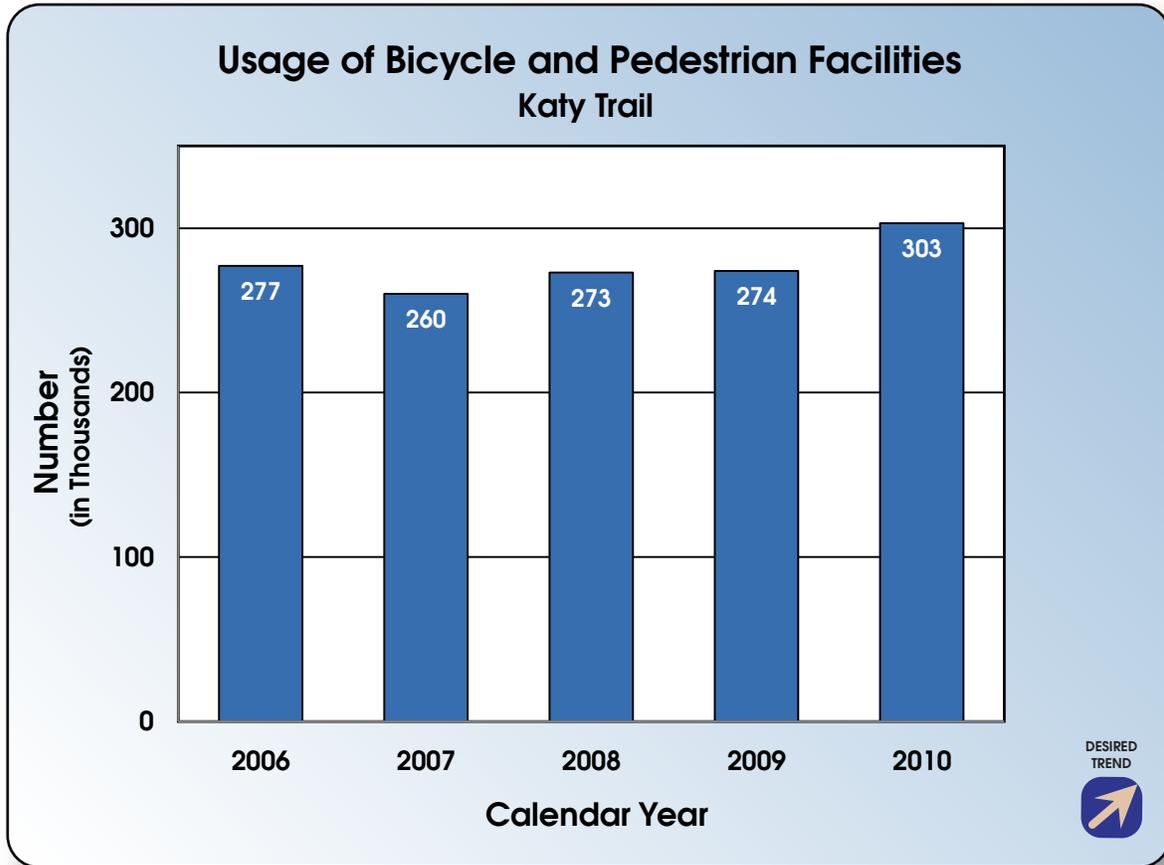
The first graph shows the miles and percent of MoDOT roads that are low volume and those that have shoulders at least 4-foot wide. Roads with these characteristics are frequently sought out by cyclists who may be commuting, traveling across the state or enjoying an energetic recreational activity. This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

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

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 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: Michelle Teel, 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:

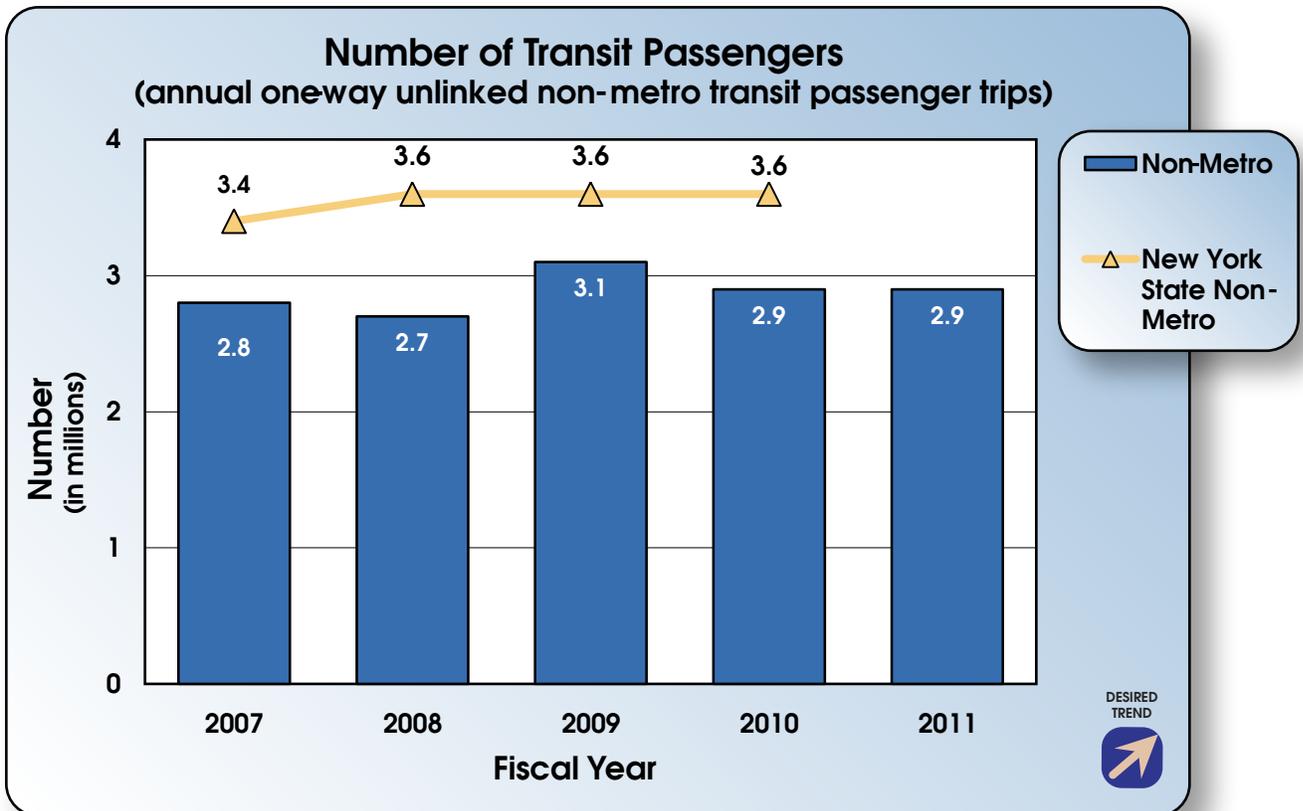
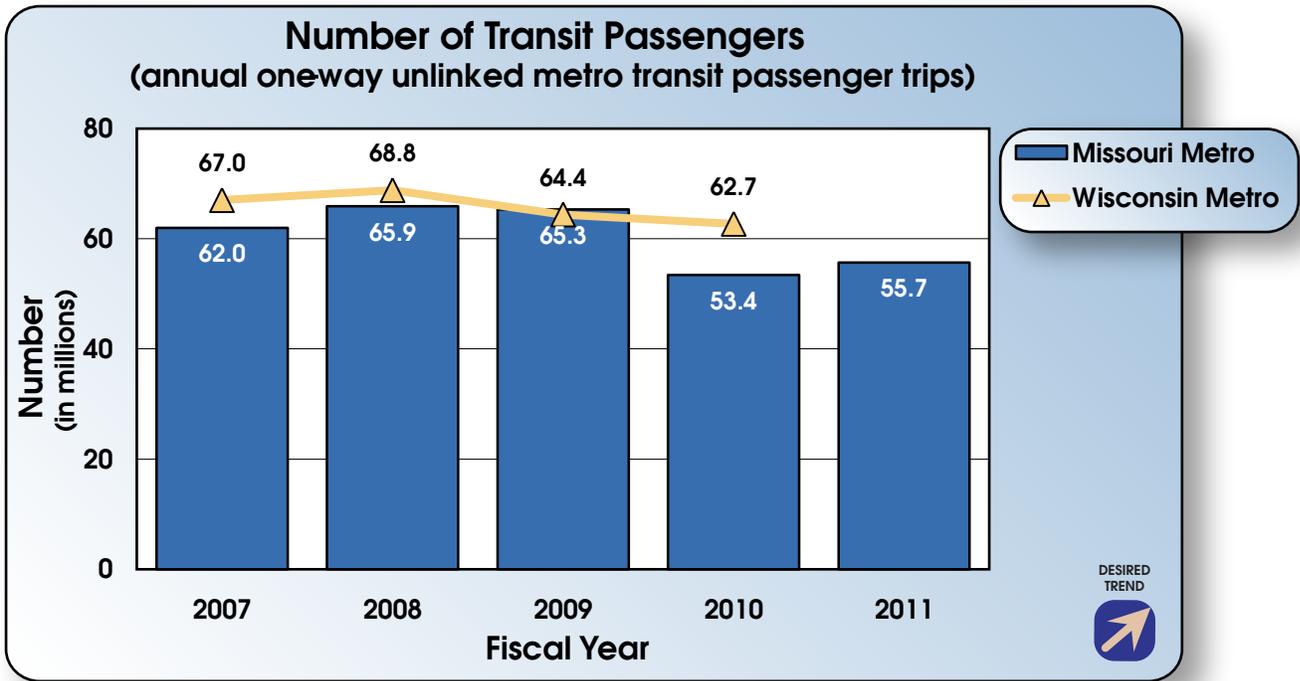
The total number of transit passengers is measured by the annual total of one-way unlinked transit trips taken by passengers on public transit vehicles. Data is obtained from urban and rural providers of general public transit services. Missouri Metro ridership data has been recalibrated for Missouri trips only, rather than “system trips,” that included Illinois trips in the St. Louis area and Kansas trips in the Kansas City area. 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 2011, statewide metropolitan transit ridership increased by 2.3 million one-way unlinked Missouri passenger trips compared to the previous year. Most of that ridership increase occurred in St. Louis, but ridership increases were also experienced in Kansas City, Springfield, Columbia, St. Joseph and Joplin. Non-metro (rural) ridership was virtually unchanged from 2010 with 2.9 million one-way unlinked trips.

Missouri compared 19 percent below New York State’s non-metro transit ridership in 2010. New York’s rural population in the 2000 Census was 3.4 million or twice as large as Missouri’s rural population of 1.7 million. Missouri’s metro transit ridership in 2007 – 2010 generally tracked that of Wisconsin. The New York and Wisconsin benchmark data is for the calendar year and is currently available through 2010.





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

Result Driver: Michelle Teel, 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.

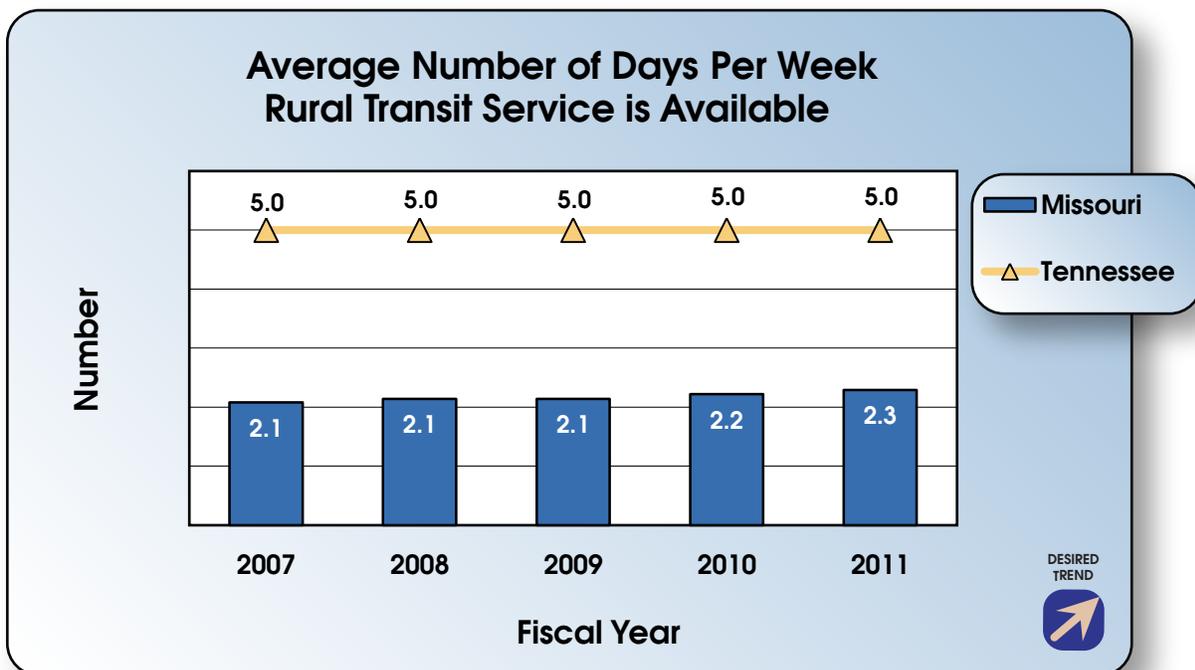
Measurement and Data Collection:

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. 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. This is an annual measure updated in April.

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 2011, Tennessee deployed more days of rural transit service with five-day-a-week service, subject to available seating. Tennessee in 2008 directed more state funding annually to public transportation (\$17.7 million vs. \$4.1 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, Missouri's rural transit providers together delivered 2.7 million trips compared to 1.3 million rural transit trips provided in Tennessee based on their most recent 2008 data.

MoDOT also procured rural transit intelligent transportation system (ITS) design services to begin projects to increase transit service through scheduling efficiencies. The initial phase of OATS ITS implementation was completed in March 2011.



Number of intercity bus stops -12f

Result Driver: Michelle Teel, 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:

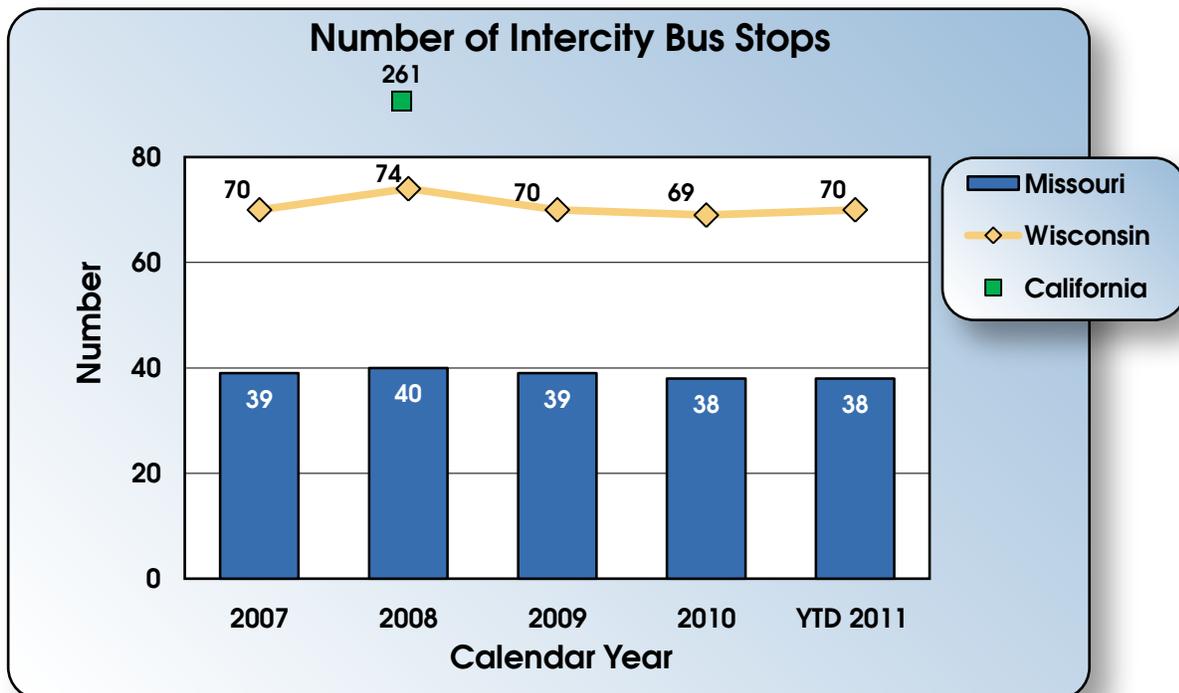
Data on the number and location of intercity bus stops is obtained annually from the national and regional intercity bus carriers. The measure is benchmarked to Wisconsin, which has a comparable total statewide population. An additional benchmark to California was added for 2008. This is a quarterly measure.

Improvement Status:

The number of Missouri's intercity bus stops has slowly decreased since 2008. 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 areas not served. The stop at Clinton in west central Missouri was reinstated in mid-2011. The stop in Anderson in southwest Missouri was replaced with a stop in Pineville. Wisconsin experienced no net gain of bus stops since the last quarterly update. The California bus stop data of 261 intercity bus stops is derived from a 2008 rural intercity bus study for that state.

A MoDOT two-year statewide intercity bus study concluded in April 2010. That study's final report recommended 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. In February, Greyhound submitted to MoDOT a draft proposal to add service between Springfield and Ottumwa, Iowa using the U.S. 60 & 63 corridors with eight new stops. Annualized Missouri intercity bus passenger ridership was estimated in the 2010 study at 200,000 trips per year.



Number of rail passengers-12g

Result Driver: Michelle Teel, Multimodal Operations Director

Measurement Driver: Eric Curtit, Administrator of Railroads

Purpose of the Measure:

This measure tracks the number of people using the Amtrak train service in Missouri, including 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.

Measurement and Data Collection:

Data is received monthly from Amtrak providing the number of passengers per train in Missouri. For comparison purposes, the state of Washington's train data is shown due to 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 has for many years invested millions of dollars in both infrastructure and operations. This is a quarterly measure.

Improvement Status:

The Missouri River Runner (the state sponsored train) experienced a 10 percent decline in ridership in the first quarter of fiscal year 2012, as compared to the first quarter of 2011. First-quarter ridership fell from 52,000 to 47,000. The decline is largely attributed to flooding, which lowered service for a

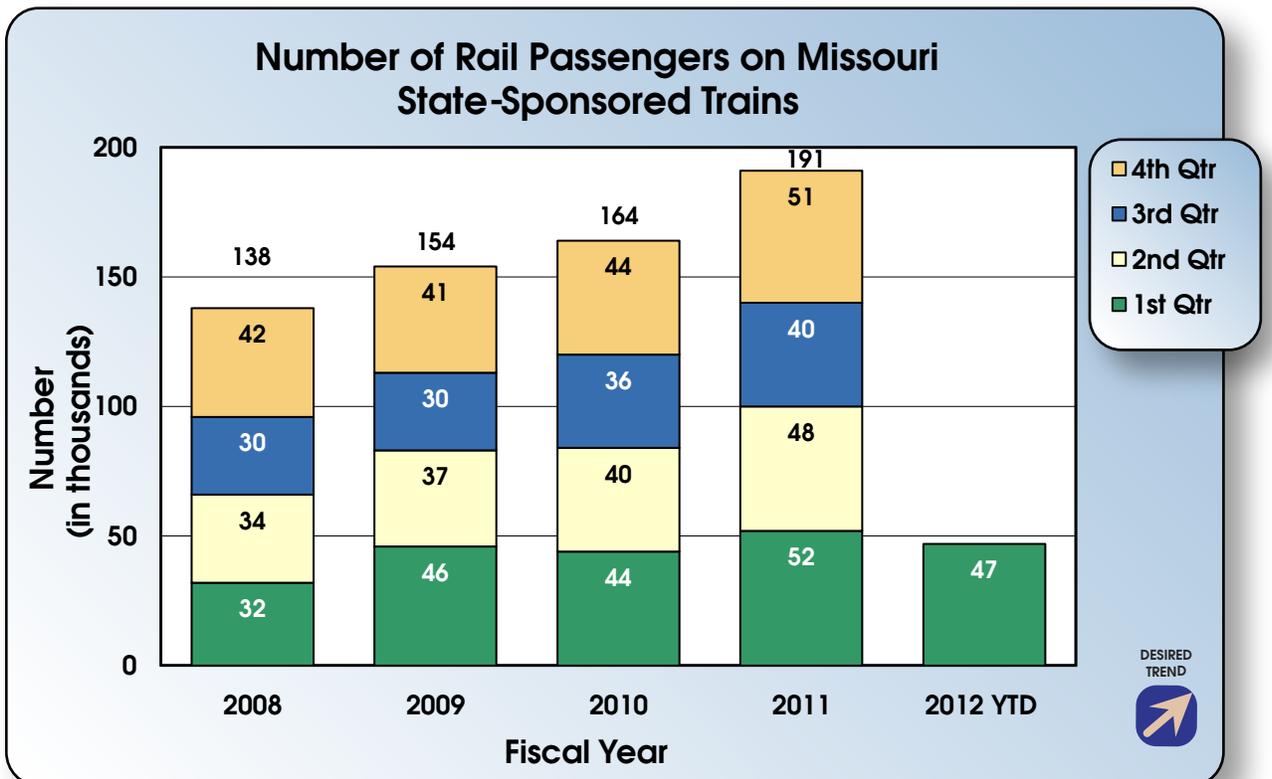
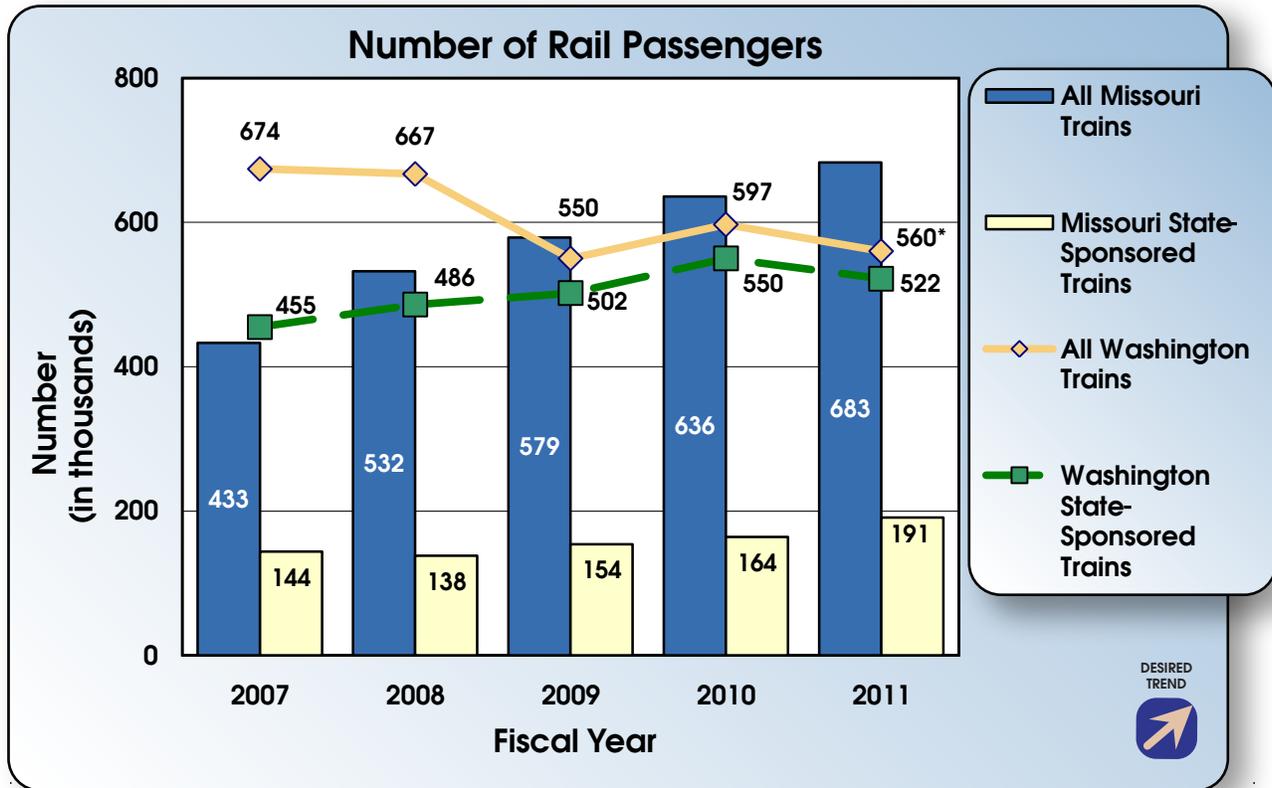
month. There were also changes to train schedules caused by track maintenance.

During this quarter a significant milestone was reached at the national level. National ridership topped 30 million riders in one fiscal year for the first time since Amtrak service started in 1971. On-time performance also continues to improve across the United States, which contributes to the record ridership levels.

MoDOT continued its publicity efforts through roadside signs, news releases, a wide-ranging distribution of train schedules, and use of the department's dynamic message boards along the interstate system. These efforts helped maintain near-record passenger numbers.

Missouri's high-speed rail funding has been obligated. Obligation is the federal government's equivalent to a notice to proceed. This will allow MoDOT to begin construction of nearly \$50 million in projects designed to increase service reliability.





Funding for multimodal programs-12h

Result Driver: Michelle Teel, Multimodal Operations Director

Measurement Driver: Ben Reeser, Financial Services Administrator

Purpose of the Measure:

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

Measurement and Data Collection:

State funding for multimodal programs represents the amount of funds appropriated by the state legislature each year. The spending of funds throughout the fiscal year must be requested and authorized by MoDOT and the state legislature. MoDOT administers several state funds dedicated to multimodal programs for assisting Missouri citizens. In addition, multimodal programs receive state general revenue funding.

Federal funding for multimodal programs represents the amount of federal funds received for MoDOT-administered programs.

State funding information is updated annually in July. Federal funding information is updated annually in October.

Improvement Status:

State funding for multimodal programs decreased slightly in fiscal year 2012. The programs received \$21.6 million for fiscal year 2012 compared to \$21.7 million in fiscal year 2011. These amounts have

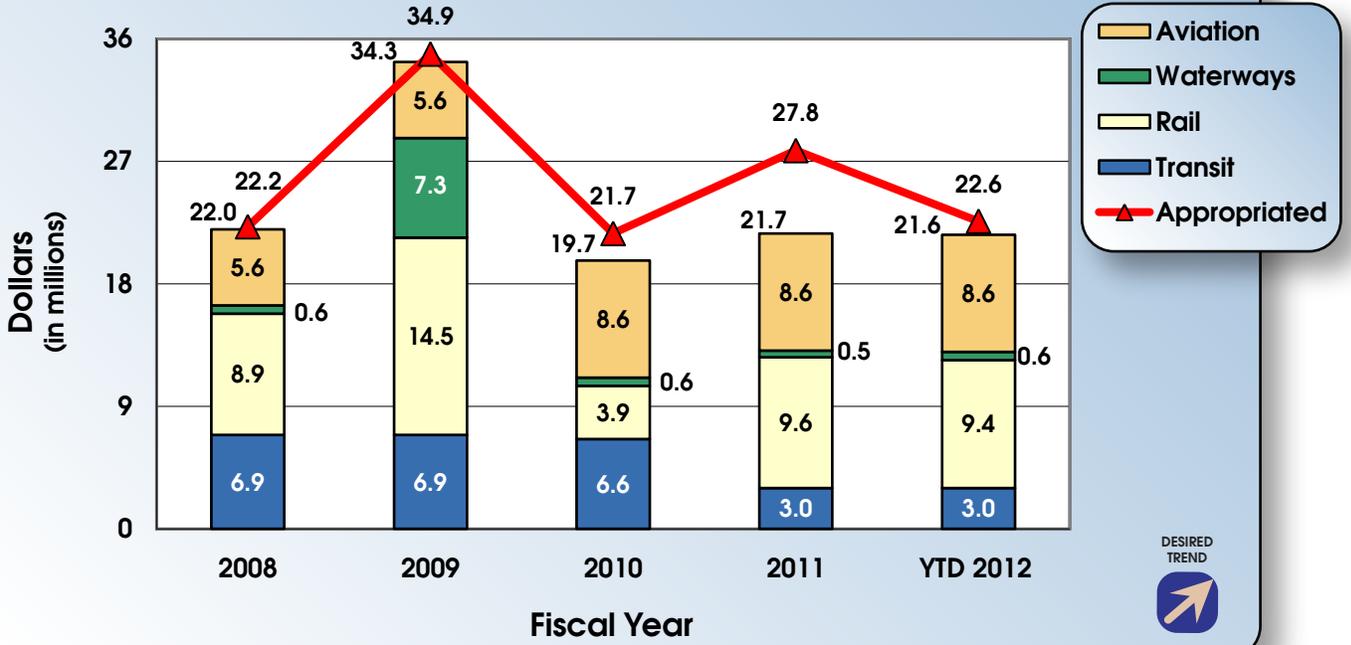
been reduced by withholdings from the governor, which have totaled approximately \$8 million over the last three years.

While state funding for transit remained constant in fiscal year 2012, appropriated amounts that were withheld by the governor in fiscal year 2011 became permanent reductions in fiscal year 2012. State funding for rail decreased slightly in fiscal year 2012. Legislators reduced funding for Amtrak's daily rail service in 2012 to \$7.9 million, a \$200,000 decrease from fiscal year 2011. Waterways funding received \$100,000 due to approval of a two-year appropriation for capital improvement funding for infrastructure development. This funding was from a previous two-year appropriation and remained unspent. The waterways program received an additional \$1 million for capital improvement funding; however, this amount was withheld for fiscal year 2012. Aviation funding remained constant for fiscal year 2012.

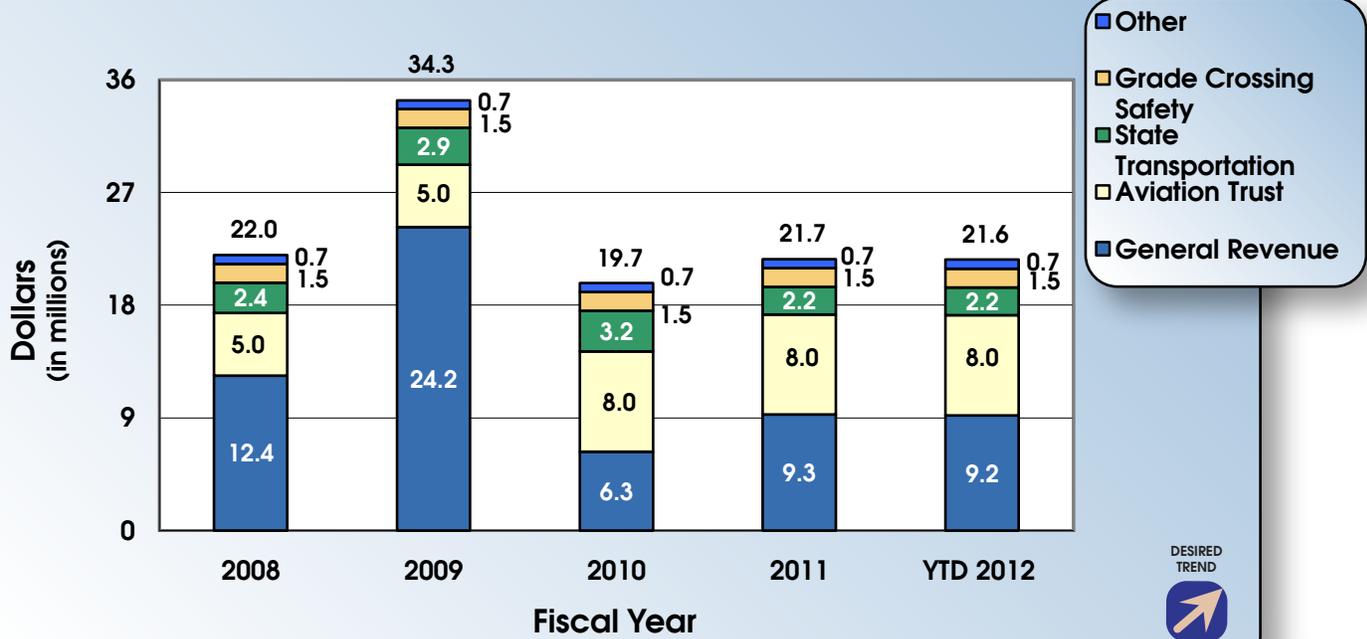
Federal funding for multimodal programs declined significantly for fiscal year 2011 as projects funded by the American Recovery and Reinvestment Act of 2009 were completed.



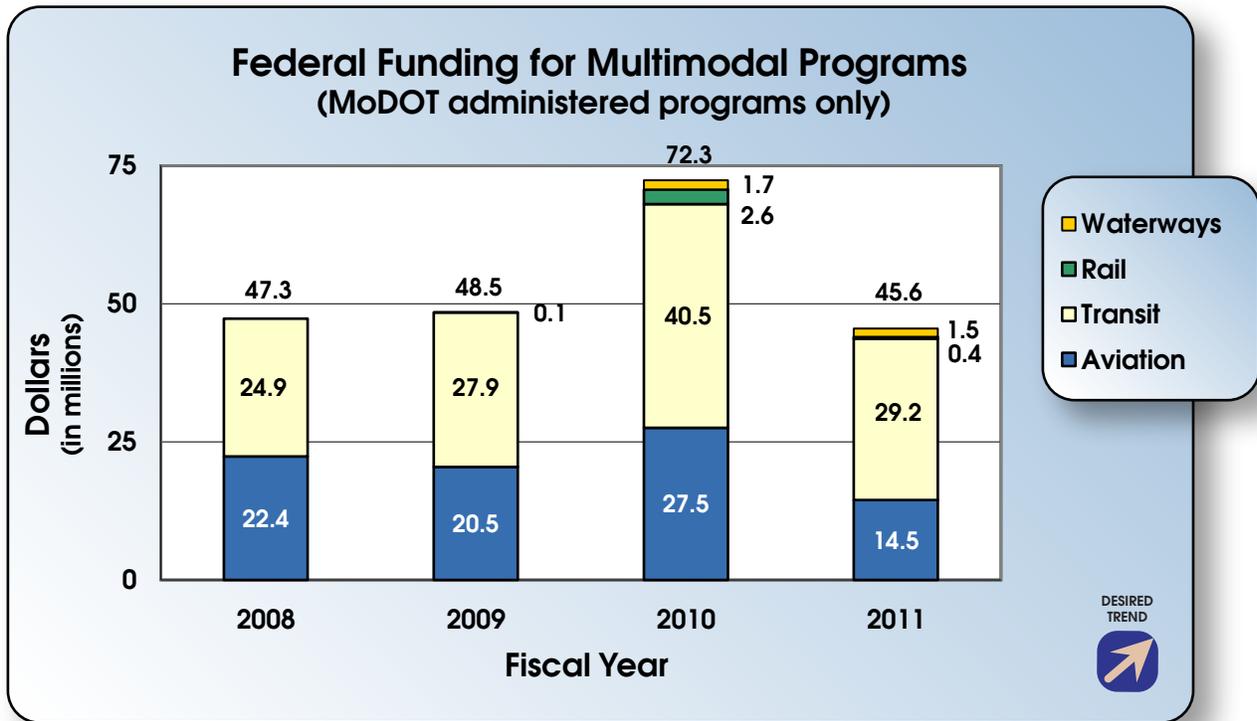
State Funding for Multimodal Programs Less Withholdings Compared to Appropriated Amounts



State Funding for Multimodal Programs by Source



EASILY ACCESSIBLE MODAL CHOICES



Percent of customers satisfied with transportation options-12i

Result Driver: Michelle Teel, Multimodal Operations Director

Measurement Driver: Troy Pinkerton, 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:

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 or minus two percent. This is an annual measure updated in July.

Improvement Status:

Sixty-eight percent of MoDOT's customers are satisfied with transportation options in Missouri. This measure decreased by three percent from last year's results. However, there was a two percent increase in customers who strongly agree they are satisfied with transportation options. This marks the second time in as many 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 and more reliable passenger rail service. The competitive pricing of Missouri's public airports provides travelers more options that contribute to increased satisfaction levels. Gas prices remain below peak levels experienced in 2008, and this appears to correlate with Missourians satisfaction regarding transportation options.

