



# EASILY ACCESSIBLE MODAL CHOICES

*Tangible Result Driver – Michelle Teel, Multimodal Operations Director*

MoDOT plays an active role in supporting all modes of transportation. By linking the individual modal types in to a single statewide transportation system, Missouri's citizens are able to enjoy improved passenger options while businesses take advantage of alternative shipping efficiencies. Whether in the urbanized centers of the state or in the rural corners, be it traveling on a bus, in the water, on a rail, or in the air, the inter connectivity of Missouri's transportation system benefits the mobility and economic prosperity of all.



## Number of airline passengers-13a

**Result Driver:** Michelle Teel, Multimodal Operations Director

**Measurement Driver:** Amy Ludwig, Administrator of Aviation

### Purpose of the Measure:

This measure provides the number of passengers boarding airlines at Missouri’s commercial airports. It also helps determine the viability of Missouri’s commercial airline industry and assists the Federal Aviation Administration (FAA) in the level of funding for each annual airport’s capital improvement program.

### Measurement and Data Collection:

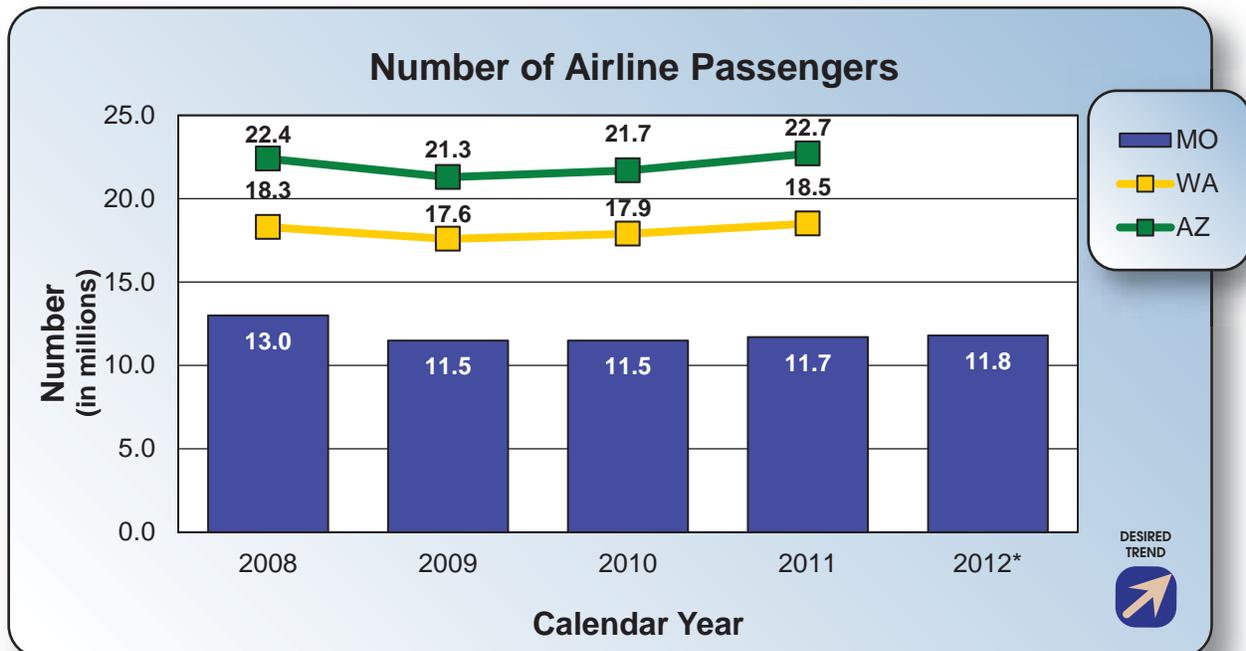
The data is collected annually from FAA. Comparison data has been collected for the states of Arizona and Washington. These two states were selected based on comparable populations. The annual passenger boarding data provided by the FAA is published in October for the preceding year, so the 2012 reported data has been compiled from preliminary individual airport statistics. Airline passengers are defined as travelers boarding commercial aircraft. This information is separated in two graphs showing the number of passengers for St. Louis International and Kansas City International airports, as well as a graph showing passenger

boarding for the other airports in the state including: Springfield, Joplin, Columbia, Cape Girardeau, Kirksville, Branson and Waynesville. This is an annual measure reported in January.

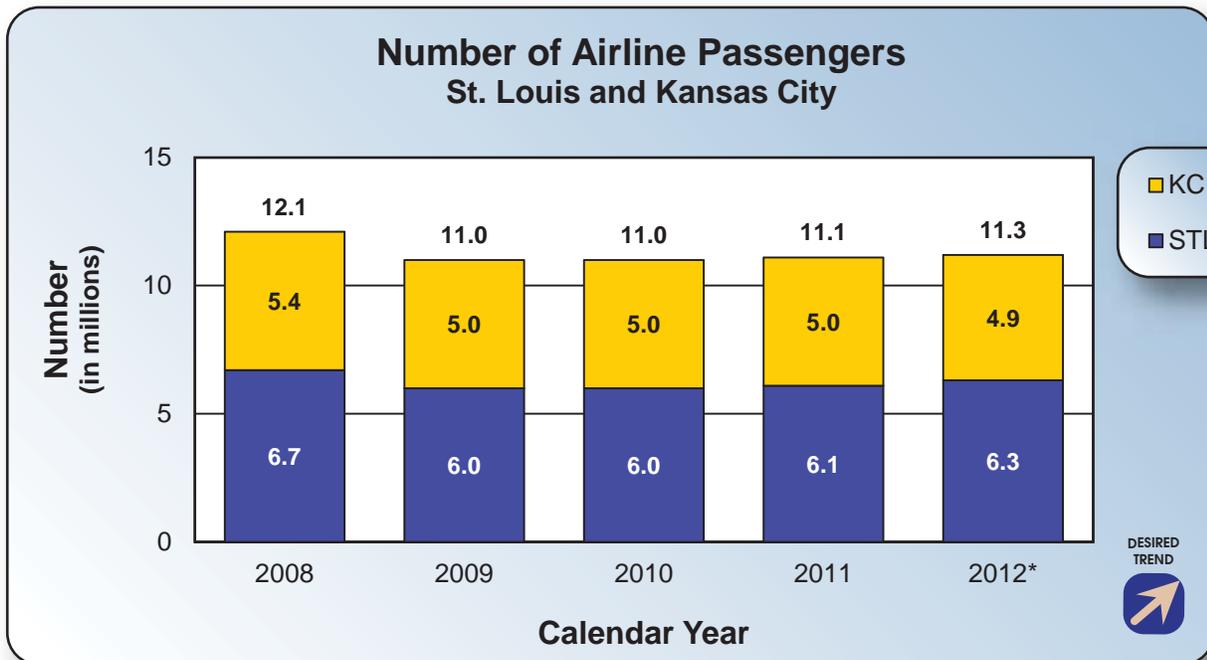
### Improvement Status:

Statewide commercial airline travel increased by approximately 100,000 passengers from 2011 to 2012, primarily due to increased boardings in St. Louis.

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 in grants from the State Aviation Trust Fund were issued for air service development at the state’s commercial service airports. In December 2010, MoDOT received a USDOT grant for \$210,000 to assist with air service marketing airports in Joplin, Columbia and Waynesville.



\*2012 data is based on preliminary individual airport statistics. FAA publishes data in October for the preceding year.



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## Percent of airport runway pavements in good condition-13b

**Result Driver:** Michelle Teel, Multimodal Operations Director

**Measurement Driver:** Amy Ludwig, Administrator of Aviation

### Purpose of the Measure:

This measure tracks the condition of paved runways at Missouri's 110 public airports that are eligible to receive federal or state aviation funds. MoDOT places a high priority on maintaining good airport pavement conditions.

### Measurement and Data Collection:

This measure identifies the overall percent of airport runway pavements at publicly-owned, public-use airports and reliever airports in the state that are in good condition. This measure also shows the percent of business-capable runway pavements in Missouri that are in good condition. Business-capable airports are a subset of all public airports with runways of 5,000 feet or more.

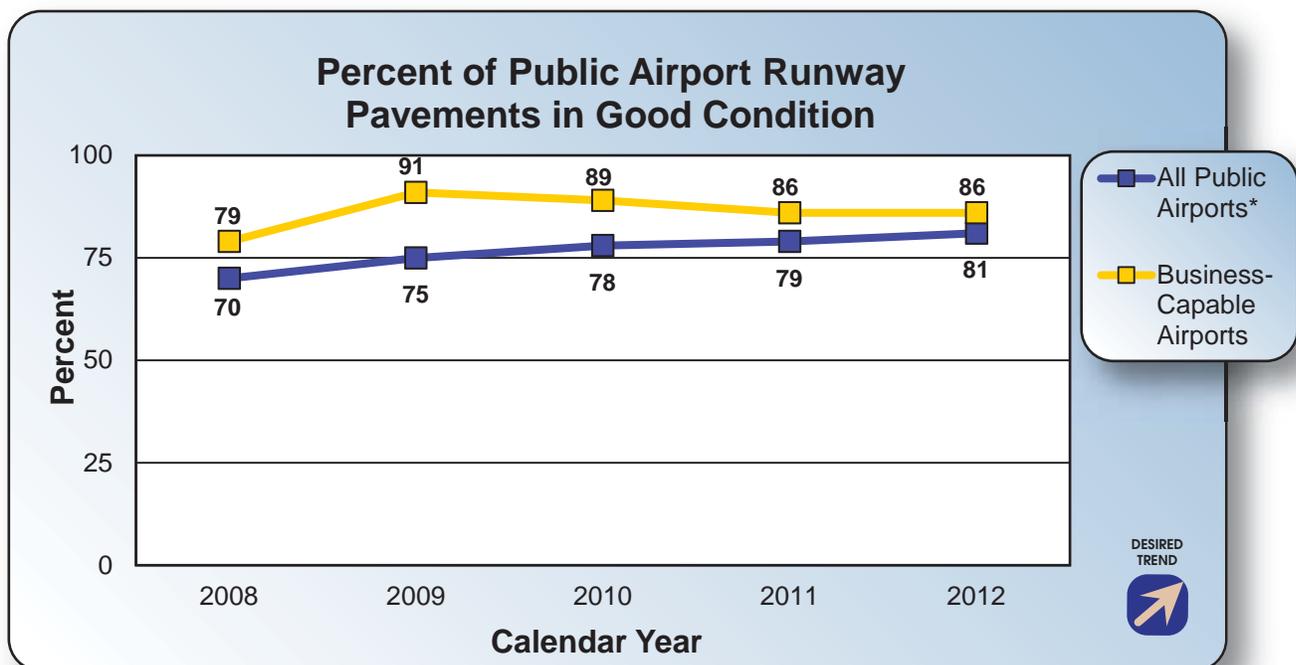
Pavement condition is determined using Federal Aviation Administration's guidelines and identified through physical inspection. A pavement inspection is completed at each airport at least once every three years. All data for this measure is collected by monitoring airport developments and FAA records. This is an annual measure reported in January.

### Improvement Status:

In 2012, 40 Pavement Condition Index studies were performed. These studies identified pavement conditions, providing better direction in programming funds toward critical pavement needs. MoDOT applied for federal funding for an additional 30 PCI studies in 2013. Information from the 2012 studies is used to program runway improvements.

In 2009, MoDOT contracted a consultant to prepare a packaged set of pavement maintenance projects at five state-funded airports. This was the first time the department completed a packaged airport project involving multiple airports. This project increased the percentage of airport runway pavements in good condition. A second packaged set of maintenance projects at three state-funded airports is underway.

MoDOT's Statewide Transportation Improvement Plan identifies airports that meet the demand criteria and can support the development of a 5,000-foot runway. There are currently 34 business-capable airports in the state, with another new business-capable runway scheduled to be completed in 2013.



\*Includes only public airports that are eligible to receive federal or state aviation funds.

## Bicycle and pedestrian activity-13c

**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 records 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 bikeable facilities to assist in increasing transportation options, recreation and overall health.

### Measurement and Data Collection:

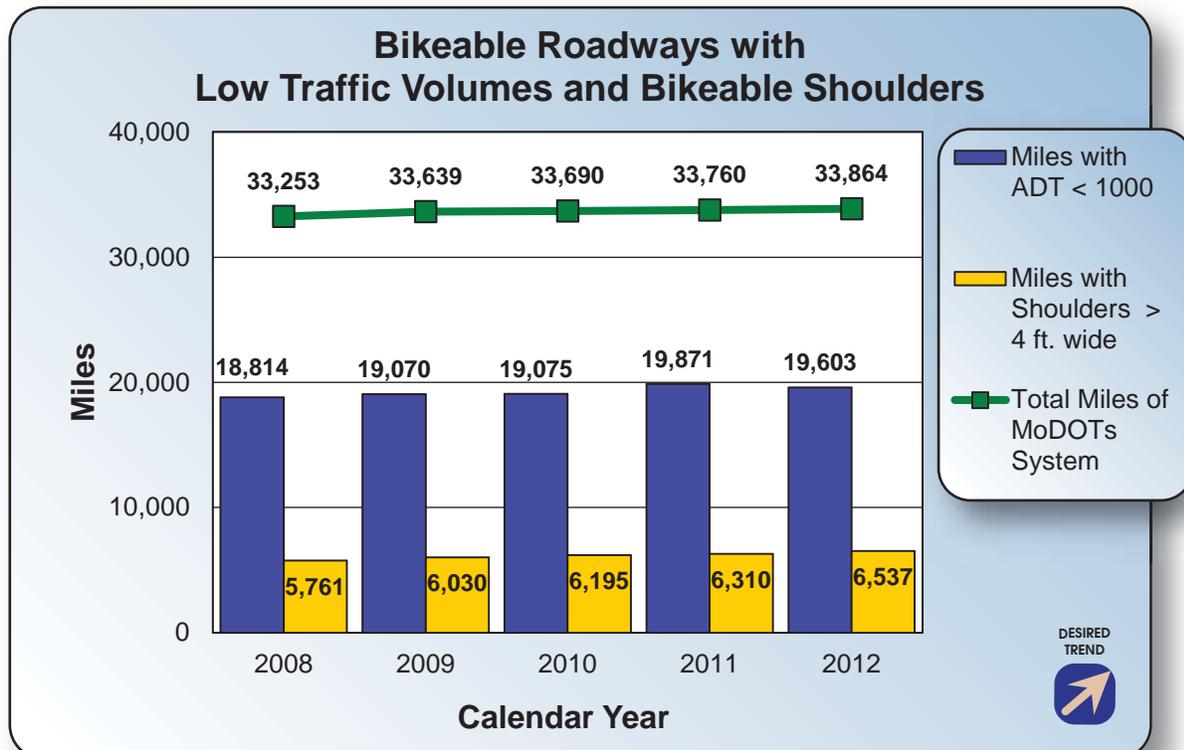
The first graph shows the total centerline miles of roads on the MoDOT system, the number of miles of low volume roadways and the miles of low volume roadways that have shoulders at least 4-feet wide. Roads with these characteristics are frequently sought out by cyclists who might commute, travel across the state or enjoy an energetic recreational activity. An increase in the miles of roads considered bike friendly is the desired trend. This is an annual measure updated each January.

The visitor count for the Katy Trail is used as a measure of the number of people interested in biking and walking in Missouri. The second graph shows the number of Katy Trail users during the past five years. Katy Trail visitor counts are collected and reported annually by the Missouri Department of Natural Resources.

### Improvement Status:

During the past five years, the number of miles of low volume roads with 4-foot wide shoulders increased by 13.4 percent. There are now 776 more miles of bikeable roads on the MoDOT system than there were in 2008.

Katy Trail visitor counts are up 19.8 percent during the same five-year period.





### Number of transit passengers-13d

**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 urbanized and rural providers of general public transit services. Missouri Metro ridership data was recalibrated for Missouri trips only, rather than “system trips,” that had included Illinois trips in the St. Louis area and Kansas trips in the Kansas City area. The metro and non-metro measures are benchmarked to Wisconsin, a state with a comparable population. This is an annual fiscal year measure with Missouri data updated in October. The Wisconsin benchmark data is for the calendar year and is currently available through 2011.

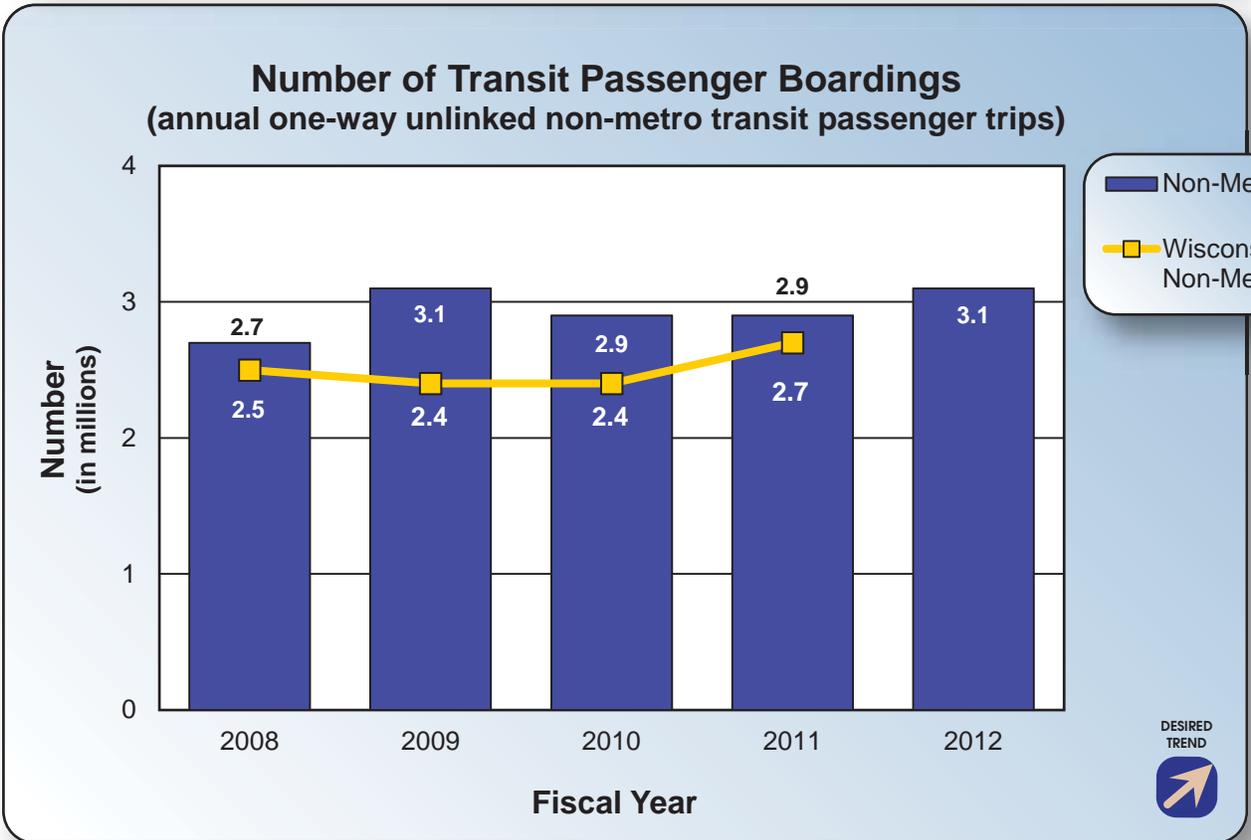
#### **Improvement Status:**

In 2012, statewide metropolitan transit ridership increased by 4.6 million one-way, unlinked Missouri passenger trips compared to the previous year. This doubled the 2.3 million trip increase from 2010 to 2011. Most of the ridership increase occurred in St. Louis, but all of Missouri’s urbanized transit systems carried more passengers than in the prior year. Non-metro (rural) ridership increased by 7 percent, with 3.1 million one-way unlinked passenger trips.

Missouri’s urbanized transit ridership increased for the second consecutive year, but annual ridership has not reached the 2009 level attained just prior to a large transit service reduction in St. Louis. Most of those St. Louis area routes were restored, but full return to transit usage was not immediate. For non-metro transit systems, the Southeast Missouri State University Campus Shuttle delivered the largest increase in passenger trips in fiscal year 2012.



# EASILY ACCESSIBLE MODAL CHOICES



## Number of intercity bus stops-13e

**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 quarterly from the national and regional intercity bus carriers. The measure is benchmarked to Wisconsin, which has a comparable total statewide population. This is a quarterly measure.

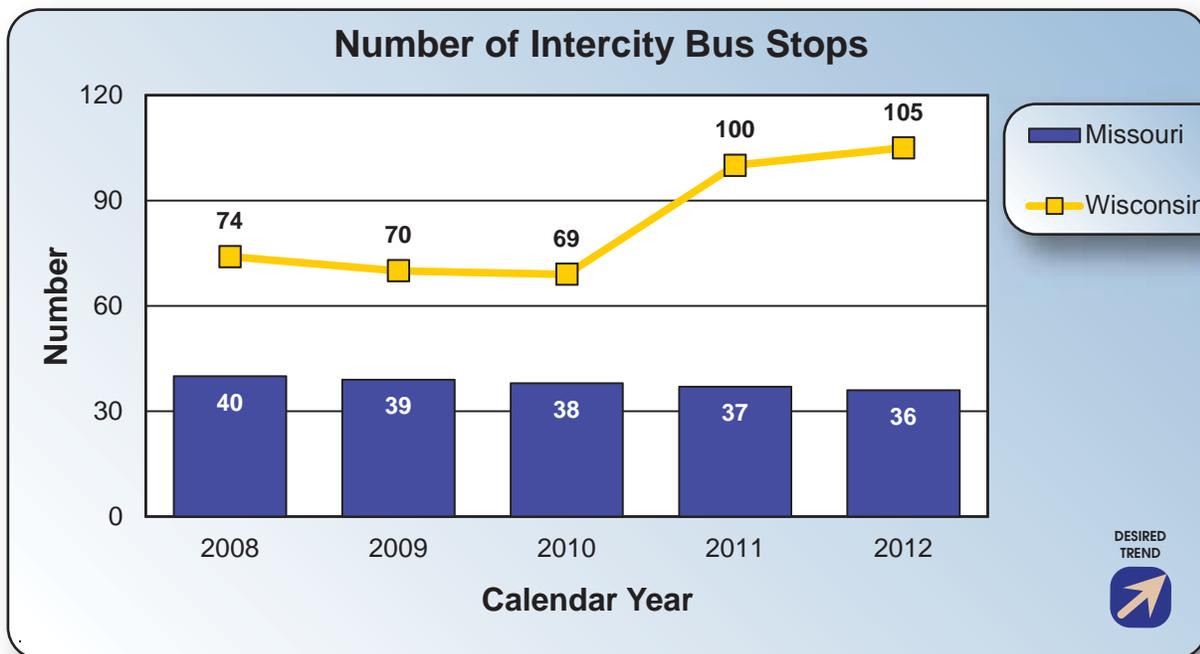
### Improvement Status:

The number of Missouri's intercity bus stops slowly decreased since 2008. Most of the recent incremental growth in Missouri's intercity bus service increased the schedule frequency for cities already receiving service rather than creating new bus stops in unserved areas. This year, Jefferson Lines

lost or dropped stops in Butler, Peculiar, Pineville and at the Kansas City International Airport, but added stops in Neosho and Kansas City North. Wisconsin gained a significant number of stops in 2011, that remain in 2012, due to a state-funded intercity bus program which matches federal funds.

Since the last quarter, Megabus added a stop in Springfield with service to Chicago via St. Louis and service to Dallas via Oklahoma City and Norman.

Annual Missouri intercity bus passenger ridership was estimated in a MoDOT 2010 study at 200,000 passenger trips per year. 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. Greyhound was awarded a MoDOT grant contract with federal transit funds to add service between Springfield and Ottumwa, Iowa, using the U.S. 60 and 63 corridors with eight new stops. Plans call for the service to begin once new, smaller buses are delivered.



## Number of rail passengers-13f

**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 state-supported Amtrak Missouri River Runner service. These trains carry passengers between Kansas City and St. Louis on two daily round trips.

### Measurement and Data Collection:

Data is received monthly from Amtrak providing the number of passengers per Missouri River Runner train. This is a quarterly measure.

### Improvement Status:

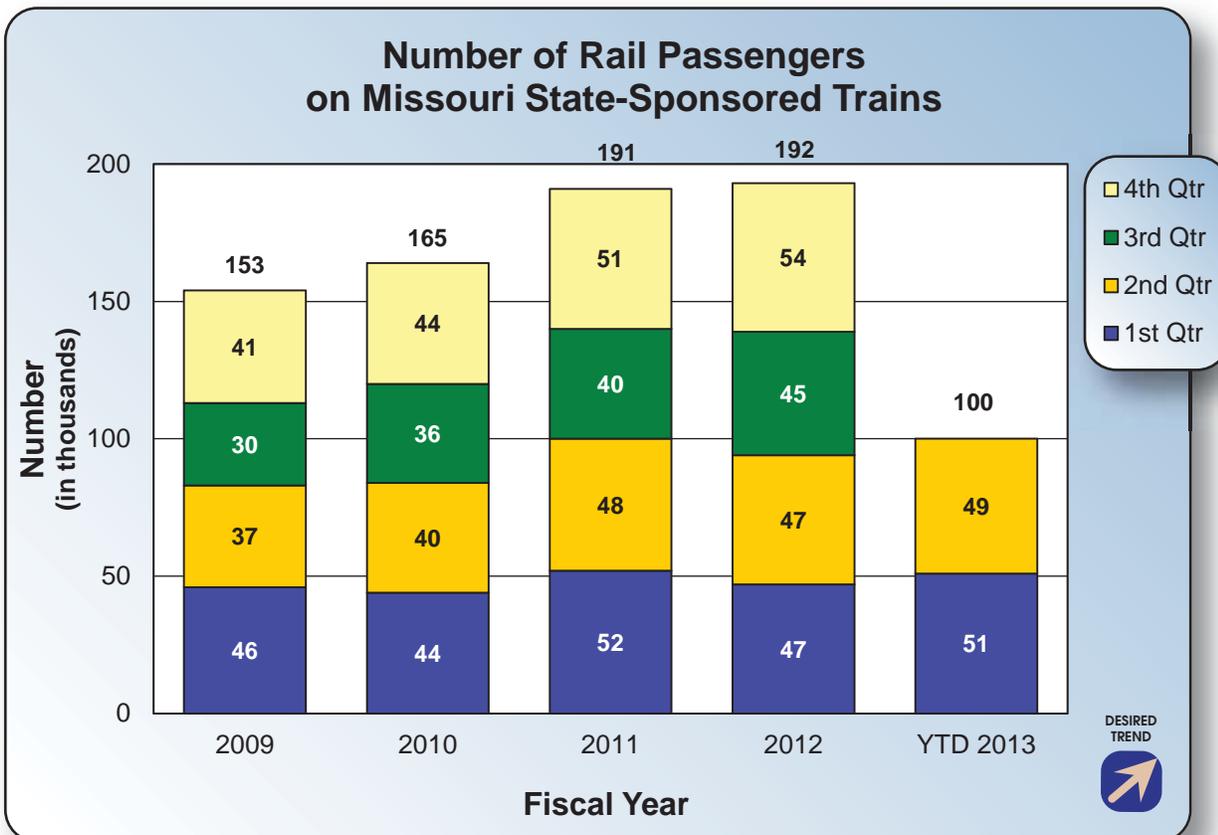
The Missouri River Runner experienced a 4 percent increase in ridership in the second quarter of fiscal year 2013 compared to the same time last year. The number of passengers rose to 48,998 in the second quarter of 2013 compared to 46,967 in the second quarter of 2012.

Increases in ridership during the second quarter can be attributed to mild weather and improved on time

performance. Seasonal events and holidays also boosted ridership. For example, Amtrak added extra coaches during Oktoberfest, Thanksgiving and Christmas to accommodate greater numbers of passengers.

MoDOT continued its publicity efforts through roadside signs, traditional and social media, community events and use of the department's dynamic message signs along the Interstate System.

Several projects are underway to improve on-time performance and travel time on the corridor. A new crossover at Webster Grove is complete. The Osage River Bridge is under construction. Plus, a new west approach to the Merchants Bridge and a third main track through the St. Louis Railroad Terminal are under design.



## Funding for multimodal programs-13g

**Result Driver:** Michelle Teel, Multimodal Operations Director

**Measurement Driver:** Kelly Wilson, Senior Financial Services Analyst

### Purpose of the Measure:

This measure provides the status of state and federal investments in multimodal programs that include transit, rail, air and waterways.

### Measurement and Data Collection:

Investments in multimodal programs represent the state and federal dollars spent on transit, rail, air and waterways. Federal investments in multimodal programs represent the amount spent on MoDOT-administered programs only.

Investments are limited to the amounts appropriated by the state legislature each year. The appropriated amounts include only existing fund balances and annual revenues. As existing fund balances are spent, investments will be limited to annual revenues. This is an annual measure updated in July.

### Improvement Status:

State investments in multimodal programs decreased \$3.3 million in fiscal year 2012.

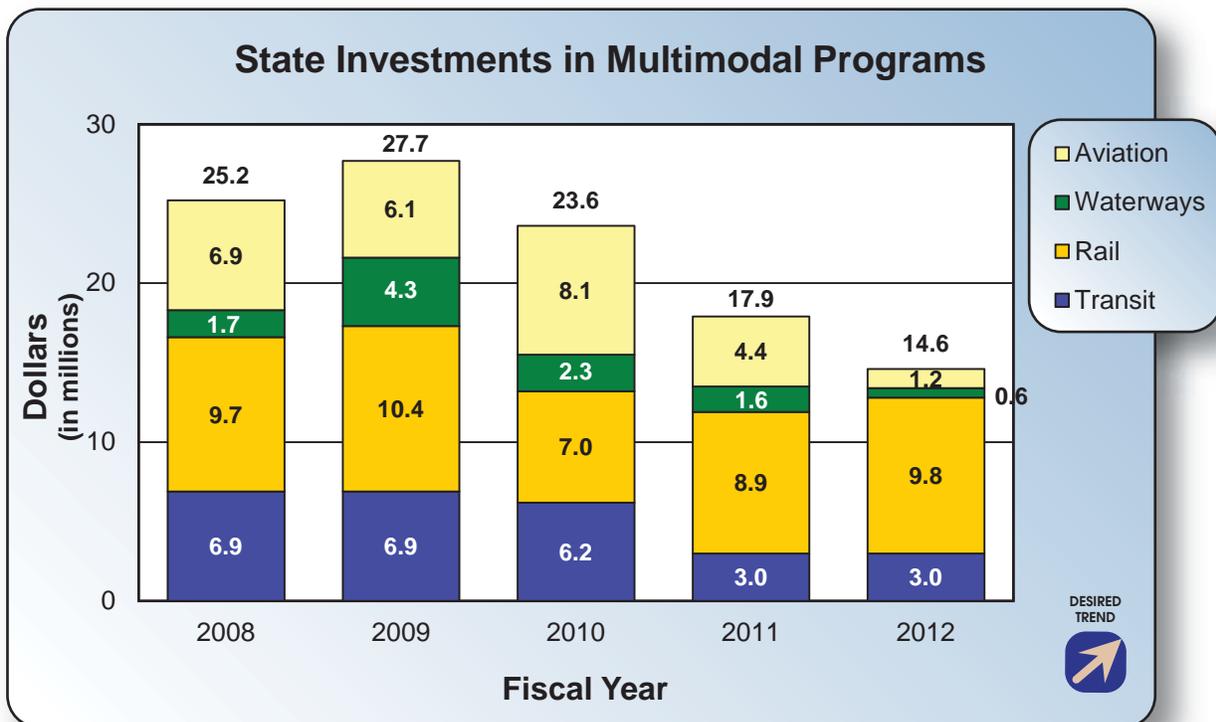
State investments in transit remained relatively constant in fiscal year 2012.

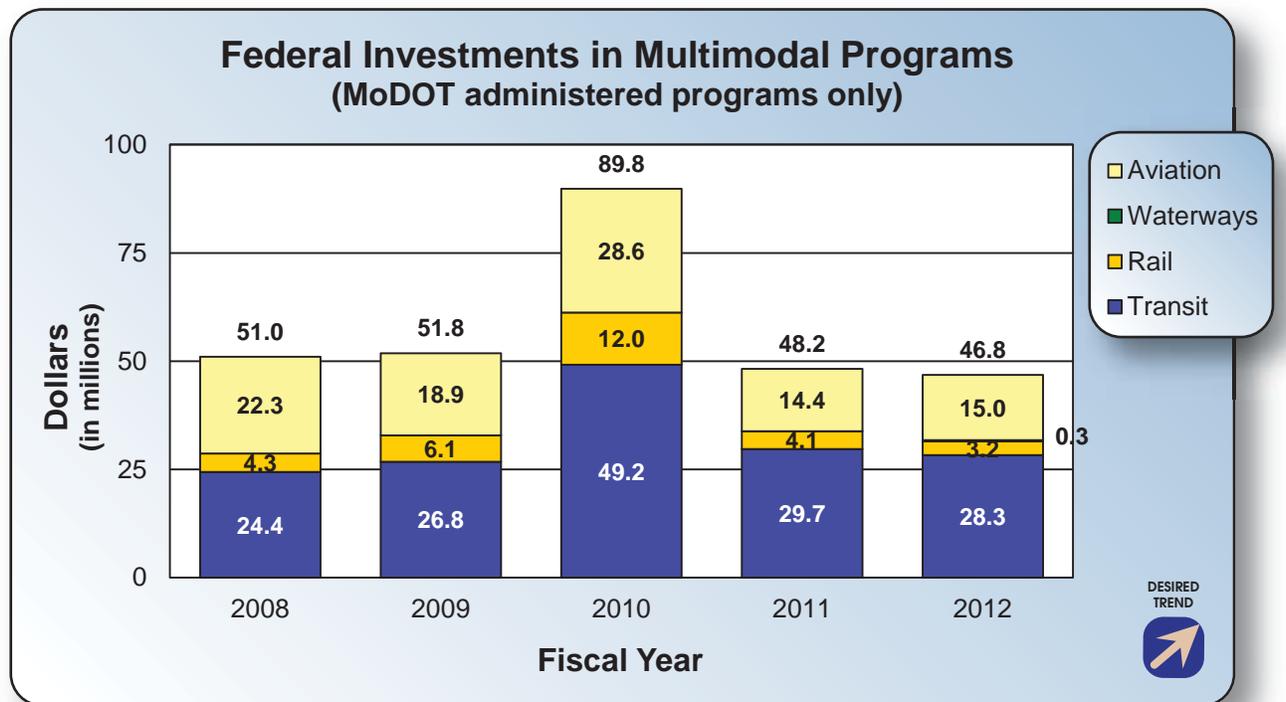
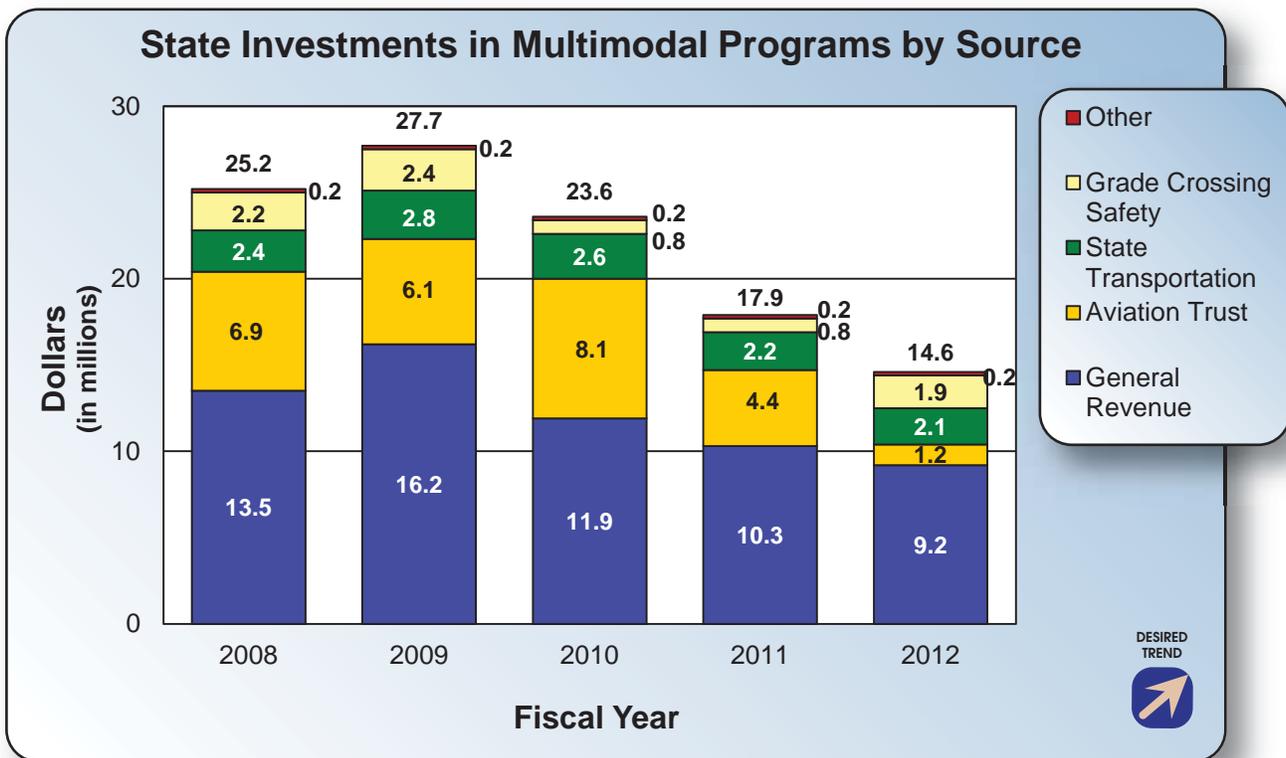
State rail investments increased \$900,000 in fiscal year 2012 as part of an effort to make use of state grade crossing safety funds reserves.

State waterways investments decreased by \$1 million due to decreased funding from General Revenue.

State aviation investments decreased by \$3.2 million. Fiscal year 2012 aviation projects were of a smaller scale compared to those completed in the prior year.

Federal funding for multimodal programs decreased slightly for fiscal year 2012 as projects funded by the American Recovery and Reinvestment Act of 2009 were completed.





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