

## 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.

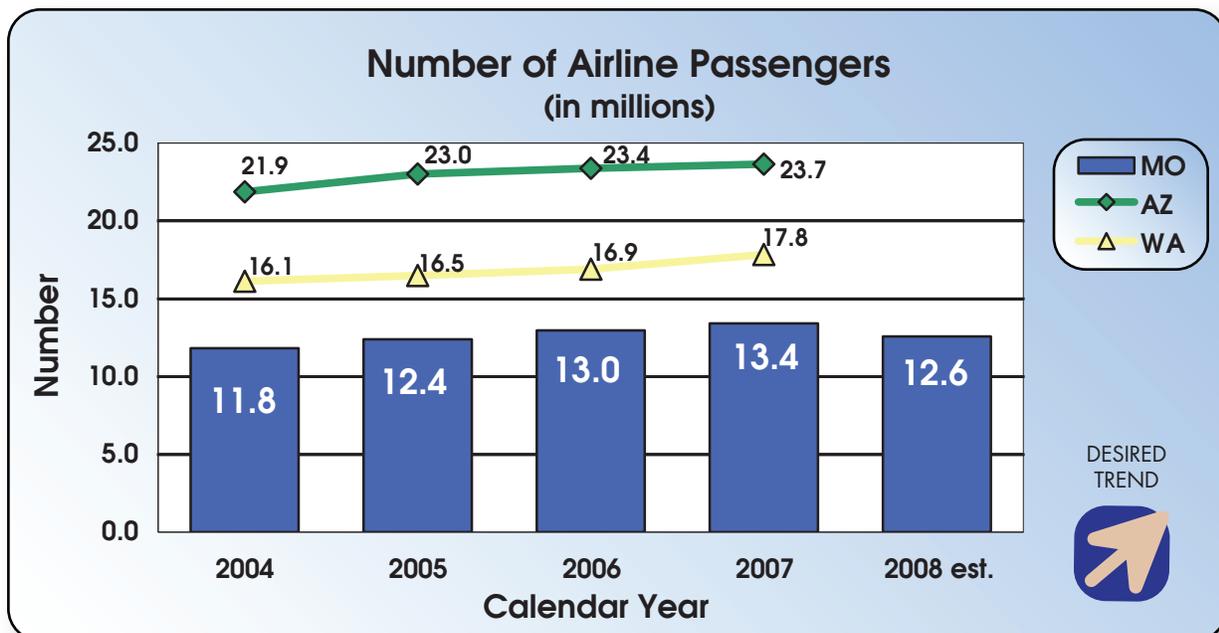
### Measurement and Data Collection:

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. An estimate of 2008 Missouri airport passenger boardings has been made based on discussions with individual airports in the state. Airline passengers are defined as passengers boarding airplanes.

### Improvement Status:

Airline passengers have increased approximately 3.5 percent in Missouri from 2006 to 2007 and have grown at an average annual rate of 4.3 percent since 2004. A preliminary estimate was obtained from the commercial service airports in the state for 2008 and would indicate a decrease in activity from 2007 to 2008. Increases in airline operational costs, weak economic conditions and a decrease in flight schedules at Kansas City International Airport and Lambert St. Louis International Airport have attributed to a decrease in passenger boardings.

State legislation passed in 2008 includes up to \$2 million annually for the study and promotion of expanded domestic or international scheduled commercial service or the study and promotion of intrastate scheduled commercial service. MoDOT is also conducting a study to review regulatory issues related to air service. Both the city of Springfield and the city of Joplin recently completed the construction of a new terminal building.



## 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.

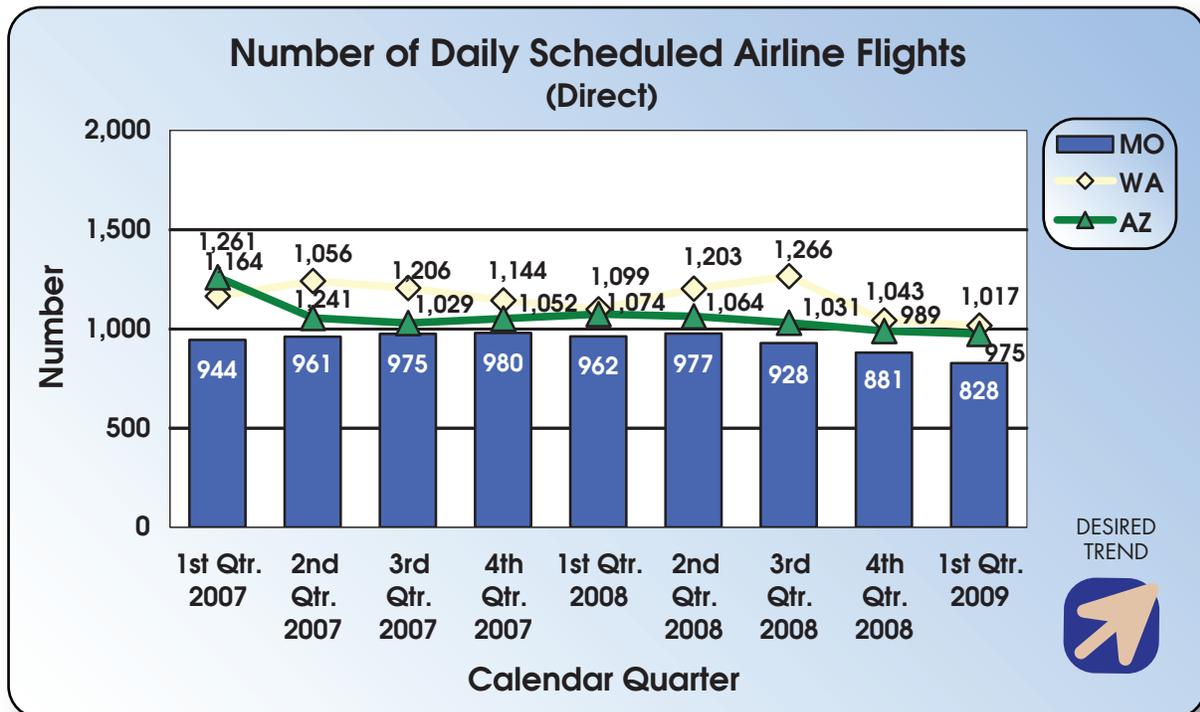
### Measurement and Data Collection:

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.

### Improvement Status:

Daily scheduled airline flights in Missouri have decreased from 962 in the first quarter of 2008 to 828 in the first quarter of 2009. Airline flights have also decreased from 881 in the fourth quarter of 2008 to 828 in the first quarter of 2009. A number of airlines that operate at Missouri airports have decreased service due to seasonal travel and weak economic conditions.

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 commercial service airports in an air service study.



## Number of business-capable airports-12c

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

### Purpose of the Measure:

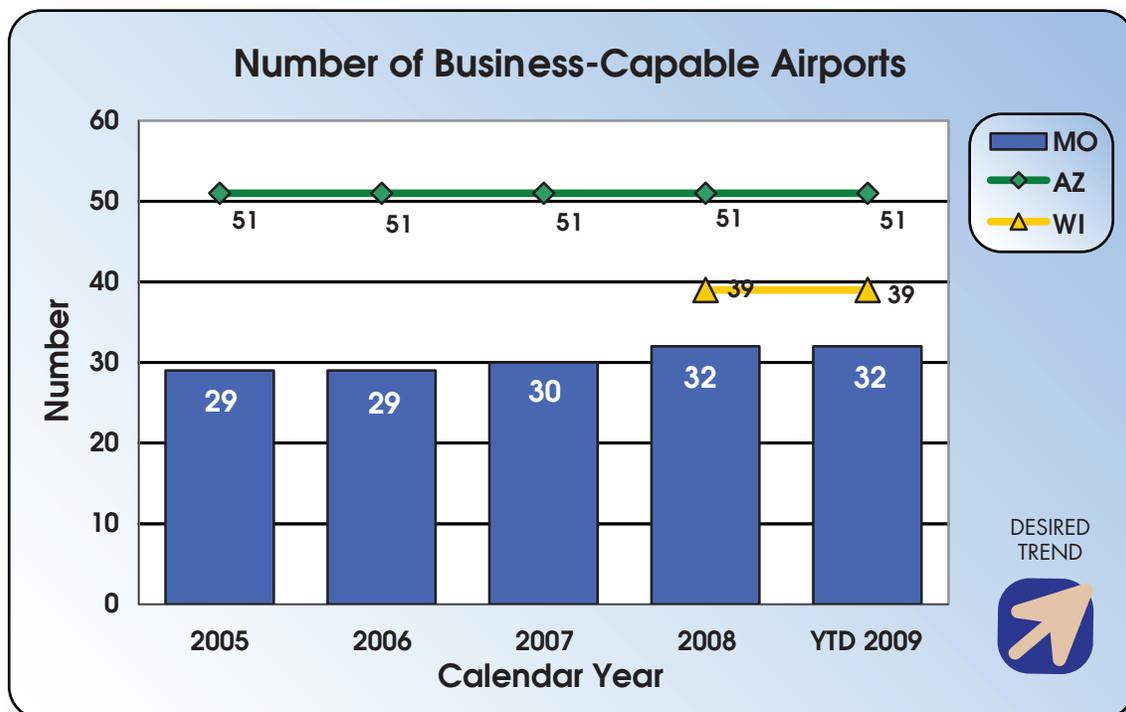
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

### 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:

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. In January 2008, the city of Marshall extended the runway at the Marshall Memorial Municipal Airport to 5,000 feet, and in December 2008, the city of Moberly extended its runway to 5,000 feet. A new business-capable airport is under construction in Branson West and a privately owned commercial service airport is under construction in Branson. 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:

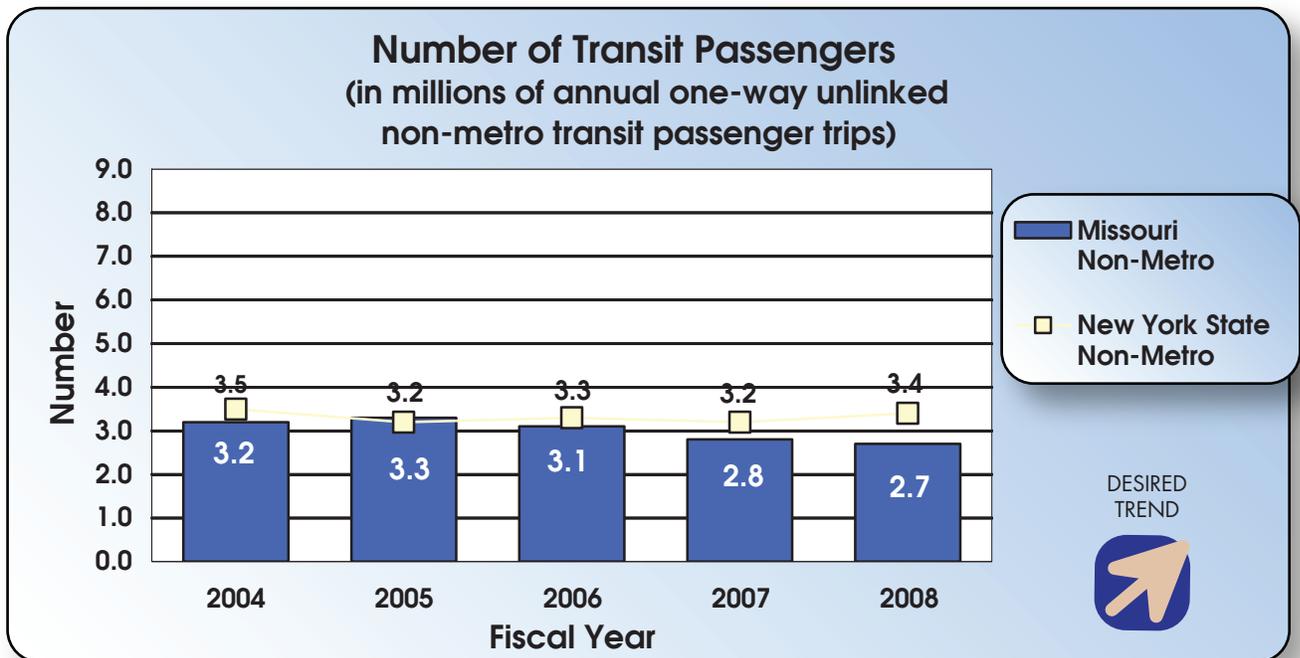
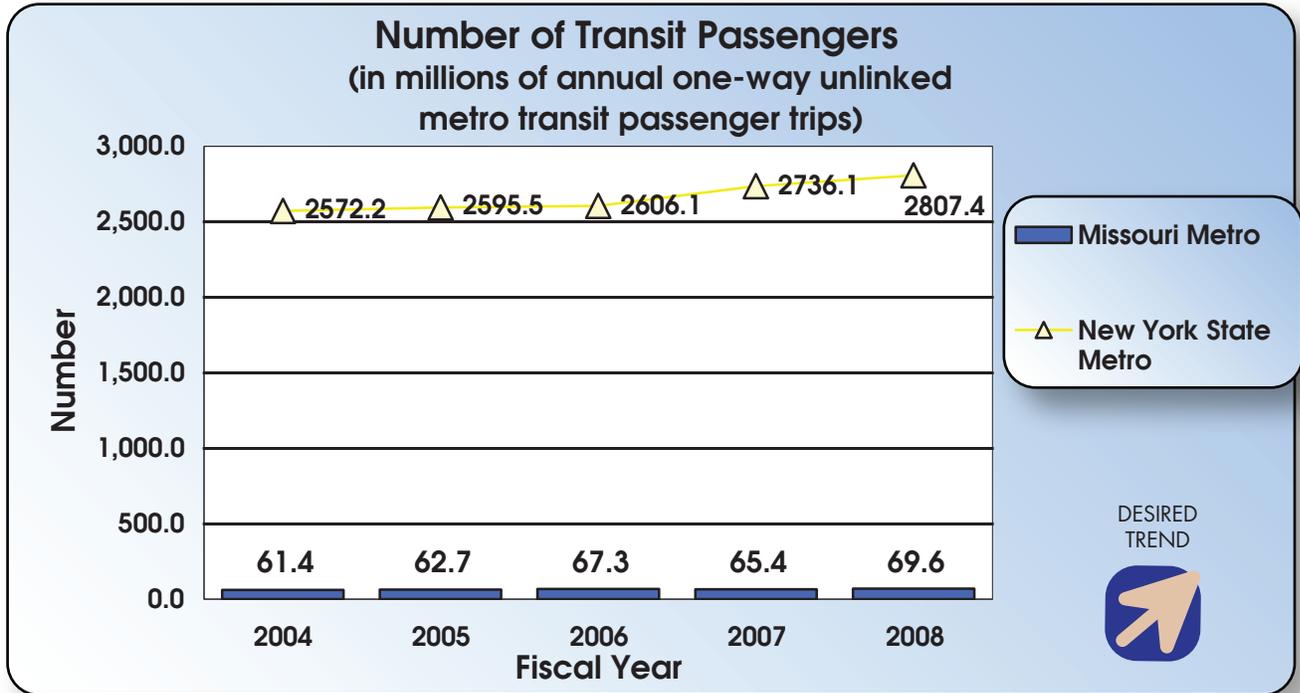
In 2008, Missouri's statewide metropolitan transit ridership increased by 4.2 million one-way unlinked passenger trips compared to the previous year. However, where passenger fare increases took place during that period, for each of those transit systems (Springfield, St. Joseph and Jefferson City), the ridership declined. Non-metro (rural) ridership

decreased slightly from 2.8 million trips in 2007 to 2.7 million trips in 2008. Of the 27 rural transit systems in Missouri, 18 of the systems experienced ridership gains, and the remainder experienced reductions in ridership. More than all of the net loss in statewide 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 20 percent below New York State's non-Metro transit ridership in 2008. New York's rural population in the 2000 Census was 3.4 million or 20 percent greater than Missouri's rural population of 1.7 million. New York State's metro ridership vastly exceeded Missouri's metro transit ridership with just over 2.8 billion trips taken compared to 69 million metro transit passenger trips in Missouri for 2008. MoDOT worked with transit providers in developing the second Missouri Rural Transit Marketing Campaign. Marketing materials were distributed to rural transit systems with radio and television spots first airing in January 2008.



# EASILY ACCESSIBLE MODAL CHOICES



## 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.

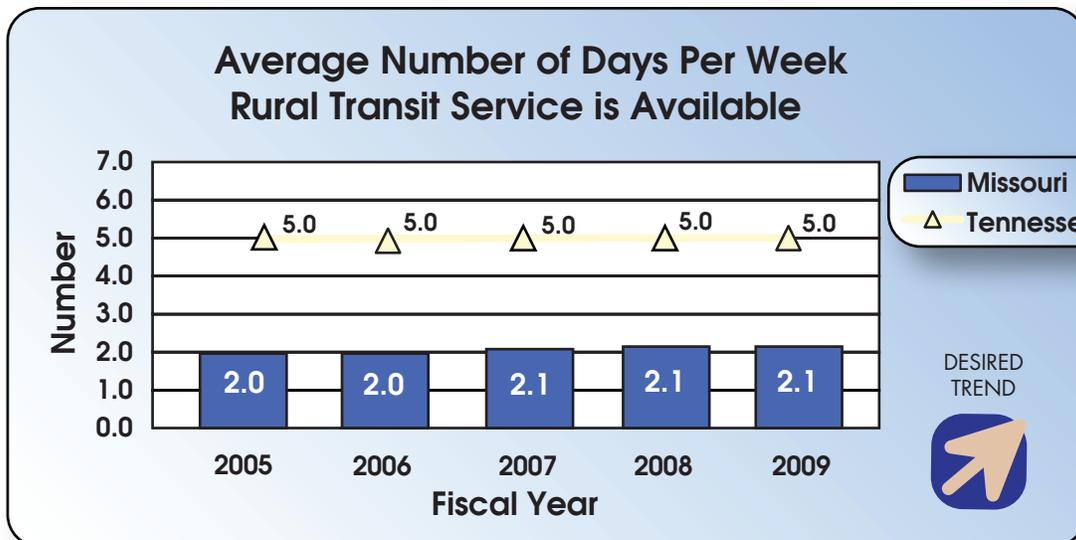
### Measurement and Data Collection:

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 2008, 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 2007, Missouri's rural transit providers together delivered 2.7 million trips compared to 1.5 million rural transit trips provided in Tennessee.

MoDOT worked with rural transit systems to produce a second rural transit marketing campaign. As part of this campaign, television and radio advertising began in January 2008. 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:

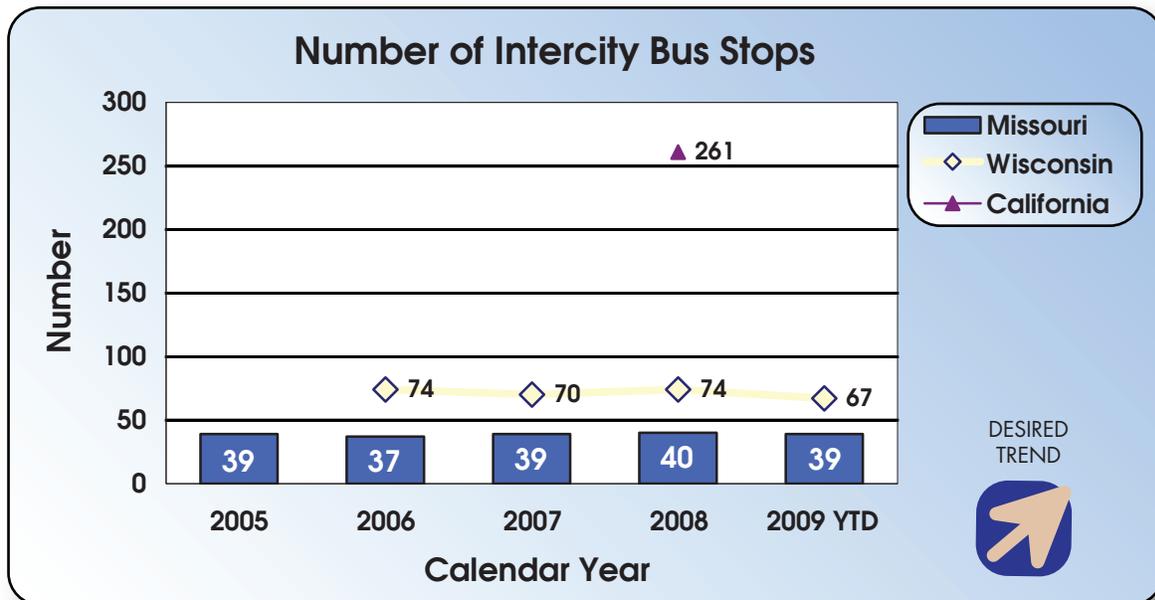
Data on the number and location of intercity bus stops is obtained annually from the national and regional intercity bus carriers. This is an annual measure with quarterly year-to-date updates of the most recent calendar year. The measure is benchmarked to Wisconsin, which has a comparable total statewide 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. Since the last report, the Lowry City stop was moved to Collins and the Winston stop was dropped. Also, since the last report 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 last year.

A MoDOT-sponsored statewide intercity bus study has completed initial project meetings with corporate officers of Greyhound, Jefferson Lines and Burlington Trailways. These initial meetings explored the potential for increased intercity bus stops and increased intercity bus service in Missouri. September 2008 and February 2009 meetings of the Intercity Bus Study Advisory Committee recommended additional new corridors and stops for consideration.



## 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:

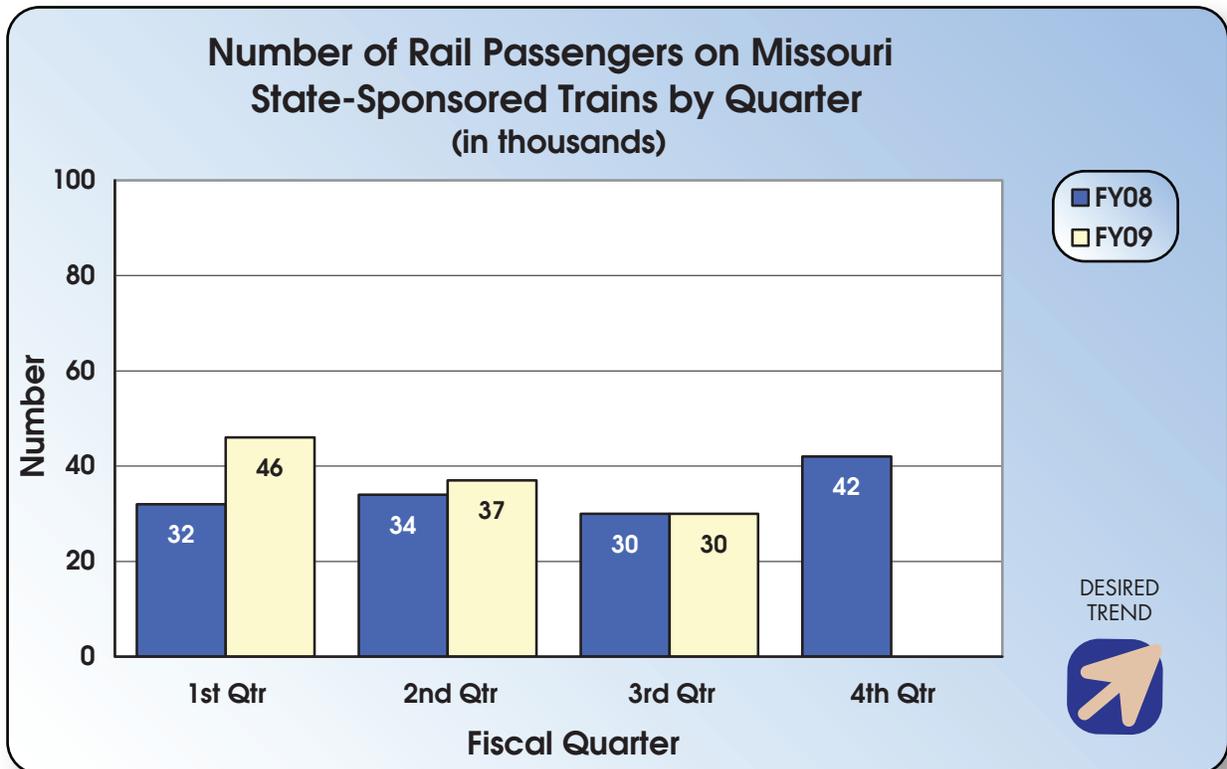
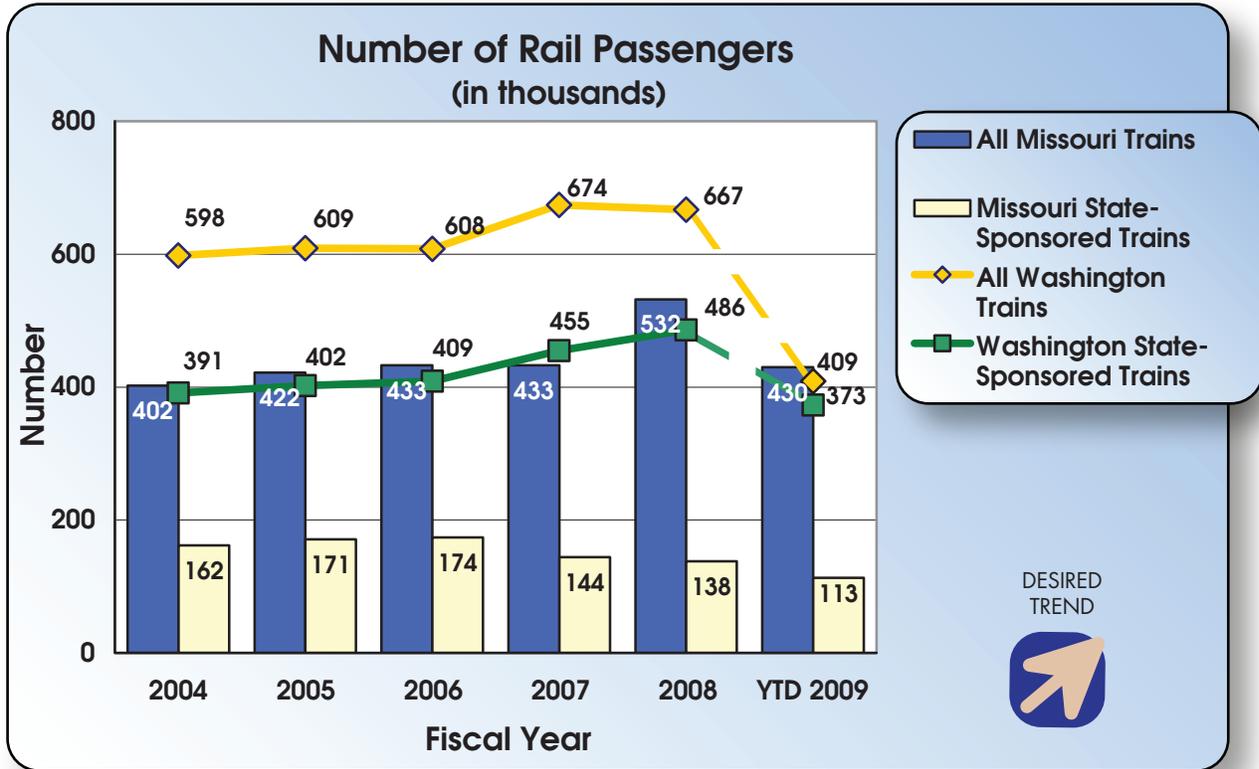
The months of January through March 2009 showed a decrease of less than 1 percent over the same months in 2008; however, part of the route had a substitution of busses for trains during this period. MoDOT continued its publicity efforts through new roadside signs, news releases, a wide-ranging distribution 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, 94 percent in February and

97 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 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 signed a preliminary memorandum of understanding with MoDOT in September 2008 to begin work on the California siding during May 2009.

The new federal American Recovery and Reinvestment Act provides new funding possibilities for improving passenger rail service by targeting track infrastructure improvements that will increase fluidity and decrease delays. Some of the applications now being prepared include sidings near Knob Noster, Jefferson City and Strasburg, and universal crossovers at Hermann and Webster Groves. The new improvements, along with Union Pacific's completed infrastructure improvements at the Gasconade Bridge, should profoundly impact the reliability of the service's 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.

### 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.

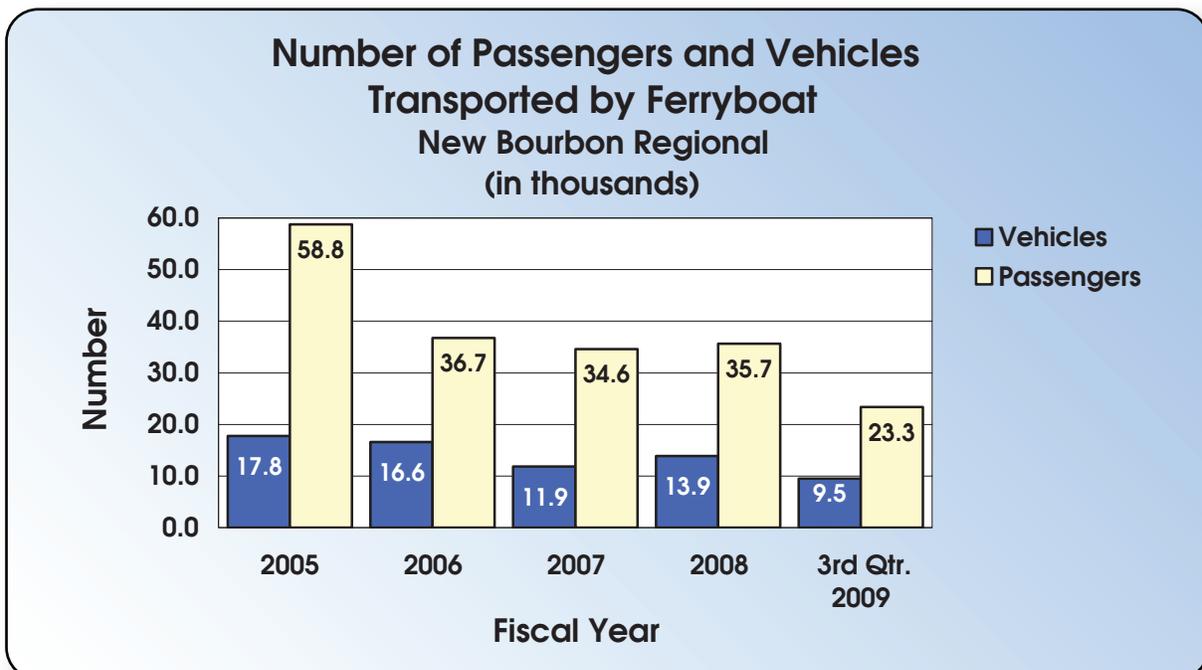
### Improvement Status:

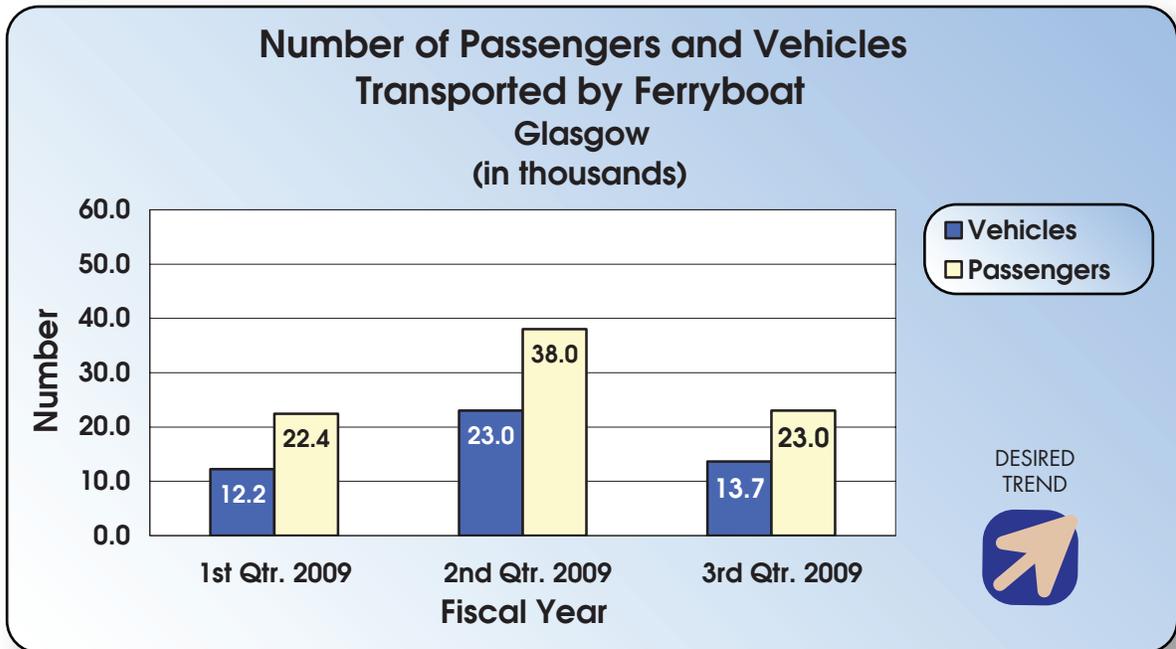
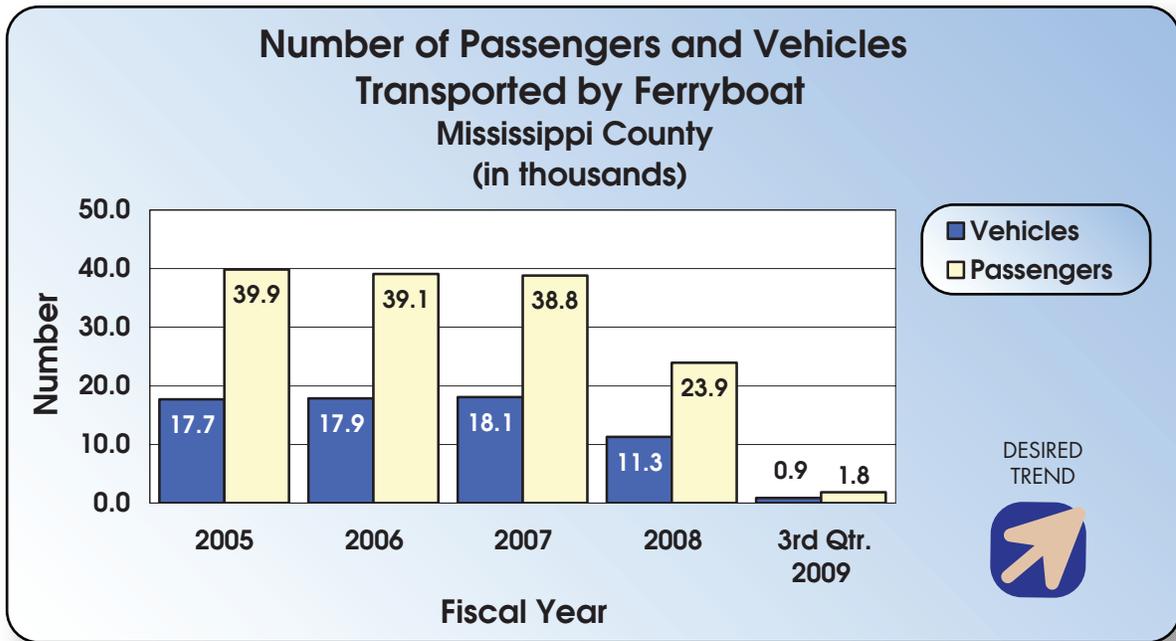
The New Bourbon ferryboat was closed part of the first quarter for high water. In the first three quarters of fiscal year 2009, the ferry operated 242 days compared to 259 days in fiscal year 2008. The ferry transported 9,470 vehicles compared to 12,548 in the first three quarters of 2008 for a decrease of 25 percent. The number of passengers decreased from 31,220 for the same period in fiscal year 2008 to 23,348 in fiscal year 2009 for a decrease of 25 percent. Federal funds are being used to construct a

high-water mooring for the ferry equipment and State of Missouri Port Capital Funds are being used to upgrade the equipment. The port reports that new engines purchased with state funds are using 3 gallons per hour less fuel than the old engines.

The Mississippi County ferryboat closed due to high water March 12, 2008, and remained out of service until March 1, 2009, due to equipment repairs. MoDOT has worked with the port to have the boat repaired and hire a new captain. Service resumed on March 1, 2009. The service operated 26 days in March and carried 867 vehicles with 1,835 passengers.

The temporary ferry service in Glasgow began operation August 4, 2008, when the bridge closed for rehabilitation. On March 8, 2009, after 31 weeks of service, the ferry has transported 48,903 vehicles with 83,477 passengers.





### 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 2008 legislative session resulted in funding increases for each of the multimodal programs. Overall, the programs received \$39.3 million for fiscal year 2009, an increase of \$16.7 million more than fiscal year 2008.

Transit received a \$500,000 increase for the Missouri Elderly and Handicapped Transportation Assistance Program; however, the 2008 one-time increase of

\$150,000 to the city of Springfield was removed from the fiscal year 2009 transit program.

Rail increased \$5.6 million over fiscal year 2008. The legislature approved \$5 million for capital improvements to Union Pacific's mainline to increase Amtrak's on-time performance and an increase of \$600,000 in state assistance for Amtrak to provide daily rail service.

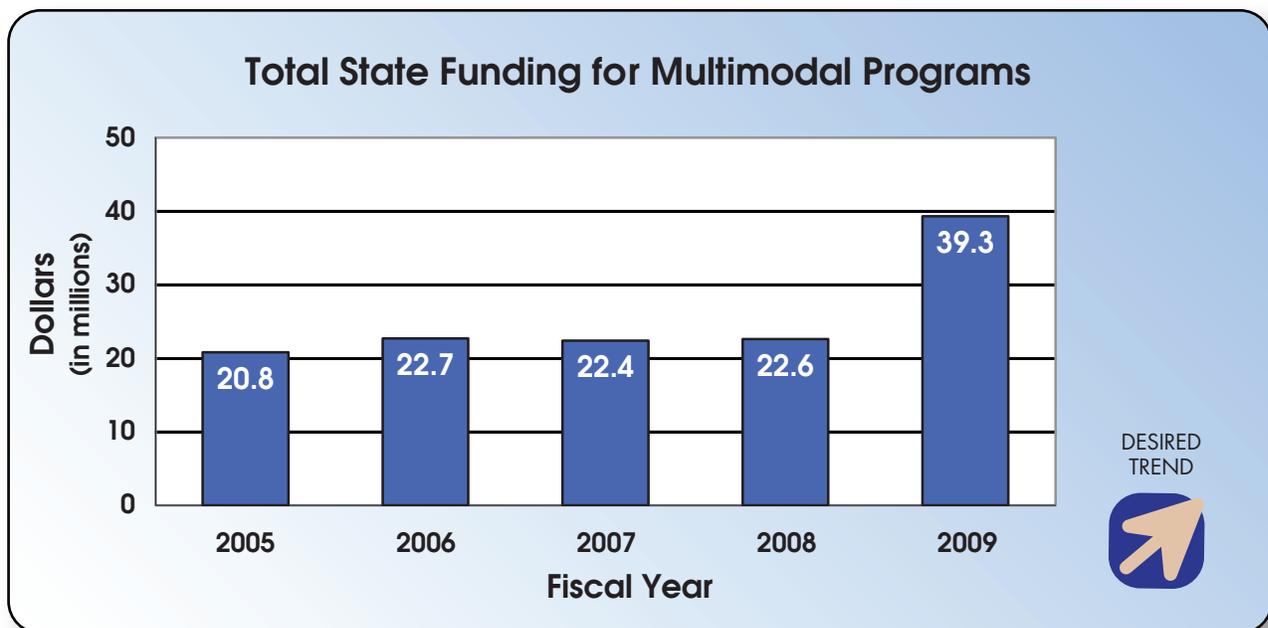
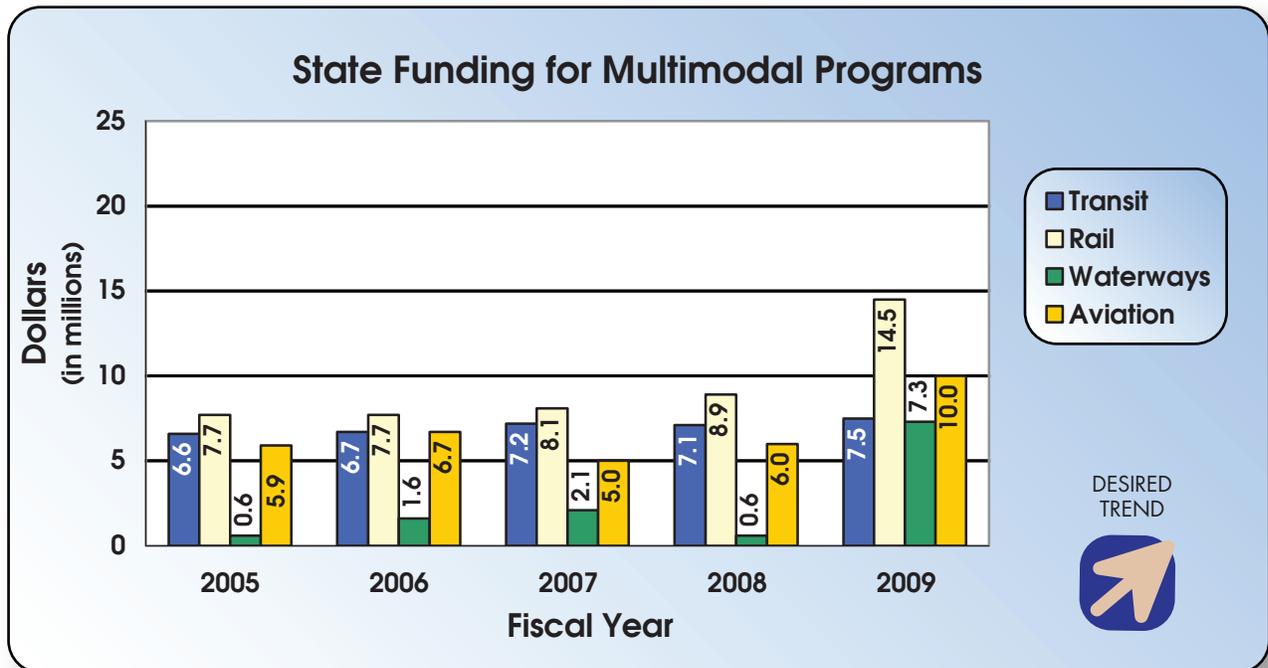
Waterways received \$6.65 million in capital improvement funding for infrastructure development. These funds will be shared among seven port authorities.

The aviation program will have an additional \$4 million available for aviation projects due to passage of Senate Bill 930. This bill increases the cap amount received from aviation jet fuel tax from \$6 million to \$10 million.

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 each May from interviews of approximately 3,500 randomly selected adult Missourians with an overall margin of error of +/- 2 percent.

### Improvement Status:

Fifty-seven percent of MoDOT's customers are satisfied with transportation options in Missouri. This measure decreased by 10 percent from last year's results. There was also a 6 percent decrease in customers who strongly agree they are satisfied with transportation options. Much of this downward trend is attributed to rising fuel prices.

During the 2008 legislative session, alternative transportation modes received funding increases. Ports received a record \$6.65 million to increase their effectiveness. The railroad used for Missouri Amtrak service received \$5 million targeted at improving reliability. A transit program for the elderly and handicapped saw a \$500,000 funding increase.

In 2007, regional planning commissions and metropolitan planning organizations outlined their highest transportation priorities. Subsequently, MoDOT developed a transportation investment package designed to meet Missouri's expectations. This investment package includes transportation improvements in all modes including increased services to public transportation, more reliable passenger rail service and port enhancements.

