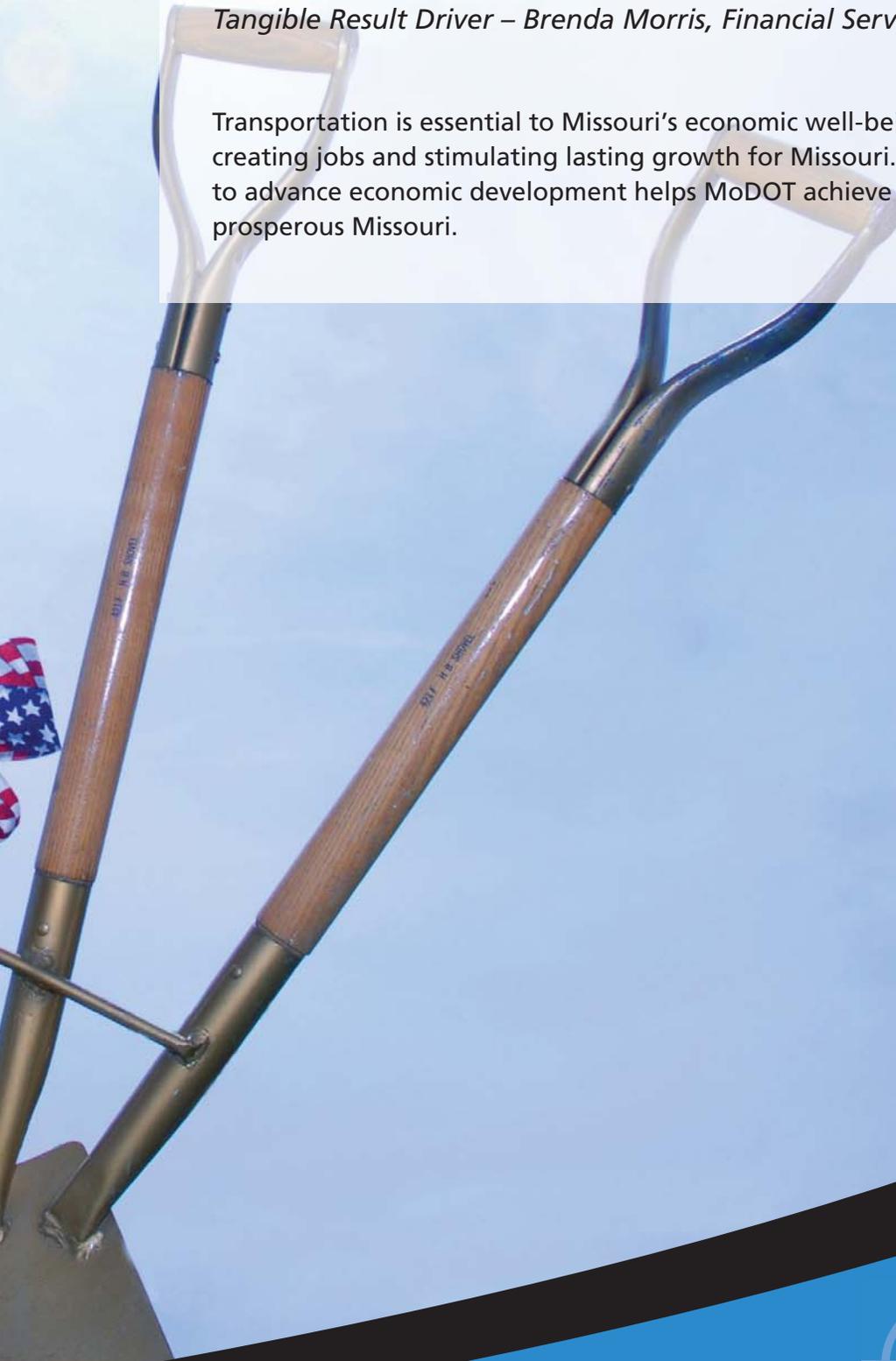


# ADVANCE ECONOMIC DEVELOPMENT

*Tangible Result Driver – Brenda Morris, Financial Services Director*

Transportation is essential to Missouri's economic well-being. It plays a critical role in creating jobs and stimulating lasting growth for Missouri. In addition, focusing on ways to advance economic development helps MoDOT achieve its mission of promoting a prosperous Missouri.



## MoDOT national ranking in revenue per mile-7a

**Result Driver:** Brenda Morris, Financial Services Director

**Measurement Driver:** Amy Binkley, Resource Management Specialist

### **Purpose of the Measure:**

The measure shows Missouri's national ranking in the amount of revenue per mile that is available to spend on the state highway system.

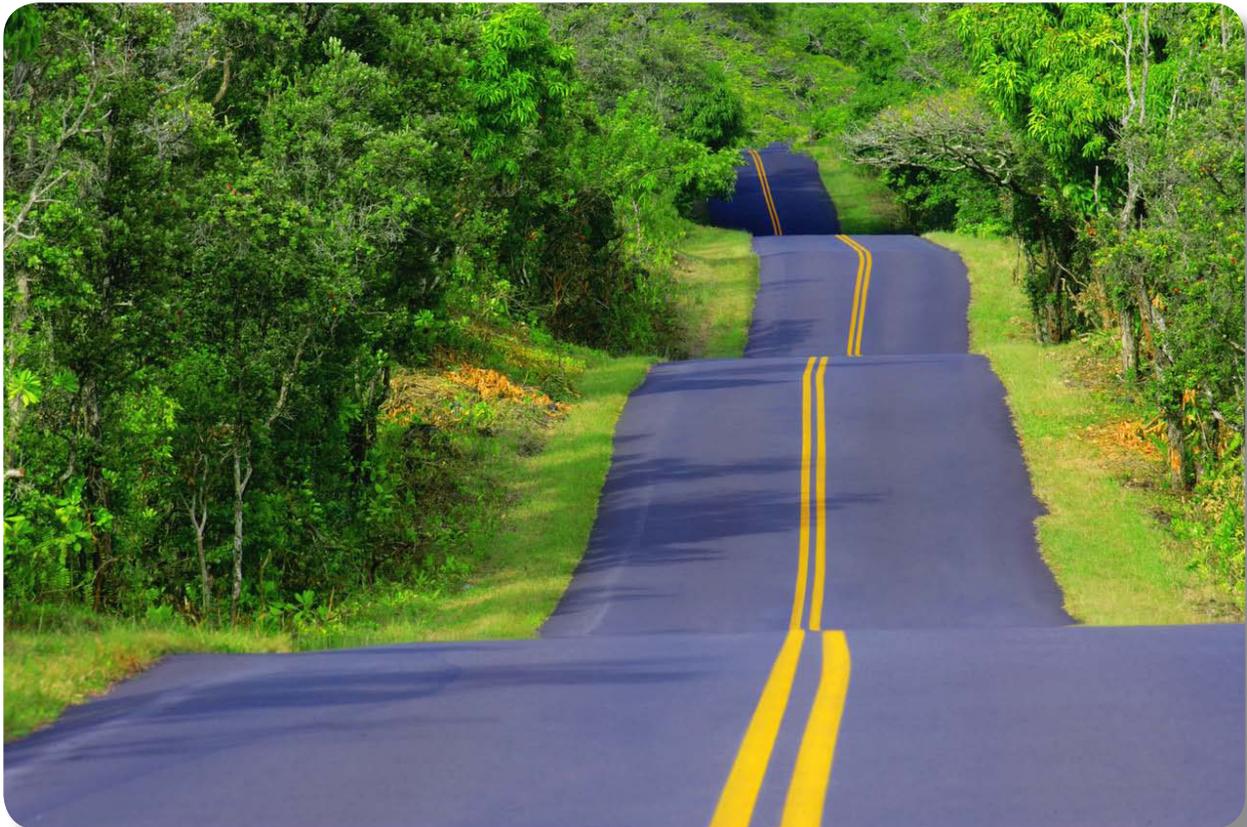
### **Measurement and Data Collection:**

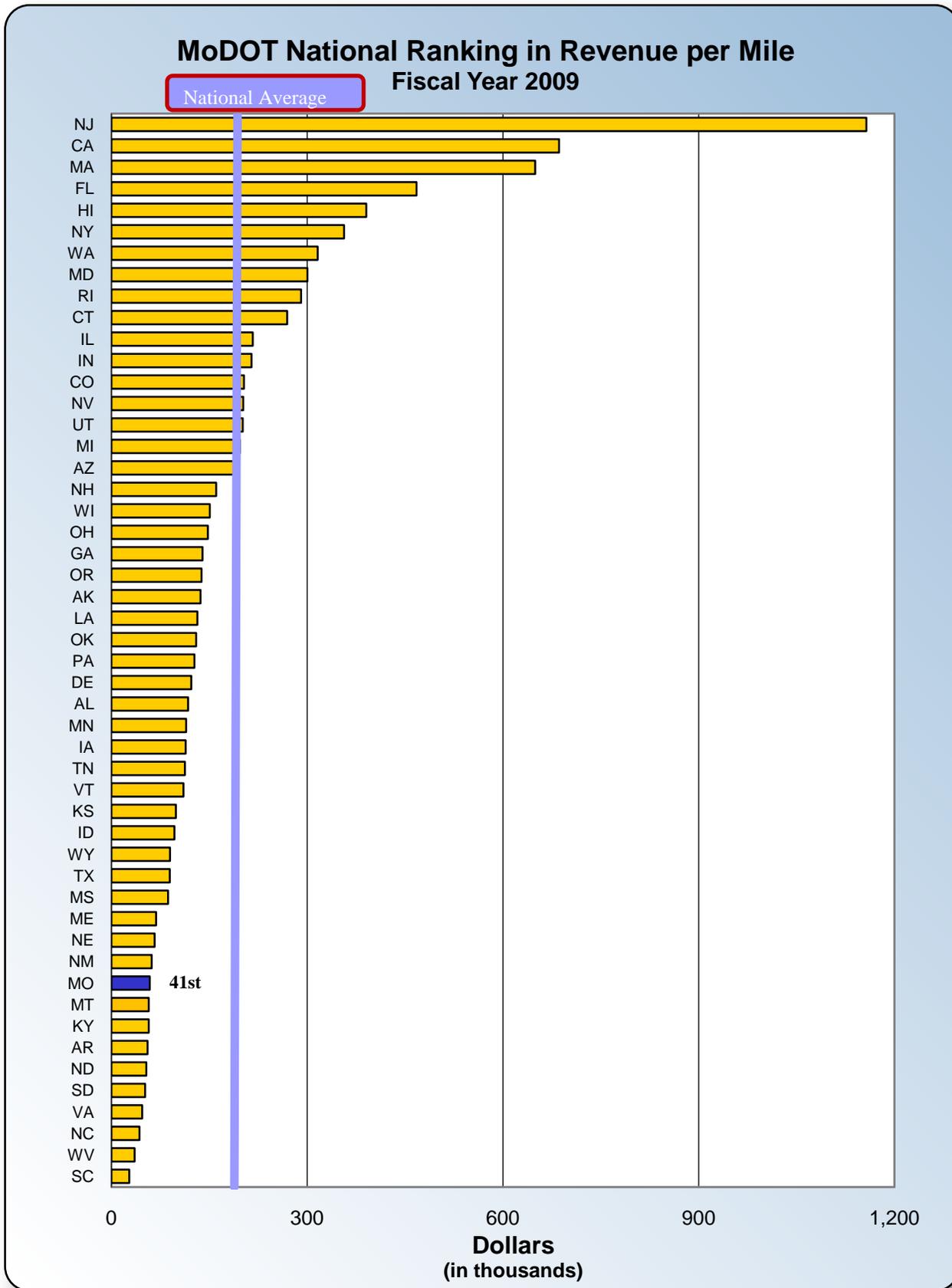
Revenue is the total receipts less bond proceeds as reported in the Federal Highway Administration's 2009 annual highway statistics report entitled "Revenues Used By States For State-Administered Highways." The mileage is the state highway agency miles as reported in the Federal Highway Administration's 2008 annual highway statistics report entitled "State Highway Agency-Owned Public Roads." Financial Services collects this information from the Federal Highway Administration. This measure is updated as the data becomes available from the Federal Highway

Administration. The mileage data has not been updated for the 2009 publication however no significant changes occur from year to year.

### **Improvement Status:**

Missouri's revenue per mile of \$58,829 currently ranks 41<sup>st</sup> in the nation. Missouri has a very large state highway system, consisting of 33,677 miles, which is the seventh largest system in the nation. New Jersey's revenue per mile of \$1,156,759 ranks first. However, its state highway system contains only 2,324 miles. MoDOT staff continues to communicate the need for additional transportation funding to the public. Missouri's transportation needs greatly exceed current available funding.





## Economic return from transportation investment-7b

**Result Driver:** Brenda Morris, Financial Services Director

**Measurement Driver:** Amy Binkley, Resource Management Specialist

**Purpose of the Measure:**

This measure tracks the economic impact resulting from the state’s transportation investments. Economists have found that transportation investments affect employment and economic output.

**Measurement and Data Collection:**

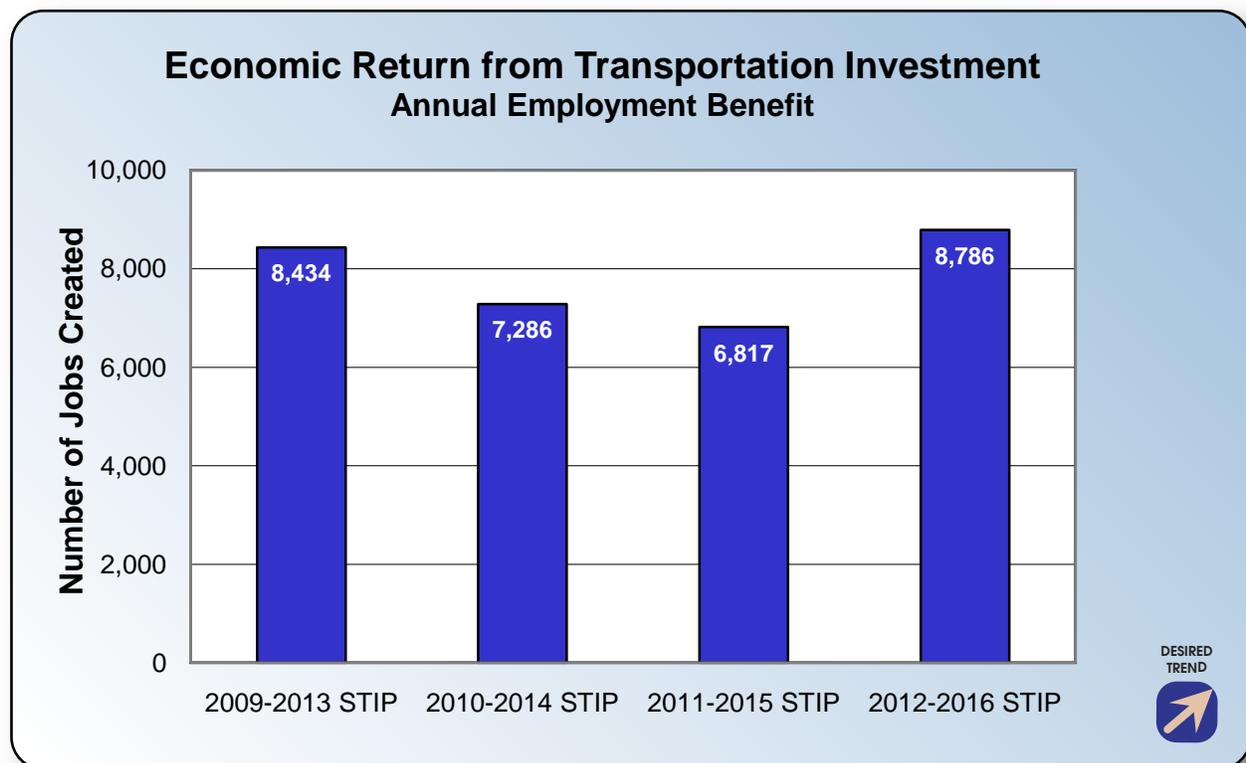
MoDOT works with the Department of Economic Development (DED) to perform economic impact analyses for the state’s transportation investments. The analyses are performed using a model called the Regional Economic Modeling, Inc. (REMI). Through these efforts, the department can provide state and regional estimates to demonstrate economic benefits related to specific projects, corridors and program expenditures. This annual measure is updated each October.

**Improvement Status:**

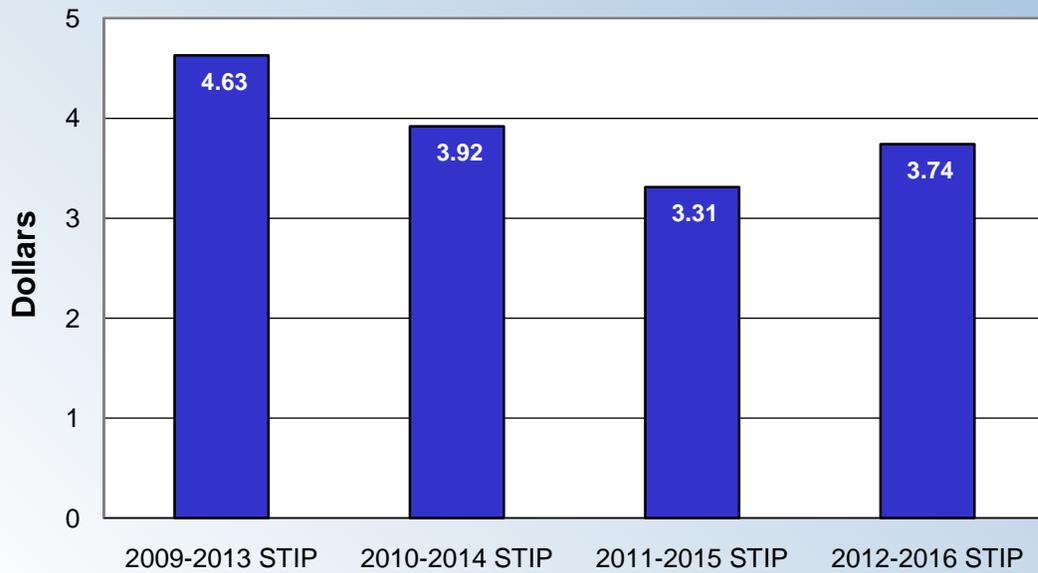
The REMI model results demonstrate the strong link between transportation investment and economic development. An analysis of the Statewide

Transportation Improvement Program (STIP) provides a summary of economic benefits related to transportation investments over the next 20 years. The 2012-2016 STIP will invest approximately \$4.5 billion into highway and bridge projects across the state. On average, these STIP investments will create approximately 8,786 new jobs with an average wage of \$27,773 per job. The 2012-2016 STIP projects will contribute \$850 million of economic output for the state per year totaling \$17.0 billion over the next 20 years. This equates to a \$3.74 return on every \$1 invested in transportation.

The 2012-2016 STIP has a higher economic return compared to previous STIPs due to increased transportation investments from redirecting operating costs associated with MoDOT’s Bolder Five-Year Direction. However with static transportation funding and increasing costs, MoDOT’s ability to sustain this level of economic activity is unlikely.



### Economic Return from Transportation Investment 20-Year Benefit Ratio for Every Dollar Invested



## Impacts of job creation for government sector industries-7c

**Result Driver:** Brenda Morris, Financial Services Director

**Measurement Driver:** Amy Binkley, Resource Management Specialist

### Purpose of the Measure:

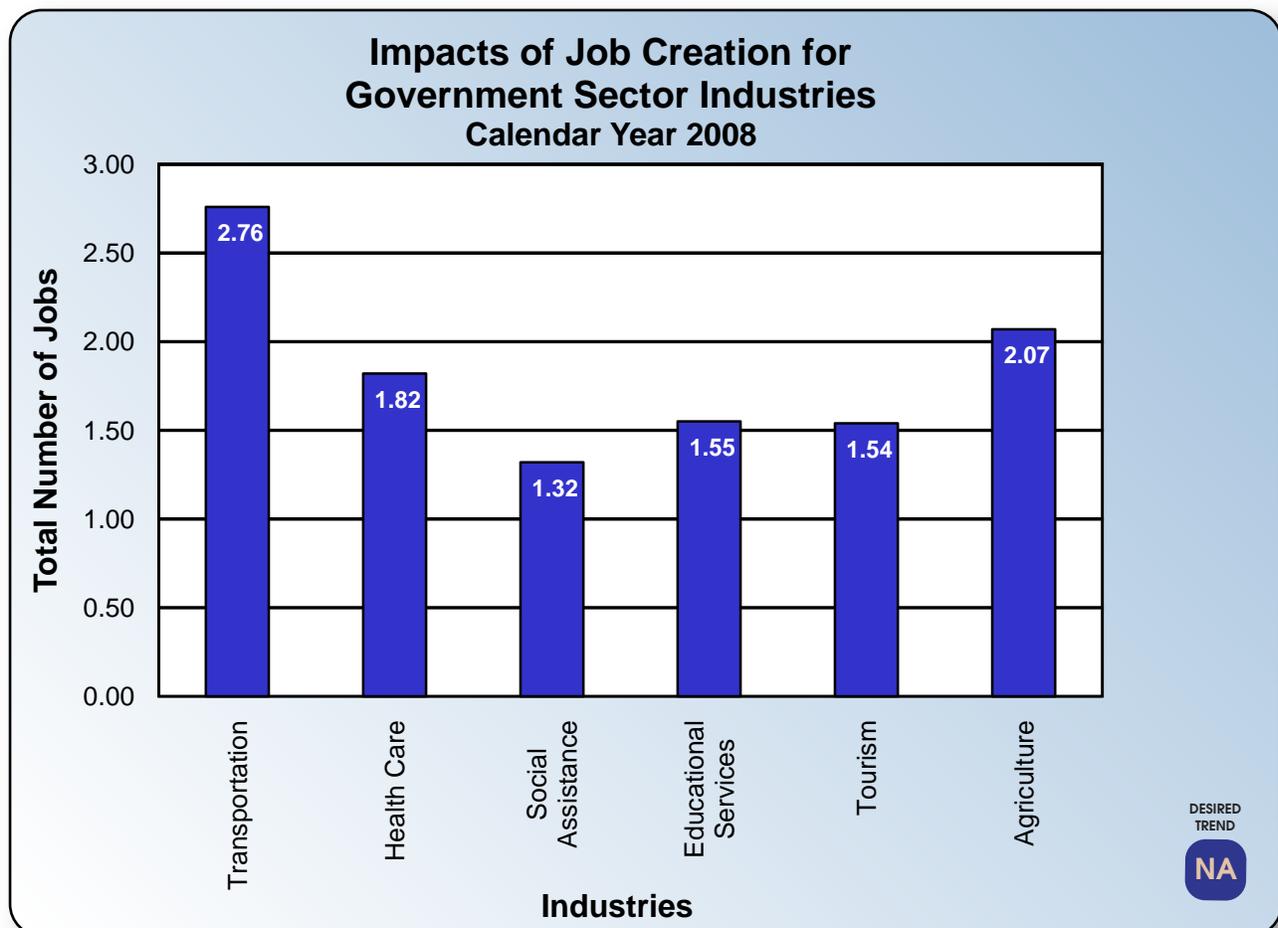
The measure tracks the impacts of job creation for government sector industries.

### Measurement and Data Collection:

The tool for estimating impacts of job creation for government sector industries is the regional input-output model (RIMS II), which is produced every five years and updated annually by the Bureau of Economic Analysis, a division of U.S. Department of Commerce. The most recent annual update occurred in 2008. The input-output model produces multipliers that can be used to estimate the economic impacts of changes on employment for the Missouri region. Multipliers for a given region are influenced by the economic structure as well as price levels. The regional economic multipliers are widely used by both the public and private sectors to study economic impacts.

### Improvement Status:

The multiplier for transportation employment is 2.76, which indicates that every new transportation job will create an additional 1.76 jobs (a total impact of 2.76 jobs) throughout Missouri's economy. For example, when Missouri increases its investment into transportation and as a consequence the transportation industry adds 100 jobs, there will be an additional 176 jobs created (a total impact of 276 jobs). The latest data shows transportation investments create more jobs than investments in health care, social assistance, educational services, tourism and agriculture.



## Percent of public support by transportation funding source-7d

**Result Driver:** Brenda Morris, Financial Services Director

**Measurement Driver:** Doug Hood, Financial Services Manager

**Purpose of the Measure:**

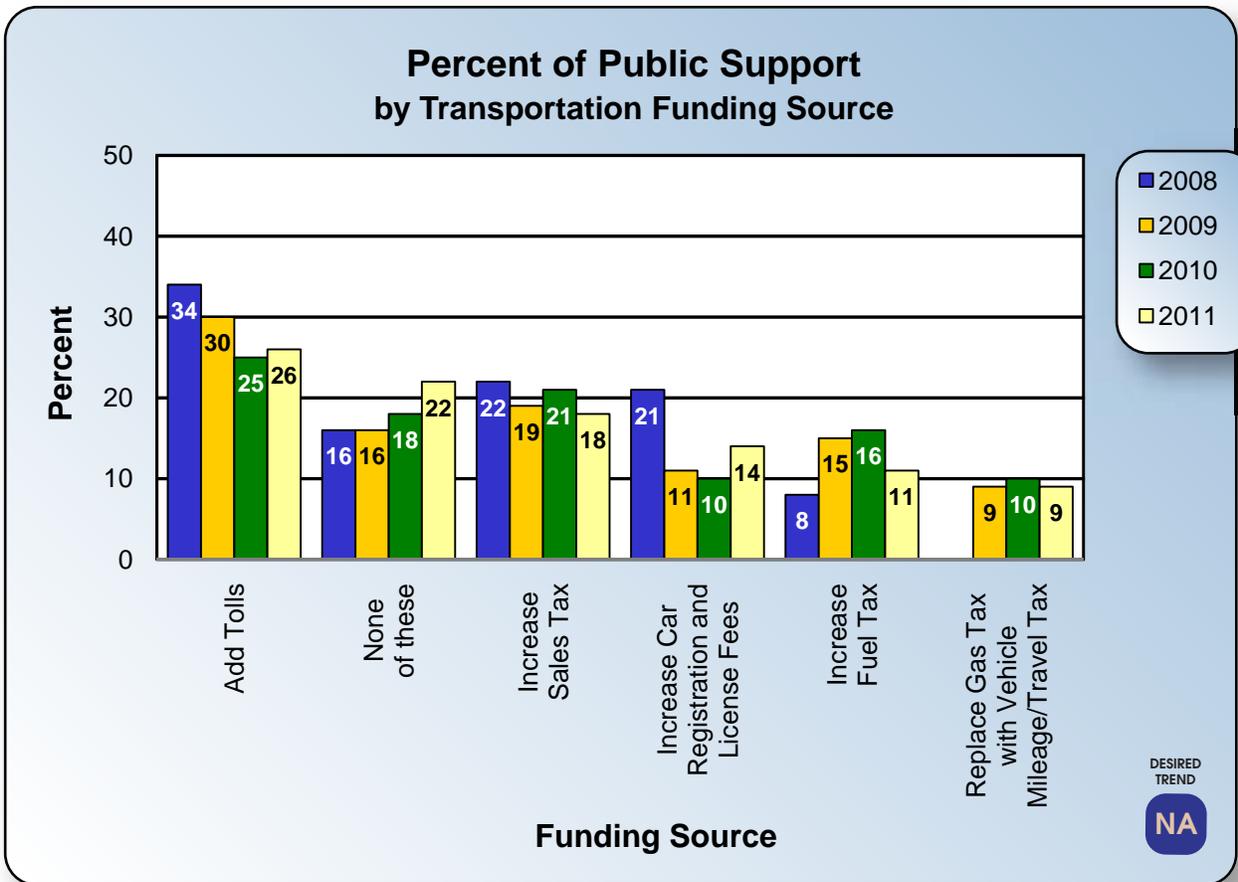
This measure tracks the public’s preference in transportation funding sources.

**Measurement and Data Collection:**

MoDOT asks Missourians through an annual customer satisfaction survey, “If it was determined that the state needs to increase revenues to adequately fund Missouri state highways and roads, which one of the following methods would be most acceptable to you?” In 2009, the revenue source option of replacing the gas tax with vehicle mileage/travel tax was added to the survey. This is an annual measure updated in July.

**Improvement Status:**

The survey reveals the public continues to prefer an increase in transportation funding from tolls as their first choice. In 2011, increasing sales tax fell to third place with only 18 percent support, while 22 percent of citizens polled did not support any of the funding sources. Increasing the fuel tax fell to fifth place with only 11 percent support.



## Number of jobs and businesses in freight industry-7e

**Result Driver:** Brenda Morris, Financial Services Director

**Measurement Driver:** Cheryl Ball, Administrator of Freight Development

### Purpose of the Measure:

This measure tracks the number of jobs and businesses that are classified within the freight transportation industry. The data reflects the expansion or contraction of jobs and businesses as freight development and the associated employment continues in the state.

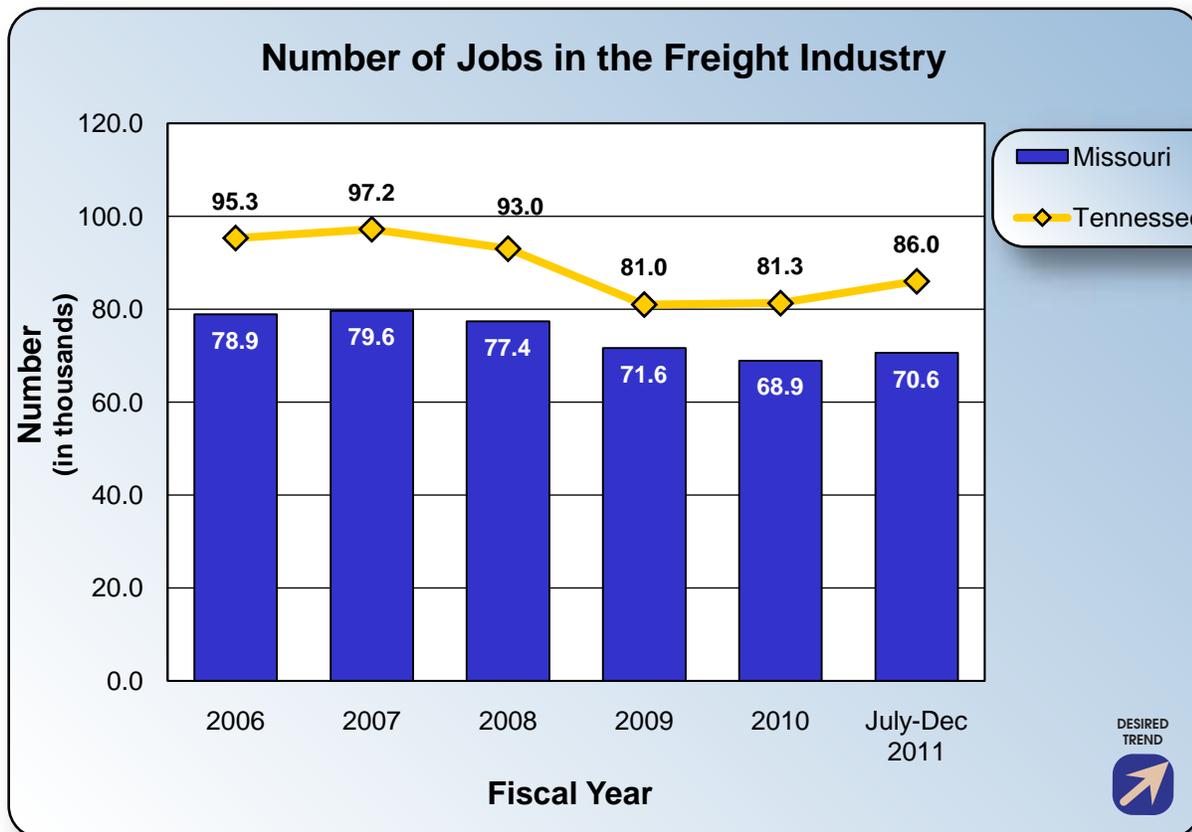
### Measurement and Data Collection:

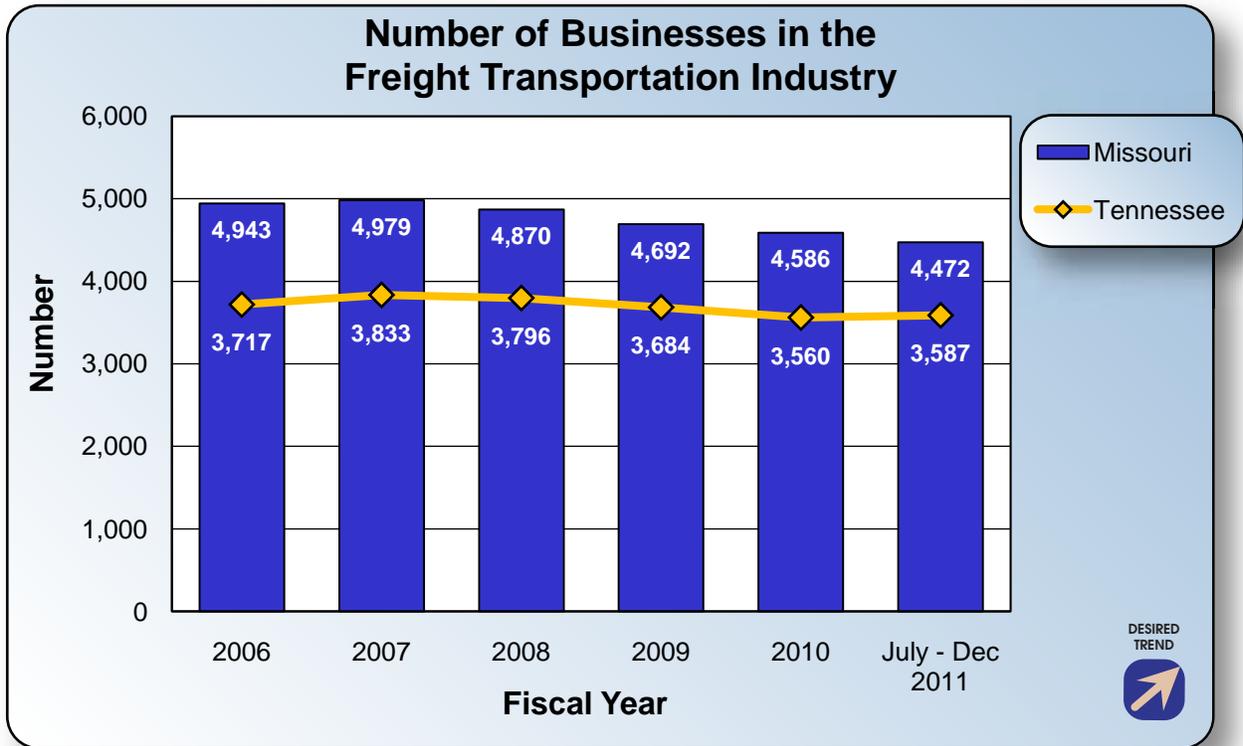
This measure is extracted from quarterly employment data collected by the US Department of Labor and managed and provided by the Missouri Department of Economic Development. Employment and businesses that fall within the freight business cluster include the employment classifications of: scheduled and non scheduled air freight, line and short haul railroads, inland water freight transportation, freight trucking – local and long distance, Less-Than-Truckload (LTL) trucking, specialized freight, heavy duty truck manufacturing, metal container

manufacturing, truck trailer manufacturing, railroad rolling stock, ship building and warehousing. These businesses combined form the Freight Transportation Industry cluster. This is a semi-annual measure updated in April and October.

### Improvement Status:

Missouri freight tonnage held steady in 2010 and 2011, however, the number of freight-related businesses continues to decline. The remaining businesses are beginning to hire more employees, and Missouri posted 2.5 percent gain in jobs since July 2011. Tennessee had 5.8 percent gain in jobs and held steady in businesses. Missouri is trending closely with the national averages on gains and losses of jobs. Over the last two years, Tennessee has experienced quicker economic recovery than the nation in both number of freight related jobs and number of freight related businesses.





**FREIGHT**  
Development

*Missouri's Economy  
in Motion*

**Freight Development Unit**  
to encourage freight development that results in a more prosperous Missouri

