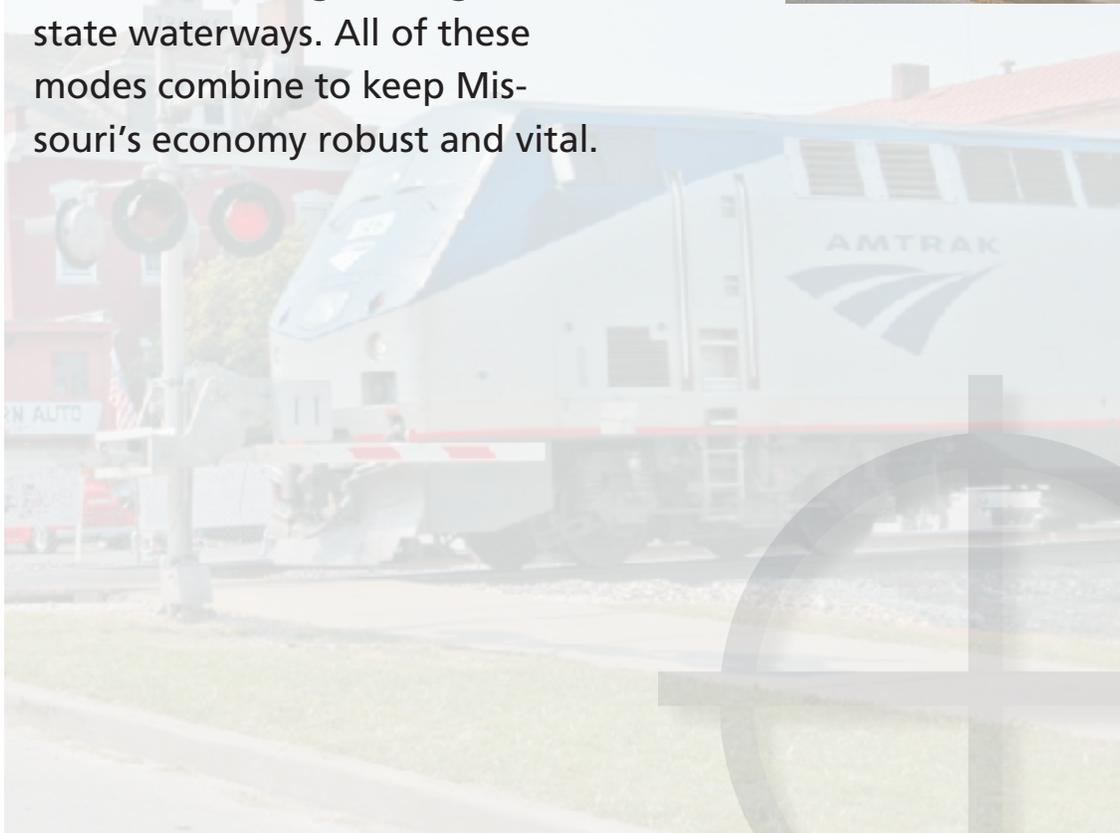

Easily Accessible Modal Choices

*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.



Easily Accessible Modal Choices

Number of airline passengers

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.

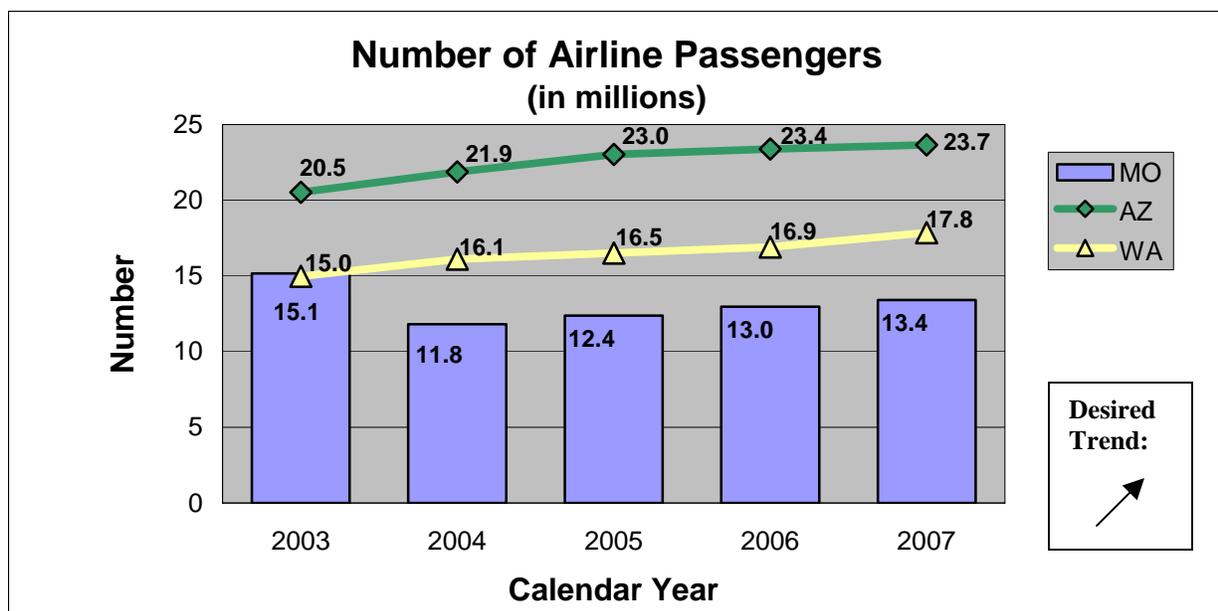
Measurement and Data Collection:

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.

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. The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003), in part, has contributed to the decrease in airline passengers from 2003 to 2004. The reduction in American's flights at Lambert has negatively impacted growth in passenger boardings in St. Louis and in Missouri as a whole. Also, increases in airline operational costs, fluctuations in airline performance and scheduling, and airline bankruptcy filings pose challenges to communities seeking enhanced air carrier service.

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. The city of Springfield is constructing a new terminal building and the city of Joplin recently completed the construction of a new terminal building in September 2008.



Easily Accessible Modal Choices

Number of daily scheduled airline flights

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.

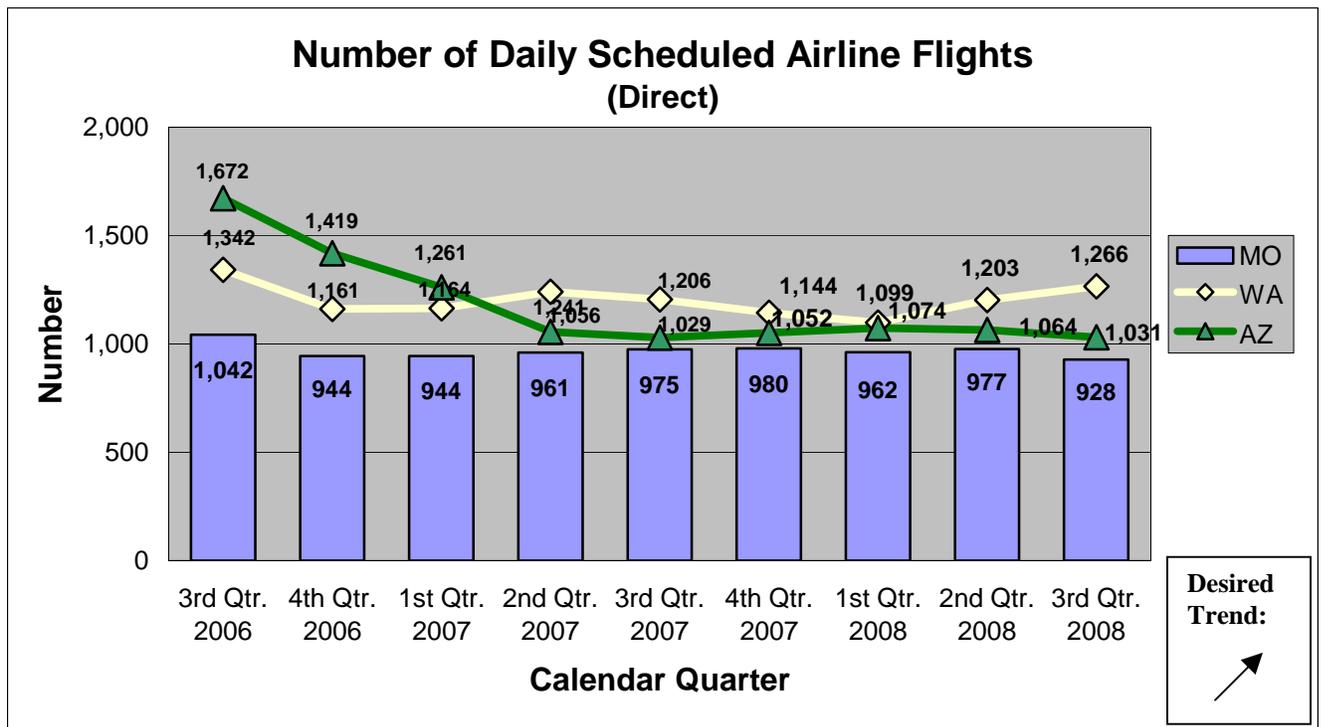
Measurement and Data Collection:

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 presently 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 5 percent from the third quarter of 2007 (975) to the third quarter of 2008 (928). A number of airlines that operate at Missouri airports have decreased service due to seasonal travel, high fuel prices, airline restructuring 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 also conducting a study to review regulatory issues related to air service.



Easily Accessible Modal Choices

Number of business-capable airports

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Joe Pestka, Administrator of Aviation

Purpose of the Measure:

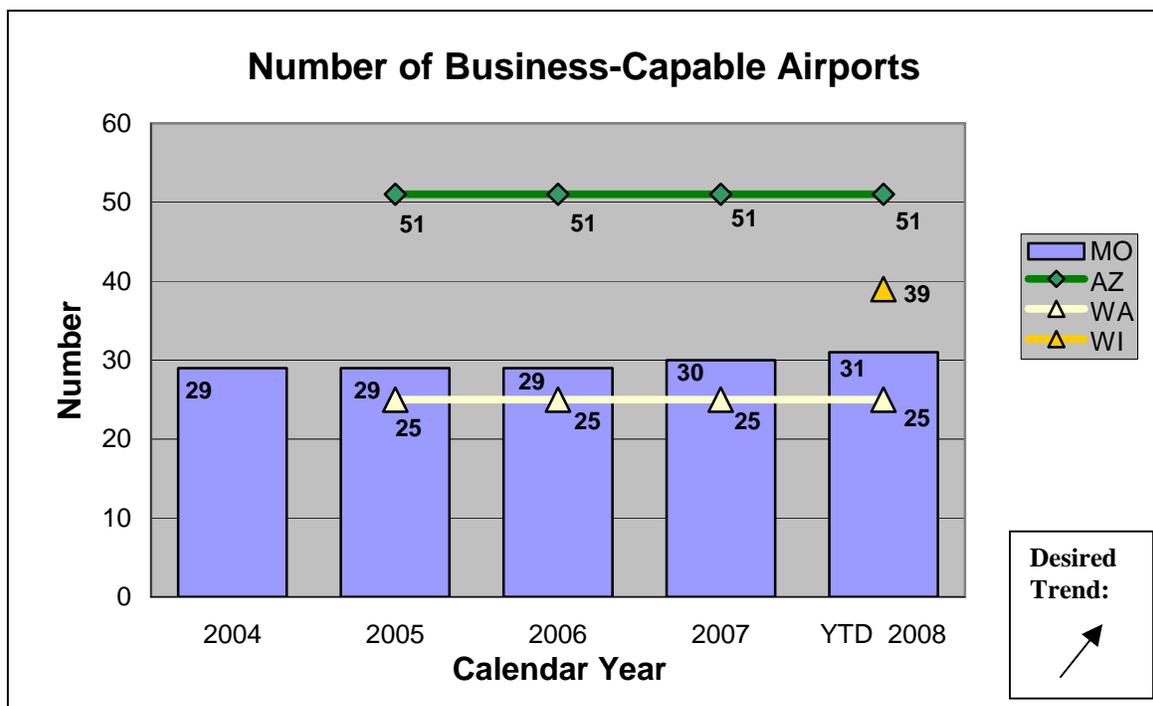
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

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 the states of Washington and Arizona, and from Wisconsin starting in 2008. These states have a population similar to Missouri. Geographically, Washington and Wisconsin are 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. A new business-capable airport is under construction in Branson West, and a runway extension to 5,000 feet is under construction in Moberly. 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.



Easily Accessible Modal Choices

Number of transit passengers

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 an historical perspective and trend of public transit service use in Missouri.

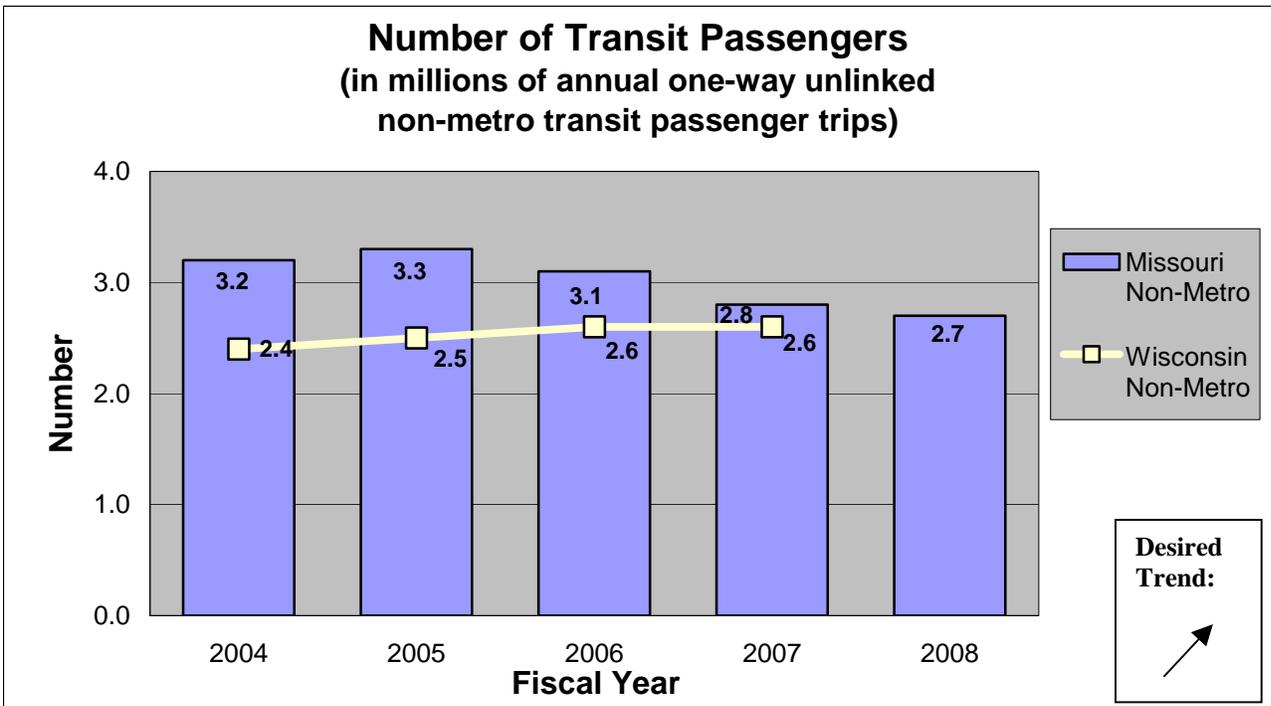
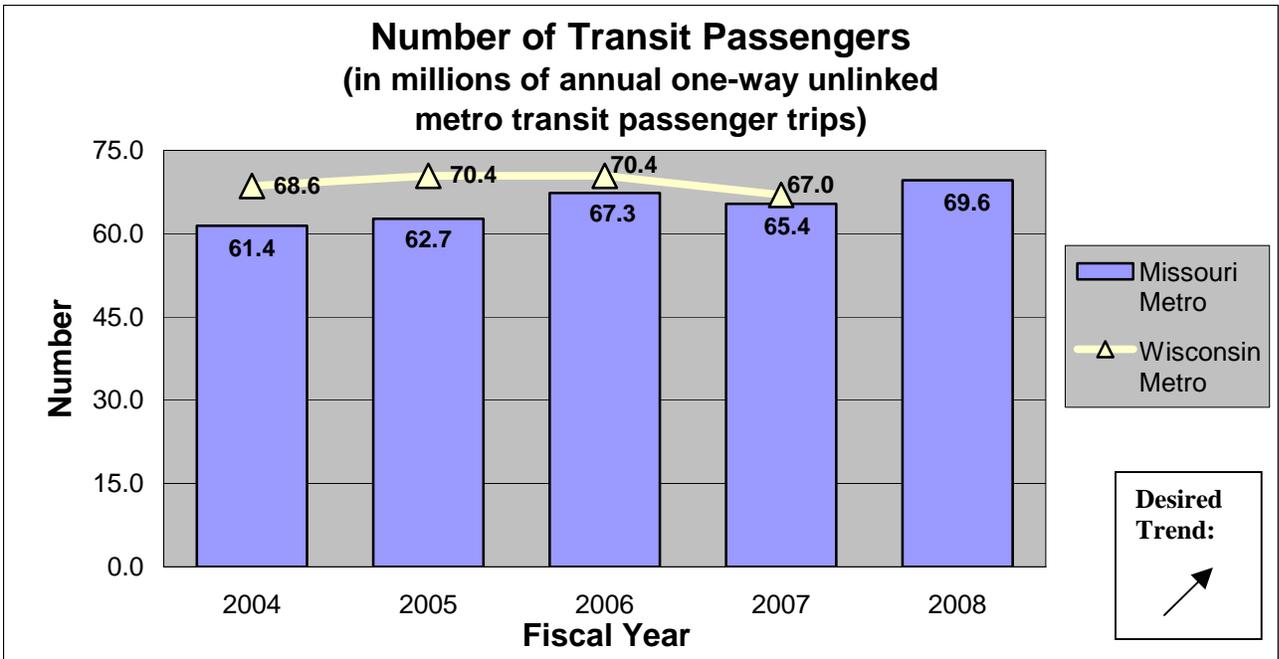
Measurement and Data Collection:

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 Wisconsin, which has a comparable total statewide population. This is an annual fiscal year measure with Missouri data updated in October. Wisconsin's fiscal year data is collected by the calendar year, so Wisconsin's data for 2008 is not yet available.

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), their 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 favorably to Wisconsin's rural transit ridership in 2004-2007. Wisconsin did not experience a rural ridership decline from 2006 to 2007 as did Missouri. However, Wisconsin's statewide transit ridership decreased in 2007 largely in response to a passenger fare increase in Milwaukee. MoDOT worked with transit providers in developing the second Missouri Rural Transit Marketing Campaign. Marketing materials were distributed to rural transit systems in October 2007 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

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.

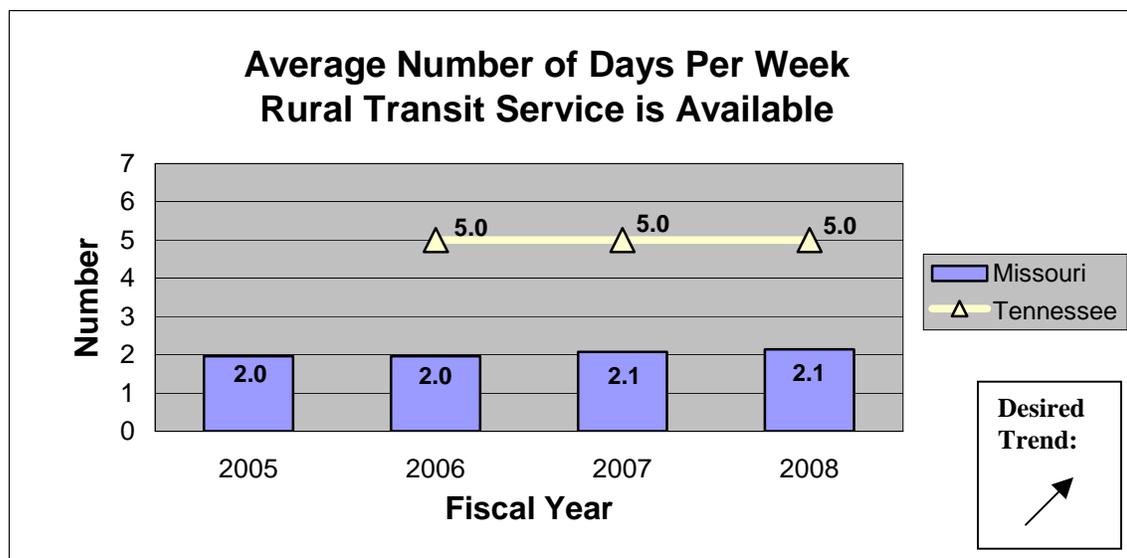
Measurement and Data Collection:

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 2005, Missouri's rural transit providers together delivered 3.3 million trips compared to 1.4 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.



Easily Accessible Modal Choices

Number of intercity bus stops

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 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.

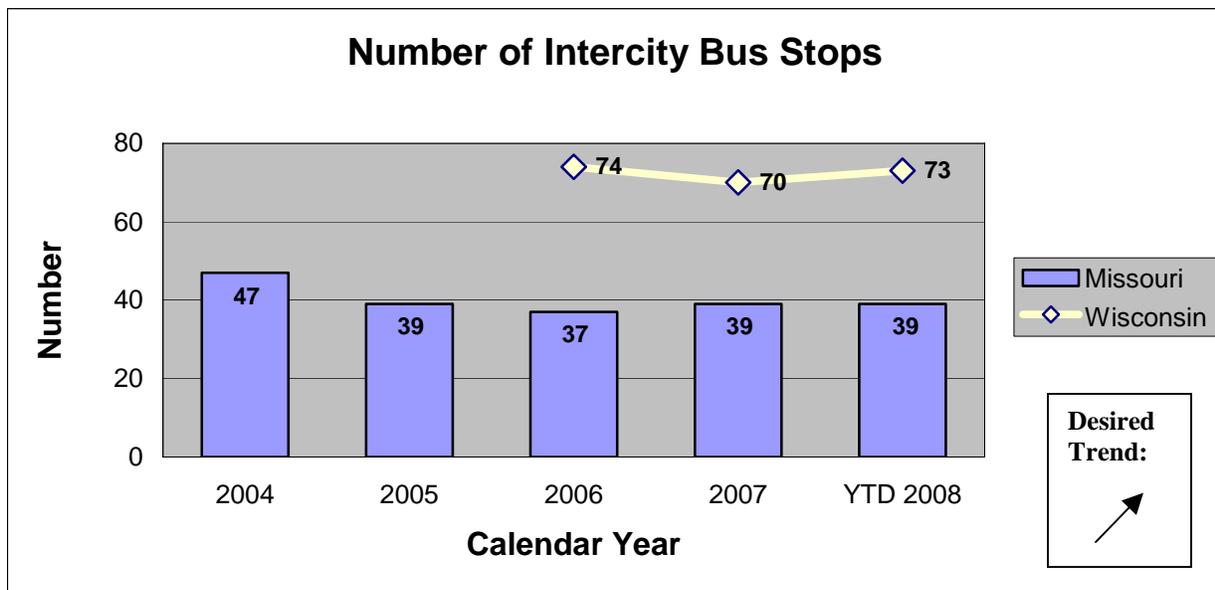
Measurement and Data Collection:

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 2006 through 2008 measures are benchmarked to Wisconsin, which has a comparable total statewide population.

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 un-served areas. Megabus came to Missouri last year with stops in Kansas City and St. Louis. Megabus began stopping at Columbia in early 2008. Since the last quarterly Tracker report, Wisconsin lost one stop in Delafield but gained three new intercity bus stop locations in Hudson, Shawano and at the Wausau Transit Center.

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. A September 2008 meeting of the Intercity Bus Study Advisory Committee recommended additional new corridors and stops for consideration.



Easily Accessible Modal Choices

Number of rail passengers

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:

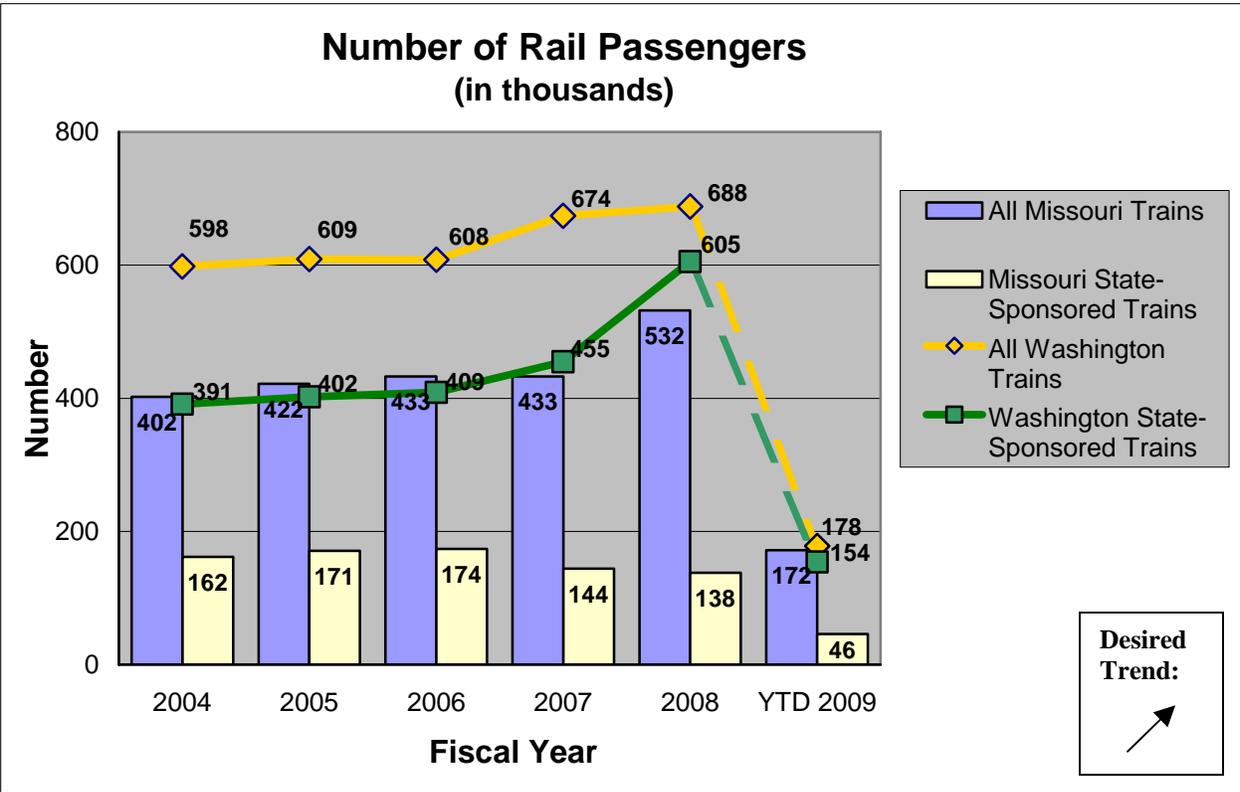
Amtrak provides the number of passengers per train in Missouri on a monthly basis. MoDOT's Multimodal Operations Division's Railroad Section then tabulates the numbers. Data is updated quarterly.

Improvement Status:

The months of July through September 2008 showed an increase of 31 percent over the months of July through September 2007. From an external viewpoint, gas prices would have to be noted as a major factor in individuals' decisions to now choose passenger rail. Internally, MoDOT increased publicity efforts through new roadside signs, news releases, a wide-ranging distribution of train schedules, a focus on college students and senior centers, and special mailings to school groups. These efforts, along with a variety of other new publicity efforts such as combining appearances at rail safety fairs with Amtrak information and ticket giveaways, and the use of MoDOT's new dynamic message signs along the interstate system will continue to be implemented in efforts to 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 in September 2008 for a total of \$8.3 million. Union Pacific also signed a preliminary memorandum of understanding with MoDOT in September 2008 to begin work on one siding by March 31, 2009.

This new funding will be used to improve passenger rail service in Missouri by targeting track infrastructure improvements that will increase fluidity and decrease delays. This will be accomplished through the construction of a new railroad track siding near California and the design of an extension of a siding near Knob Noster on Union Pacific's track. The new improvements, along with Union Pacific's ongoing infrastructure improvements at the Gasconade and Osage Rivers' bridges, should profoundly impact the reliability of the service's performance.



Easily Accessible Modal Choices

Number of passengers and vehicles transported by ferryboat

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:

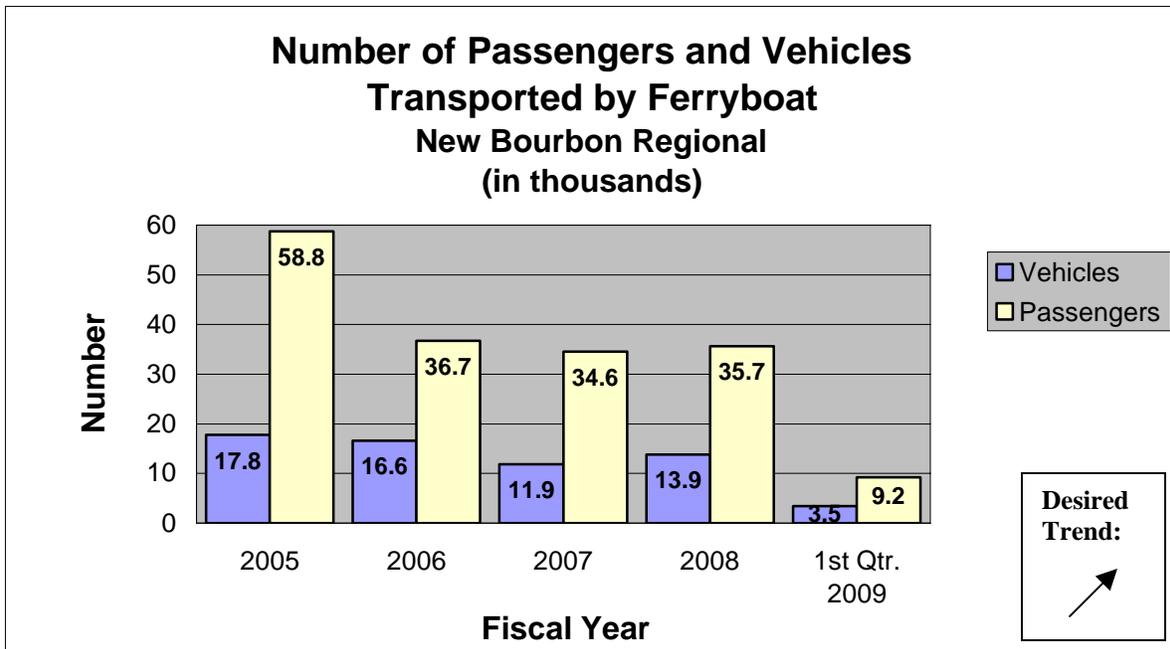
Missouri’s two ferry services submit a monthly report that includes information on the number of passengers and vehicles, the cost for providing the service and the reasons for any service disruption. This measure is updated on a quarterly basis.

Improvement Status:

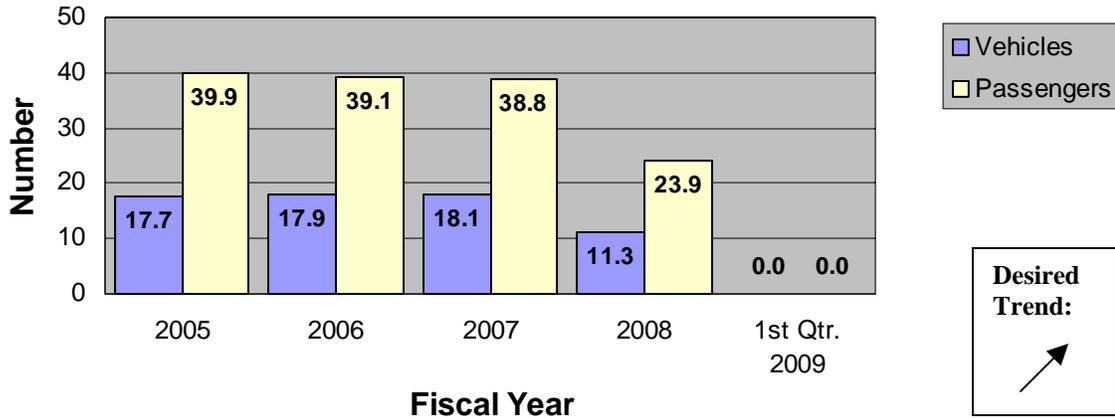
The New Bourbon ferryboat was closed part of the quarter for high water. The ferry operated 20 days in July, 29 days in August and 25 days in September for a total of 74 compared to 92 days in 2008. The ferry transported 3,463 vehicles compared to 6,094 in the first quarter of 2008 for a decrease of 43 percent. The number of passengers decreased from 16,585 for the same period in fiscal year 2008 to 9,236 in fiscal year 2009 for a decrease of 44 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 Mississippi County ferryboat closed due to high water March 12, 2008. When preparing to reopen for service April 22, an engine overheated and further inspection indicated that both engines need a complete overhaul. The subsidy for the fiscal year had been exhausted. MoDOT has assisted the port in applying for funds from other sources. An application to the Delta Regional Authority and an application to USDA Rural Development were both denied. The port board will meet in late October to develop a plan for reopening the service.

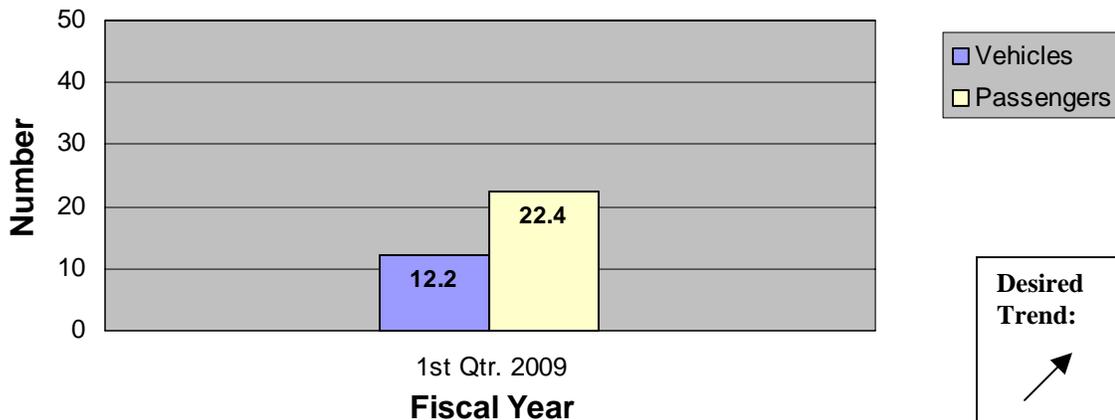
The temporary ferry service in Glasgow began operation August 4, 2008, when the bridge closed for rehabilitation. After eight weeks of service, the ferry has transported 12,242 vehicles with 22,439 passengers.



**Number of Passengers and Vehicles
Transported by Ferryboat
Mississippi County
(in thousands)**



**Number of Passengers and Vehicles
Transported by Ferryboat
Glasgow
(in thousands)**



Easily Accessible Modal Choices

State funding for multimodal programs

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Lisa Hueste, Resource Management Specialist

Purpose of the Measure:

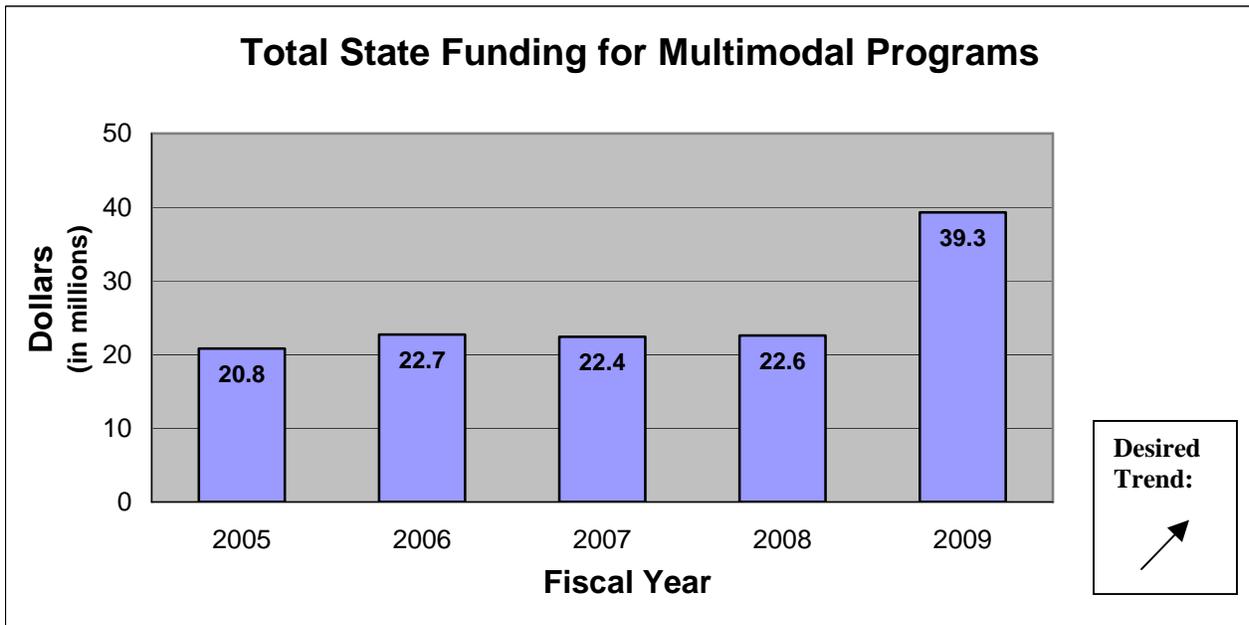
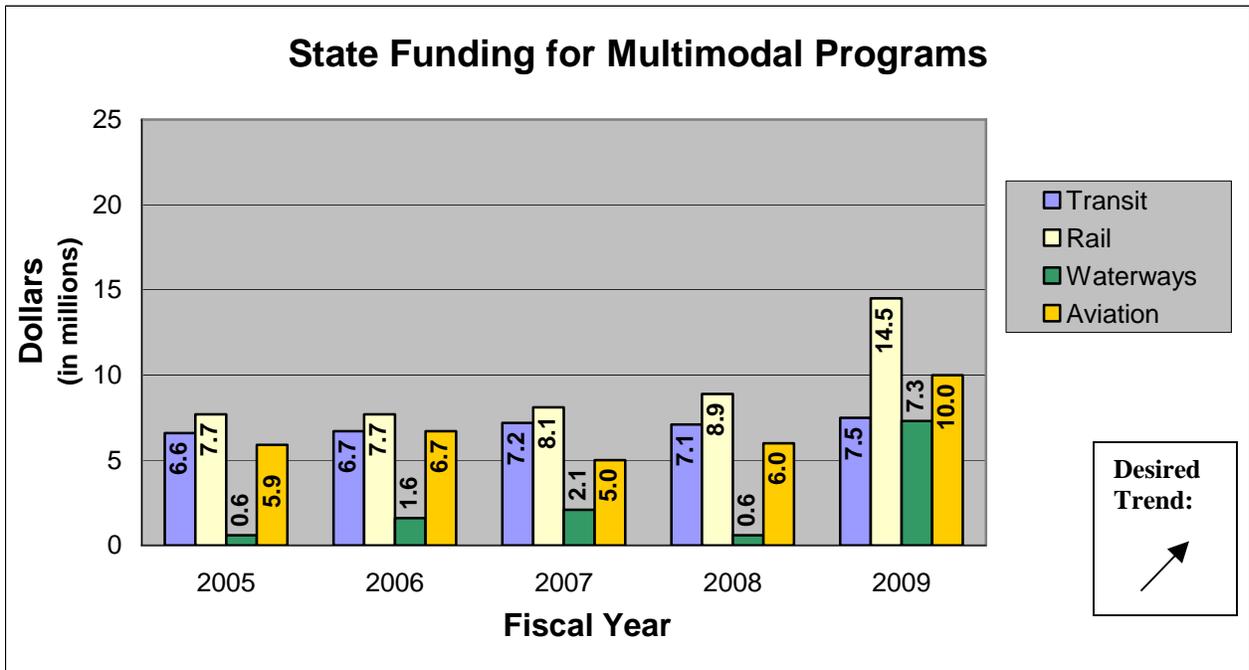
This measure provides the history of state funding appropriated by the Missouri state legislature for multimodal programs that include transit, rail, air and waterways.

Measurement and Data Collection:

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. This is an annual measure updated each July.

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

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 Missourians’ personal vehicle.

Measurement and Data Collection:

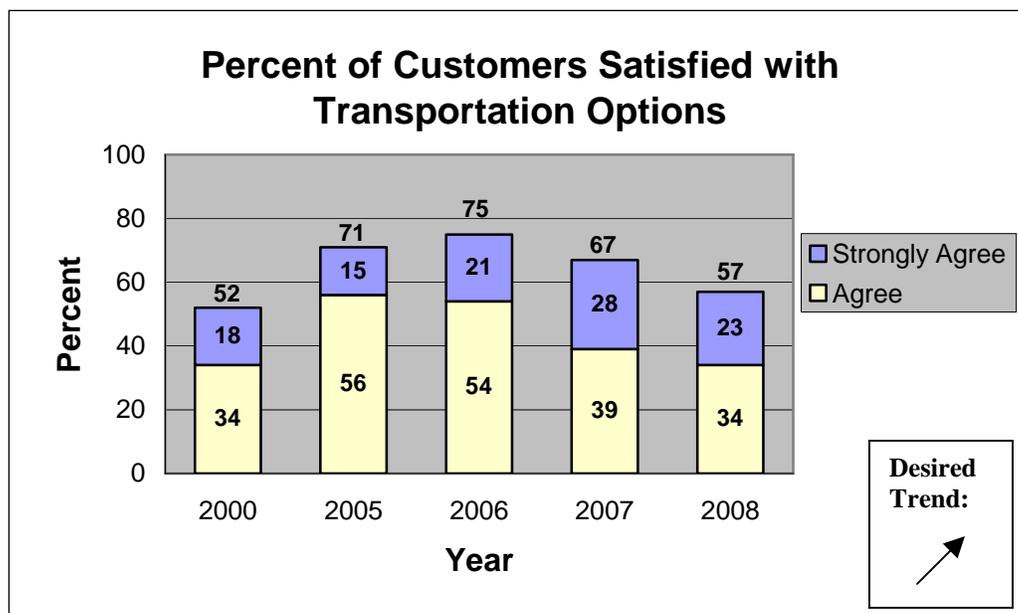
This is an annual measure. Data is collected each May from interviews of approximately 3,500 randomly selected adult Missourians with an overall margin of error of +/- 2 percent.

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 six 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 Missourian’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.



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