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# Leverage Transportation to Advance Economic Development

*Tangible Result Driver – Roberta Broecker,  
Chief Financial Officer*

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.



## Leverage Transportation to Advance Economic Development

### *Number of miles of new four-lane corridors completed*

**Result Driver:** Roberta Broeker, Chief Financial Officer

**Measurement Driver:** Jay Bledsoe, Transportation System Analysis Engineer

**Purpose of the Measure:**

This measure tracks the miles of additional divided highways available to the public. Access to a divided highway system supports economic development in Missouri. One of MoDOT's recent priorities has been completion of four-lane corridors in order to connect segments of highway where gaps exist.

**Measurement and Data Collection:**

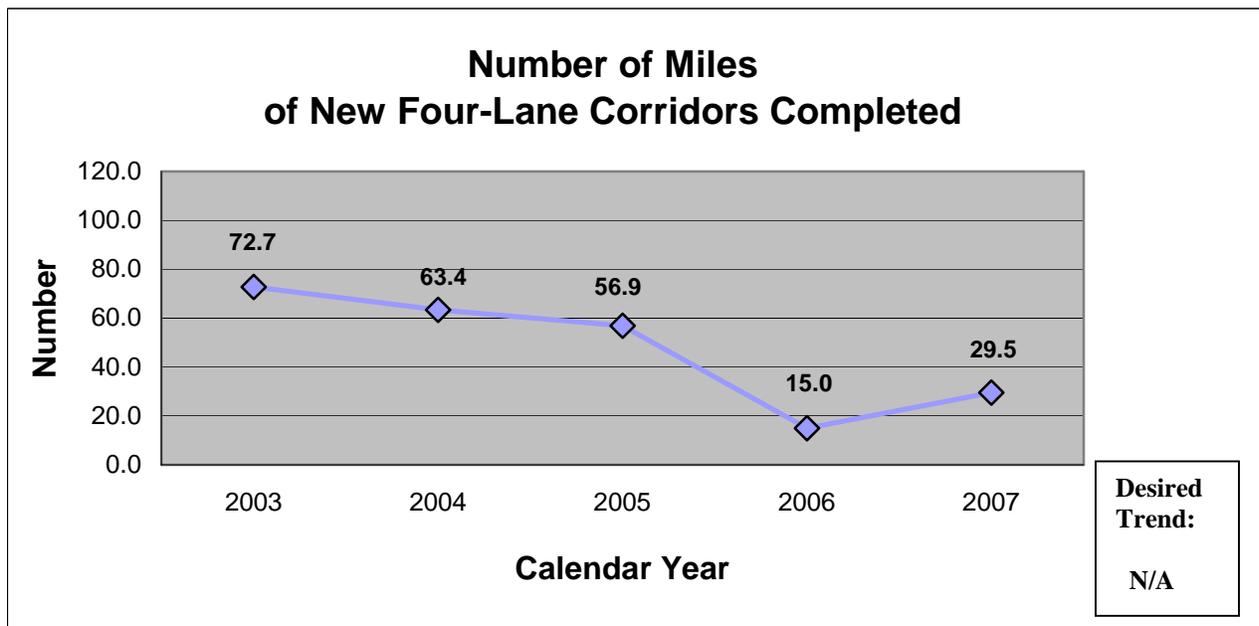
Projects that create or complete sections of dual-divided highways are identified and tracked. Completion is defined as the date the project is opened to traffic.

This is an annual measure updated each January.

**Improvement Status:**

More than 29 miles of new four-lane corridors were completed during calendar year 2007, primarily on U.S. Routes 13, 60 and 36. Progress in 2007 was nearly double that of 2006 as projects funded by Amendment 3 bonds approved by Missouri voters in November 2004 are completed. More than 180 miles of work to complete four-lane highways are included in the current five-year Statewide Transportation Improvement Program.

A recently completed MoDOT study looked at seven major economic indicators in non-urbanized counties. The indicators are county population, annual wages, household income, number of business firms, gross sales tax, real estate valuations and per capita income. Results showed that counties that have more than 15 miles of four-lane highway scored from 9 to 183 percent higher in these areas than counties with a lesser number of divided miles.



# Leverage Transportation To Advance Economic Development

## *Percent utilization of SIB & STAR loan programs*

**Result Driver:** Roberta Broeker, Chief Financial Officer  
**Measurement Driver:** Brenda Morris, Resource Management Director

**Purpose of the Measure:**

This measure shows the percent utilization of MoDOT’s revolving loan programs, the Missouri State Infrastructure Bank (SIB) and the State Transportation Assistance Revolving (STAR) program.

The SIB program, which is administered by the Missouri Transportation Finance Corporation (MTFC), was authorized by federal law in 1995 to finance both highway and non-highway projects. The STAR program finances non-highway projects such as air, water, rail or mass transit facility construction, mass transit vehicles and vehicles for elderly or handicapped people. STAR funding is appropriated by the General Assembly.

**Measurement and Data Collection:**

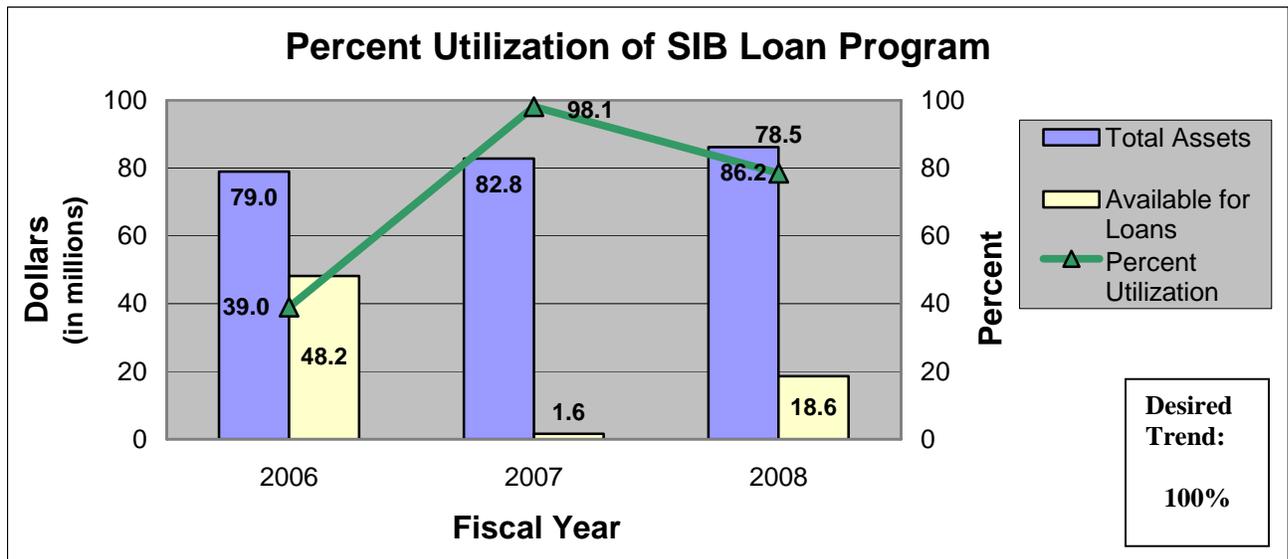
This is an annual measure updated each July. The percent utilization is the total assets less cash available for loans divided by total assets. Resource Management collects this data from financial reports and a SIB and STAR loans database.

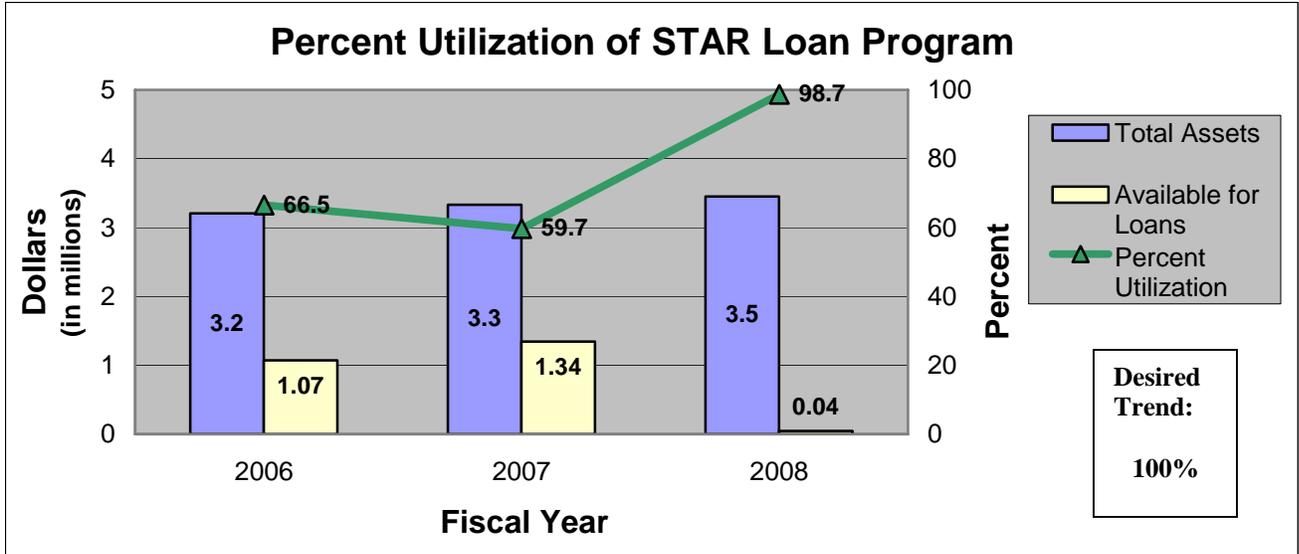
**Improvement Status:**

The percent utilization of the SIB loan program decreased to 78.5 percent as of June 30, 2008. The amount available to loan increased because: two entities with approved loans totaling \$4.5 million determined they did not need them; two entities reduced their loan amounts by \$8.3 million due to award savings; and adjustments were made to the timing of disbursements and repayments.

The percent utilization of the STAR loan program increased to 98.7 percent. The increase is attributable to loan disbursements outpacing loan repayments and interest earnings. The STAR fund has approximately \$40,000 available for loans.

Resource Management completed marketing workshops throughout the state. In fiscal year 2008, Resource Management exhibited or presented at seven events.





## Leverage Transportation to Advance Economic Development

### *Economic return from transportation investment*

**Result Driver:** Roberta Broeker, Chief Financial Officer

**Measurement Driver:** Ben Reeser, Finance Manager

**Purpose of the Measure:**

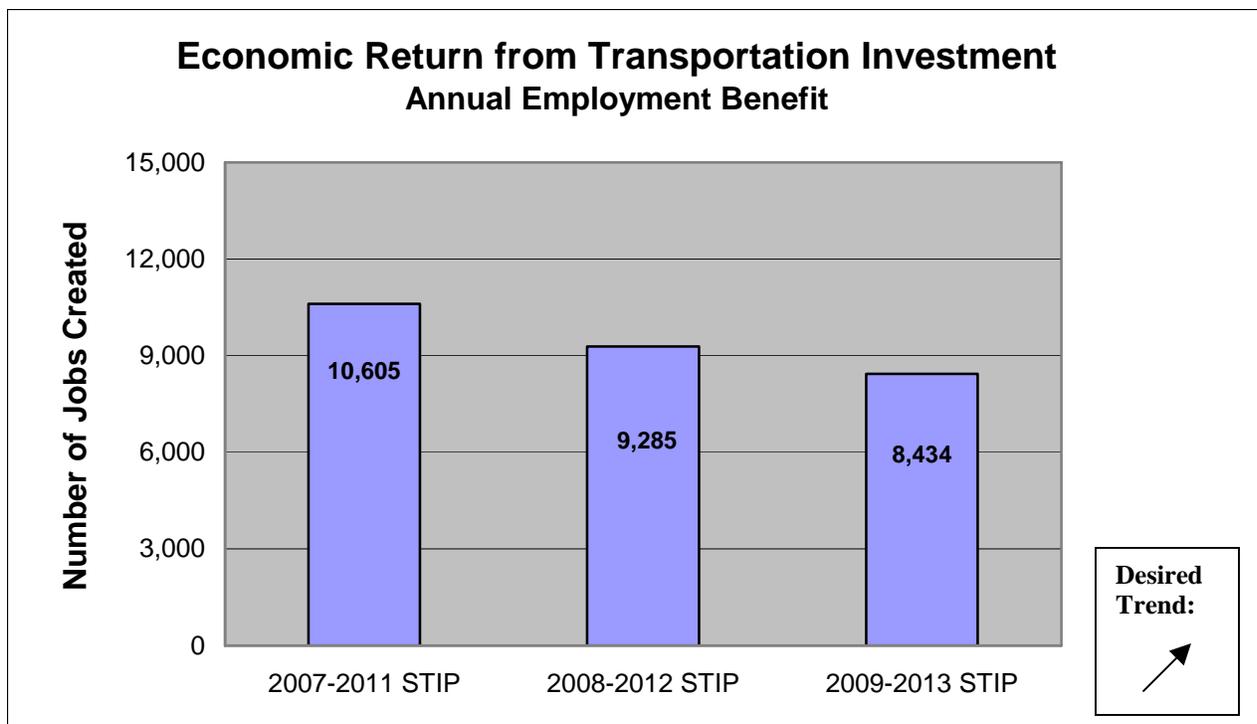
This measure tracks the economic impact resulting from the state's transportation investments. Economists have found that transportation investments affect employment, personal income and economic output.

**Measurement and Data Collection:**

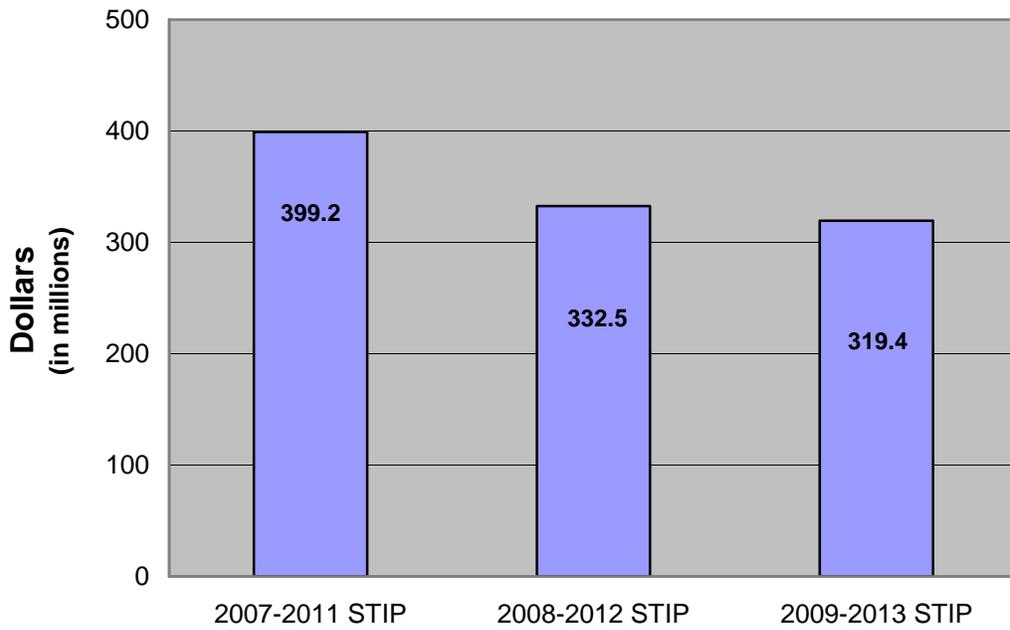
MoDOT works with the Department of Economic Development to perform economic impact analyses for the state's transportation investments. The analyses are performed using a model called the Regional Economic Modeling, Inc. (REMI). Through these efforts, the department can provide state and regional estimates to demonstrate employment, income and state 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 2009-2013 STIP will invest over \$4 billion into highway and bridge projects across the state. On average, these STIP investments will create approximately 8,434 new jobs with an average wage of \$29,373 per job. As a result, average personal income is expected to increase by \$319.4 million. The 2009-2013 STIP projects will contribute more than \$993 million to economic output for the state per year totaling \$19.9 billion over the next 20 years. This equates to a \$4.63 return on every \$1 invested in transportation. The downward trends shown on the first two annual charts are due to decreased STIP investments. The third chart, which shows the 20-year benefit ratio for every dollar invested, increased compared to the 2008-2012 STIP primarily due to adding the New Mississippi River Bridge project in St. Louis. MoDOT continues to work with DED to conduct economic impact analyses for the various transportation investments throughout the state. Additional studies can be found online at [www.modot.mo.gov/newsandinfo/EconomicImpactAnalysis.htm](http://www.modot.mo.gov/newsandinfo/EconomicImpactAnalysis.htm).

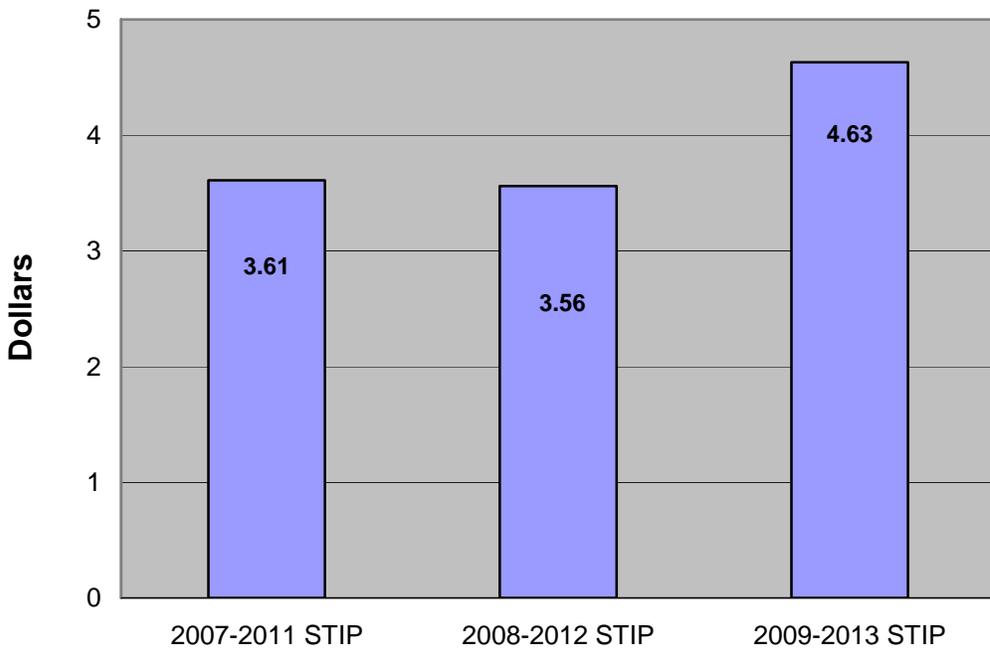


### Economic Return from Transportation Investment Annual Personal Income



**Desired Trend:**  
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### Economic Return from Transportation Investment 20-Year Benefit Ratio for Every Dollar Invested



**Desired Trend:**  
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