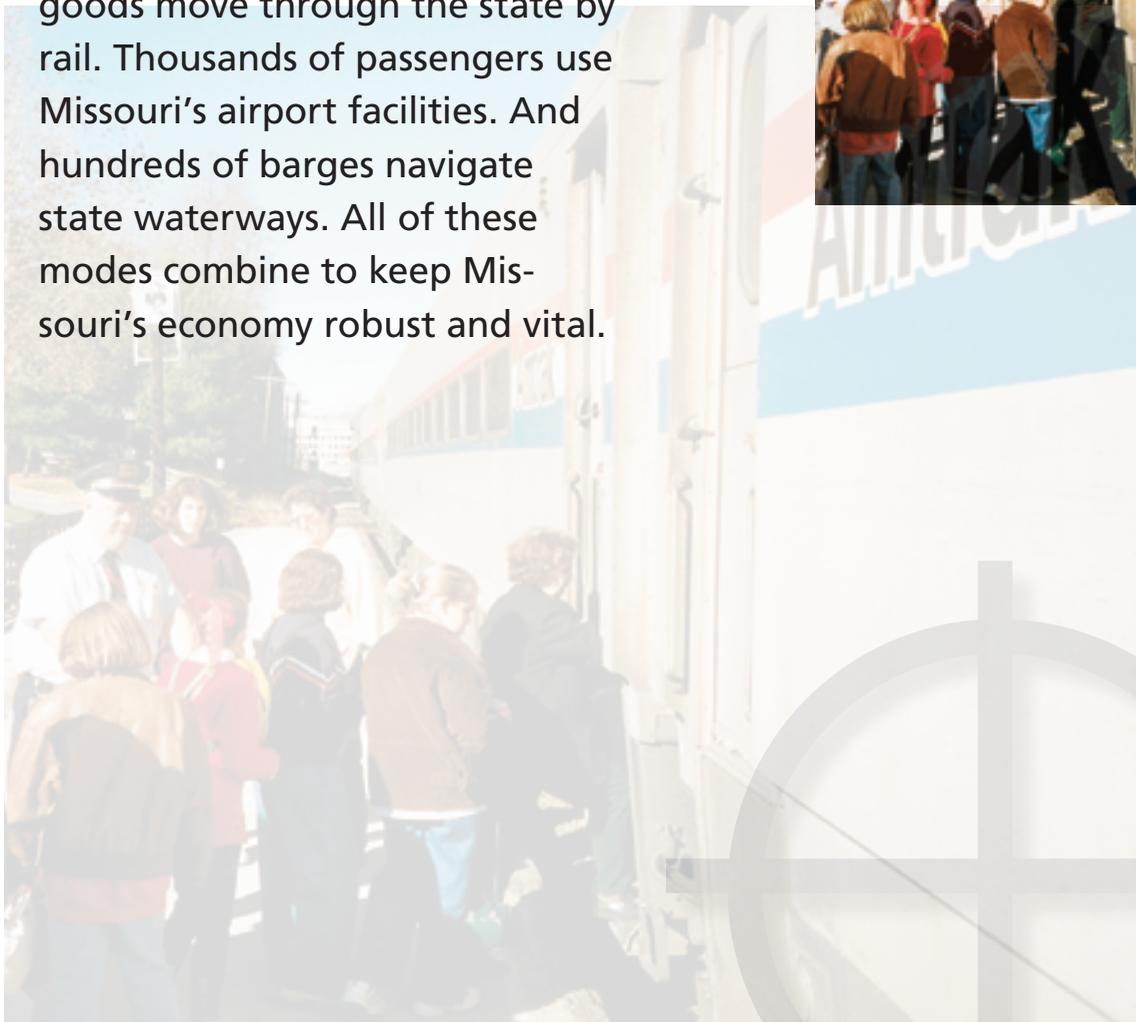


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# Easily Accessible Modal Choices

*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 to help determine airports' capital improvement funding levels.

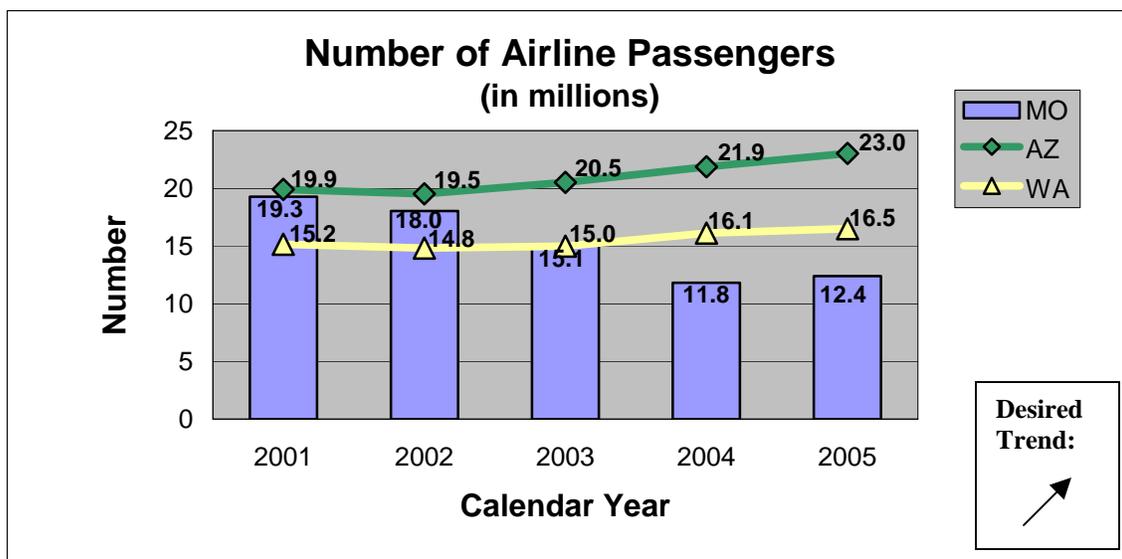
**Measurement and Data Collection:**

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:**

Data is tracked on an annual basis. The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003) and the effects of 9/11, in part, have contributed to the decrease in airline passengers from 2001 to 2004. The reduction in flights by American at Lambert Airport 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. Airline passengers have shown an increase for Missouri from 2004 to 2005. On a statewide basis, this was an approximate 4.8 percent increase.

MoDOT is participating with the FAA, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of assets. MoDOT is participating with the City of Joplin on an apron expansion at the Joplin Regional Airport that will accommodate a new airline maintenance facility. The City of Kirksville and the FAA are installing an Instrument Landing System (ILS) at the Kirksville Regional Airport to provide enhanced navigational aid capability during inclement weather. The cities of Joplin and Springfield are constructing new terminal buildings to accommodate airline passengers. MoDOT is supporting legislation that would provide additional financial assistance to communities for the cost of operating air traffic control towers at airports.



## 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, which are partly 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.

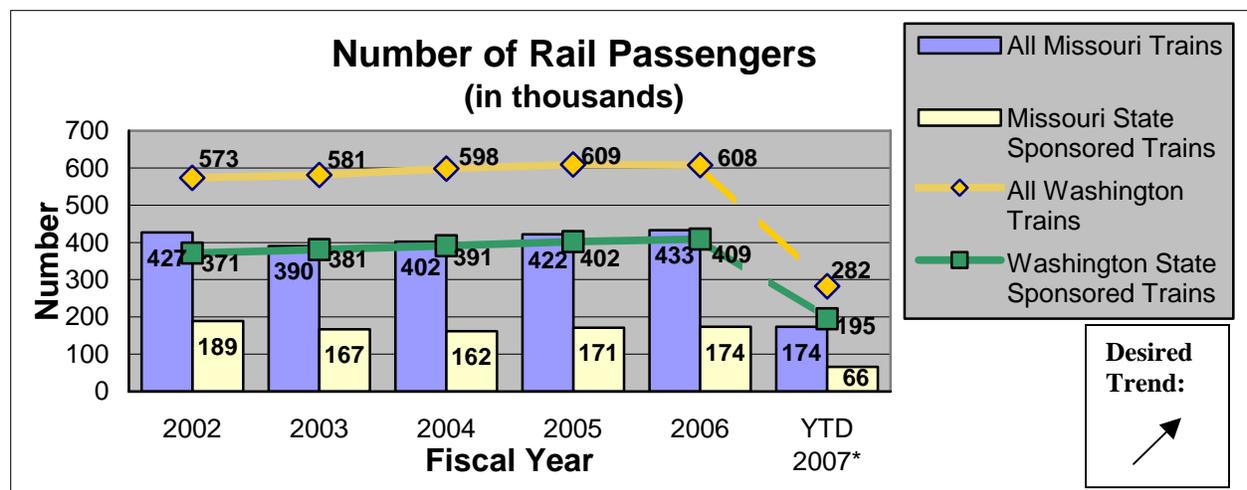
**Measurement and Data Collection:**

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 in each issue of the Tracker.

**Improvement Status:**

State fiscal year 2006 shows an increase of about 2 percent over the previous year and is also the second consecutive year total ridership numbers on the St. Louis-to-Kansas City route have increased. The rising price of gas and increased congestion may explain the increase from an external viewpoint. Internally, stepped-up publicity efforts by MoDOT – such as new roadside signs, news releases, a wide-ranging distribution of train schedules, a focus on college students and a variety of other new publicity efforts, including combining appearances at rail safety fairs with Amtrak information and ticket giveaways – may account for some increases.

In terms of numbers, passenger counts on the state-supported route are down 18% during the same time period of July through November a year ago. Challenges include a major track work program undertaken by Union Pacific that began in April 2006 and ended in November 2006 on the St. Louis-to-Kansas City route, which affected on-time performance. Having to use buses for transporting passengers as a result of the work program also negatively impacted ridership. Passenger counts should rise in light of the track program ending November 30. The addition of two more daily trains from St. Louis to Chicago and an additional train from Quincy, IL, to Chicago that began in October 2006, along with MoDOT’s exploration of expanding Amtrak service to Springfield, have increased public discussion of Amtrak. This discussion brings more awareness to Amtrak trains in Missouri and could positively influence ridership.



\*Data available through November 2006.

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

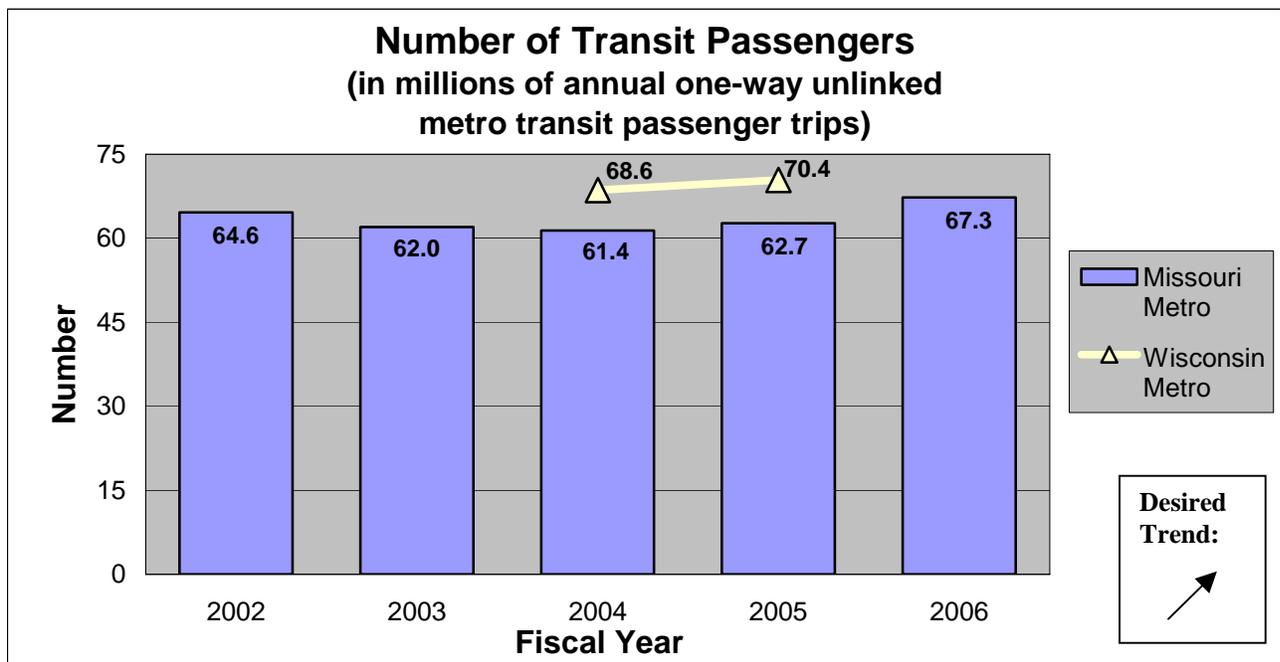
**Measurement and Data Collection:**

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. The 2004-2005 measures are benchmarked to Wisconsin, which has a comparable total statewide population. This is an annual measure with Missouri data updated in October. Wisconsin's 2006 fiscal year data is by the calendar year, so its 2006 data is not yet available.

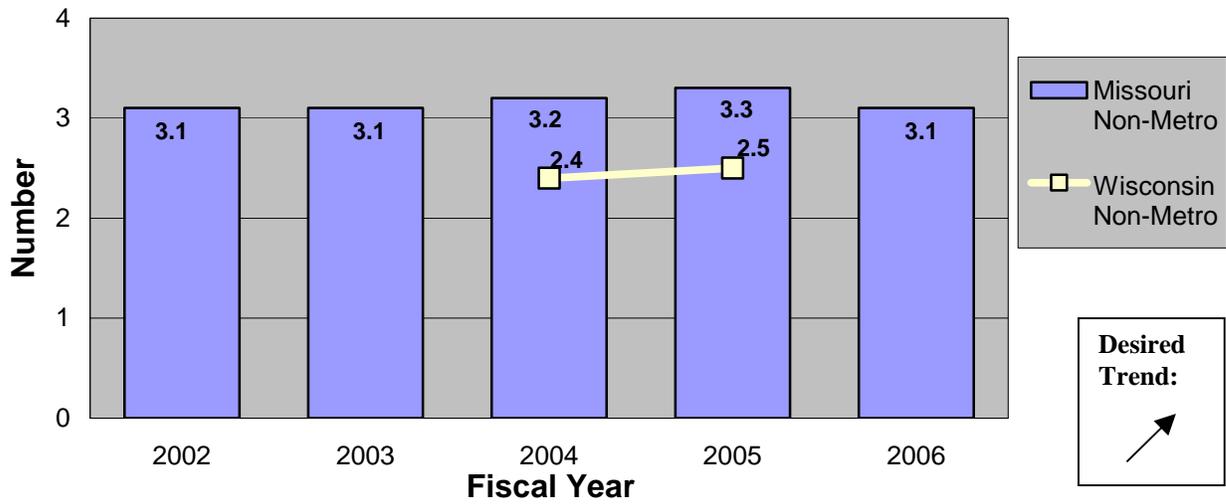
**Improvement Status:**

Metro ridership statewide in 2006 increased by 4.7 million trips compared to 2005 with more annual transit trips taken by riders in all of Missouri's urban transit systems, except St. Joseph. Kansas City began its MAX bus rapid transit service during this period while higher gasoline prices convinced some people to make more of their trips by transit. Non-metro (rural) ridership decreased by 6 percent from 3.3 million trips in 2005 to 3.1 million trips in 2006. Most of the loss in rural transit use is associated with cuts in funding and schedules for social service transportation programs.

Missouri compared favorably to Wisconsin's rural transit ridership in 2004 and 2005. Wisconsin's transit ridership statewide increased in 2005, largely due to greater transit use in Milwaukee. The Missouri Legislature for 2007 appropriated an additional \$250,000 for non-metro transit, as well as an additional \$250,000 to Springfield to partially offset a decrease of federal transit operating assistance. MoDOT continues working with transit providers in developing a second Missouri Rural Transit Marketing Campaign. Planning meetings began in December 2006.



**Number of Transit Passengers**  
(in millions of annual one-way unlinked  
non-metro transit passenger trips)



## Easily Accessible Modal Choices

### *Number of passengers and vehicles transported by ferryboat*

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

**Measurement Driver:** Sherrie Martin, 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 reasons for any service disruption.

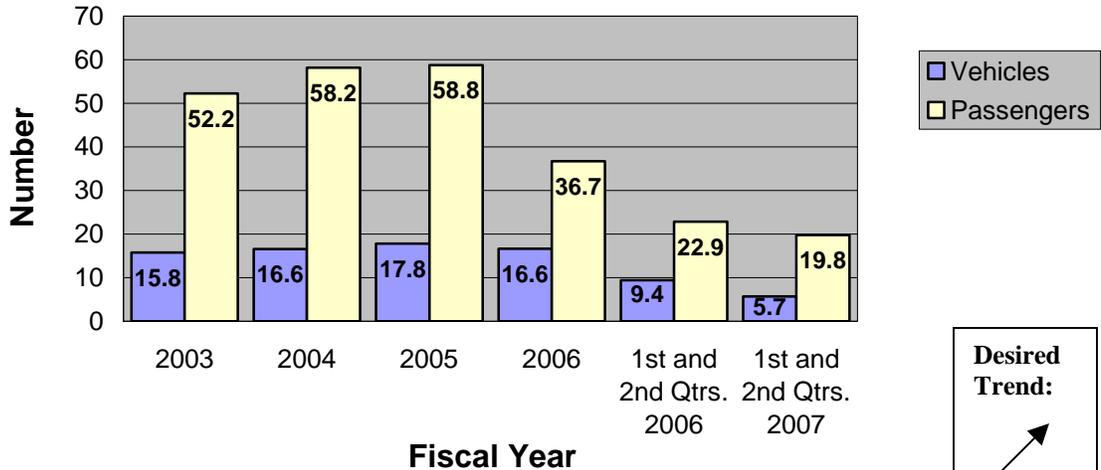
**Improvement Status:**

In the first half of fiscal year 2007, the New Bourbon ferryboat carried a total of 5,690 vehicles with 19,761 passengers compared to 9,444 vehicles with 22,854 passengers in the first half of fiscal year 2006. Though this is still a 40 percent decrease in vehicle traffic from one year ago, it has improved from a 55 percent decrease in the first quarter.

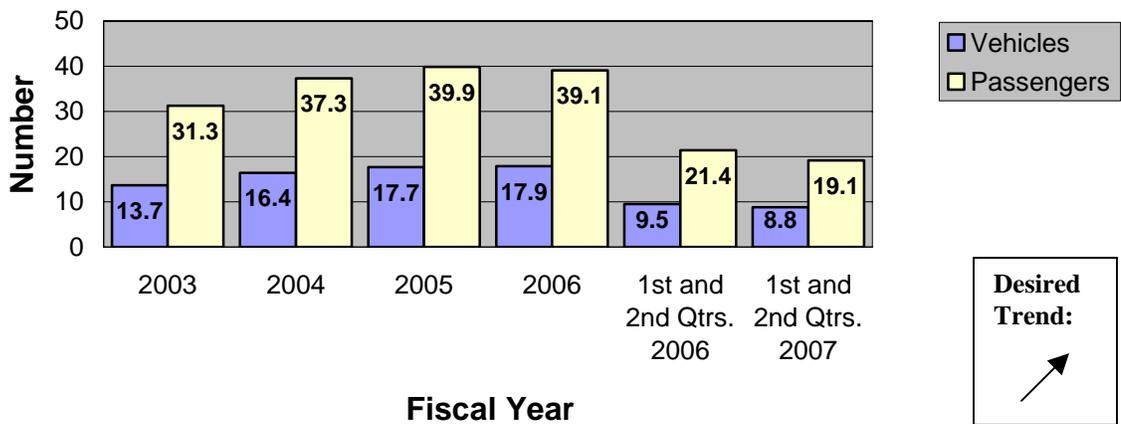
The Mississippi County ferryboat sustained transmission damage on December 15, 2006 and was out of service until January 12, 2007. Repairs should be complete with the boat back in service by January 13, 2007. With the loss of 15 days of service during the quarter, vehicle and passenger counts are down. In fiscal year 2006 year-to-date the ferry had carried 9,537 vehicles and 21,309 passengers, in the same period in fiscal year 2007 the ferry carried 8,849 vehicles with 19,131 passengers. That is an 8 percent decrease in vehicles and an 11 percent decrease in passengers. The ferry operated 182 days in fiscal year 2006 compared to 168 days in fiscal year 2007, 8 percent fewer days as a result of the service interruption.

Strategies that have been implemented in the last year include additional signage, website updates and new brochures. Both boats have experienced days of interrupted service due to high/low water events and mechanical problems. Both services have had to raise rates to help defray increases in cost to deliver service, due mainly to high fuel prices. This measure is updated on a quarterly basis.

### Number of Passengers and Vehicles Transported by Ferryboat New Bourbon Regional (in thousands)



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



## Easily Accessible Modal Choices

### *Number of days the Missouri River is navigable*

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

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

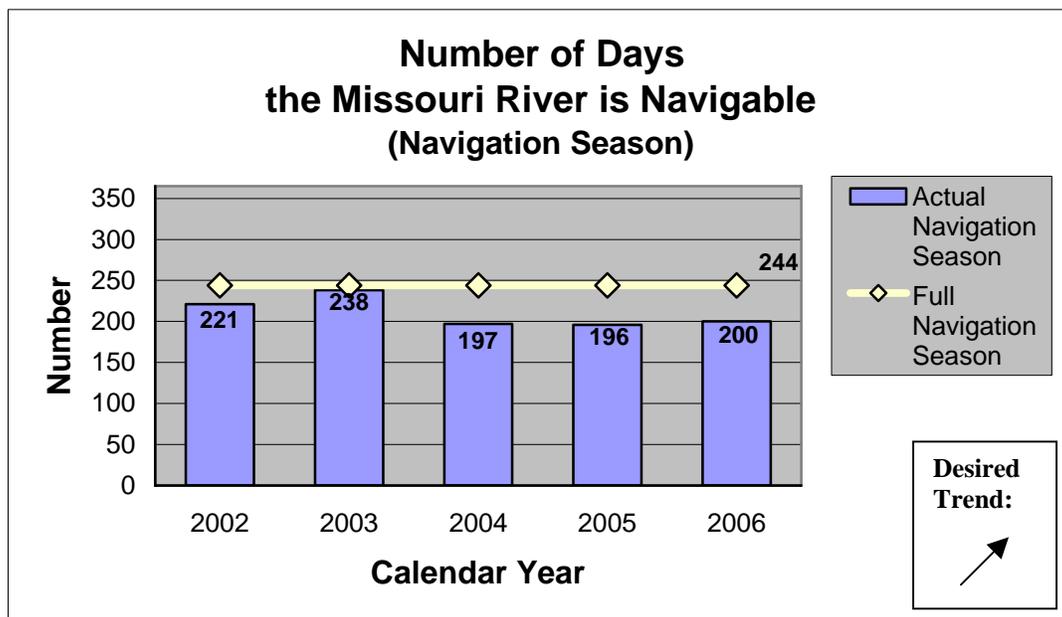
This measure provides historical data regarding the use of the inland waterways navigation system. The Mississippi River typically is open to navigation year round with interruptions to navigation only for extreme high/low water events and winter conditions on the Upper Mississippi. The Missouri River has a controlled navigation season.

**Measurement and Data Collection:**

The U.S. Army Corps of Engineers publishes an Annual Operating Plan for the Missouri River and bases the end of navigation season on pool storage levels as of July 1 each year.

**Improvement Status:**

The 2006 navigation season began April 1 and ended Oct. 16 with releases that supported minimum navigation through most of the season. There was a 44-day shortening of the navigation season due to the low storage level as of July 1. Full navigation season would have ended Dec. 1, 2006. The Corps of Engineers has released the 2007 Draft Annual Operating Plan. The plan again uses trigger dates and storage levels to determine the season's start date, closing date and release volumes. The next trigger date is March 15. System storage level on this date will determine the level of service for the 2007 navigation season. With storage at 54.5 million acre feet (MAF) or more, there will be full service; with storage at 49 to 31 MAF, there will be minimum service; and with storage at 31 MAF or less, there will be no navigation service. System storage level as of January 2, 2007 was 34.4 MAF. This is an annual measure that will be updated in July 2007.



## 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:**

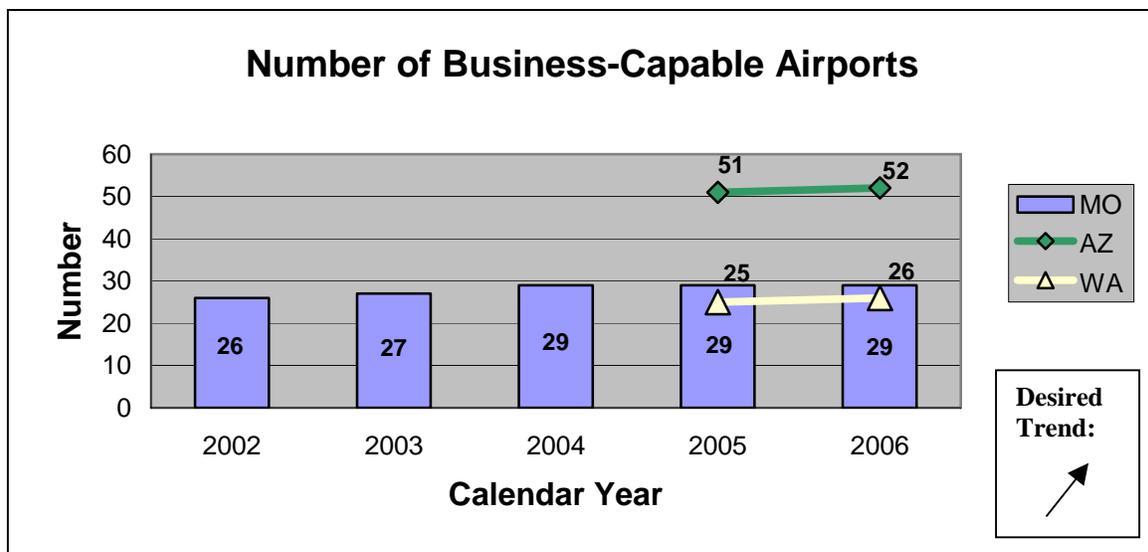
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

**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. Since 2002, three additional airports in Missouri have either extended or constructed runways of 5,000 feet or greater. This increase allows additional communities and an increased population greater exposure to business-capable airports. Comparison data for 2005 and 2006 is being collected from the states of Washington and Arizona. These states have similar population totals as Missouri. Washington is similar in geographic area with Arizona being 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. A new business-capable airport is under construction in Branson West. The State Aviation Trust Fund, which is used for maintenance and capital improvement projects at airports, increased from approximately \$3 million in calendar year 2004 to \$6 million in calendar year 2006. An airport survey and information campaign conducted by MoDOT, and the Missouri Department of Revenue's review of the trust fund, led to obtaining these additional funds. MoDOT is supporting legislation that would increase the annual cap on the State Aviation Trust Fund from \$6 million to \$8.5 million.



## 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:**

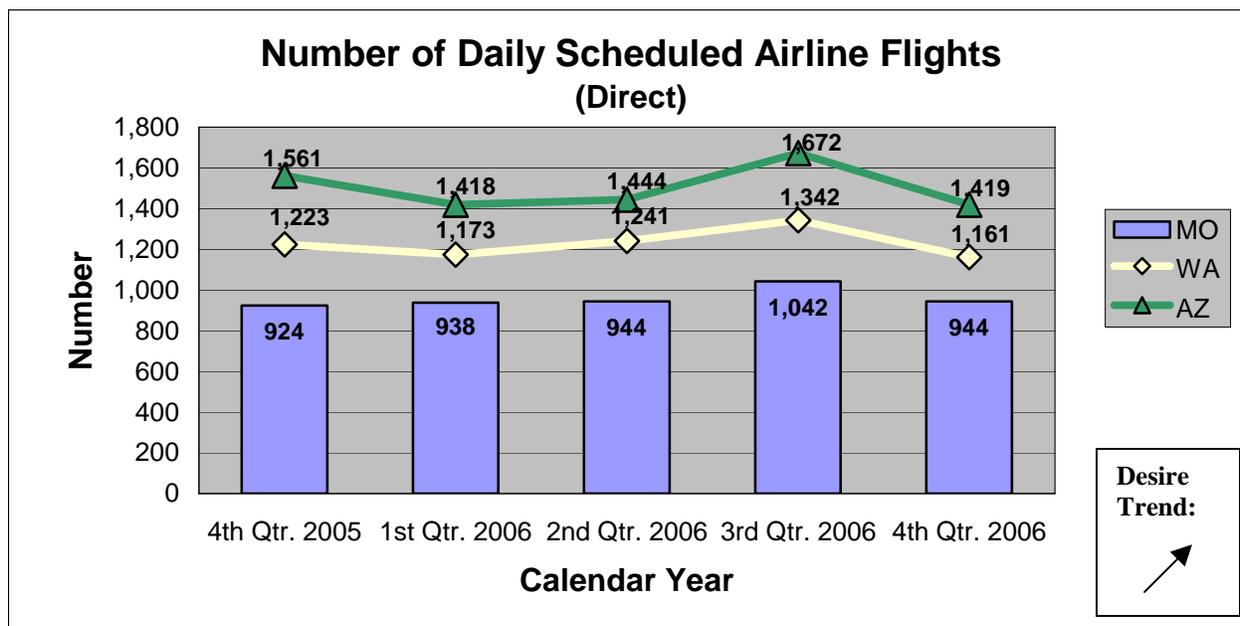
This measure tracks the number of airline flights. The data assists in determining options available to the traveling public. It provides an indication of the airline industry's economic stability in Missouri.

**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.

**Improvement Status:**

The flights are tracked on a monthly basis with a daily snapshot collected for each month and are then averaged on a quarterly basis. The number of daily scheduled airline flights in Missouri peaked in the third quarter of 2006 at 1,042. This quarter includes the summer travel months of July, August and September. Daily scheduled airline flights in Missouri increased 2 percent from the fourth quarter of 2005 compared to the fourth quarter of 2006, while there has been a reduction in flights experienced for the same time period in Washington and Arizona. MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area Aviation System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of assets.



## 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.

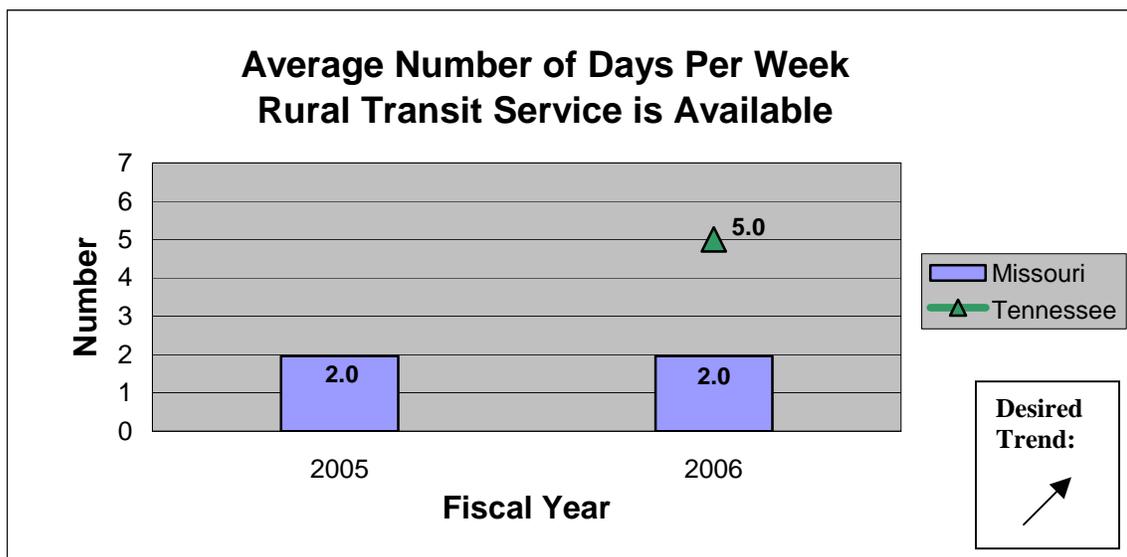
**Measurement and Data Collection:**

Reviewing published transit service schedules for each rural Missouri county and averaging these daily frequencies within a week's schedule for available countywide transit service calculates the statewide average number of days per week rural transit service is available. 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 for its riders to support full-time employment. The outlook for 2007 suggests an opportunity for growth in rural transit service based on a 67 percent increase of federal rural transit funds authorized to Missouri through SAFETEA-LU, which is the federal transportation funding legislation. For 2006, Tennessee deployed more rural transit service with five-day-a-week service, subject to available seating. Tennessee directs more state funding to rural public transportation (\$7 million vs. \$800,000 in Missouri). Tennessee's transit providers also use pure demand-response dispatching compared to designated daily routes as used by OATS and other Missouri providers. However in 2004, Missouri's rural transit providers together delivered 3.2 million trips compared to 1.4 million rural transit trips provided in Tennessee.

MoDOT recently worked with local transit systems to produce a speaker's video to help transit managers make a persuasive case for more local funding for rural transit service. MoDOT also procured rural transit intelligent transportation system design services to help bring technology improvements to rural public transit to increase service through scheduling efficiencies. The kick-off meeting for the rural transit ITS design project was held in December 2006.



## 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:**

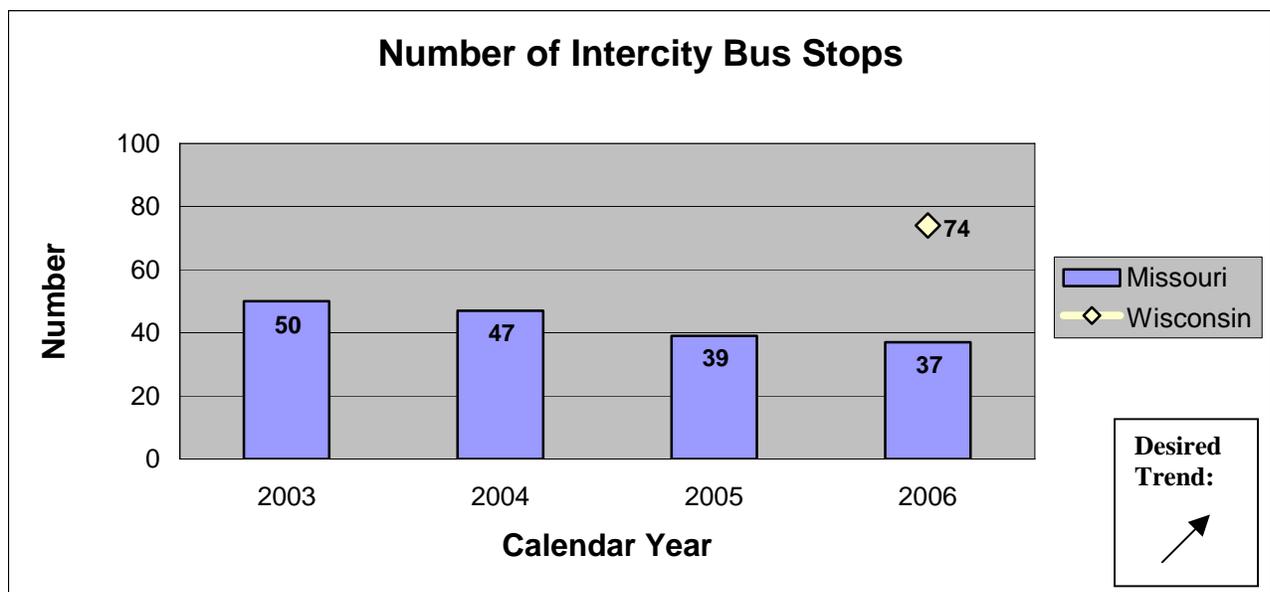
This measure tracks the number of intercity bus stops. Intercity bus stops represent access points to intercity bus services provided by Greyhound, Jefferson Lines and Trailways. More stops among Missouri's 114 counties means greater access. Fewer stops create a barrier by requiring greater traveling 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 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

The number of Missouri's intercity bus stops declined in 2005 and 2006 due to the changes in Greyhound service. Since October, Missouri's net total of intercity bus stops for 2006 declined by one, with two new stops added and three stops removed. A similar trend was seen in Wisconsin where their net total of intercity bus stops declined by one, with four new stops added and five stops removed. MoDOT analyzed counts and surveys from coach riders to better determine the needs for intercity bus service in Missouri. MoDOT delivered a presentation of a report on Missouri's intercity bus services to the Transportation Research Board's Rural and Intercity Bus Conference in Stevenson, WA in October. That report contained several recommendations including improved marketing of intercity bus services in Missouri. MoDOT recently worked with Jefferson Lines to procure two buses that were delivered in December 2006 to operate service in Missouri. Jefferson Lines in May 2006 added a route with five stops to serve the abandoned Greyhound routes on the Missouri 13/U.S. Route 65 corridor to restore intercity bus service to Clinton, Osceola, Humansville, Bolivar and Branson.



## Easily Accessible Modal Choices

### *Percent of customers satisfied with transportation options*

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

**Measurement Driver:** Matt Cowell, Railroad Operations Manager

**Purpose of the Measure:**

This measure provides information about the public's perception of MoDOT's performance in providing transportation options.

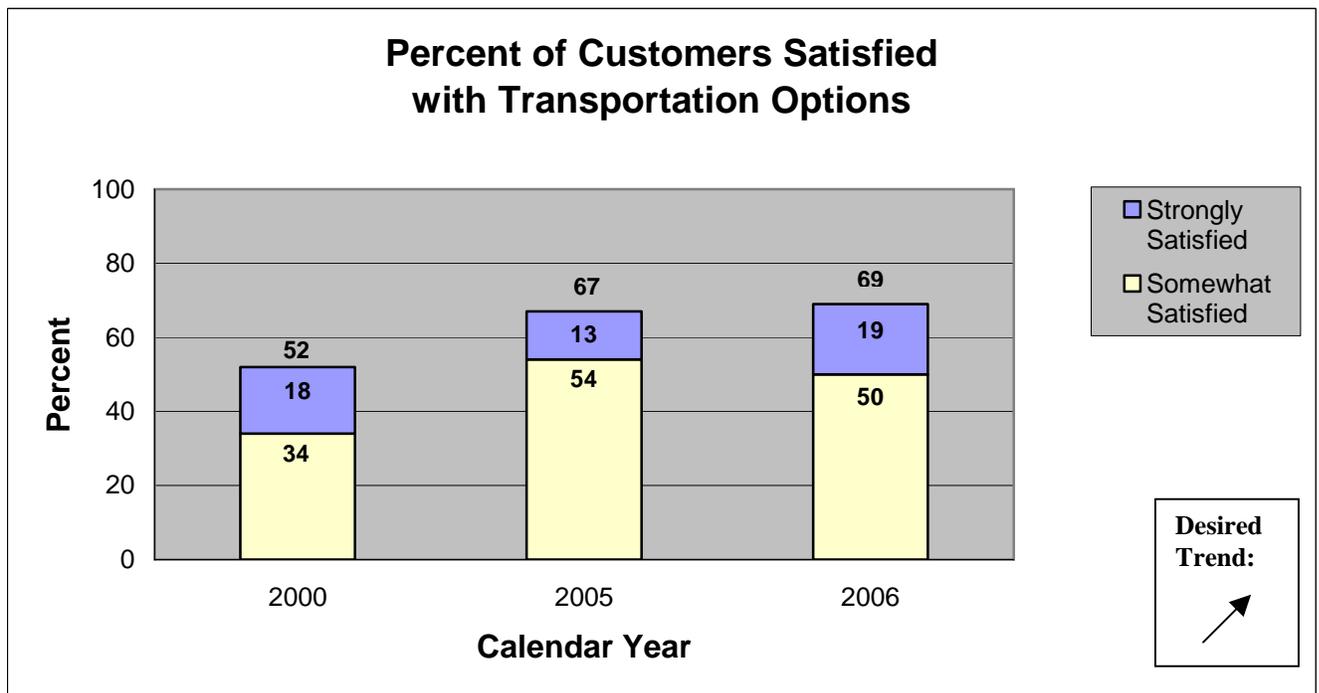
**Measurement and Data Collection:**

Data was collected through an annual statewide customer satisfaction telephone survey, which is conducted and reported in July. The survey included interviews with 3,500 Missouri adults with an overall margin of error of +/- 3 percent.

**Improvement Status:**

For the 2006 survey, over 69 percent of the survey participants sampled stated they are strongly satisfied or somewhat satisfied with transportation options in Missouri. Conversely, 24 percent of the sample is somewhat dissatisfied or strongly dissatisfied with the transportation options available. The remaining seven percent sampled were unsure about transportation options. When compared to the 2005 data provided from the statewide customer survey, 67 percent of the sample was somewhat satisfied or was strongly satisfied with transportation options, while 28 percent responded as somewhat dissatisfied or strongly dissatisfied, and five percent were unsure with the options available to those who do not or cannot drive. The desired trend has increased by 2 percent from the 2005 survey.

MoDOT continues to work at improving service and awareness of transportation options with the 8.2-mile expansion of MetroLink in the St. Louis area. MetroLink has seen additional growth in 2006, with the expansion of the 8.2 miles in St. Louis. MoDOT has completed a detailed survey of all the crossings from St. Louis to Springfield to aid in the feasibility of running an Amtrak train from St. Louis to Springfield. Data from the port authority needs assessment completed in March 2006 is being used to promote the use of waterways and seek an increase in funding for Missouri's current legislative session.



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