Number of miles of new four-lane corridors completed-7a

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.

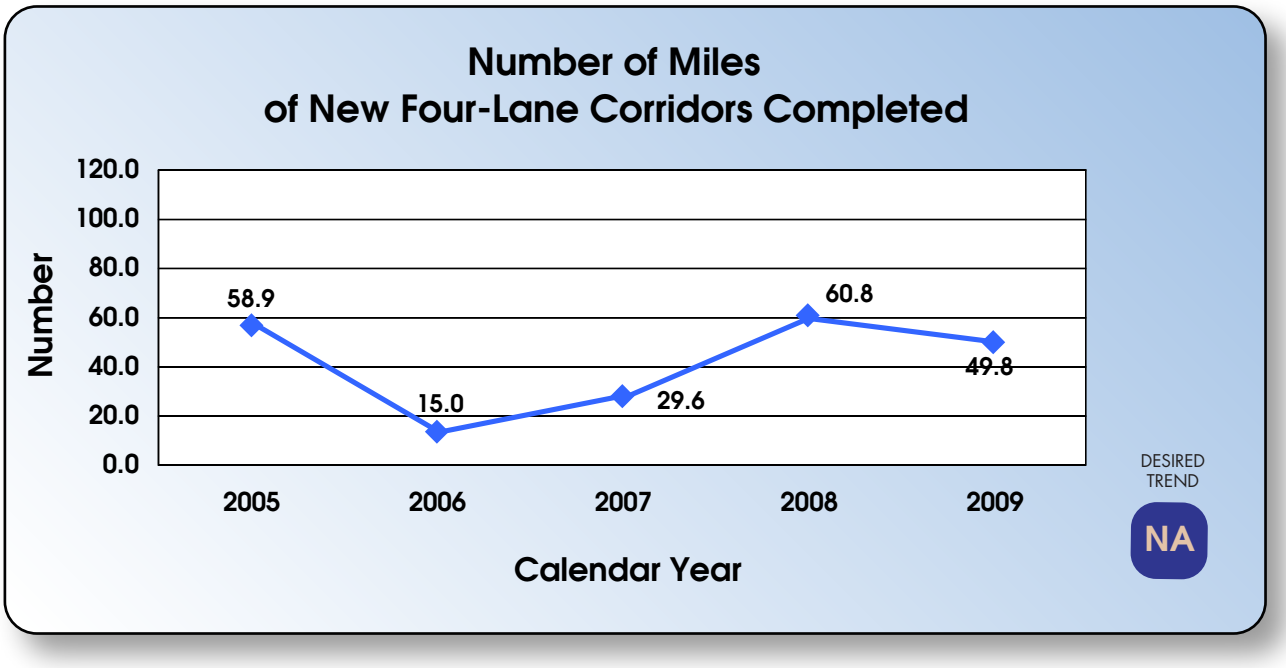
Measurement and Data Collection:

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:

Nearly 50 miles of new four-lane corridors were completed during calendar year 2009, primarily on U.S. Routes 60, 67 and 65. Progress in 2009 was nearly the same as that of 2008 as projects funded by Amendment 3 bonds approved by Missouri voters in November 2004 were completed. ARRA funding will accelerate the completion of some future expansion projects. There are approximately 54 miles of work to complete four-lane highways included in the current five-year Statewide Transportation Improvement Program.

A MoDOT study completed in 2007 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.



Percent utilization of SIB & STAR loan programs-7b

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:

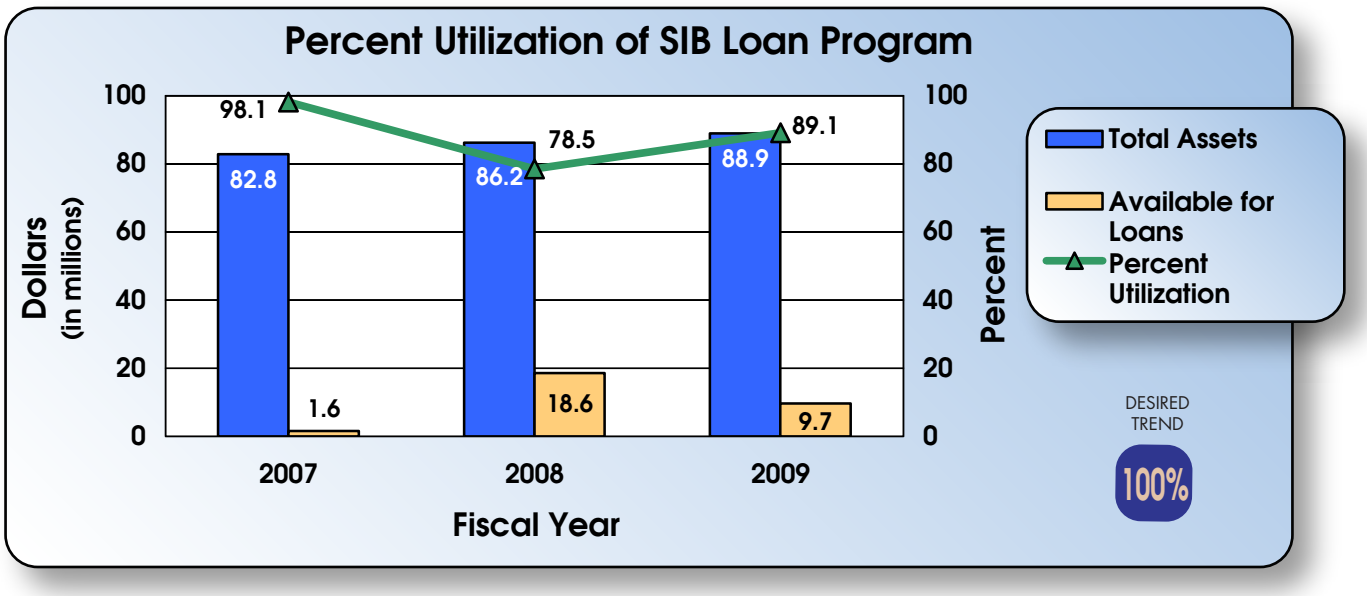
This is an annual measure updated each July. The percent utilization is the total assets less cash available for loans divided by total assets. Resource Management collects this data from financial reports and a SIB and STAR loans database.

Improvement Status:

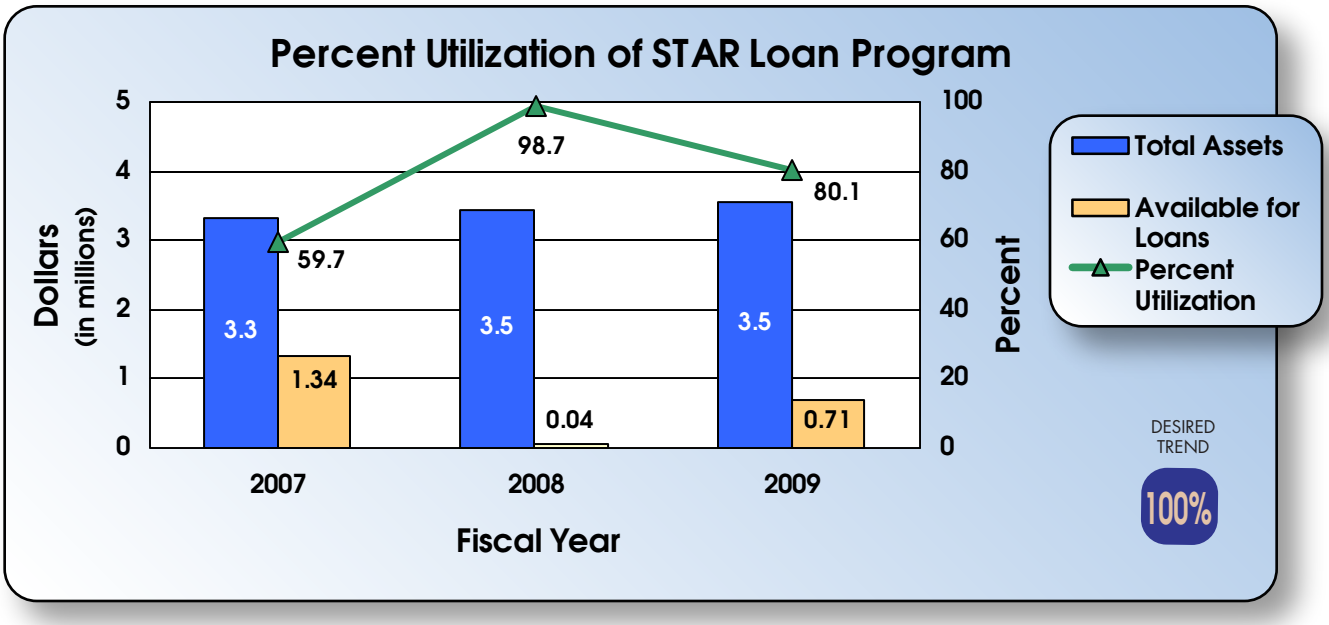
The percent utilization of the SIB loan program increased to 89.1 percent as of June 30, 2009. The amount available to loan decreased because: eleven entities were approved for loans totaling $23.7 million; five entities determined they did not need their loans totaling $13.2 million; three entities reduced their loan amounts by $4.9 million; and adjustments were made to the timing of disbursements and repayments.

The percent utilization of the STAR loan program decreased to 80.1 percent. The amount available for loans increased due to loan repayments and investment earnings. The STAR fund has approximately $705,000 available for loans.

Resource Management held partnership development training workshops at all districts in fiscal year 2009.



Leverage Transportation To Advance Economic Development



Economic return from transportation investment-7c

Result Driver: Roberta Broeker, Chief Financial Officer
Measurement Driver: Ben Reeser, Financial Resource Administrator

Purpose of the Measure:

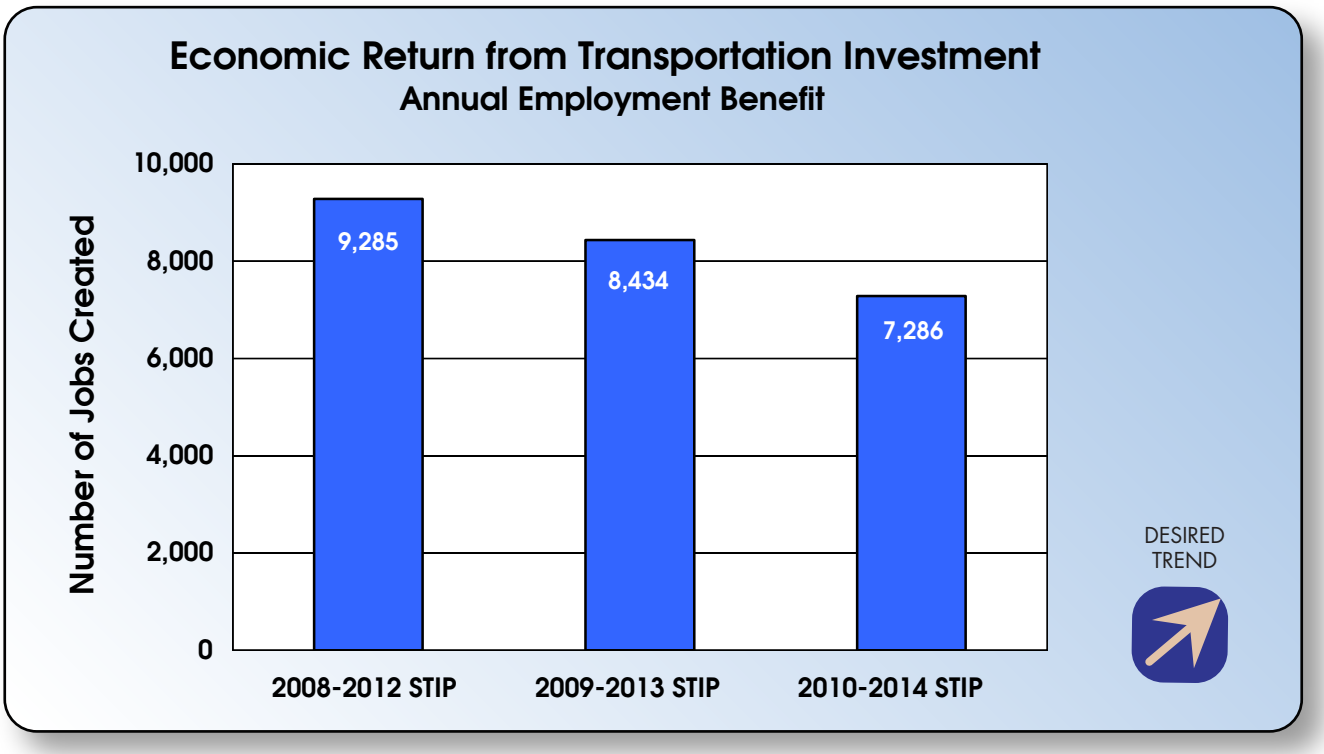
This measure tracks the economic impact resulting from the state's transportation investments. Economists have found that transportation investments affect employment, personal income and economic output.

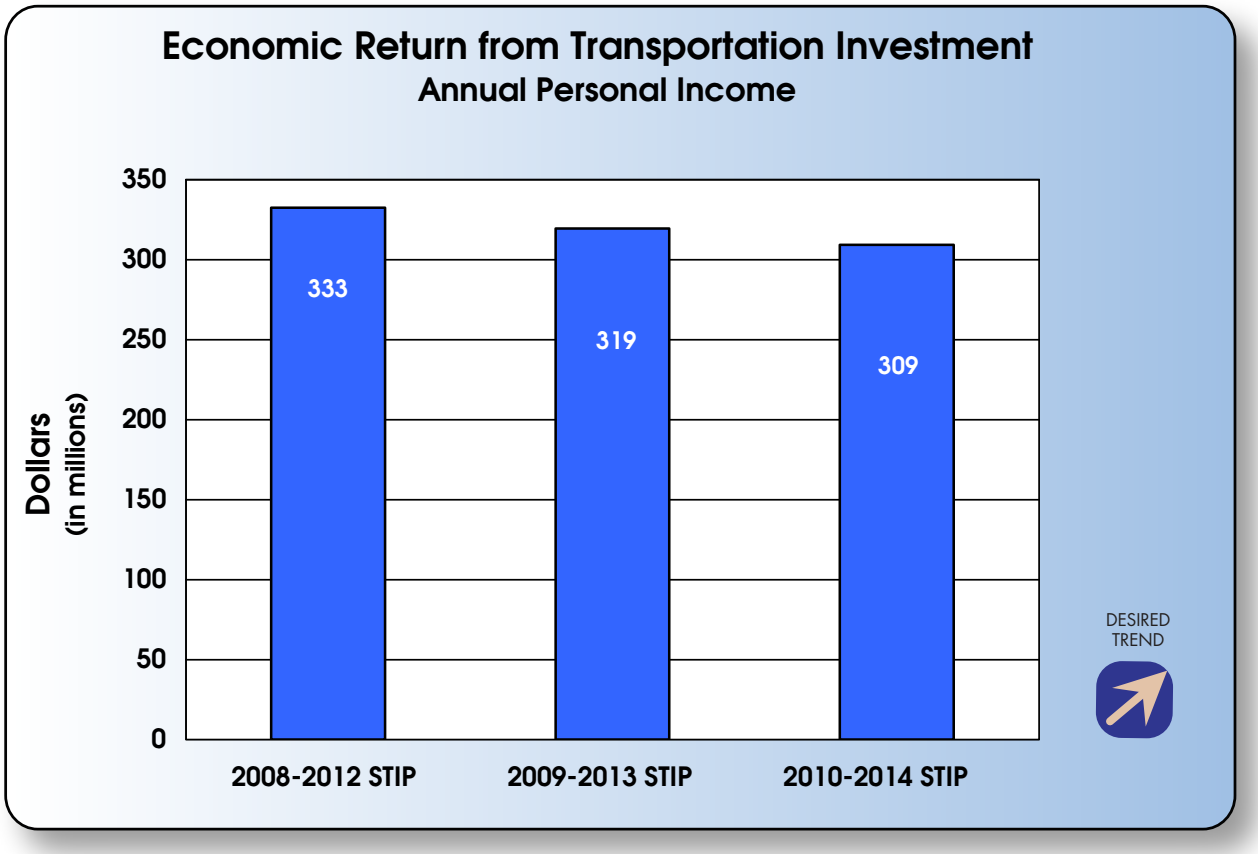
Measurement and Data Collection:

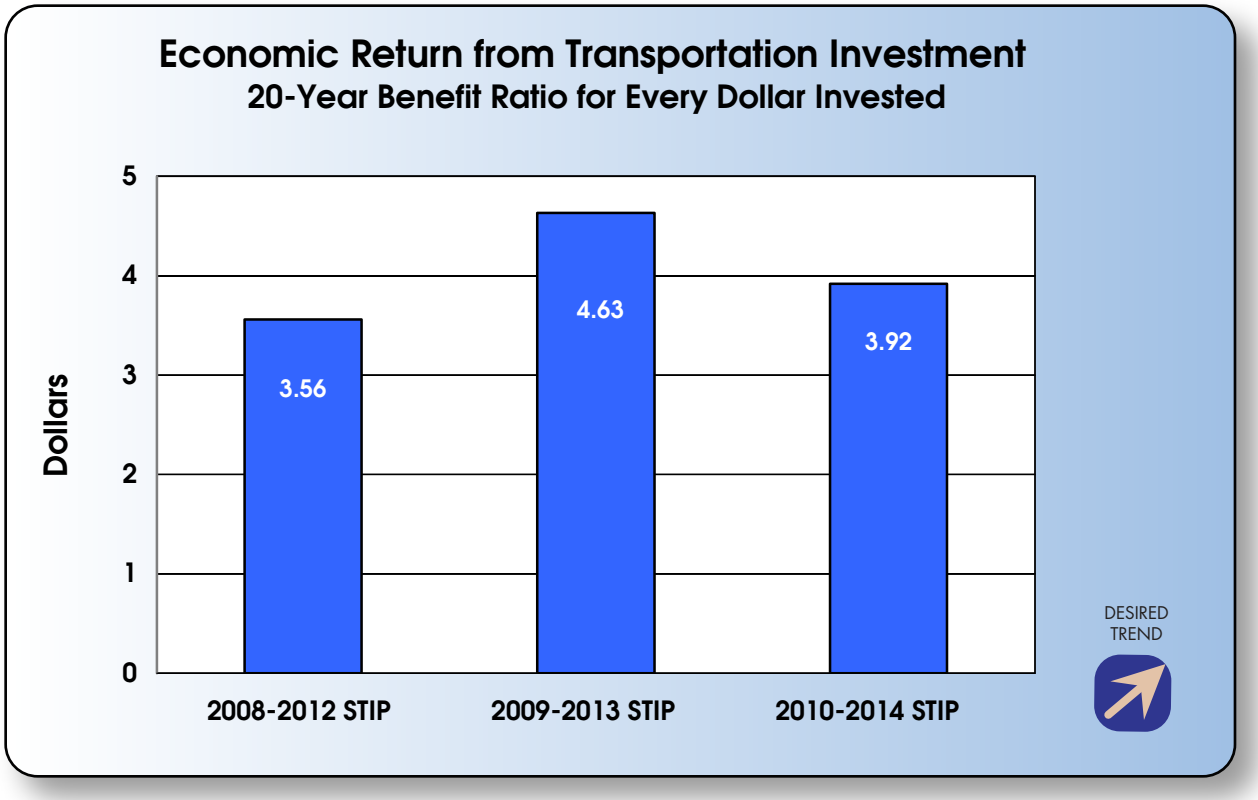
MoDOT works with the Department of Economic Development to perform economic impact analyses for the state's transportation investments. The analyses are performed using a model called the Regional Economic Modeling, Inc. (REMI). Through these efforts, the department can provide state and regional estimates 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 2010-2014 STIP will invest more than $4 billion into highway and bridge projects across the state. On average, these STIP investments will create approximately 7,286 new jobs with an average wage of $30,474 per job. As a result, average personal income is expected to increase by $309 million. The 2010-2014 STIP projects will contribute $810 million of economic output for the state per year totaling $16.2 billion over the next 20 years. This equates to a $3.92 return on every $1 invested in transportation. The 2010-2014 STIP has a lower economic return compared to the 2009-2013 STIP due to decreased transportation investments and a weakened economy. 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 http://www.modot.mo.gov/newsandinfo/EconomicImpactAnalysis.htm.




Economic Return from Transportation Investment
Annual Personal Income
Dollars (in millions)
350
300
250
200
150
100
50
0
333
319
309
2008-2012 STIP
2009-2013 STIP
2010-2014 STIP
DESIRED TREND


Economic Return from Transportation Investment
20-Year Benefit Ratio for Every Dollar Invested
Dollars
5
4
3
2
1
0
3.56
4.63
3.92
2008-2012 STIP
2009-2013 STIP
2010-2014 STIP
DESIRED TREND