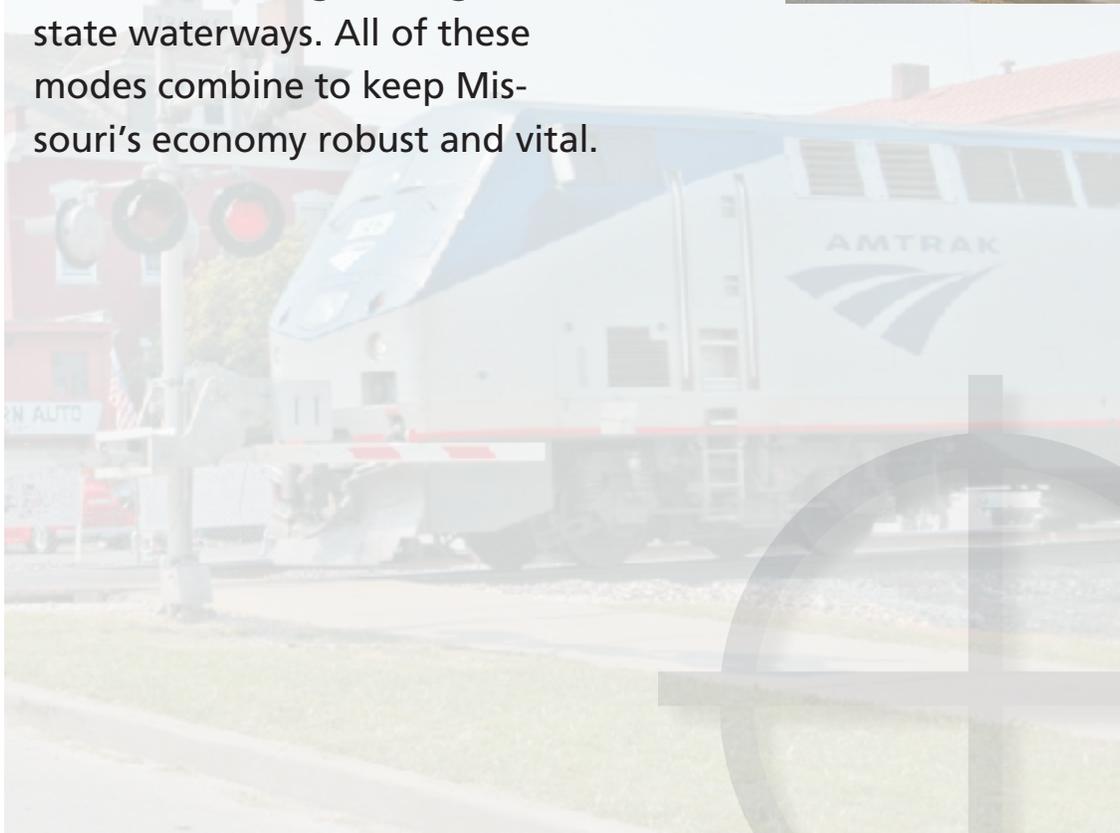

Easily Accessible Modal Choices

*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.

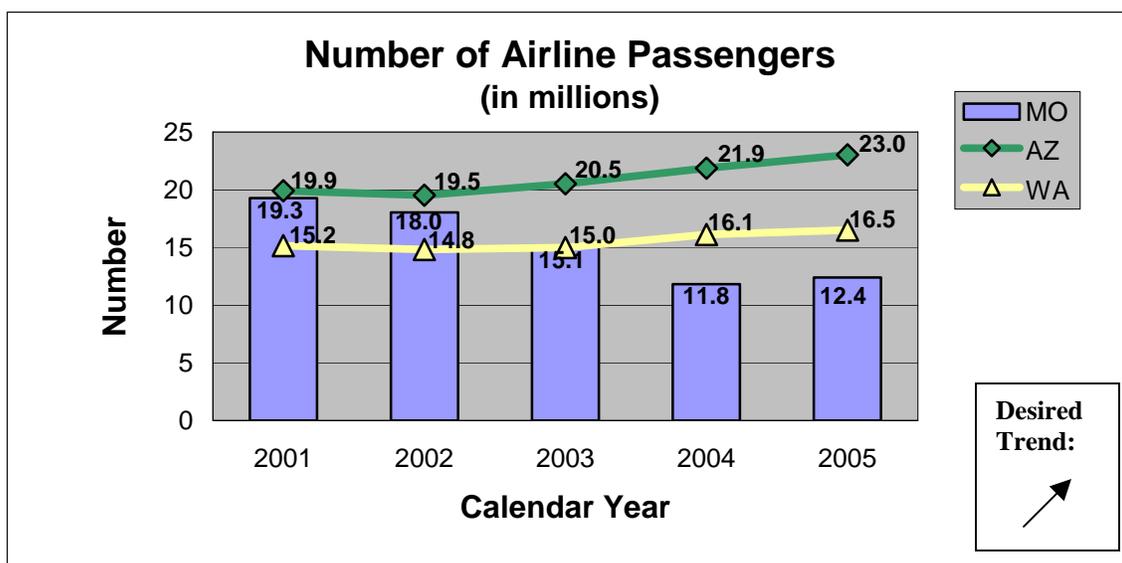
Measurement and Data Collection:

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:

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 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. Airline passengers have increased approximately 4.8 percent in Missouri from 2004 to 2005.

MoDOT is participating with the Federal Aviation Administration, 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 the assets. 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.



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:

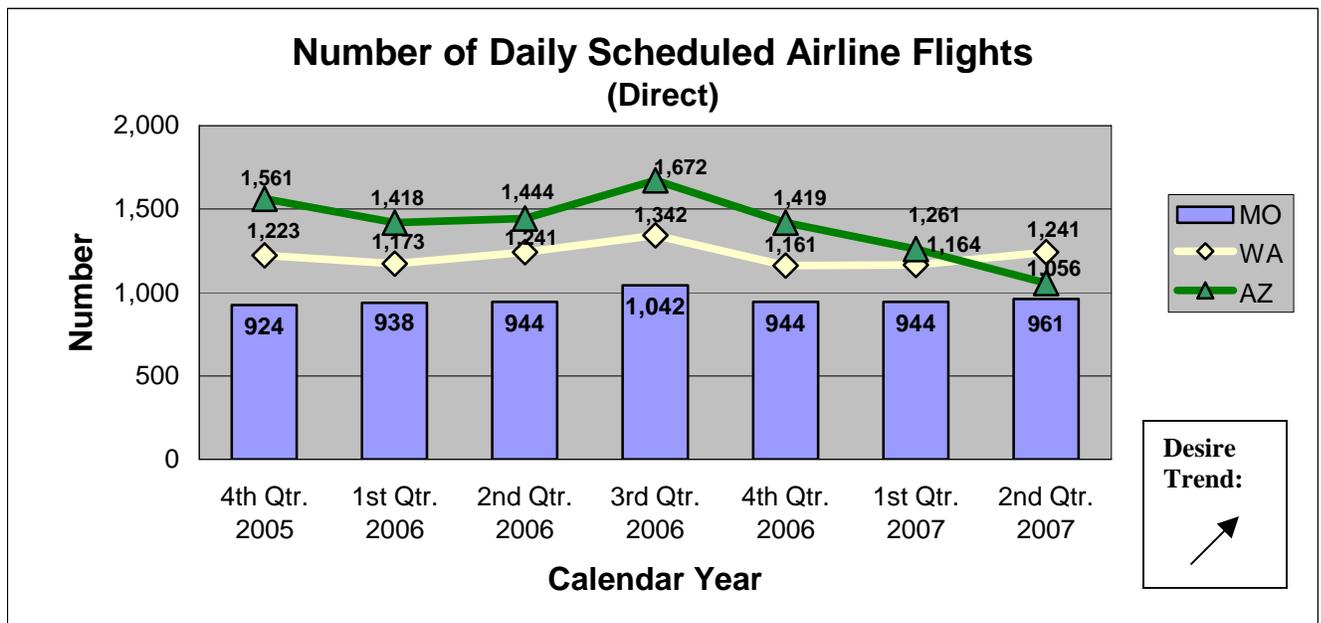
This measure tracks the number of airline flights. The data assists in determining options available to the traveling public. It provides an indication of the airline industry's economic stability in Missouri.

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:

The number of daily scheduled airline flights in Missouri peaked in the third quarter of 2006 at 1,042. (The third quarter includes the summer travel months of July, August and September.) Daily scheduled airline flights in Missouri have increased slightly from the second quarter of 2006 (944) to the second quarter of 2007 (961), while there has been no increase or decrease in flights experienced for the same time period in Washington; however, Arizona has steadily decreased since the third quarter of 2006. 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 the assets.



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:

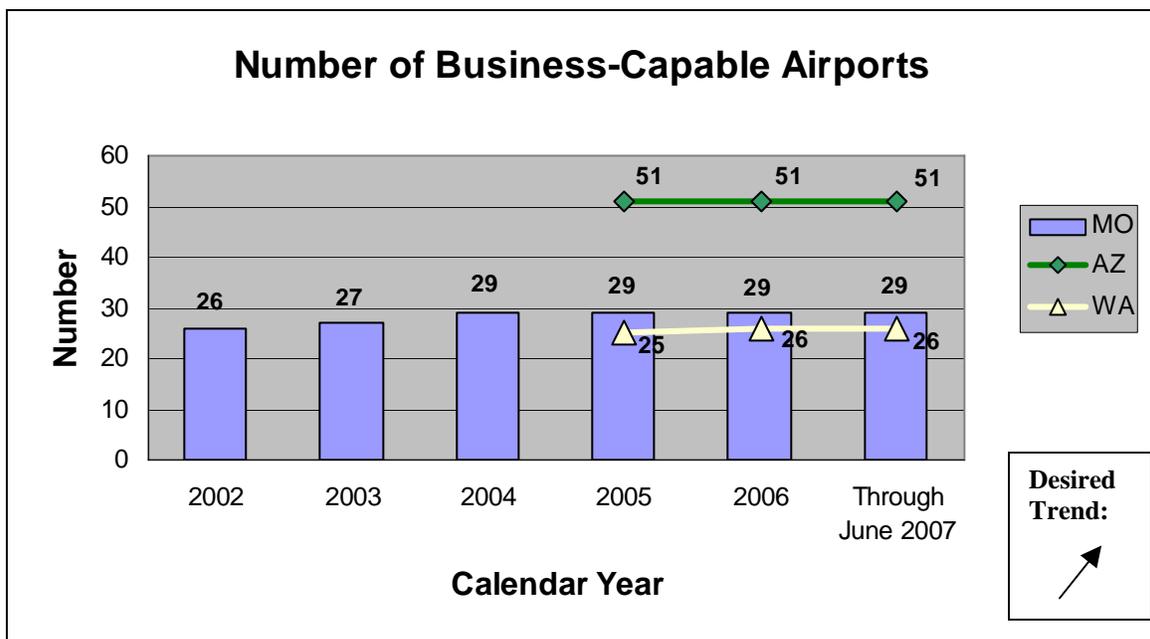
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

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 area greater exposure to business-capable airports. Comparison data for 2005 and 2006 has been collected from the states of Washington and Arizona. These states have similar population totals as Missouri. In geographic area, Washington is 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. A new business-capable airport is under construction in Branson West, and the city of Dexter is extending the runway at the Dexter Municipal Airport to 5,000 feet. The State Aviation Trust Fund, which is used for airport maintenance and capital improvement projects, 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.



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.

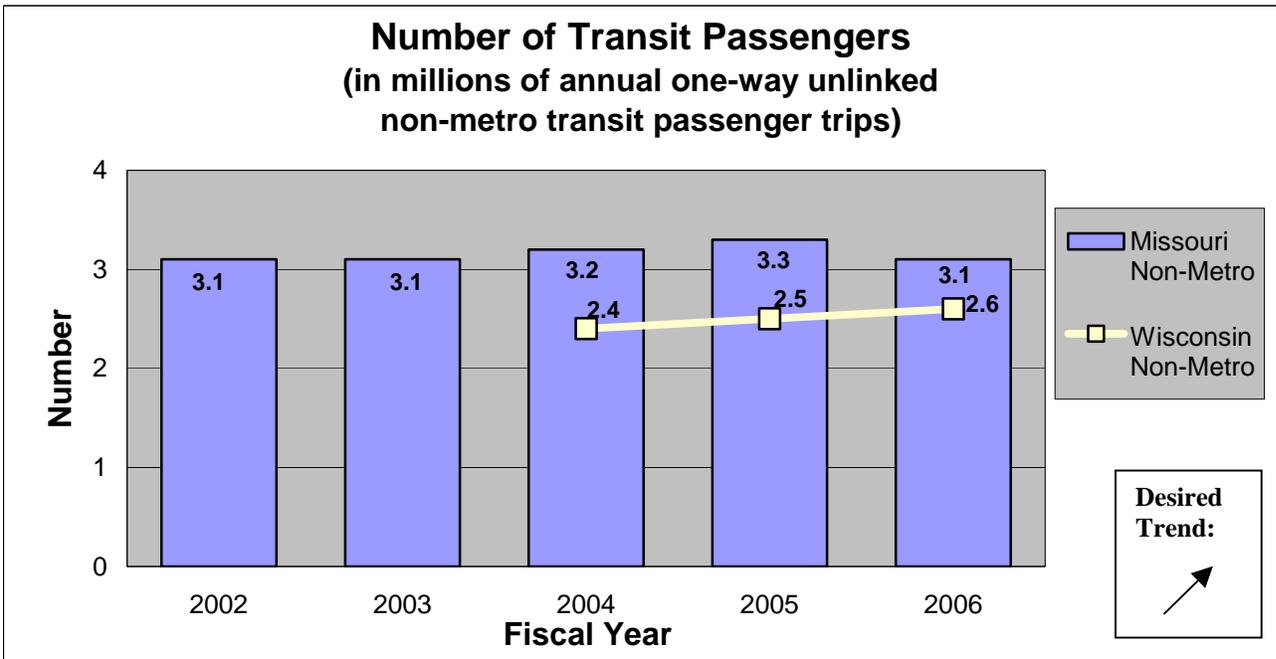
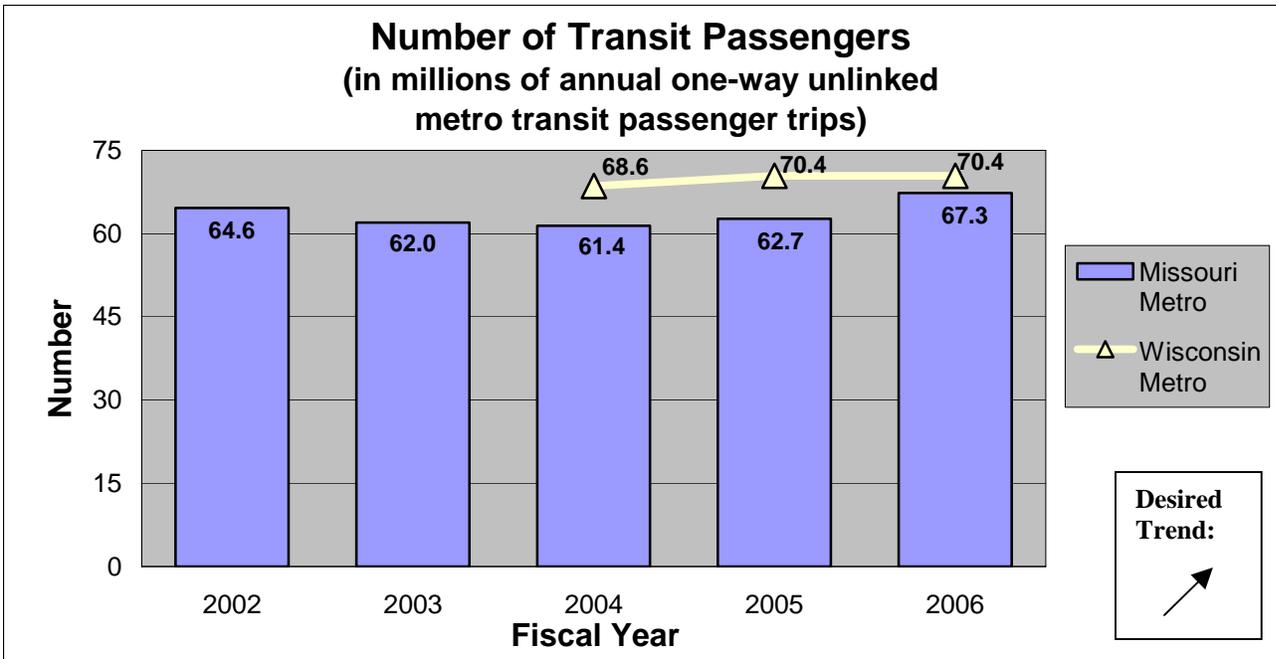
Measurement and Data Collection:

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 2004-2006 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.

Improvement Status:

Metro ridership statewide in 2006 increased by 4.6 million trips as compared to 2005 with more annual transit trips taken by riders in all of Missouri's metro 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 that were coordinated, in part, with rural public transit service schedules. Fiscal year 2007 ridership data is not yet available.

Missouri compared favorably to Wisconsin's rural transit ridership in 2004-2006. Wisconsin's transit ridership statewide increased in 2005, largely due to greater transit use in Milwaukee. For 2008, the Missouri Legislature appropriated an additional \$150,000 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. Marketing meetings began in December 2006. Marketing videos were shot in June 2007.



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.

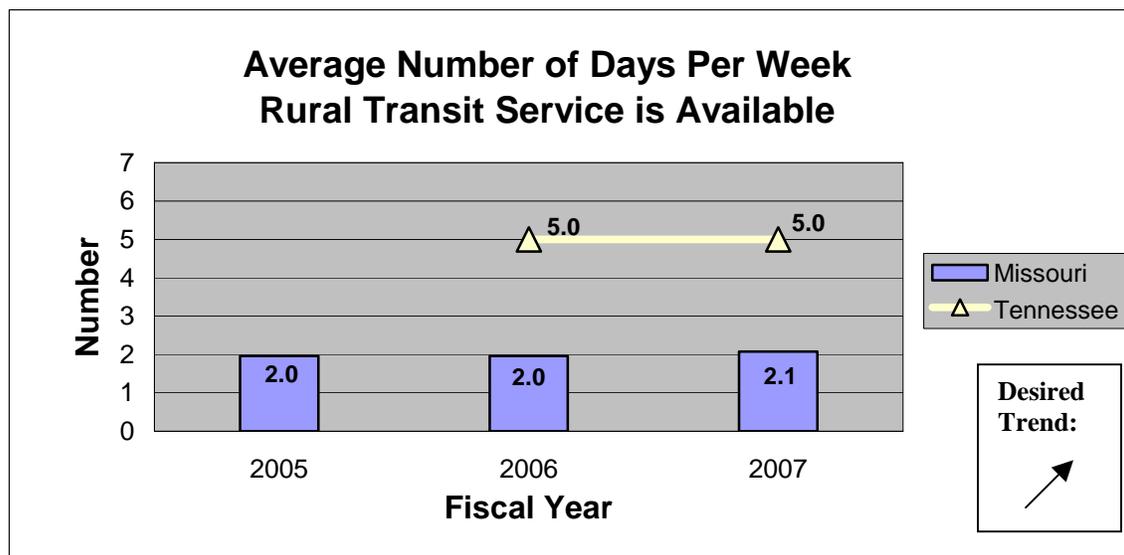
Measurement and Data Collection:

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 countywide 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. The outlook for 2008 suggests an opportunity for growth in rural transit service based on an increase of federal rural transit funds authorized to Missouri through SAFETEA-LU, which is the federal transportation funding legislation. For 2006, Tennessee deployed more days of 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. \$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 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 increase service through scheduling efficiencies. The kick-off meeting for the rural transit ITS design project was held in December 2006 with subsequent rural transit assessment visits occurring in January and February 2007.



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, and most recently, Megabus. 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.

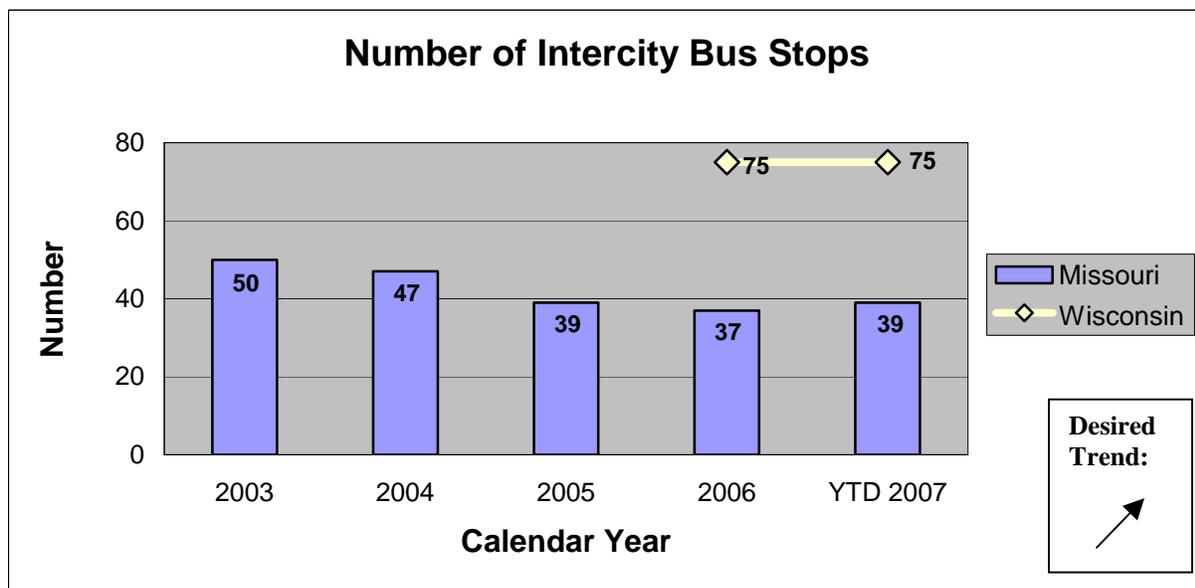
Measurement and Data Collection:

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 and 2007 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 a decline due to changes in Greyhound service. New stops were added in Kansas City and St. Louis in April with the start of Megabus service. However, the Megabus stop locations do not allow for direct transfers to other intercity bus carriers. Also, the Megabus route makes no intermediate stops between Kansas City and St. Louis. Megabus offers Internet-based discounted bus fares and continuing service to Chicago from St. Louis.

Wisconsin has seen no net change in total statewide intercity bus stops from 2006 to 2007. However, five stops were abandoned, and five intercity bus stops were added this past year in Wisconsin. MoDOT presented a report on Missouri's intercity bus services to the Transportation Research Board's Rural and Intercity Bus Conference in Stevenson, WA, in October 2006. That report contains 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 for service in Missouri.



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.

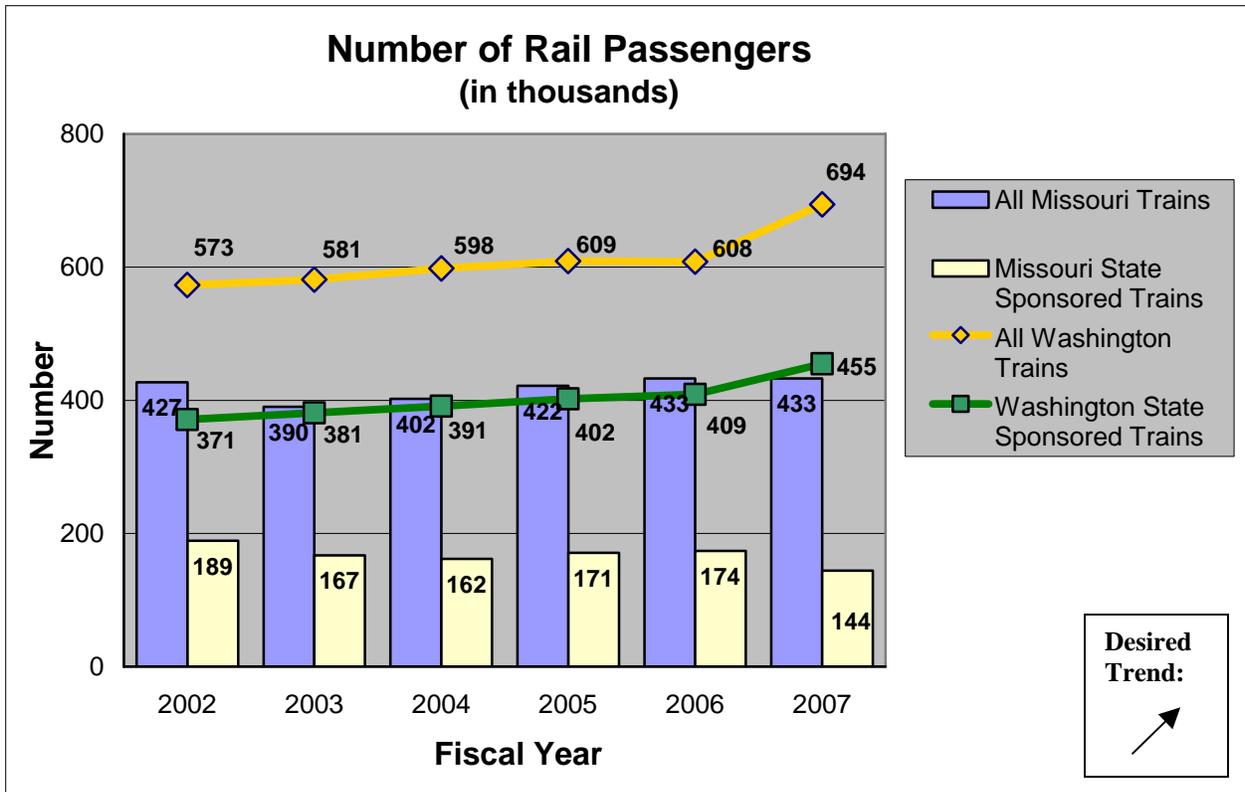
Measurement and Data Collection:

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 quarterly.

Improvement Status:

Fiscal year 2007 showed a decrease of about 18 percent over the previous year and is the first year total ridership numbers on the St. Louis-to-Kansas City route have decreased since the 2003-2004 fiscal years. The increased freight rail congestion traffic explains the decrease 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 have been and will continue to be implemented in efforts to raise passenger numbers.

For fiscal year 2007, passenger counts on the state-supported route are down 13 percent during the same time period of March through June a year ago. Challenges include a major track work program undertaken by Union Pacific during the summer of 2006, and another that began in April 2007 and will end in September 2007 on the St. Louis-to-Kansas City route, which affected on-time performance. During the track work program in 2006, the solution was to completely substitute buses for many trains. To avoid problems created by using buses instead of trains, the train schedules for spring 2007 (in effect from April 2 to August 1, 2007) were drastically altered in order to avoid the construction during its most active daytime period. The addition of two more daily trains from St. Louis to Chicago and an additional train from Quincy, IL, to Chicago have been successful, and the completion of the Union Pacific capacity study in July 2007 shows possible future improvements to the St. Louis-to-Kansas City route.



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. This measure is updated on a quarterly basis.

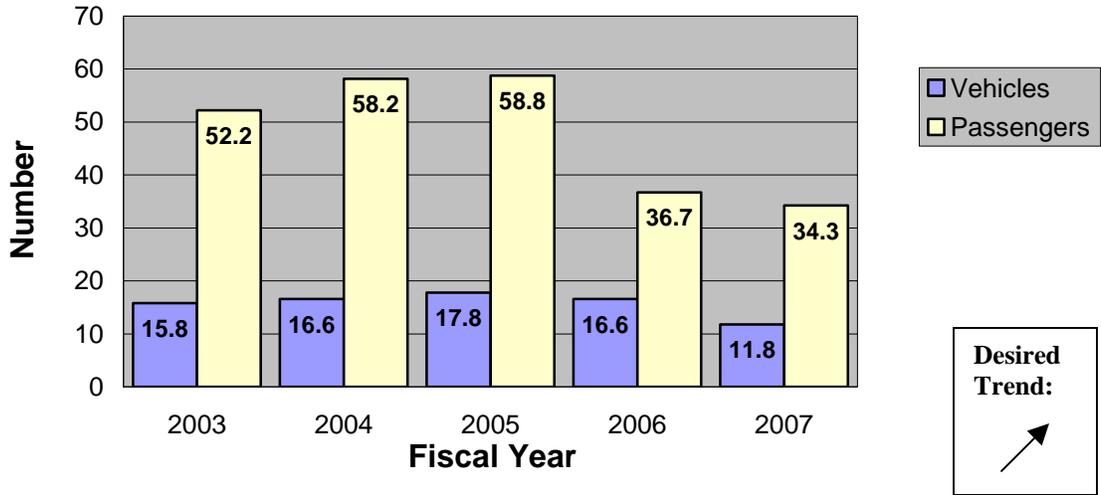
Improvement Status:

In fiscal year 2007, the New Bourbon ferryboat carried a total of 11,775 vehicles with 34,271 passengers compared to 16,611 vehicles with 36,695 passengers in fiscal year 2006. While this is a 29 percent decrease in vehicle traffic from one year ago, it still has improved from a 55 percent decrease in the first quarter, a 40 percent decrease in the second quarter and a 34 percent decrease in the third quarter. The service was closed several times during the year for high/low water and lost 32 days, or 9 percent, of service from last year.

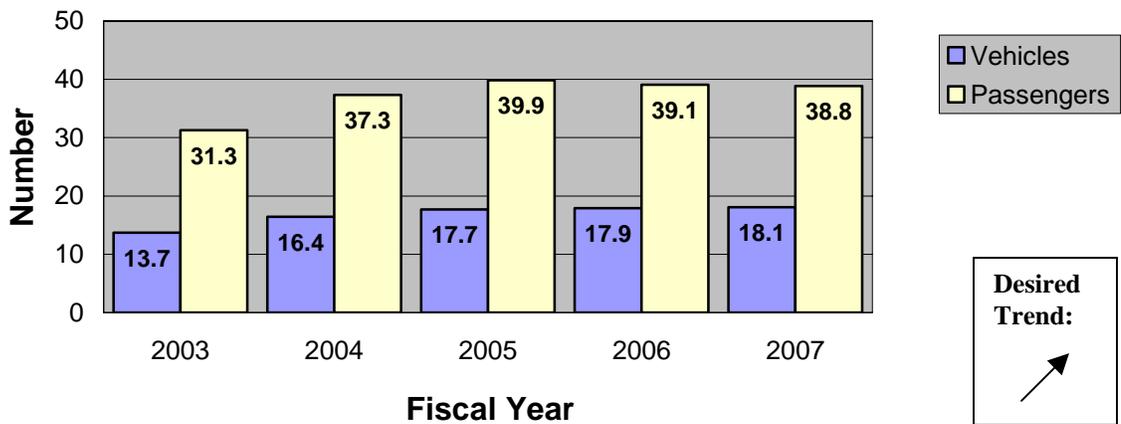
The Mississippi County ferryboat started the fiscal year with a 10 percent decrease in traffic for the first quarter. They ended the year with a 1 percent increase in vehicles transported. The ferry operated 21 fewer days in 2007 than in 2006 due to mechanical problems. However, February through June traffic on the service exceeded the previous year by 17 percent, giving the service their best quarter ever. In fiscal year 2007 the ferry increased vehicles by 1 percent, decreased passengers carried by 0.5 percent and operated 6 percent fewer days than in fiscal year 2006. The service ended the fiscal year 2007 with 18,073 vehicles and 38,840 passengers transported and operated 336 days compared to fiscal year 2006 with 17,882 vehicles and 39,068 passengers transported and operations on 357 days.

MoDOT submitted applications to the Federal Highway Administration for the Federal Ferry Boat Discretionary Program to increase the capacity of both services. We have not yet received grant award notification.

**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 public ports with intermodal capability

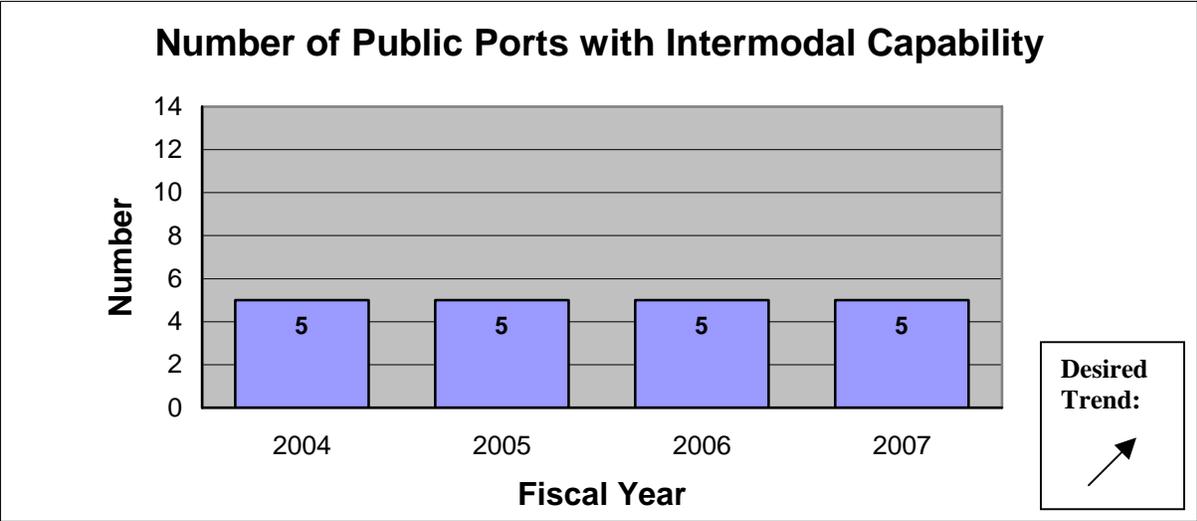
Result Driver: Brian Weiler, Multimodal Operations Director
Measurement Driver: Sherrie Martin, Waterways Program Manager

Purpose of the Measure:
This measure provides information as to how MoDOT’s Port Capital Improvement Program is being used to complete connectivity between modes at ports.

Measurement and Data Collection:
MoDOT’s Waterways Program Manager collects data for this measure annually.

Improvement Status:
Currently, five of the 14 authorized public port authorities in Missouri have intermodal capability. These include St. Joseph Regional Port Authority, Kansas City Port Authority, City of St. Louis Port Authority, SEMO Regional Port Authority and New Madrid County Port Authority.

Funding for port capital projects was eliminated in state fiscal years 2001 through 2005. In fiscal years 2006 and 2007, the program received funding to support some development. However, this was not enough to complete projects that involved rail access, which is the missing link in intermodal capability at most of the developing ports. There is a rail project at Pemiscot County Port Authority that has been ongoing as a multi-phase project since 1997. Fiscal year 2007 Port Capital Improvement Program funds are currently being used for the next phase of this project. This program is funded from the state General Revenue Fund and is dependent on the state budget process. Fiscal year 2008 funding was included in House Bill 19, which did not pass during the 2007 legislative session.



Easily Accessible Modal Choices

State funding for multimodal programs

Result Driver: Brian Weiler, Multimodal Operations Director

Measurement Driver: Lisa Hueste, Senior Resource Management Analyst

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.

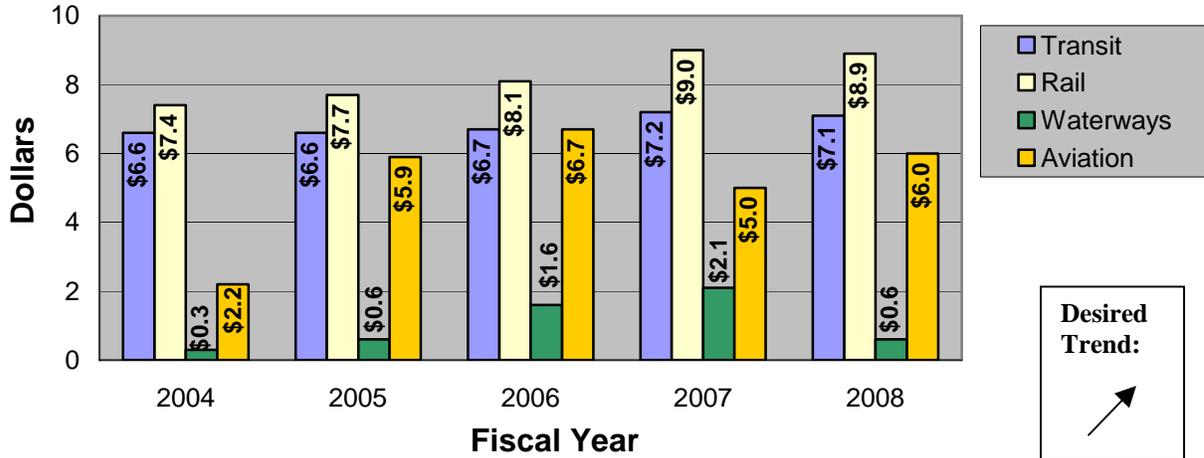
Measurement and Data Collection:

State funding for multimodal programs is determined by the amount of revenue the state of Missouri collects each year. MoDOT has several funds, including the General Revenue Fund, dedicated to multimodal programs for assisting Missouri citizens. The state legislature must authorize the use of funds for spending throughout the fiscal year. MoDOT must request these appropriated funds each year. They are not automatically approved at the same or at an increased level. Data for this measure is updated annually.

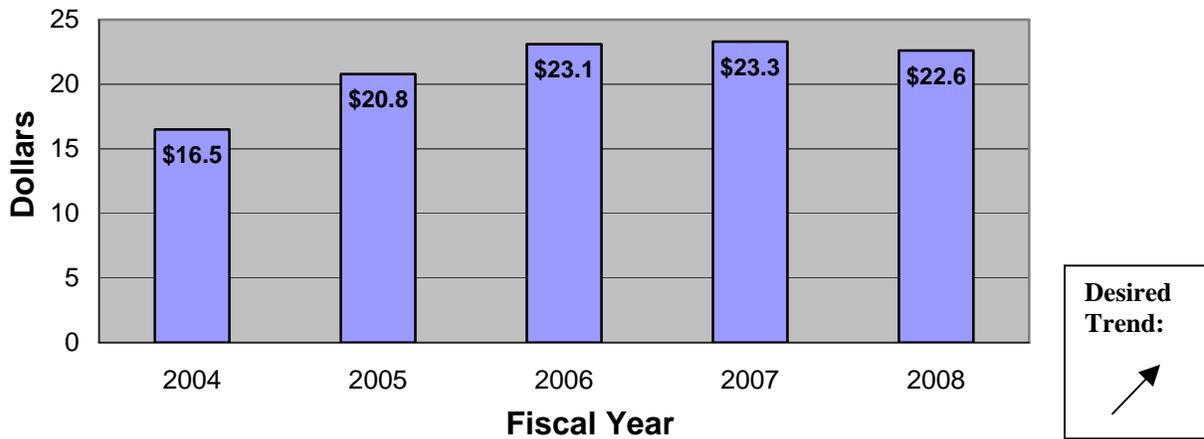
Improvement Status:

The transit program was drastically cut in fiscal year 2003 and has not been restored. As a result, many local entities have seriously reduced their transit services. The rail program has seen increased funding from fiscal year 2002 through fiscal year 2008 due to the increased cost to run twice-a-day AMTRAK trains. The waterways program includes ferryboats and port capital improvements, which received no state funding for fiscal year 2008. Support for ferryboats has remained constant for several years at \$150,000; this amount was increased to \$160,000 in fiscal year 2008. In fiscal years 2006 and 2007, the legislature appropriated state funds used for capital improvements in and around ports. The aviation program receives collections from the sale of jet fuel in Missouri. As with each fiscal year, MoDOT included substantial increases for the multimodal programs that provide needed services for as many citizens as possible.

State Funding for Multimodal Programs (in millions)



Total State Funding for Multimodal Programs (in millions)



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:

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

Improvement Status:

Sixty-seven percent of MoDOT's customers are satisfied with transportation options in Missouri. While this measure saw an 8 percent decrease from last year's results, there was an 8 percent increase in the percent of customers who strongly agreed that they are satisfied with transportation options. Customers in Missouri's urban areas continue to strongly agree that they are satisfied with transportation options. While MoDOT continues to improve in the strongly agree category, issues such as rising fuel costs and capacity limits on the state highway system suggest that MoDOT has a responsibility to continuously explore alternative transportation options.

MoDOT has asked Missouri's regional planning commissions and metropolitan planning organizations to help determine Missouri's highest transportation investment priorities. Investment scenarios are being created that will represent alternate mode priorities, along with highway and bridge priorities. This collaborative process will provide information for sharing with Missouri legislators during the 2008 legislative session and with others who are seeking to understand transportation needs and discussing increased investments in Missouri's transportation system.

