OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

Paula Gough, District Engineer

Tracker

MEASURES OF DEPARTMENTAL PERFORMANCE

Missourians expect to get to their destinations on time, without delay regardless of their choice of travel mode. We coordinate and collaborate with our transportation partners throughout the state to keep people and goods moving freely and efficiently. We also maintain and operate the transportation system in a manner to minimize the impact to our customers and partners.

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jon Nelson,
Traffic Management and Operations Engineer

PURPOSE OF THE MEASURE:
This measure tracks the mobility of significant state routes in St. Louis, Kansas City, Springfield and Columbia.

MEASUREMENT AND DATA COLLECTION:
Travel time data for most state routes is collected via roadside detectors and other technologies. For a few routes, travel times are collected manually by driving the route at least twice in each direction. To assess mobility, MoDOT compares travel times during rush hour to free-flow conditions where vehicles can travel at the posted speed limit. This measure also assesses reliability, an indicator of how variable those travel times are on a daily basis. The charts in this measure show the average travel time and the 95th percentile travel time, which is the time motorists should plan in order to reach their destinations on time 95 percent of the time. The maps display the mobility of specific sections of roadways during rush hour.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

MAP-21

Travel times and reliability on major routes-5a

Minimizing delays on the state's most traveled routes is essential to operating a reliable and convenient transportation system. The desired outcome for any route is a safe flow of traffic at the posted speed limit. From April to June 2014, the average travel time was 10.18 minutes during morning rush and 10.95 minutes during evening rush for a 10 mile trip in St. Louis. For Kansas City, the average travel time was 10.21 minutes during the morning and 10.47 minutes during the evening. Though some segments experienced significantly lower speeds, most of the freeway segments maintained free-flow conditions.

Individual freeway segments within St. Louis and Kansas City experienced significantly longer travel times than the regional averages. For example, the average 10-mile travel time on I-270 was more than 13 minutes. Likewise, westbound I-70 in Kansas City had a 12 minute 10-mile travel time during the morning rush, while eastbound averaged nearly 14 minutes during the evening rush.

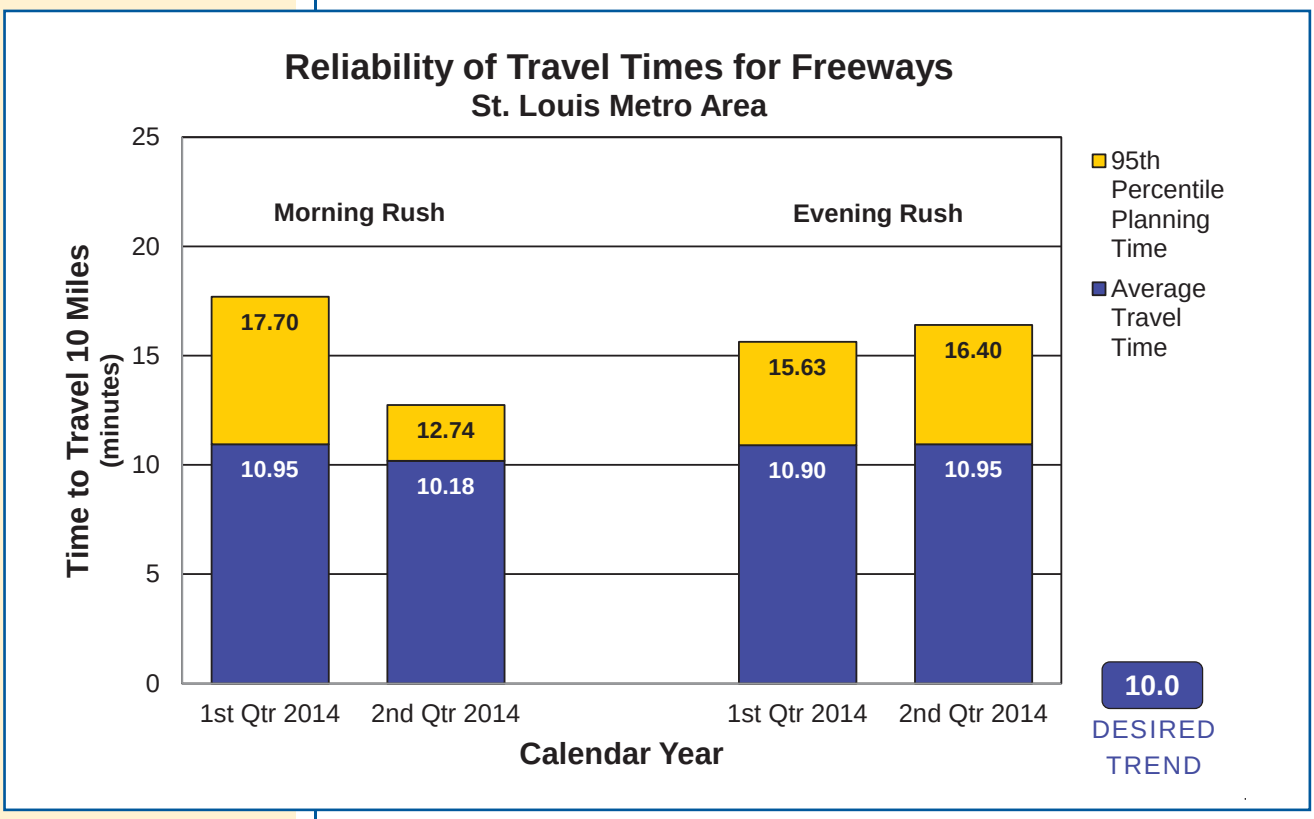
For days when the overall traffic conditions for a region are worse than average, looking at the 95th percentile planning time is a way to capture that data. During the morning rush in St. Louis and the morning and evening rush in Kansas City, customers needed to plan about 13 minutes for every 10 miles traveled. During the evening rush in St. Louis, customers actually needed to plan more than 16 minutes for every 10 miles traveled to ensure on-time arrival. This is equivalent to an average speed of about 38 mph.

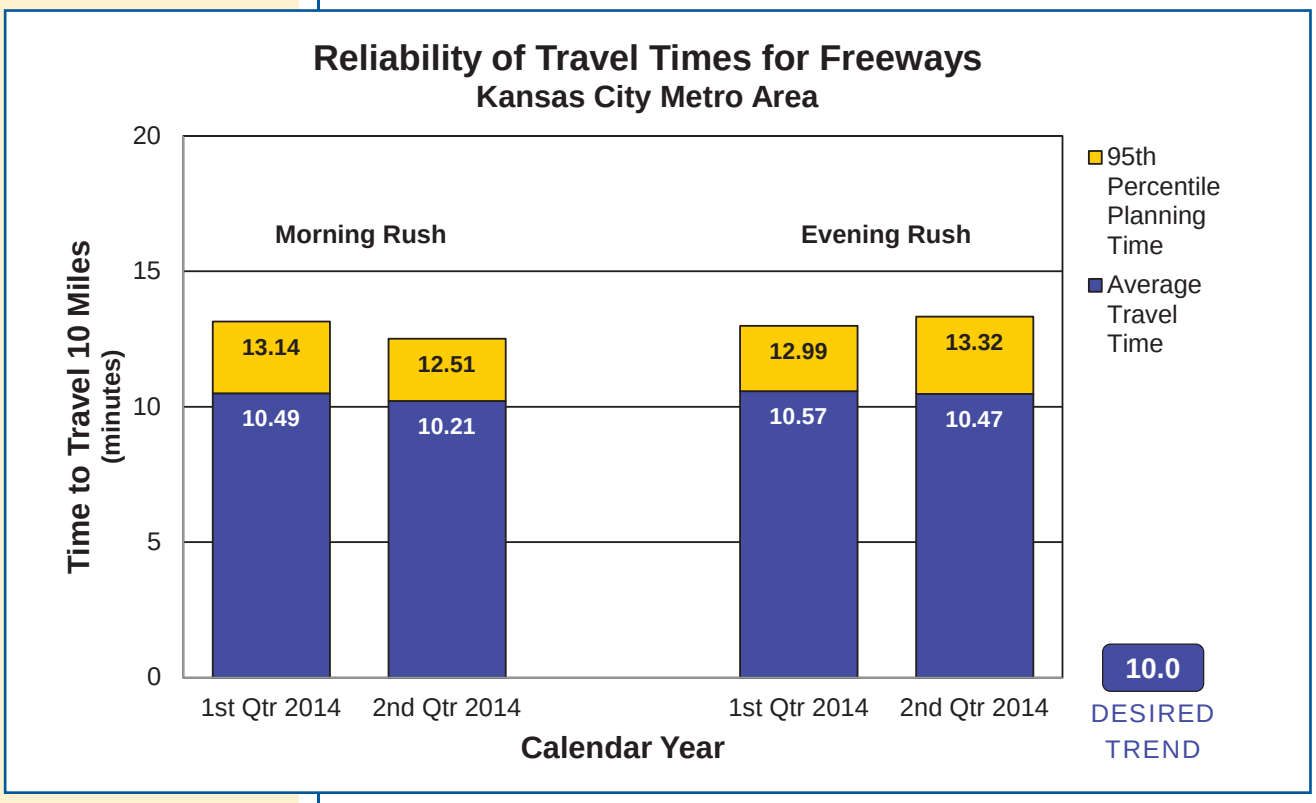
In St. Louis, the most notable delays during the morning rush were I-270 northbound between Route 30 and Manchester, and I-64 westbound just east of I-170. During the evening rush, delays occurred on portions of I-64 (particularly westbound) and I-270 southbound just before and after I-64. In Kansas City, delays during the morning rush were most notable on I-70 westbound between I-470 and I-435. During the evening rush, slower conditions were experienced on eastbound I-70 and I-435 northbound on the southern side of Kansas City near the state line.

In Columbia, there were notable delays on US 63 northbound, due to construction near the Stadium and Broadway interchanges.

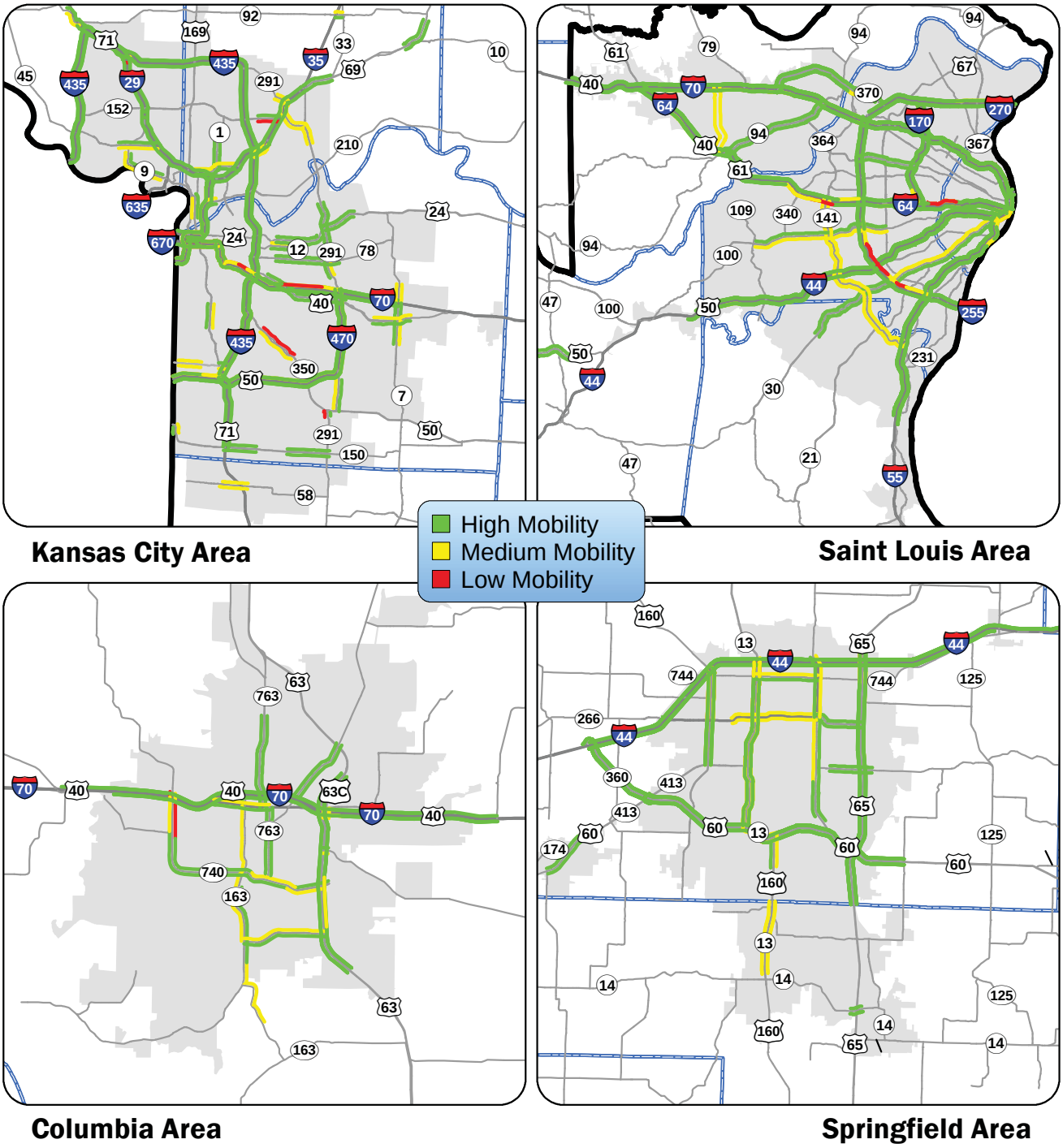
Arterial data in the maps was previously only collected for each segment manually and only occasionally. Access to new traffic data now allows for data on many of these routes to be collected and evaluated continuously.

As MoDOT's construction budget continues to shrink over the next few years, the department will be increasingly challenged to invest in projects that improve traffic flow on Missouri's busiest roadways.

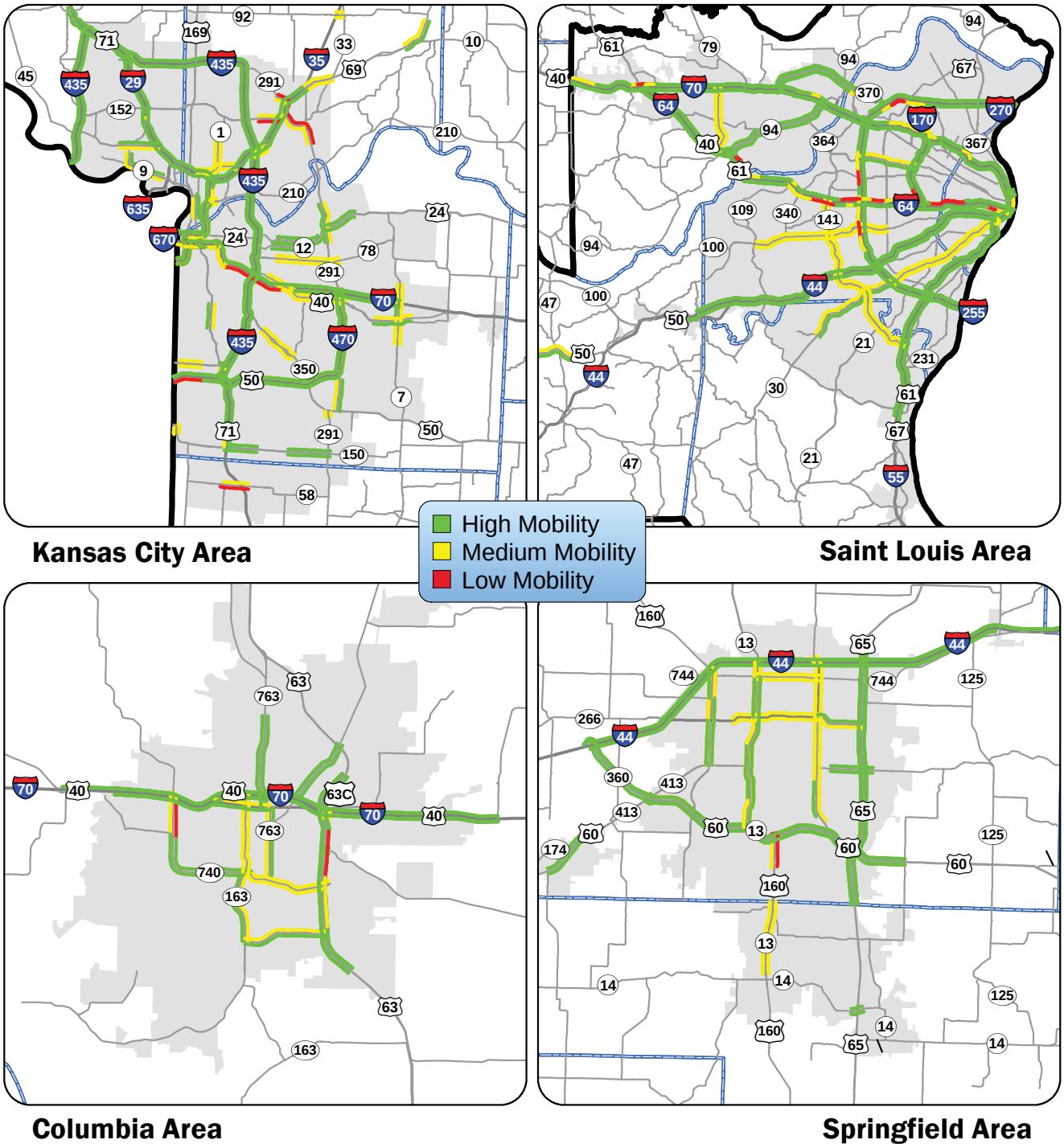

Reliability of Travel Times for Freeways
St. Louis Metro Area
Time to Travel 10 Miles (minutes)
25
20
15
10
5
0
Morning Rush
Evening Rush
17.70
10.95
12.74
10.18
15.63
10.90
16.40
10.95
1st Qtr 2014
2nd Qtr 2014
1st Qtr 2014
2nd Qtr 2014
Calendar Year
95th Percentile Planning Time
Average Travel Time
10.0
DESIRED TREND


Reliability of Travel Times for Freeways
Kansas City Metro Area
Time to Travel 10 Miles (minutes)
20
15
10
5
0
Morning Rush
Evening Rush
13.14
10.49
12.51
10.21
12.99
10.57
13.32
10.47
1st Qtr 2014
2nd Qtr 2014
1st Qtr 2014
2nd Qtr 2014
Calendar Year
95th Percentile Planning Time
Average Travel Time
10.0
DESIRED TREND

AM Mobility


High Mobility
Medium Mobility
Low Mobility
Kansas City Area
Saint Louis Area
Columbia Area
Springfield Area

PM Mobility


Kansas City Area
Saint Louis Area
Columbia Area
Springfield Area
High Mobility
Medium Mobility
Low Mobility

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jeanne Olubogun,
District Traffic Engineer

PURPOSE OF THE MEASURE:
This measure tracks the annual cost and impact of traffic congestion to motorists in the areas of motorist delay, travel time, excess fuel consumed per auto commuter and congestion cost per auto commuter.

MEASUREMENT AND DATA COLLECTION:
The Texas A&M Transportation Institute annually produces the Urban Mobility Report. In the 2012 report, there are hundreds of speed data points on almost every mile of major road in urban America for almost every 15-minute period of the average day. This means 600 million speeds on 875,000 miles across the U.S. – an enormous amount of information to analyze congestion patterns and accurately determine what solutions can be targeted to specific areas. This measure will use that data to evaluate the St. Louis and Kansas City metro areas as compared to the established average of other large urban areas around the country.

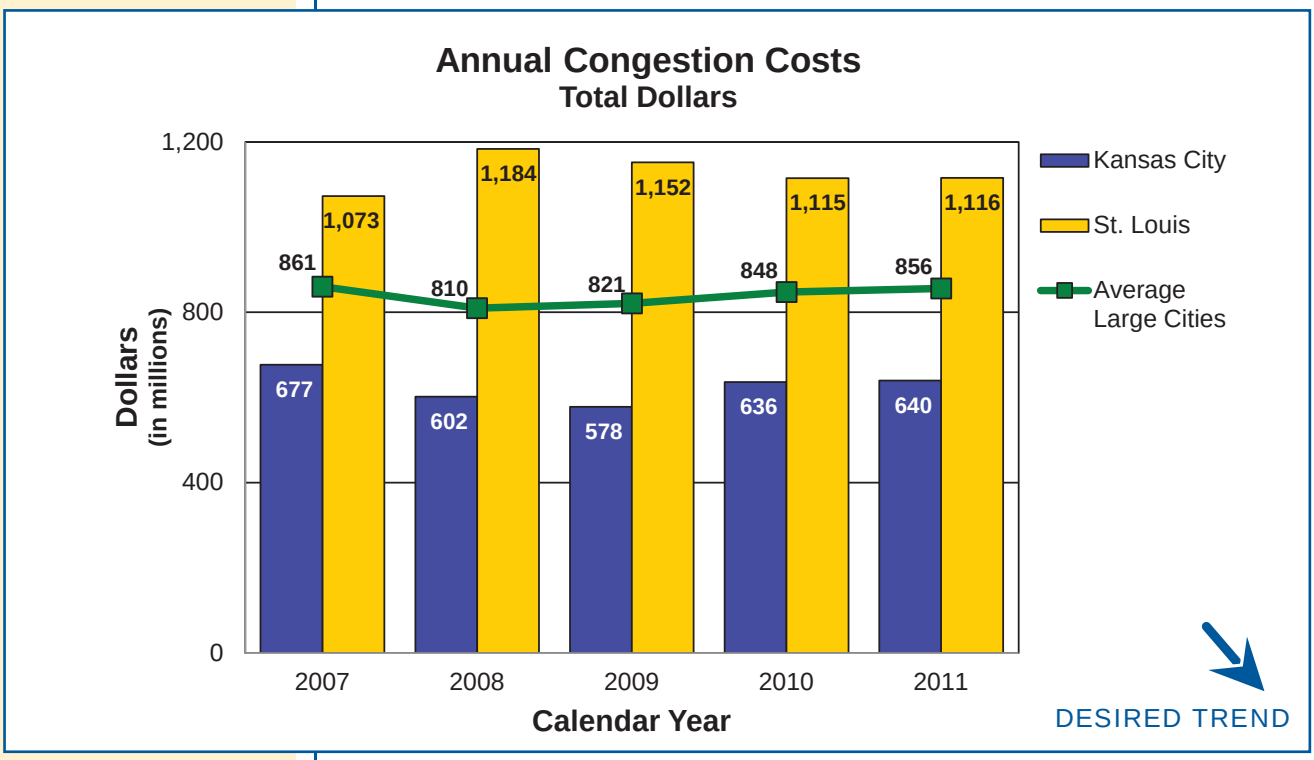
Cost and impact of traffic congestion-5b

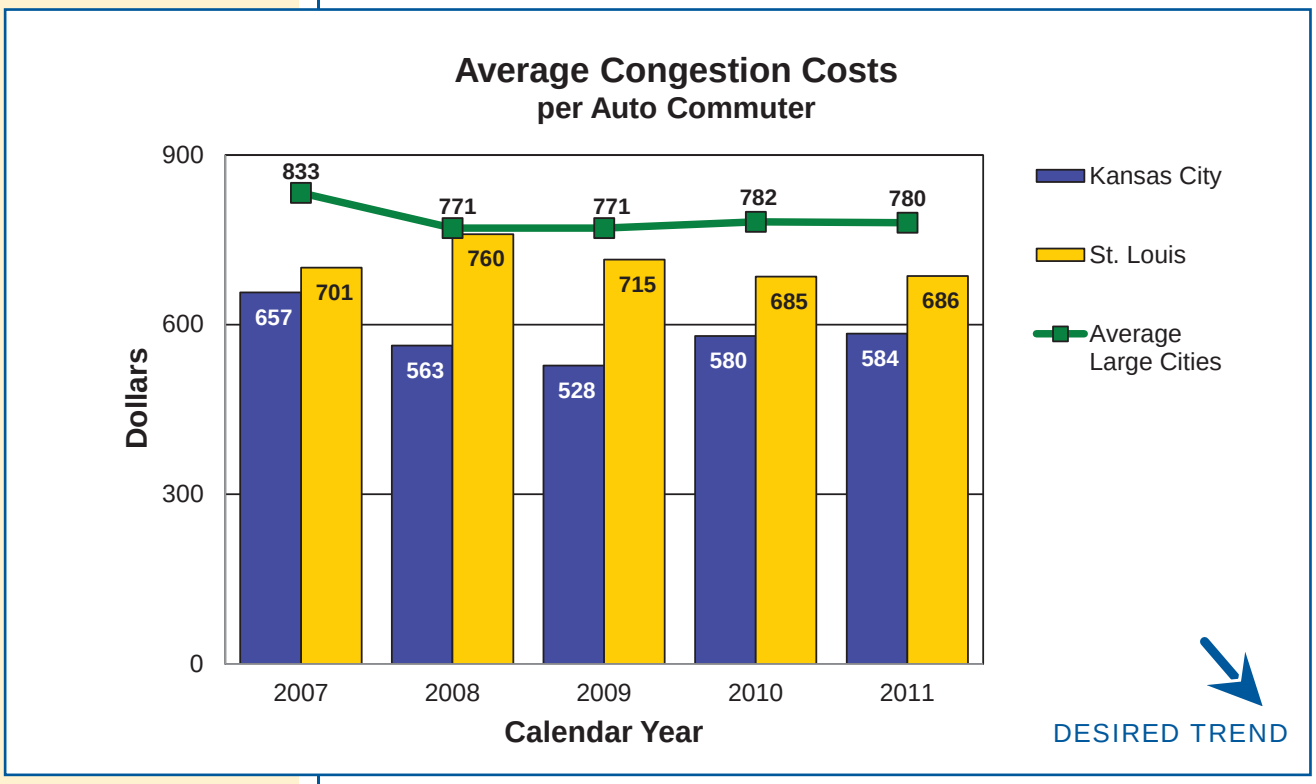
Recurring congestion occurs at regular times, although the traffic jams are not necessarily consistent day-to-day. Nonrecurring congestion is an unexpected traffic crash or natural disaster that affects traffic flow. When either occurs, the time required for a given trip becomes unpredictable. This unreliability is costly for commuters and truck drivers moving goods which results in higher prices to consumers.

The Kansas City and St. Louis metro regions both fall within the category of large urban areas, according to the Urban Mobility Report. Large urban areas have populations between one million and three million people. Other cities considered to be large urban areas include Minneapolis-St. Paul, Nashville, Indianapolis, Milwaukee and Louisville.

The annual congestion cost totals and the annual congestion cost per auto commuter for Kansas City both follow a similar trend. There is a slight decrease from 2007 to 2009 and a slight increase since 2009. In St. Louis, both measures show a slight increase in 2008 and a slight decrease through 2010.

While the desired trend for both costs is downward, challenges exist in both regions to continue toward this desired outcome. A comprehensive look at congestion is needed, and looking beyond typical solutions of adding capacity is a must. As the department adapts to shrinking revenue streams, the capacity for adding projects will be scarce. Using smarter technology to help guide motorists is a must. Still, the desired outcome is lower congestion costs and an indication that traffic is moving more efficiently.


Annual Congestion Costs
Total Dollars
Dollars
(in millions)
1,200
800
400
0
2007
2008
2009
2010
2011
Calendar Year
861
810
821
848
856
1,073
1,184
1,152
1,115
1,116
677
602
578
636
640
Kansas City
St. Louis
Average
Large Cities
DESIRED TREND


Average Congestion Costs
per Auto Commuter
Dollars
900
600
300
0
2007
2008
2009
2010
2011
Calendar Year
833
771
771
782
780
657
701
563
760
528
715
580
685
584
686
Kansas City
St. Louis
Average
Large Cities
DESIRED TREND

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jason Sims,
Traffic Center Manager

PURPOSE OF THE MEASURE:
This measure is used to determine the trends in incident clearance on the state highway system.

MEASUREMENT AND DATA COLLECTION:
Advanced Transportation Management Systems are used by the Kansas City and St. Louis traffic management centers to record incident start time and the time when all lanes are declared cleared.

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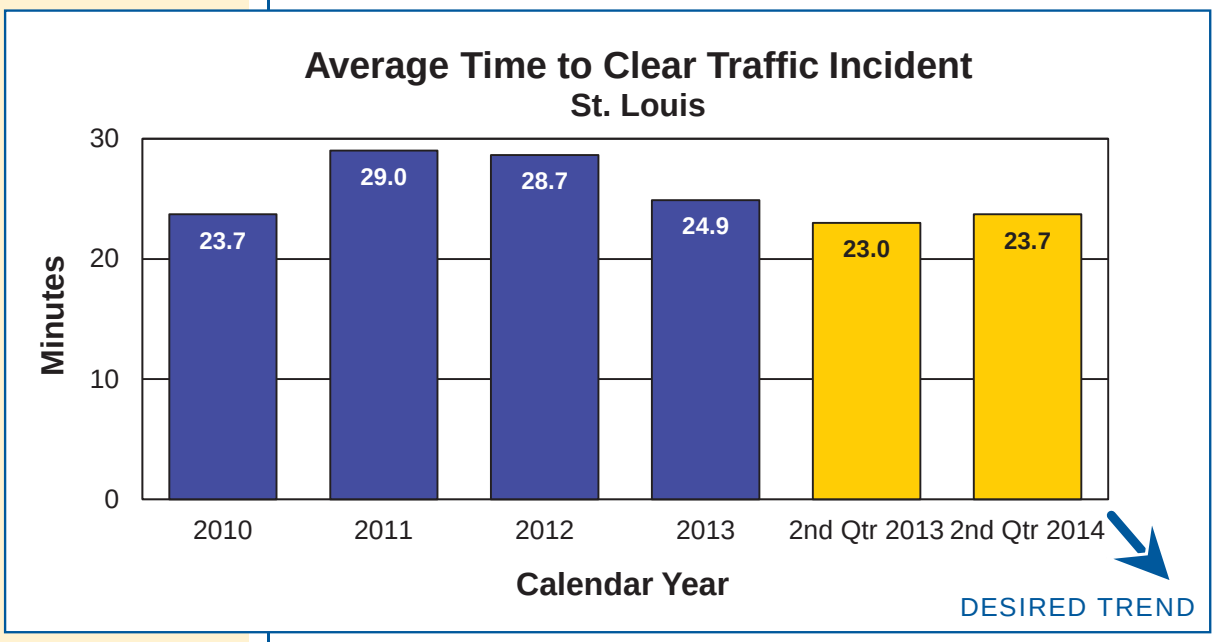
Average time to clear traffic incident-5c

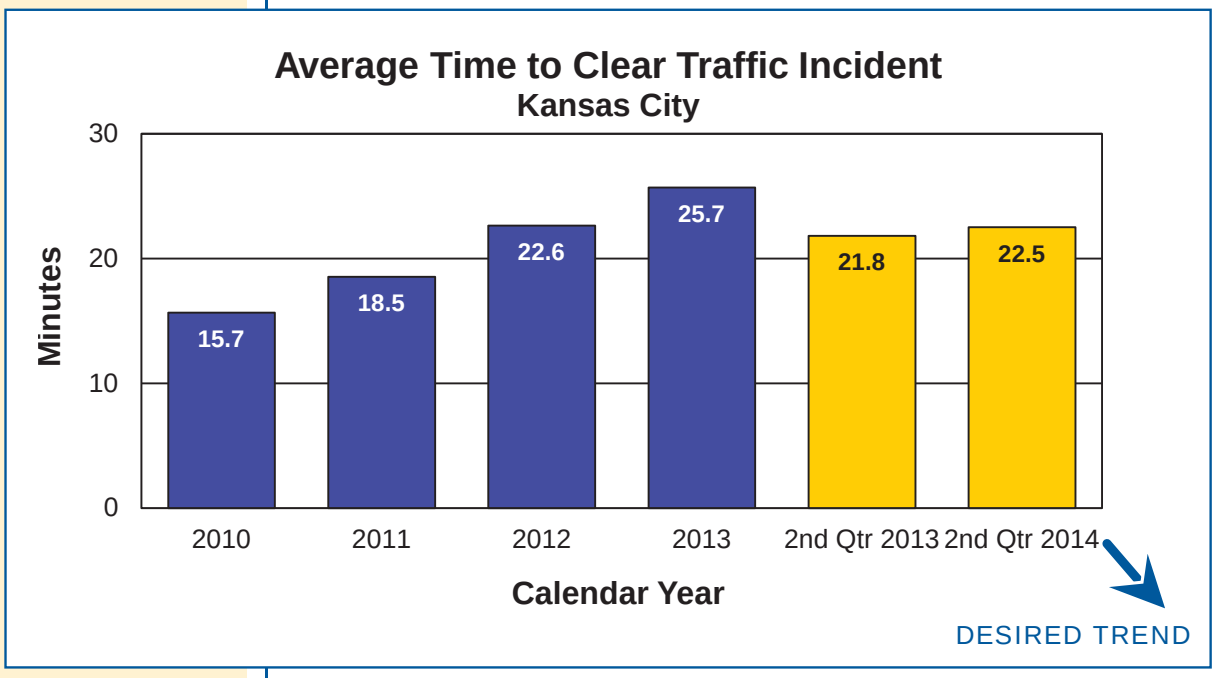
A traffic incident is an unplanned event that blocks travel lanes and temporarily reduces the number of vehicles that can travel on the road. The speed of incident clearance is essential to the highway system returning back to normal conditions. Therefore, responding to and quickly addressing the incident (crashes, flat tires and stalled vehicles) improves system performance.

St. Louis recorded 603 incidents in April, 678 in May, and 701 in June. The average time to clear traffic accidents was 23.7 minutes, a slight increase of three percent compared to the second quarter of 2013.

Kansas City recorded 650 incidents in April, 759 in May, and 745 in June. The average time to clear traffic incidents was 22.5 minutes, an increase of 3 percent from the second quarter of 2013.

St. Louis and Kansas City have demonstrated quick clearance of incidents with yearly averages of 26 minutes and 25 minutes respectively.


Average Time to Clear Traffic Incident
St. Louis
Minutes
30
20
10
0
23.7
29.0
28.7
24.9
23.0
23.7
2010
2011
2012
2013
2nd Qtr 2013
2nd Qtr 2014
Calendar Year
DESIRED TREND


Average Time to Clear Traffic Incident
Kansas City
Minutes
30
20
10
0
15.7
18.5
22.6
25.7
21.8
22.5
2010
2011
2012
2013
2nd Qtr 2013
2nd Qtr 2014
Calendar Year
DESIRED TREND

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Rick Bennett,
Traffic Liaison Engineer

PURPOSE OF THE MEASURE:
This measure tracks the closures on Interstate 70 and Interstate 44 due to various traffic impacts.

MEASUREMENT AND DATA COLLECTION:
The interstate route closures that have an actual or expected duration of 30 minutes or more are entered into MoDOT's Transportation Management System for display on the Traveler Information Map on MoDOT's website.

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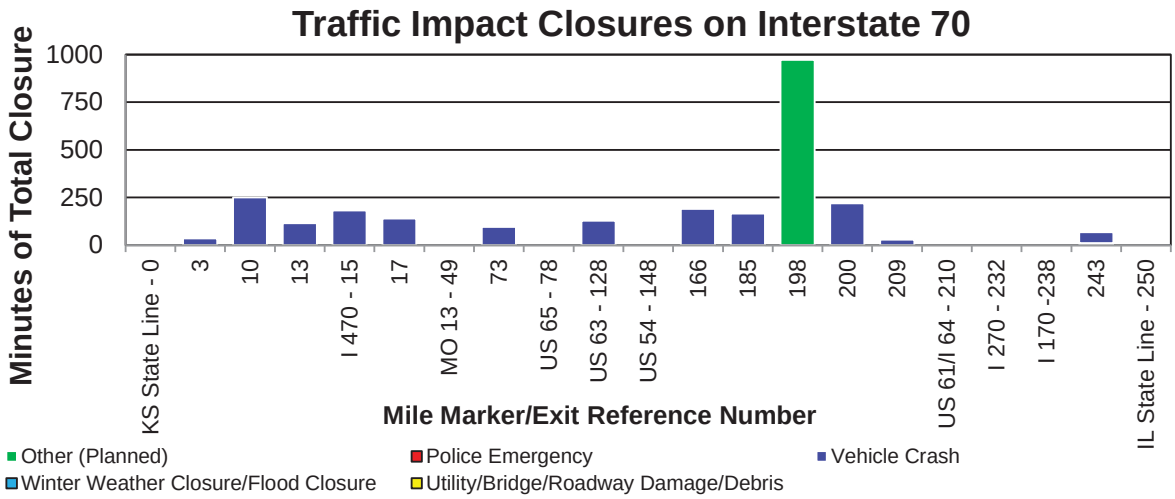
Traffic impact closures on major interstate routes-5d

Interstates are the arteries that connect our nation and keep people and commerce flowing. When they shut down in Missouri, the country is cut in half. Keeping interstates free-flowing is a top priority for MoDOT, but sometimes nature and vehicle crashes affect the department's ability to keep the interstates moving.

Fifteen complete closures or blockages occurred on I-70 this quarter: four in April, three in May, and eight in June. In April there were two vehicle crashes that exceeded 90 minutes: a two-vehicle crash resulting in an overturned vehicle in Jackson County and a commercial motor vehicle crash in Warren County. During May, there were two vehicle crashes that exceeded 90 minutes, both in Jackson County: a two-vehicle crash involving a commercial motor vehicle and passenger vehicle that resulted in a fatality and a three-vehicle chain-reaction crash involving two commercial motor vehicles and passenger vehicle that resulted in serious injuries. During June, there were five incidents that exceeded 90 minutes in duration. In Warren County, there was a planned closure with a duration over 16 hours that was mistakenly entered as a mainline closure instead of a rest area closure. The remaining four impacts were all traffic crashes: a commercial vehicle that lost control and blocked all lanes in Saline County, a tour bus that caught fire in Montgomery County, a pedestrian fatality in Jackson County and a three-vehicle chain-reaction crash resulting in a fatality in Montgomery County.

On Interstate 44, 21 complete closures or blockages occurred, all due to vehicle crashes: five in April; 10 in May, and six in June. In April, there were three vehicle crashes that exceeded 90 minutes; an overturned commercial motor vehicle in Lawrence County, an RV fire in Greene County and a single-vehicle crash in St. Louis City. In May there were four vehicle crashes that exceeded 90 minutes: a two-vehicle collision involving a motorcycle and truck pulling a camper in Greene County, a commercial motor vehicle that crossed the median and overturned across opposing lanes in Laclede County, a pedestrian and commercial motor vehicle incident that created two closures, one for the incident and a second for reconstruction in St. Louis City. In June, there was one vehicle crash that exceeded 90 minutes: a commercial motor vehicle crash in Newton County.

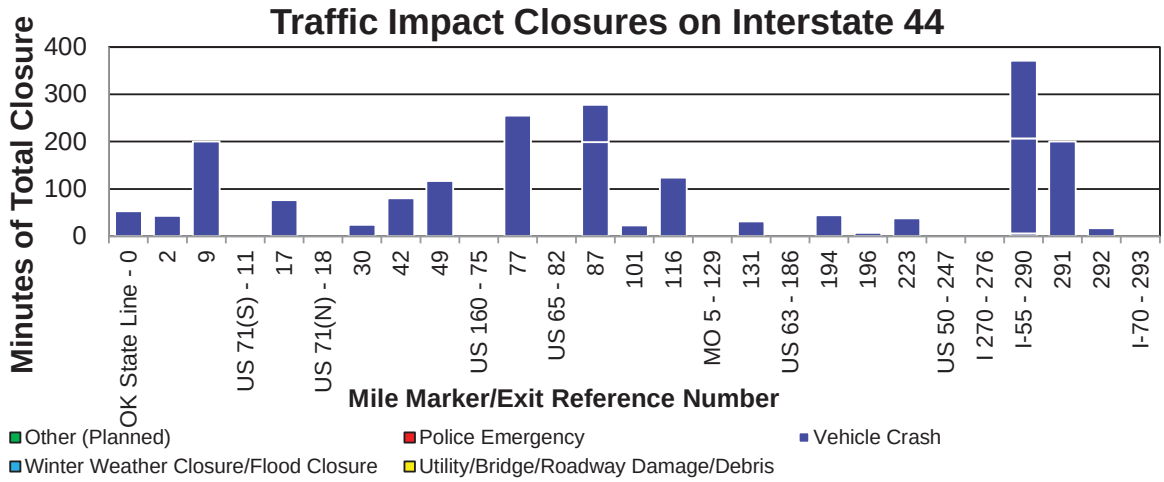
MoDOT continues to work with emergency responders to minimize the delay caused by closures on the interstate system.



Other (Planned) · Police Emergency · Vehicle Crash · Winter Weather Closure/Flood · Utility/Bridge/ Roadway Damage/Debris

△ 0 – 30 Minutes · □ 31-90 Minutes · ☆ 91+ Minutes

SYMBOL	COUNTY	DIR	MILE MARKER	START DATE	TYPE	DURATION (H:MM)
■	JACKSON	W	2.85	25-May-14	VEHICLE CRASH	0:35
★	JACKSON	W	10.29	14-May-14	VEHICLE CRASH	4:10
★	JACKSON	E	13.34	20-Apr-14	VEHICLE CRASH	1:55
★	JACKSON	W	14.69	20-Jun-14	VEHICLE CRASH	3:01
★	JACKSON	E	16.50	12-May-14	VEHICLE CRASH	2:20
★	SALINE	E	72.50	04-Jun-14	VEHICLE CRASH	1:36
▲	BOONE	W	128.28	22-Apr-14	VEHICLE CRASH	0:21
★	MONTGOMERY	E	167.63	28-Jun-14	VEHICLE CRASH	3:10
★	MONTGOMERY	W	185.17	07-Jun-14	VEHICLE CRASH	2:46
★	WARREN	E	198.28	20-Jun-14	OTHER (PLANNED)	16:11
★	WARREN	W	200.16	28-Apr-14	VEHICLE CRASH	3:39
▲	ST. CHARLES	E	209.38	24-Jun-14	VEHICLE CRASH	0:28
■	ST. LOUIS	E	242.69	13-Jun-14	VEHICLE CRASH	0:57
▲	ST. LOUIS	E	242.81	13-Jun-14	VEHICLE CRASH	0:03
▲	ST. LOUIS	W	242.84	02-Apr-14	VEHICLE CRASH	0:08



SYMBOL	COUNTY	DIR	MILE MARKER	START DATE	TYPE	DURATION (H:MM)
■	NEWTON	W	0.20	14-Jun-14	VEHICLE CRASH	0:53
■	NEWTON	W	1.67	25-May-14	VEHICLE CRASH	0:43
★	NEWTON	W	8.94	18-Jun-14	VEHICLE CRASH	3:20
■	JASPER	W	17.45	09-May-14	VEHICLE CRASH	1:16
▲	JASPER	W	29.89	20-Jun-14	VEHICLE CRASH	0:24
■	LAWRENCE	W	41.72	19-May-14	VEHICLE CRASH	1:20
★	LAWRENCE	W	49.00	11-Apr-14	VEHICLE CRASH	1:57
★	GREENE	E	76.53	07-May-14	VEHICLE CRASH	4:15
■	GREENE	W	86.82	12-Apr-14	VEHICLE CRASH	1:19
★	GREENE	E	86.82	12-Apr-14	VEHICLE CRASH	3:19
▲	WEBSTER	E	100.98	26-Jun-14	VEHICLE CRASH	0:23
★	LACLEDE	W	115.58	17-May-14	VEHICLE CRASH	2:04
■	LACLEDE	W	131.37	03-Jun-14	VEHICLE CRASH	0:31
■	PHELPS	W	193.52	18-Apr-14	VEHICLE CRASH	0:44
▲	PHELPS	W	195.69	29-May-14	VEHICLE CRASH	0:07
■	CRAWFORD	E	222.66	26-May-14	VEHICLE CRASH	0:38
▲	ST. LOUIS CITY	E	289.81	04-May-14	VEHICLE CRASH	0:06
★	ST. LOUIS CITY	W	289.82	30-May-14	VEHICLE CRASH	2:46
★	ST. LOUIS CITY	W	290.25	01-Apr-14	VEHICLE CRASH	3:21
★	ST. LOUIS CITY	W	290.68	30-May-14	VEHICLE CRASH	3:20
▲	ST. LOUIS CITY	W	292.13	22-Jun-14	VEHICLE CRASH	0:17

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jerica Holtsclaw, Design Liaison Engineer

PURPOSE OF THE MEASURE:
Work zones are designed to allow the public to travel through safely and with minimal disruptions. This measure indicates how well significant work zones perform.

MEASUREMENT AND DATA COLLECTION:
Work zone impacts are collected by conducting visual observations or using automated data collection. An impact is defined as the additional time a work zone adds to normal travel. They are categorized into three levels: a minor impact lasts less than 10 minutes; a moderate impact lasts 10 to 14 minutes; and a major impact lasts 15 minutes or more.

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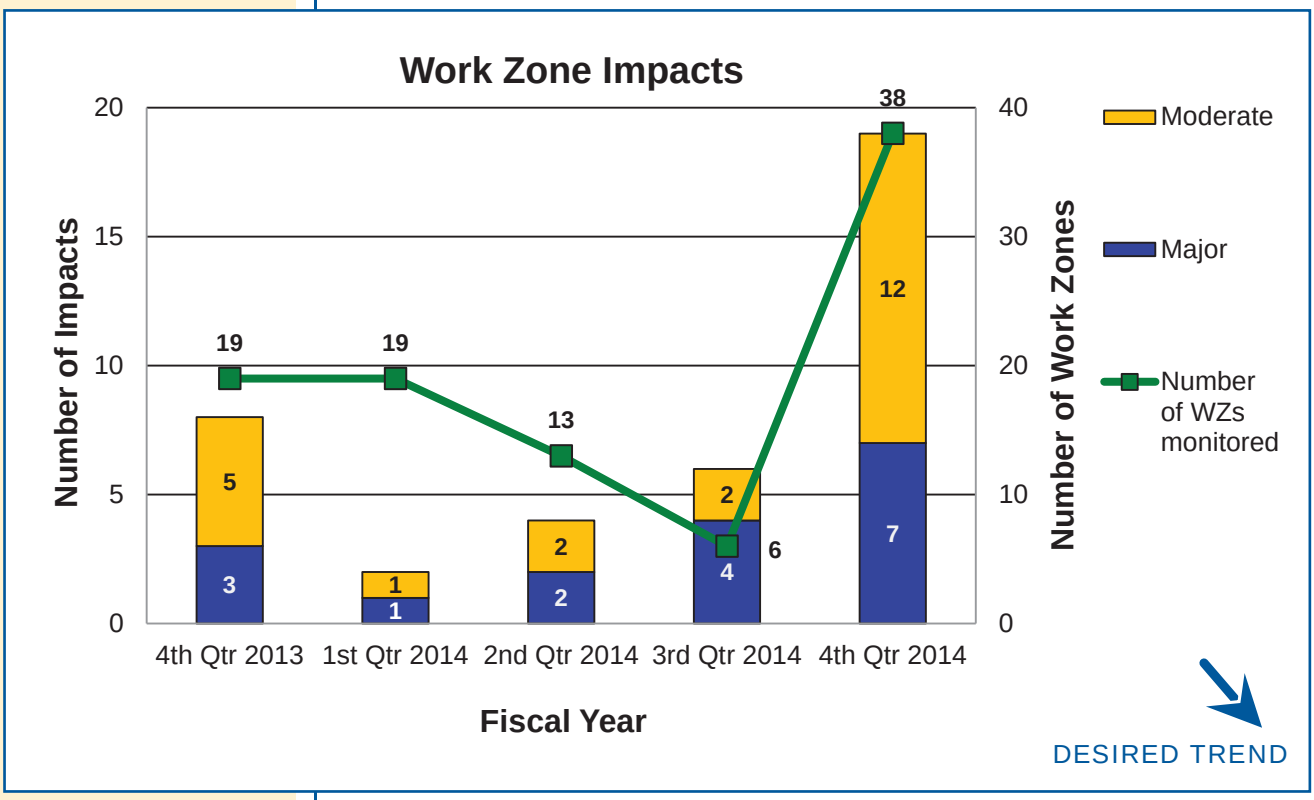
Work zone impacts to the traveling public-5e

Motorists want to get through work zones with as little inconvenience as possible. MoDOT makes efforts to minimize the travel impacts by shifting work to nighttime hours or during times when there are fewer impacts to the traveling public. The department monitored 38 significant work zones this quarter, with seven major impacts and 12 moderate impacts. Four major impacts were in the Northeast District and three major impacts were in the St. Louis District. Based on work zone surveys received this quarter, 46 percent are satisfied with timeliness when traveling in a work zone.


Work Zone Impacts
Number of Impacts
Number of Work Zones
Fiscal Year
4th Qtr 2013
1st Qtr 2014
2nd Qtr 2014
3rd Qtr 2014
4th Qtr 2014
19
19
13
6
38
5
3
1
1
2
2
2
4
12
7
Moderate
Major
Number of WZs monitored
DESIRED TREND

Effectiveness of improving air quality-5f

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Mike Henderson,
Transportation Planning Specialist

PURPOSE OF THE MEASURE:
This measure tracks concentrations of pollutants in on-road mobile source emissions. In other words, the department is tracking pollution caused by vehicles on the roads.

MEASUREMENT AND DATA COLLECTION:
MoDOT is still determining what pollutants to track and what concentration levels will align with the U.S. Environmental Protection Agency's air quality standards. At this time, the department collects data on oxides of nitrogen, volatile organic compounds, fine particulate matter and carbon monoxide. Because this measure is part of the latest federal surface transportation act's performance requirements, guidance for measurement and data collection will be established by 2015.

MoDOT is committed to improving air quality through modifying its daily operations, incorporating employee actions and education, providing information to the public, leading air quality improvements, managing congestion to reduce emissions, providing alternative choices for commuters and promoting the use of environmentally friendly fuels and vehicles.

Effectiveness of Improving Air Quality

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Tim Chojnacki,
Maintenance Liaison Engineer

PURPOSE OF THE MEASURE:
This measure tracks the amount of time needed to perform MoDOT's snow and ice removal efforts.

MEASUREMENT AND DATA COLLECTION:
For major highways and regionally significant routes, the objective is to restore them to a mostly clear condition as soon as possible after the storm has ended. MoDOT calls these "continuous operations" routes. State routes with lower traffic volumes should be opened to two-way traffic and treated with salt or abrasives at critical areas such as intersections, hills and curves. These are called "non-continuous operations" routes. After each winter event, maintenance personnel submit reports indicating how much time it took to meet the objectives for both route classifications.

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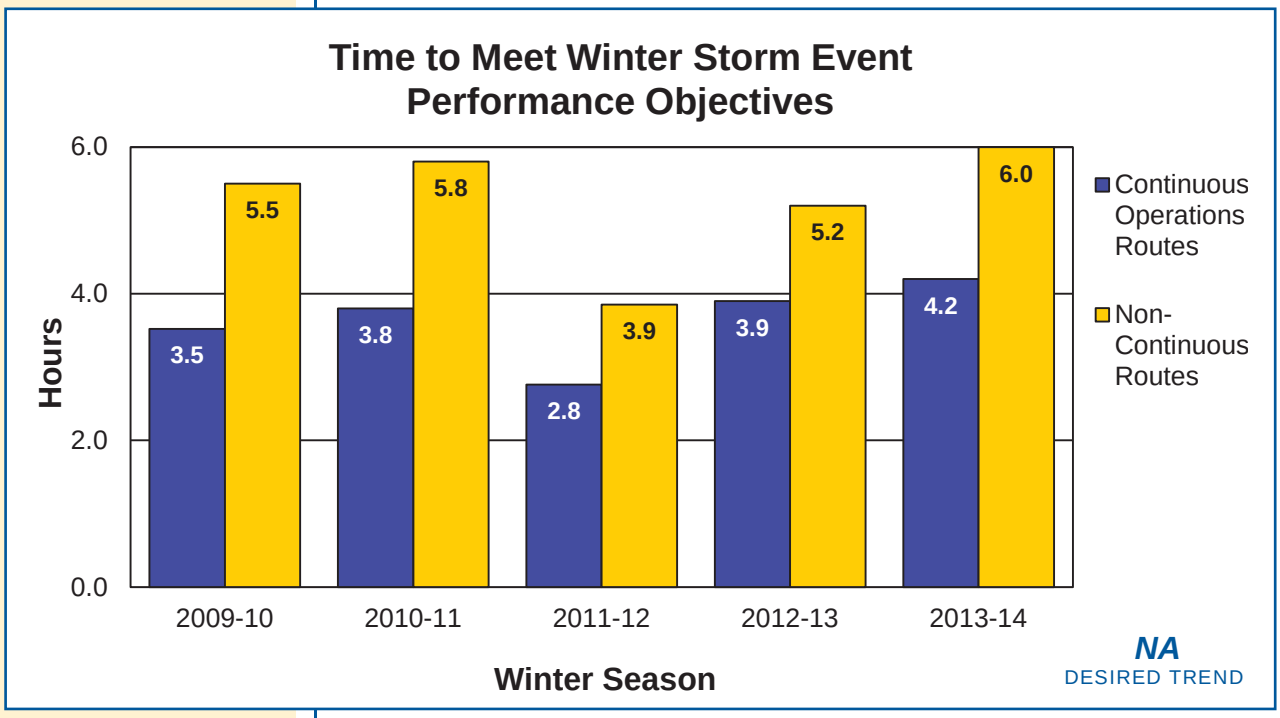
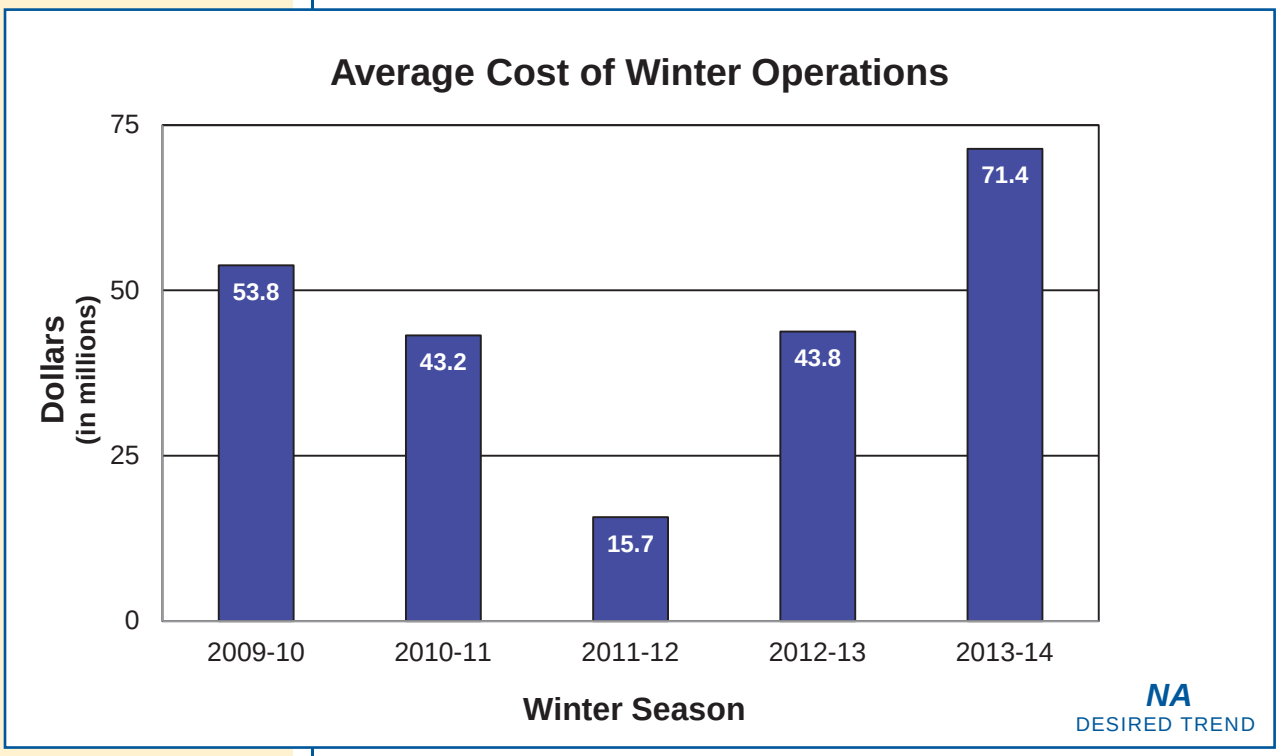
Time to meet winter storm event performance objectives-5g

Knowing the time it takes to clear roads after a winter storm can help the department better analyze the costs associated with that work. MoDOT's response rate to winter events provides good customer service for the traveling public while keeping costs as low as possible. This winter brought several events to the state. It took an average of 4.2 hours to meet MoDOT's objective for continuous operations routes, and an average of six hours for non-continuous routes. These numbers compare favorably with past years. However crews worked over 830,000 hours fighting these snow and ice events at a cost of $71 million through the end of March. Winter operations, on average, cost about $46 million dollars per year. The money and time spent on clearing the roads of ice and snow means funds are not available to maintain the roadways in the spring, such as surface improvements, sign repair, brush cutting and drainage work.


Time to Meet Winter Storm Event Performance Objectives
Hours
6.0
4.0
2.0
0.0
3.5
5.5
3.8
5.8
2.8
3.9
3.9
5.2
4.2
6.0
2009-10
2010-11
2011-12
2012-13
2013-14
Winter Season
Continuous Operations Routes
Non-Continuous Routes
NA
DESIRED TREND


Average Cost of Winter Operations
Dollars (in millions)
75
50
25
0
53.8
43.2
15.7
43.8
71.4
2009-10
2010-11
2011-12
2012-13
2013-14
Winter Season
NA
DESIRED TREND

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Ron Effland, Non-motorized Transportation Engineer

PURPOSE OF THE MEASURE:
This measure tracks MoDOT's investment in pedestrian facilities and progress toward removing barriers. Accessibility needs occur both within the right of way, such as sidewalks and traffic signals, and within department buildings, parking lots and restrooms. Removal of the barriers listed in MoDOT's 2010 Transition Plan is required as part of the department's compliance with the Americans with Disabilities Act.

MEASUREMENT AND DATA COLLECTION:
Tracking of MoDOT's investment in pedestrian facilities is done by collecting awarded contract amounts for the 20 most common construction elements used on pedestrian projects each year. Transition Plan progress is based upon completed work that has corrected defective items reported in the August 2010 Transition Plan inventory. The dollar amounts are based on unadjusted estimates from 2008 and will not reflect actual expenditures. This avoids impacts from inflation or changing field conditions.

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Bike/pedestrian and ADA transition plan improvements-5h

MoDOT has been responsive to public requests for improved accessibility and has been proactive in many areas to make systematic improvements when opportunities arise and limited funding allows. MoDOT has improved more than $11 million worth of ADA facilities in the right of way since 2010. There is still more work to do as there is more than $140 million worth of work left to complete on the 2010 ADA Transition Plan inventory.

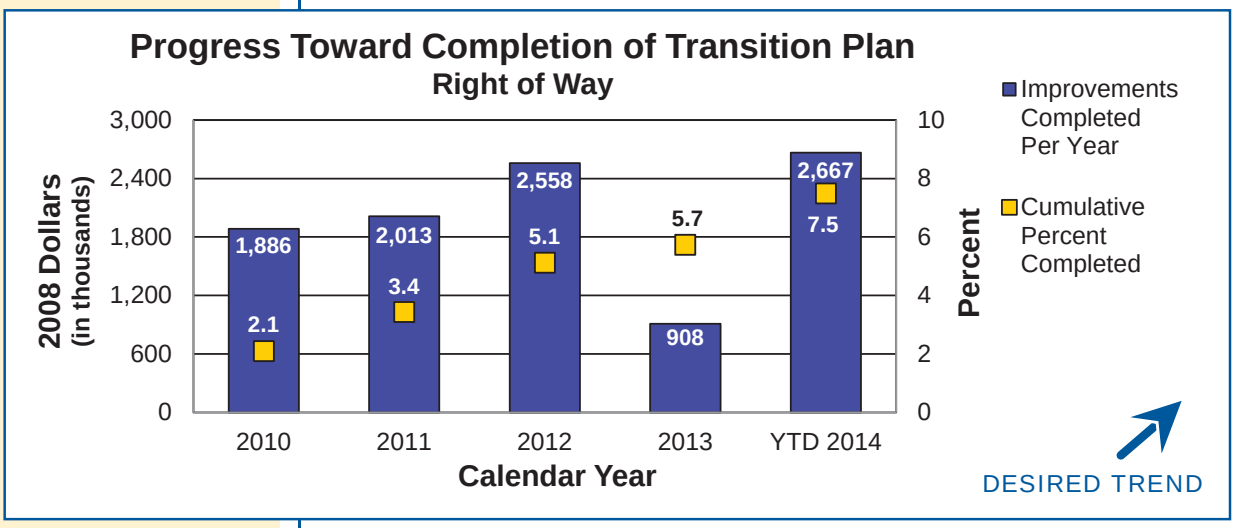
Unfortunately, a dwindling revenue stream for construction projects at both state and federal levels makes it difficult to even maintain existing facilities. Additional funding sources will need to be developed before significant progress can be made in developing the additional pedestrian and bicycling facilities that Missourians desire.

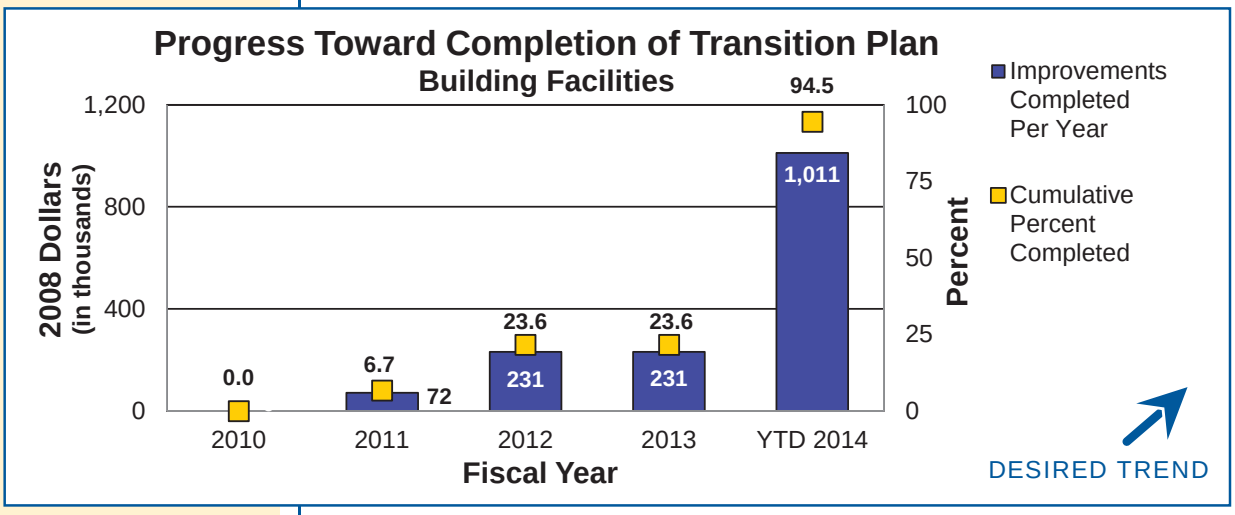
MoDOT's investment in pedestrian facilities so far in calendar year 2014 totals $5.98 million. This exceeds the $5 million invested in 2012 and is on pace with the 2013 total of $8.9 million. MoDOT has committed to complete ADA improvements, including cross slope corrections, as work is being done on the adjacent roadway section.

Reporting of Transition Plan improvements for 2014 shows $2.67 million of work has been completed in just the first half of 2014.

ADA compliance in MoDOT facilities is nearing completion with six of the seven districts showing ADA improvement projects are 100 percent completed. The Central Office and the Southeast District have some facilities with ADA work remaining.

Investment in Pedestrian Facilities
Based on Contract Awards
Dollars
(in thousands)
10,000
7,500
5,000
2,500
0
8,651
7,810
5,000
8,939
5,983
2010
2011
2012
2013
YTD 2014
Award Calendar Year
DESIRED TREND


Progress Toward Completion of Transition Plan
Right of Way
2008 Dollars
(in thousands)
3,000
2,400
1,800
1,200
600
0
1,886
2.1
2,013
3.4
2,558
5.1
908
5.7
2,667
7.5
10
8
6
4
2
0
Percent
Improvements Completed Per Year
Cumulative Percent Completed
2010
2011
2012
2013
YTD 2014
Calendar Year
DESIRED TREND


Progress Toward Completion of Transition Plan
Building Facilities
2008 Dollars
(in thousands)
1,200
800
400
0
0.0
6.7
72
23.6
231
23.6
231
94.5
1,011
100
75
50
25
0
Percent
Improvements Completed Per Year
Cumulative Percent Completed
2010
2011
2012
2013
YTD 2014
Fiscal Year
DESIRED TREND

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Amy Ludwig,
Administrator of Aviation

PURPOSE OF THE MEASURE:
This measure tracks passenger use of modes other than highways in Missouri.

MEASUREMENT AND DATA COLLECTION:
Airline passenger counts are obtained from the Federal Aviation Administration and from individual airports. Washington is the benchmark due to its comparable population. Ferry passenger data is compiled from the New Bourbon and Mississippi County ferryboats, services owned and operated by Missouri public port authorities. Amtrak supplies Missouri River Runner passenger counts. Urban and rural transit services provide transit passenger data, with Wisconsin as the benchmark. Aviation and transit data is updated annually – in January and October, respectively – while ferryboat and rail data is updated quarterly.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

Use and connectivity of modes of transportation-5i

Planes, trains, ferries and transit are vital means of transport for Missourians. Alternative modes of transportation connect Missourians to work, health care and other necessary activities. They also are used to grow Missouri's economy and create jobs. Missouri's current transportation funding for these modes is inadequate and unreliable. As revenues continue to decline, the state is increasingly unable to meet even a portion of the existing needs for these important transportation system components.

Passengers are slowly returning to commercial airline travel and transit services following recession-related downturns. Bad economic times drive customers away from air travel and can cause cutbacks in transit services. The number of airline passengers in 2012 decreased slightly to the same levels as seen in 2009 and 2010, and preliminary estimates for 2013 suggest passenger enplanements remain steady.

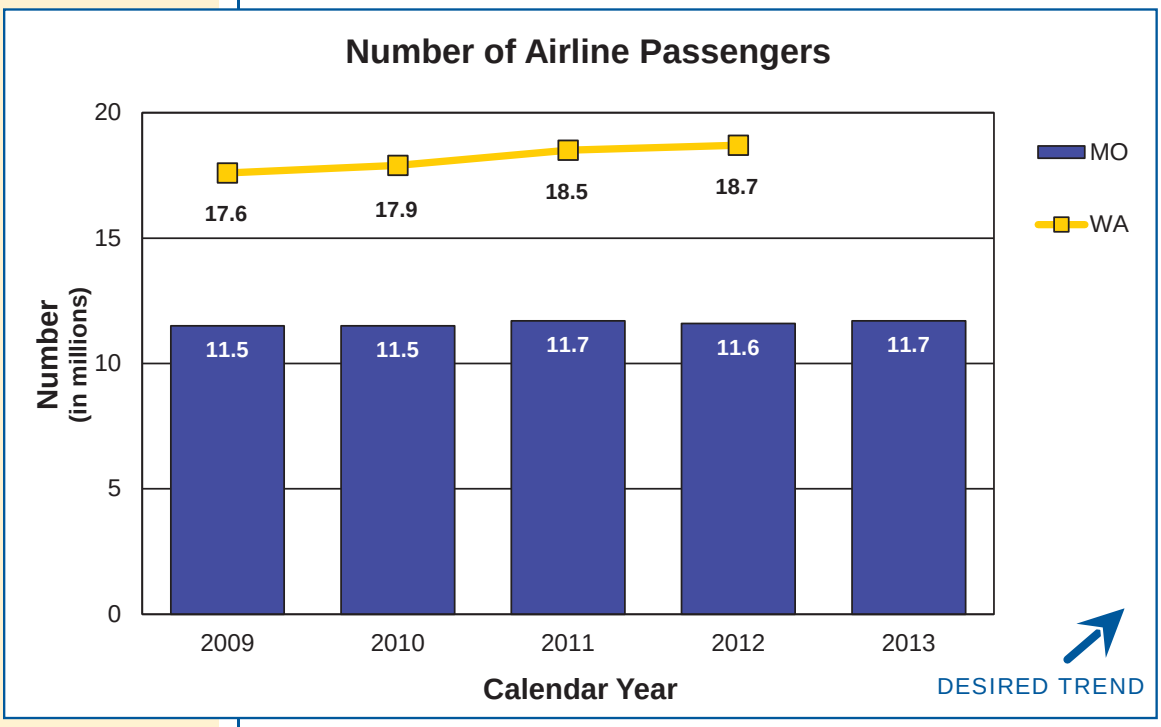
In the fourth quarter of fiscal year 2014, the number of ferry boat passengers nearly doubled compared to last year. Both ferry boats carried more passengers compared to the same quarter of FY 2013, likely due to the number of days ferry boat service was operational. FY 2014 saw nearly 61,000 passengers use state supported ferry boat services, as compared to just over 38,000 in 2013. There were unfavorable river conditions throughout much of 2013, which meant more days where the ferry boat services were closed.

Ridership decreased approximately 10 percent on Missouri River Runner trains from the fourth quarter of FY 2013 compared to the fourth quarter of FY 2014. In 2014, ridership decreased by 4 percent compared to 2013, with a total of 189,145 passengers using the Missouri River Runner. This is the first decrease in total ridership in seven years. The decline in annual ridership is in part due to lower gas prices, extreme winter weather and service disruptions due to flooding and maintenance. Several of these service disruptions occurred in the fourth quarter of FY 2014. The Missouri River Runner also saw a decline in on-time performance for the year, falling from 90 percent in 2013 to 86 percent. Delays to on-time performance can primarily be attributed to weather, repair work and increasing freight train traffic.

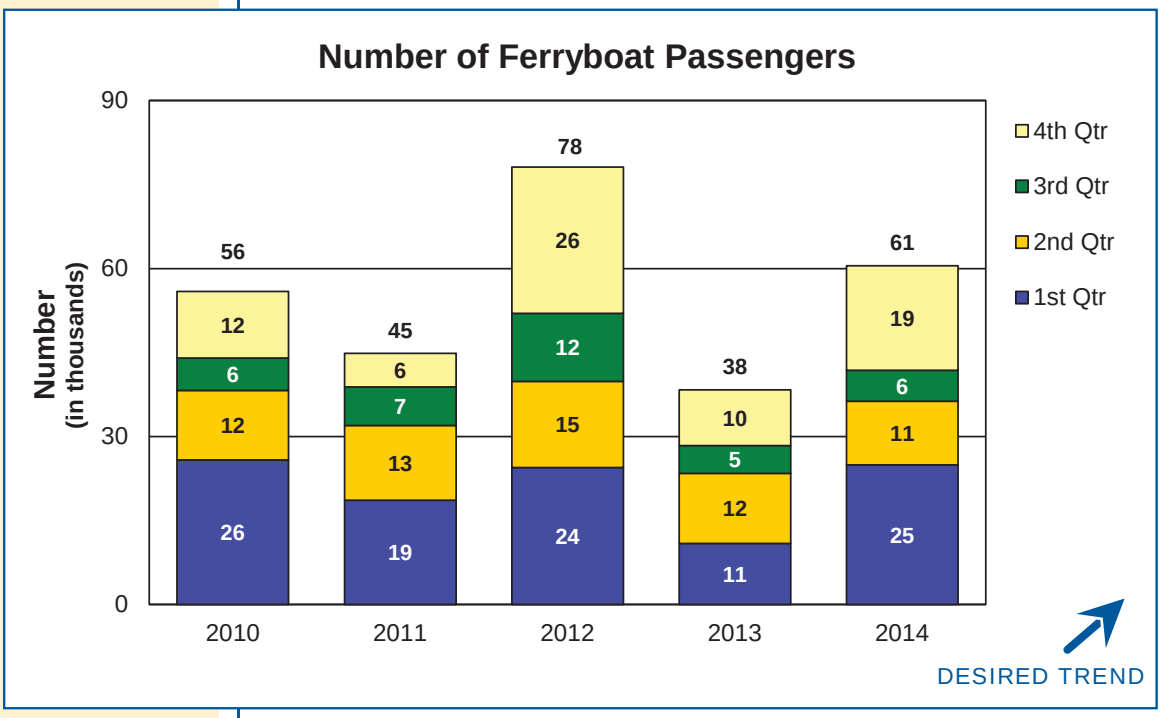
Metro transit ridership held relatively stable, while non-metro transit ridership in some regions decreased slightly in FY 2013 to levels similar to 2010 and 2011.

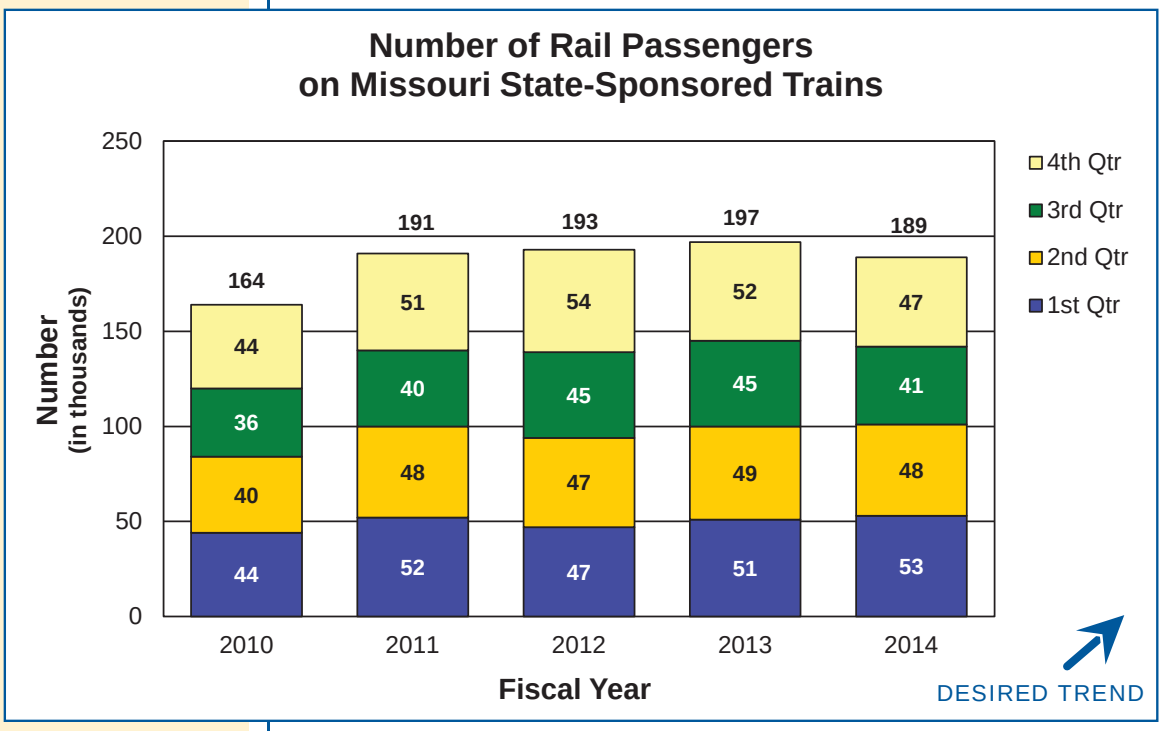
MoDOT continues to support these travel modes by administering federal and state inspection, construction and operational programs, assisting with advocacy efforts and educating the public about the benefits these services provide.

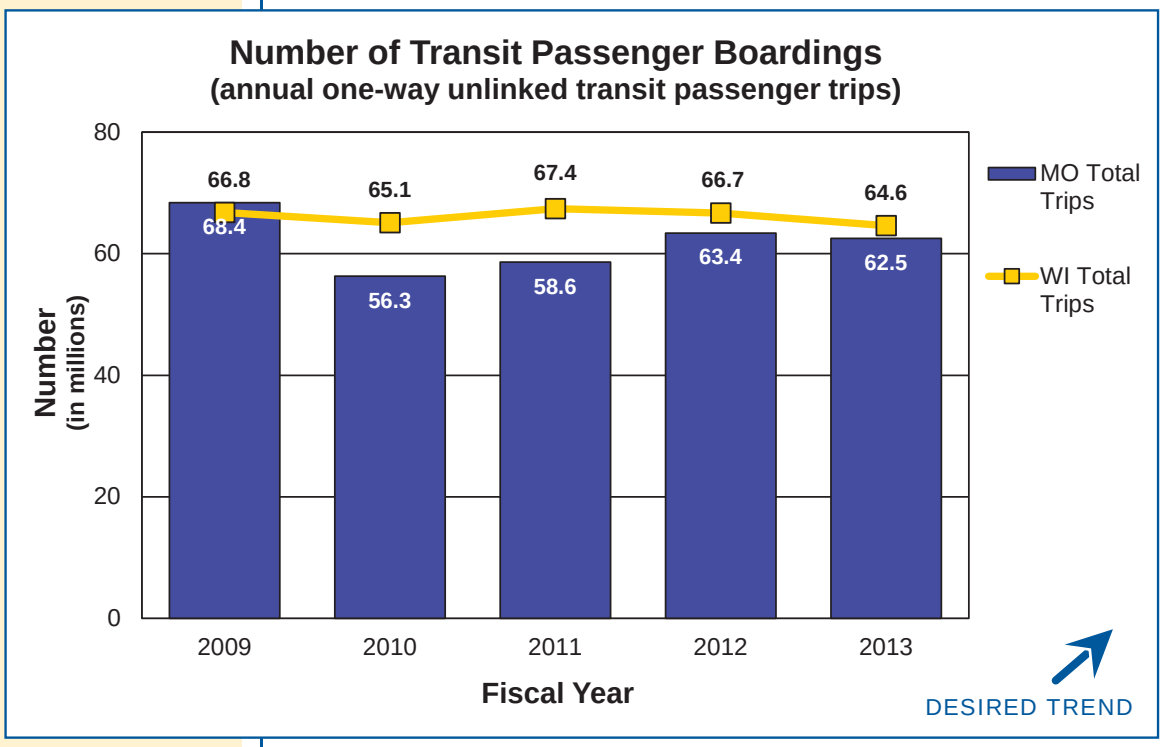
OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM



***2013 data is based on preliminary individual airport statistics. FAA publishes data in October for the preceding year.**




Number of Rail Passengers
on Missouri State-Sponsored Trains
Number
(in thousands)
250
200
150
100
50
0
164
191
193
197
189
44
36
40
44
51
40
48
52
54
45
47
47
52
45
49
51
47
41
48
53
2010
2011
2012
2013
2014
Fiscal Year
4th Qtr
3rd Qtr
2nd Qtr
1st Qtr
DESIRED TREND


Number of Transit Passenger Boardings
(annual one-way unlinked transit passenger trips)
Number
(in millions)
80
60
40
20
0
66.8
65.1
67.4
66.7
64.6
68.4
56.3
58.6
63.4
62.5
2009
2010
2011
2012
2013
Fiscal Year
MO Total Trips
WI Total Trips
DESIRED TREND

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