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. The color of the arterial routes indicates how the average speeds compared to normal traffic flow on these signalized corridors.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

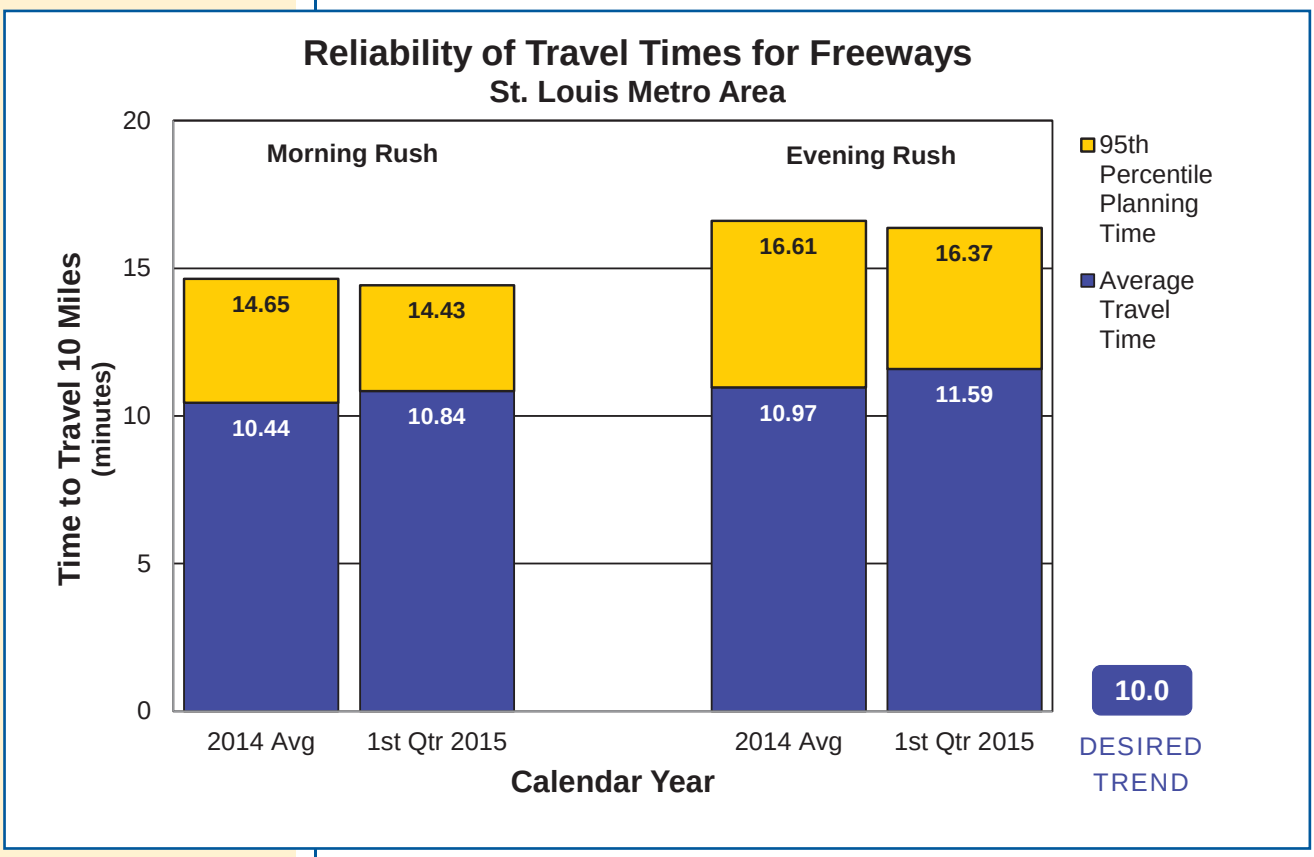
MAP-21

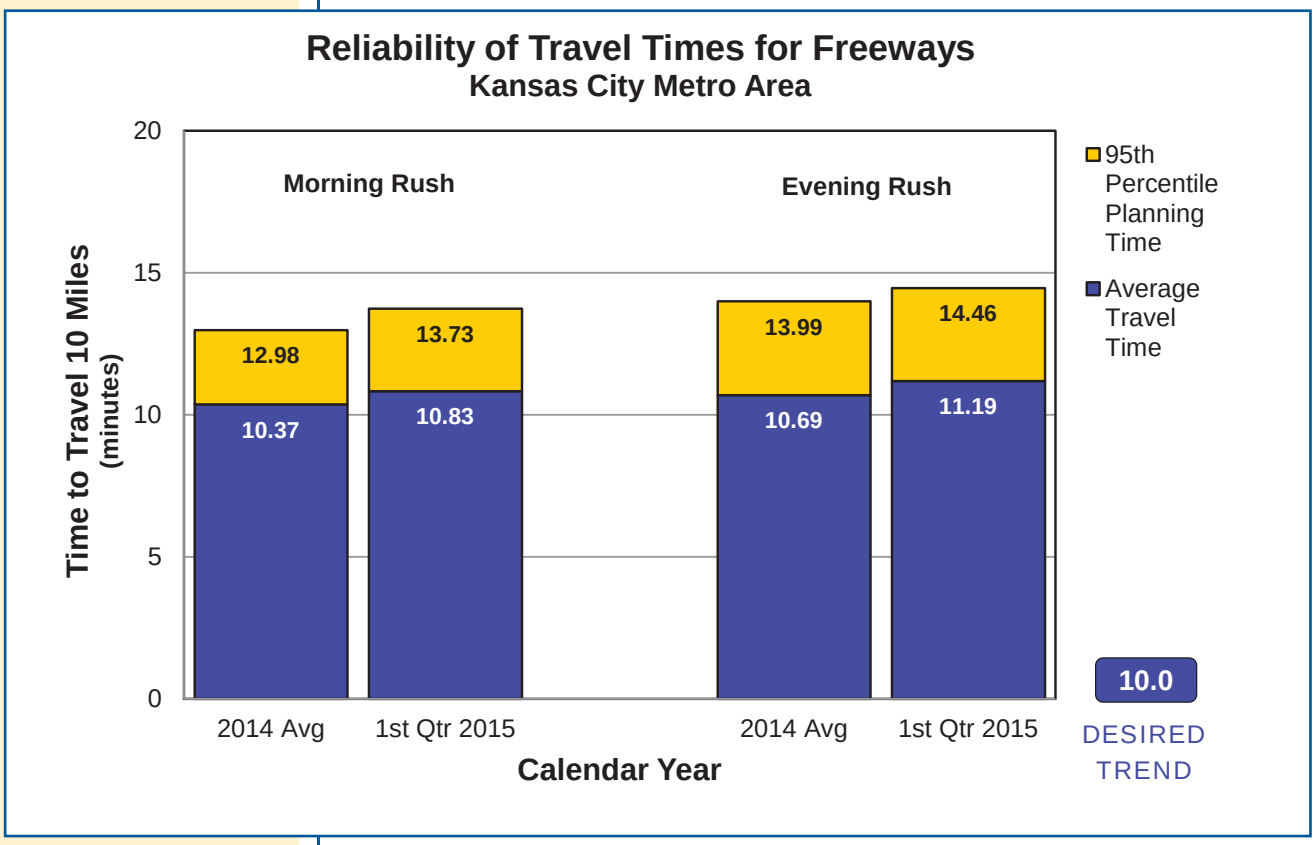
Travel times and reliability on major routes-5a

The desired outcome for any route is safe traffic flow at the posted speed limit. From January to March 2015, the average 10-mile travel time in St. Louis was 10.84 minutes during the morning rush and 11.59 minutes during the evening rush. For Kansas City, the average travel time was 10.83 minutes during the morning rush and 11.19 minutes during the evening rush. All average travel times increased from last quarter, and all but the St. Louis morning average travel time increased from the first quarter of 2014.

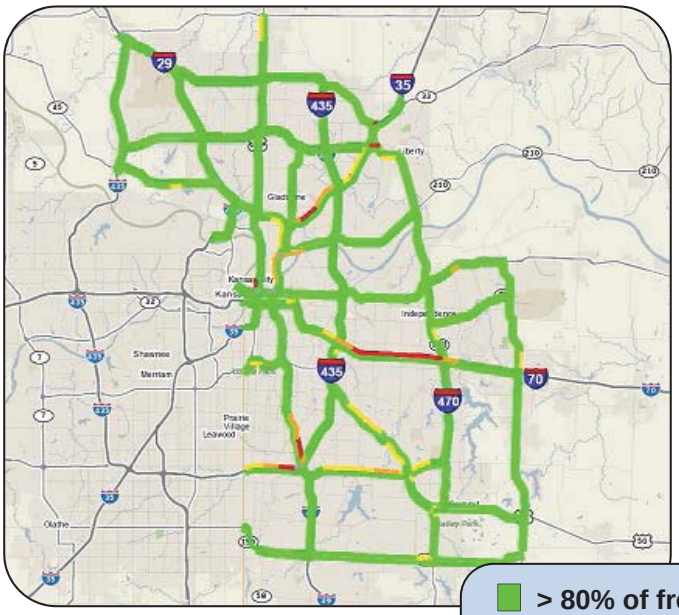
Individual freeway segments within St. Louis and Kansas City experienced significantly longer travel times than the regional averages. In Kansas City, segments that experienced the most congestion in the morning included I-70 westbound between I-435 and I-470 and isolated segments of I-49 northbound, I-435 eastbound, and I-35 southbound. Speeds on these segments ranged from 30-40 mph during the morning rush. In the evening, the most heavily congested roadway was I-70 eastbound from downtown to just past I-435. Average speeds in this area reached as low as 20 mph during the evening rush. I-35 northbound also experienced areas of significantly reduced mobility. Like most quarters, I-270 northbound between I-55 and Route 100 had an above average travel time during the morning rush. Average speeds on this section ranged from 25 to 30 mph. Likewise, I-64 eastbound in Chesterfield and I-64 westbound near Forest Park experienced below average speeds in the morning peak. During the evening rush, areas of below average speeds are more common in the region. Portions of I-64, I-270, and I-170 all experienced longer than average travel times in both directions.

While the average travel times for roadways in the region remain fairly consistent, there are always days in which congestion is noticeably worse than normal. The extent at which conditions vary from average changes each quarter, but a good way for measuring this is by looking at the 95th percentile planning time. Average 10-mile planning times for the regions this quarter ranged from 13.73 minutes in Kansas City during the morning rush to 16.37 minutes in St. Louis during the evening rush. These planning times are fairly consistent with the average planning times from 2014, though the times in Kansas City are a little higher. When compared to first quarter 2014, the planning times are all higher with the exception of the planning time for the morning rush in St. Louis. Like travel times, planning times on individual segments can be longer than average planning times.


Reliability of Travel Times for Freeways
St. Louis Metro Area
Morning Rush
Evening Rush
Time to Travel 10 Miles (minutes)
20
15
10
5
0
14.65
10.44
14.43
10.84
16.61
10.97
16.37
11.59
2014 Avg
1st Qtr 2015
2014 Avg
1st Qtr 2015
Calendar Year
95th Percentile Planning Time
Average Travel Time
10.0
DESIRED TREND


Reliability of Travel Times for Freeways
Kansas City Metro Area
Morning Rush
Evening Rush
Time to Travel 10 Miles (minutes)
20
15
10
5
0
12.98
10.37
13.73
10.83
13.99
10.69
14.46
11.19
2014 Avg
1st Qtr 2015
2014 Avg
1st Qtr 2015
Calendar Year
95th Percentile Planning Time
Average Travel Time
10.0
DESIRED TREND

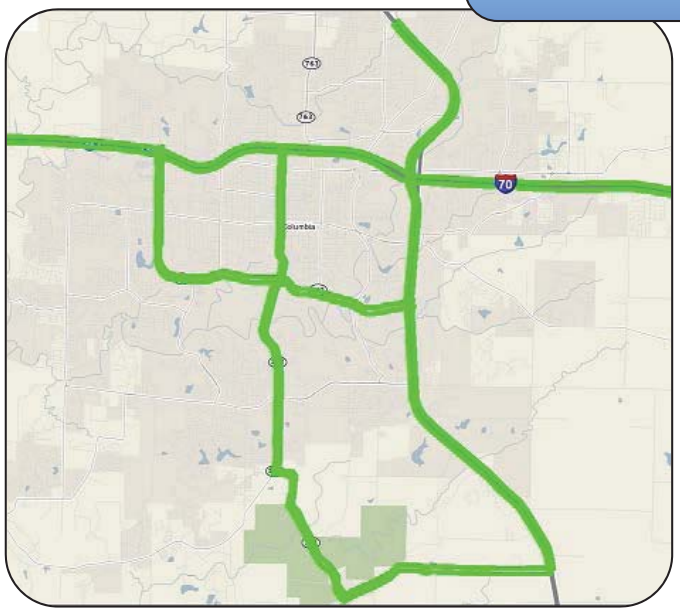
AM Mobility



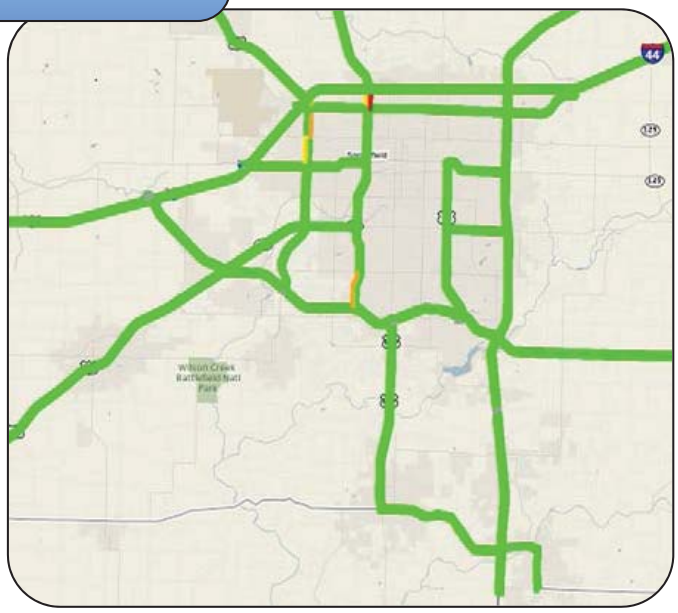
Kansas City Area

Saint Louis Area

- > 80% of free-flow speed
- 70-80% of free-flow speed
- 60-70% of free-flow speed
- < 60% of free-flow speed

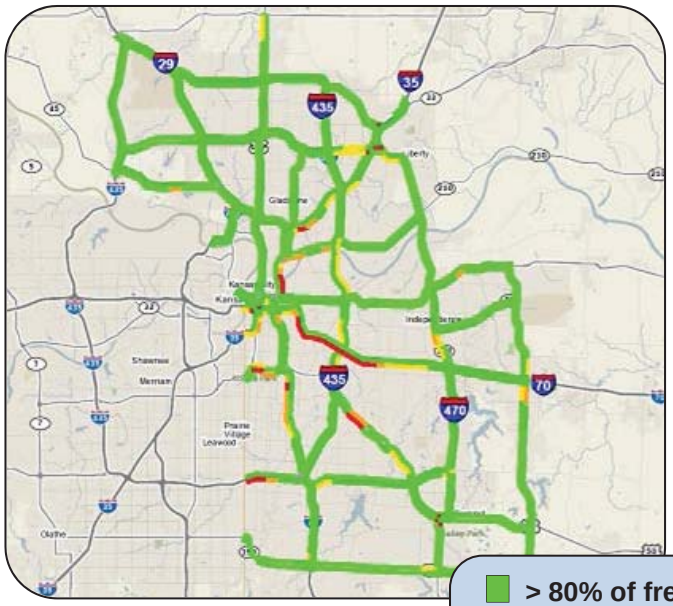


Columbia Area



Springfield Area

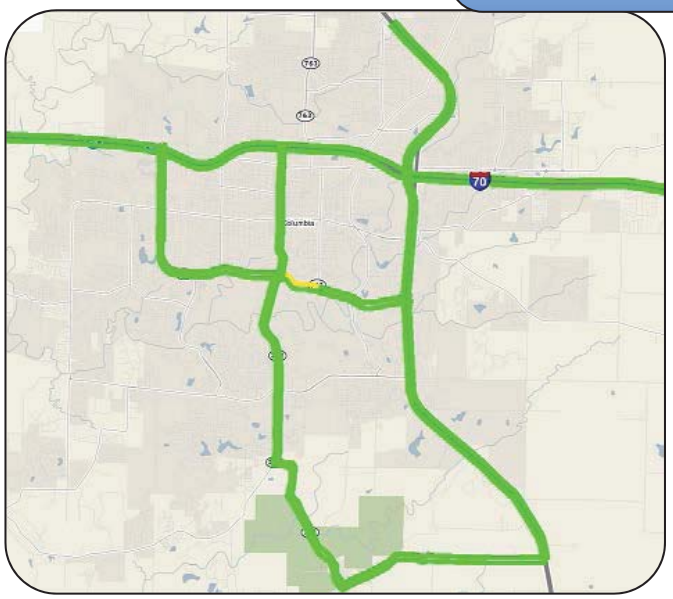
PM Mobility



Kansas City Area

Saint Louis Area

- > 80% of free-flow speed
- 70-80% of free-flow speed
- 60-70% of free-flow speed
- < 60% of free-flow speed



Columbia Area

Springfield Area

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:
A reporting tool available in the Regional Integrated Transportation Information System (RITIS) looks at user delay costs. This data, in combination with industry standard costs for passenger cars and trucks, reflects the overall costs of congestion. RITIS also includes historic data, so trend lines can be tracked and evaluated. The unit cost per passenger car is $16.79 is obtained from the Texas A&M Transportation Institute. The unit cost per truck is $65.29 is from the American Transportation Research Institute, which specializes in tracking freight mobility and provides the best source of data related to freight costs. For previous reporting, the department used data provided by the (TTI), which annually produces the Urban Mobility Report.

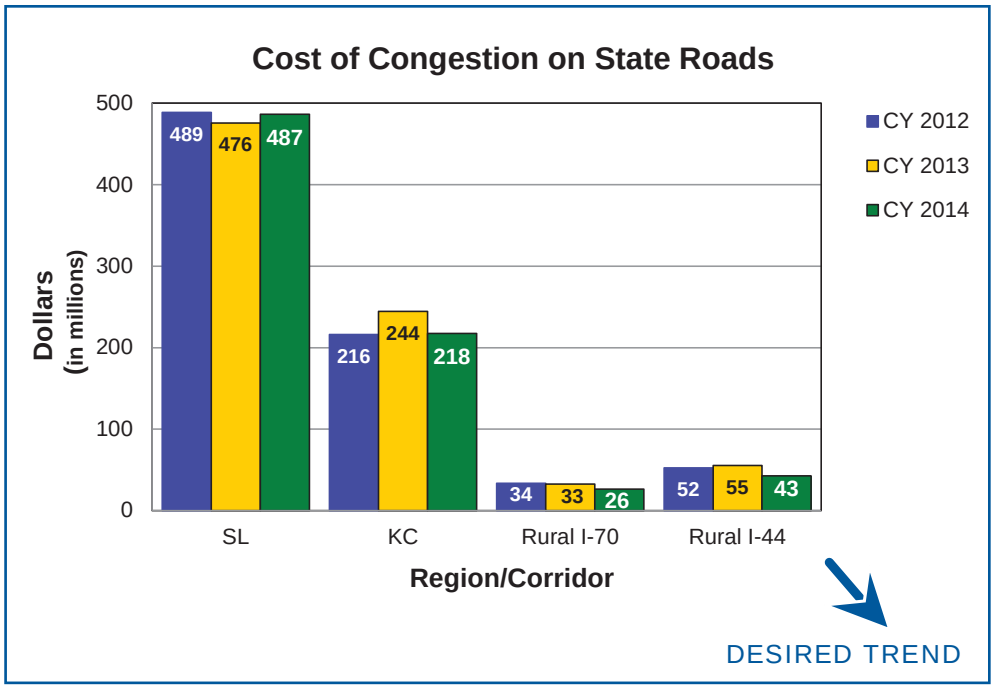
OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

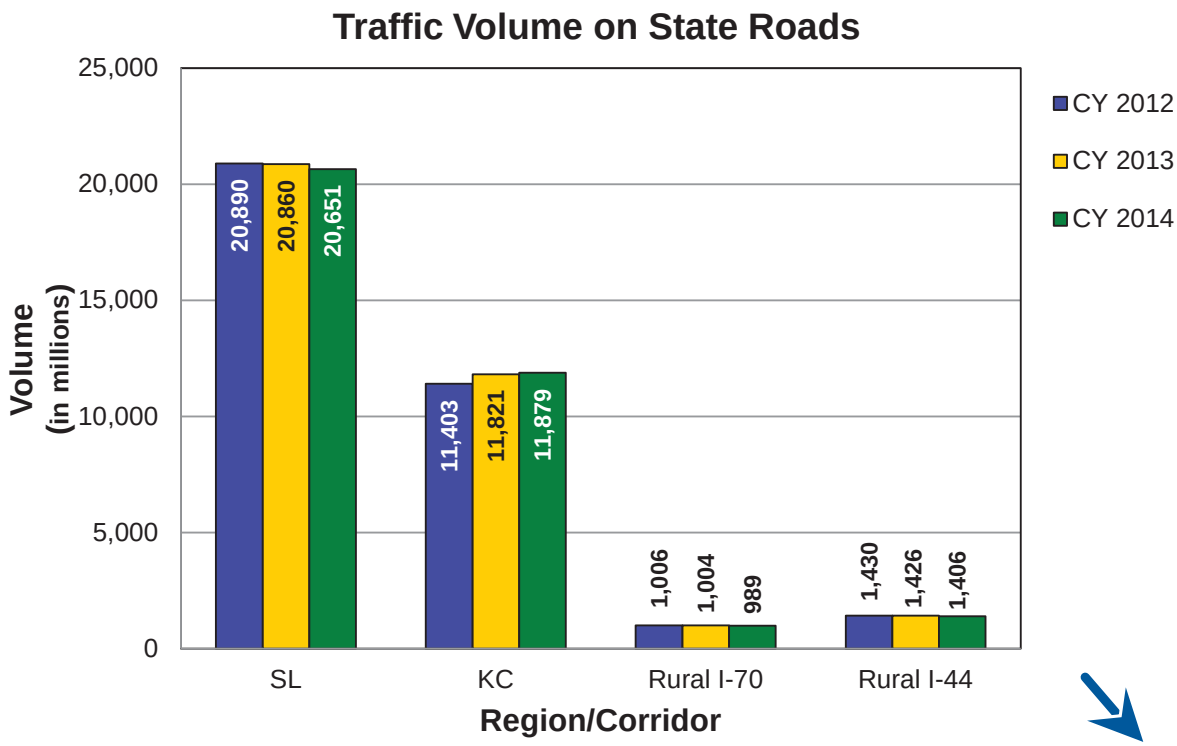
MAP-21

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.

While the desired trend for both costs is downward, challenges exist in Missouri's metropolitan regions to continue toward this desired outcome. A comprehensive look at congestion is needed, and looking beyond typical solutions of adding capacity is needed. 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.




Traffic Volume on State Roads
Volume (in millions)
25,000
20,000
15,000
10,000
5,000
0
20,890
20,860
20,651
11,403
11,821
11,879
1,006
1,004
989
1,430
1,426
1,406
SL
KC
Rural I-70
Rural I-44
Region/Corridor
CY 2012
CY 2013
CY 2014
DESIRED TREND

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Randy Johnson,
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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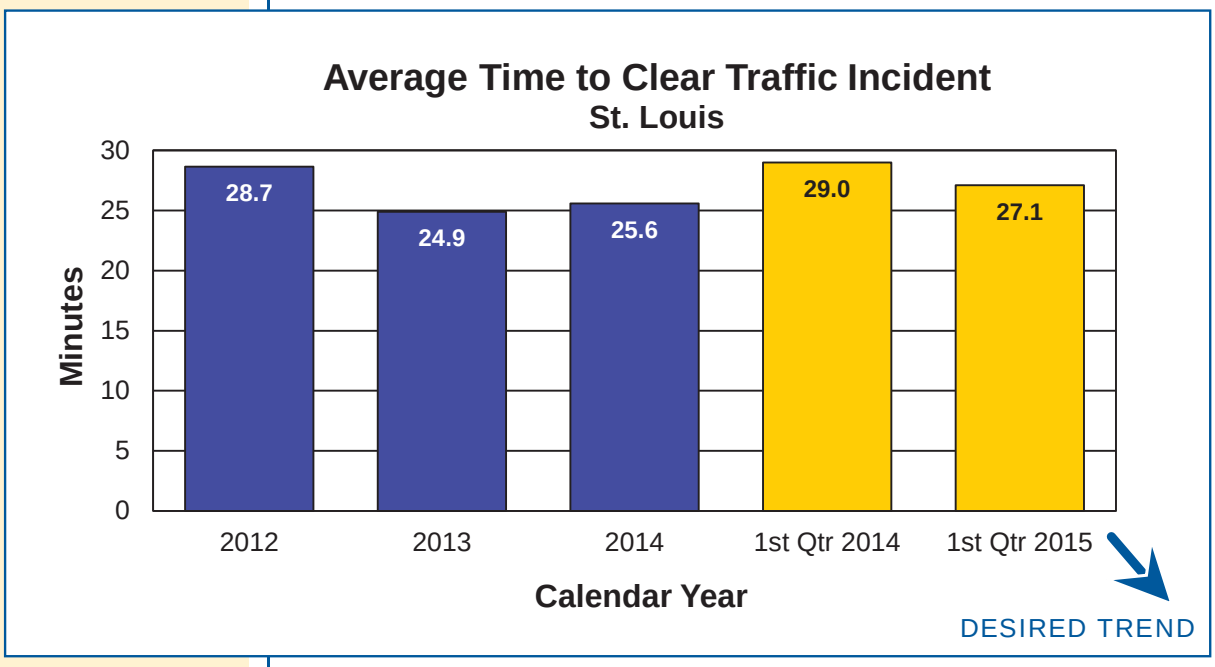
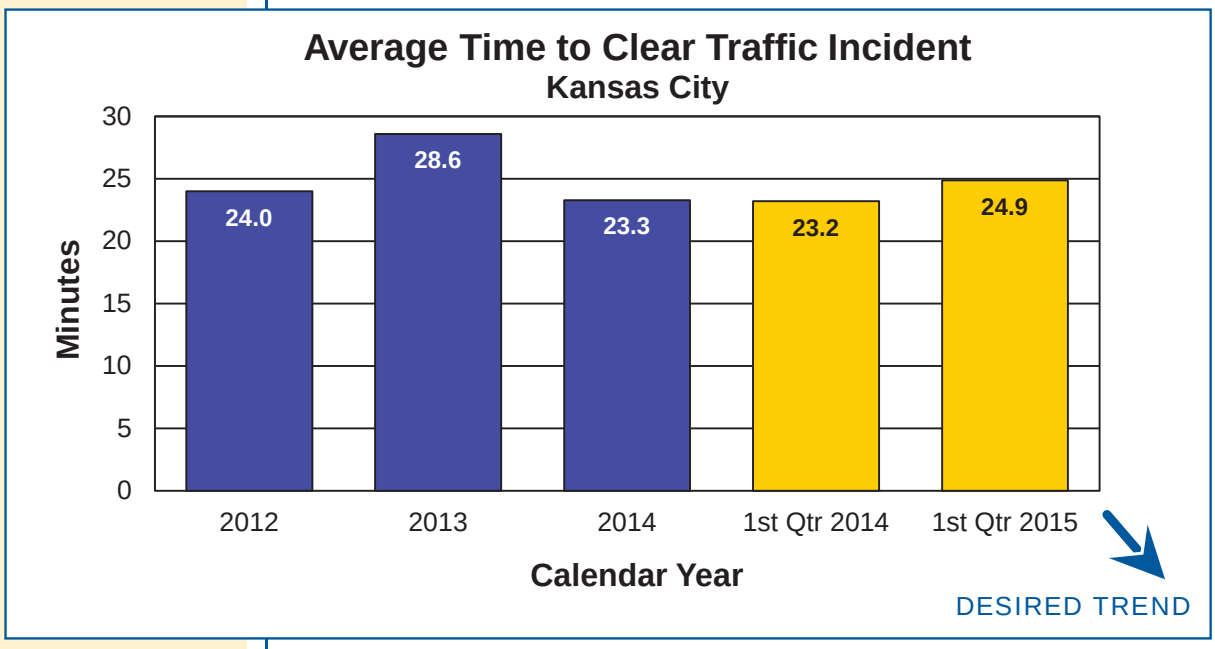
Average time to clear traffic incident-5c

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. Responding to and quickly addressing the incident (crashes, flat tires and stalled vehicles) improves system performance.

St. Louis recorded 576 incidents in January, 662 in February, and 636 in March. The average time to clear traffic incidents was 27.1 minutes, a decrease of nearly 7 percent compared to the first quarter of 2014.

Kansas City recorded 431 incidents in January, 507 in February, and 519 in March. The average time to clear traffic incidents was 24.9 minutes, an increase of 7 percent from the first quarter of 2014.


Average Time to Clear Traffic Incident
St. Louis
Minutes
30
25
20
15
10
5
0
28.7
24.9
25.6
29.0
27.1
2012
2013
2014
1st Qtr 2014
1st Qtr 2015
Calendar Year
DESIRED TREND


Average Time to Clear Traffic Incident
Kansas City
Minutes
30
25
20
15
10
5
0
24.0
28.6
23.3
23.2
24.9
2012
2013
2014
1st Qtr 2014
1st Qtr 2015
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 traffic incident impacts on Interstate 70 and Interstate 44 due to highway incidents.

MEASUREMENT AND DATA COLLECTION:
Interstate route closures having 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. By using the incident locations identified from the Traveler Information Map data along with the Regional Integrated Transportation Information System (RITIS), real-time durations and delays for these incidents can be identified. The impact duration is the total amount of time that there was a noticeable impact on traffic speeds as a result of the incident regardless of how long the actual incident closure lasted. The maximum delay is the longest delay that an individual traveler would have experienced as a result of the incident. What is important about these measurements is that they represent the impacts that are "felt" by our customers resulting from incident closures.

Traffic incident impacts on major interstate routes-5d

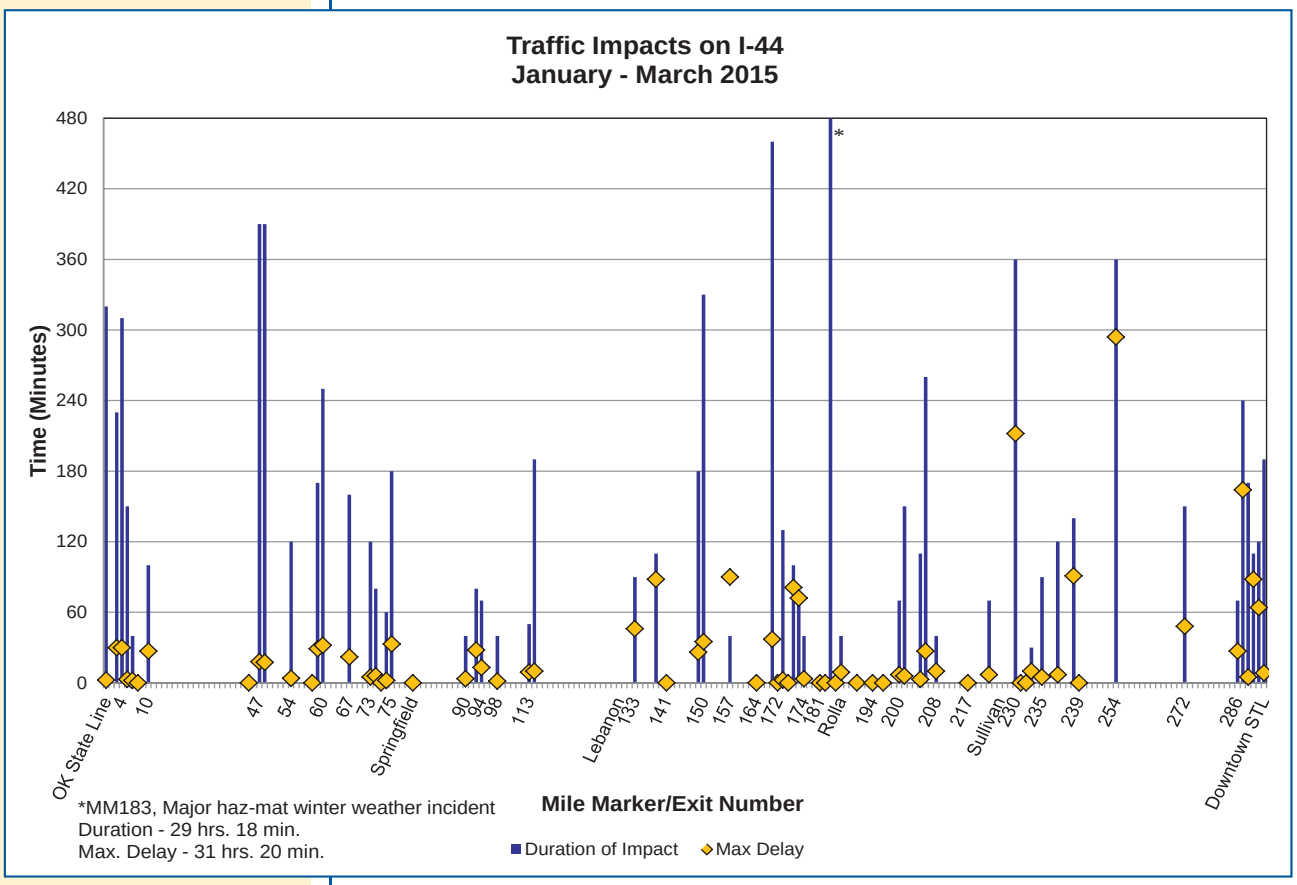
Interstates are the arteries that connect our nation and keep people and commerce flowing. When they shut down in Missouri, the country is cut in half. Keeping interstates free-flowing is a top priority for MoDOT, but sometimes vehicle crashes affect the department's ability to keep the interstates moving.

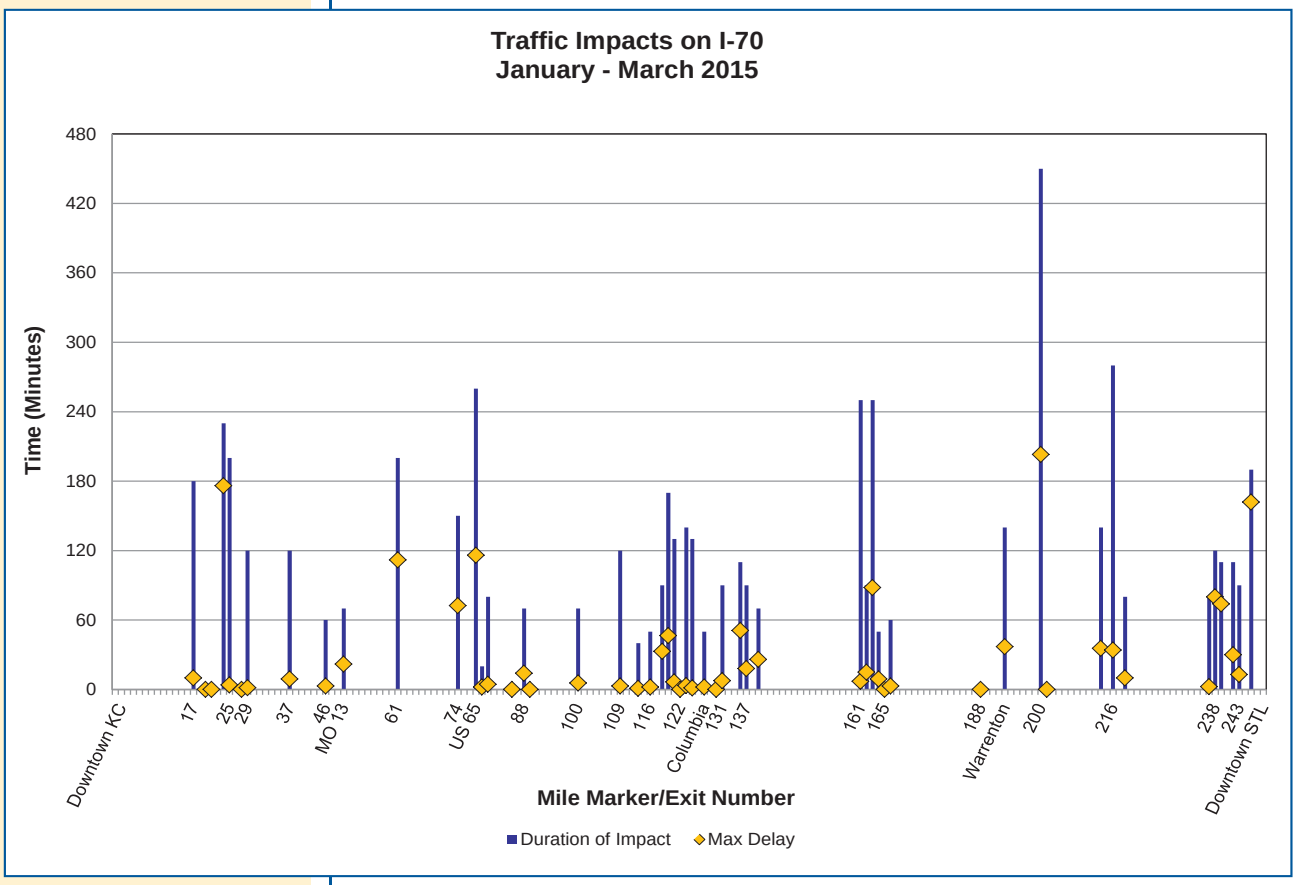
The I-70 and I-44 charts below give a comparison of the duration of the incidents and the actual delay experienced by the travelers as provided by the RITIS tool. An incident with a long duration may not create a long delay. This can occur when at least one lane remains open or if there is a good detour route around the incident. The time of day and traffic volumes on the corridor also can be a factor. The final map provides a picture of where the incidents occurred in 2014 to see the areas with higher concentrations of incidents.

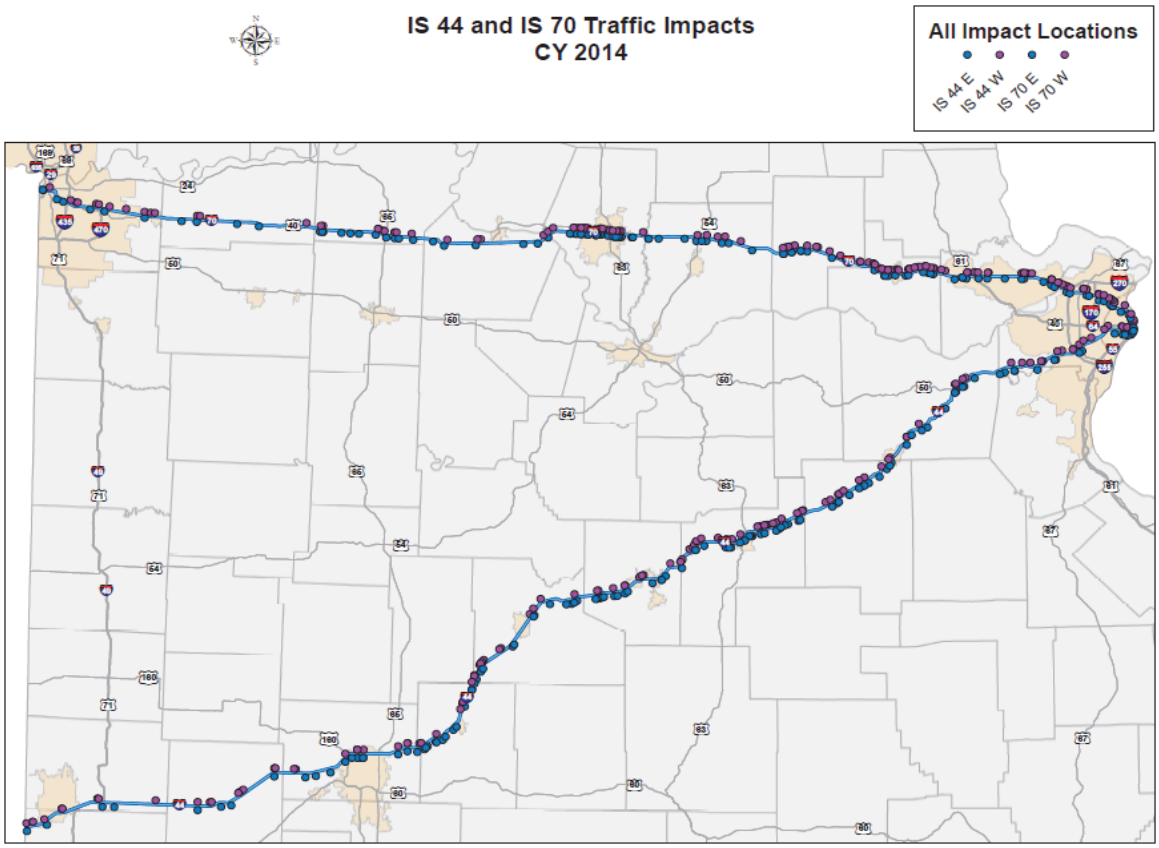
MoDOT continues to work with emergency responder partners to minimize the delay caused by closures on the interstate system. This measure gives us more information so staff can focus on the incidents with higher "real" impact to travelers. This information will be used to develop and implement strategies and best practices to reduce the impacts to travelers.

Top 10 Incidents by Delay
January – March 2015

Route	County	Dir	Mile Marker	Date	Impact Duration		Max Delay	
I-44	PHELPS	W	183	2/28/2015	29 hrs.	18 min.	31 hrs.	20 min.
I-44	FRANKLIN	E	254	2/25/2015	6 hrs.	0 min.	5 hrs.	54 min.
I-44	FRANKLIN	E	230	3/1/2015	6 hrs.	0 min.	4 hrs.	32 min.
I-70	WARREN	W	200	2/20/2015	8 hrs.	30 min.	3 hrs.	23 min.
I-70	JACKSON	E	25	2/16/2015	4 hrs.	50 min.	3 hrs.	56 min.
I-44	ST. LOUIS CITY	E	288	3/16/2015	4 hrs.	0 min.	3 hrs.	44 min.
I-70	ST. LOUIS CITY	W	246	1/8/2015	3 hrs.	10 min.	3 hrs.	42 min.
I-70	SALINE	W	79	2/26/2015	4 hrs.	20 min.	2 hrs.	56 min.
I-70	LAFAYETTE	W	61	3/9/2015	3 hrs.	20 min.	2 hrs.	52 min.
I-44	FRANKLIN	E	238	3/1/2015	2 hrs.	20 min.	2 hrs.	31 min.


Traffic Impacts on I-44
January - March 2015
Time (Minutes)
480
420
360
300
240
180
120
60
0
*
OK State Line
4
10
47
54
60
67
73
75
Springfield
90
94
98
113
Lebanon
133
141
150
157
164
172
174
181
Rolla
194
200
208
217
Sullivan
230
235
239
254
272
286
Downtown STL
Mile Marker/Exit Number
*MM183, Major haz-mat winter weather incident
Duration - 29 hrs. 18 min.
Max. Delay - 31 hrs. 20 min.
Duration of Impact
Max Delay


Traffic Impacts on I-70
January - March 2015
Time (Minutes)
480
420
360
300
240
180
120
60
0
Downtown KC
17
25
29
37
46
MO 13
61
74
US 65
88
100
109
116
122
Columbia
131
137
161
165
188
Warrenton
200
216
238
243
Downtown STL
Mile Marker/Exit Number
Duration of Impact
Max Delay


IS 44 and IS 70 Traffic Impacts
CY 2014
All Impact Locations
IS 44 E
IS 44 W
IS 70 E
IS 70 W

RESULT DRIVER:
Paula Gough,
District Engineer

MEASUREMENT DRIVER:
Jerica Holtsclaw,
Design Liaison Engineer

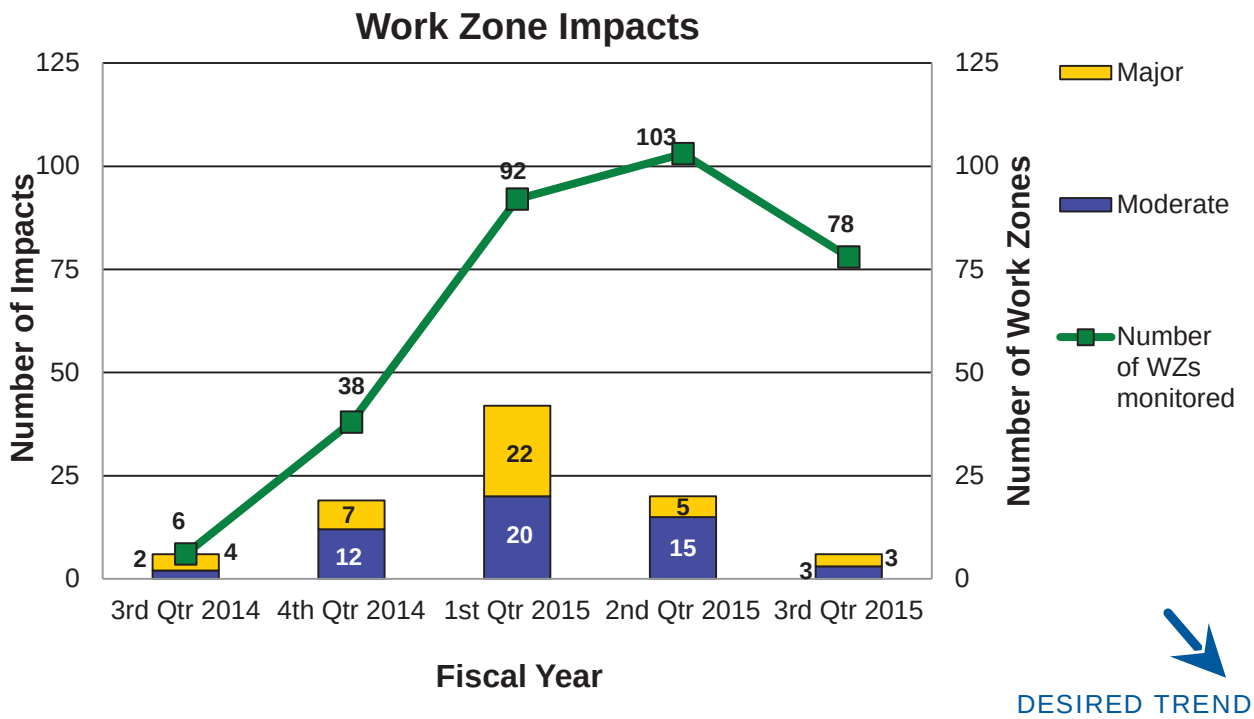
PURPOSE OF THE MEASURE:
Work zones are designed to allow the public to travel through safely and with minimal disruptions. This measure indicates how well significant work zones perform.

MEASUREMENT AND DATA COLLECTION:
Work zone impacts are collected by conducting visual observations or using automated data collection. Recent updates to traffic data collection methods allow for more work zones to be evaluated. 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.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

Work zone impacts to the traveling public-5e

Motorists want to get through work zones with as little inconvenience as possible. MoDOT tries to minimize the travel impacts by shifting work to nighttime hours or during times when there are fewer impacts to the traveling public. To get a wider range of data and better understand the impact work zones have on motorists, the department has increased the number of work zones it monitors each quarter. The department monitored 78 significant work zones this quarter, with three major impacts and three moderate impacts. One major impact was in the Kansas City District, one in the St. Louis District and one in the Southwest District. The delay in the Kansas City district was due to a vehicle crash beyond the work zone. Based on work zone surveys received this quarter, 88 percent of motorists are satisfied with timeliness when traveling in a work zone.


Work Zone Impacts
Number of Impacts
Number of Work Zones
125
100
75
50
25
0
Major
Moderate
Number of WZs monitored
6
38
92
103
78
2
4
7
12
22
20
5
15
3
3
3rd Qtr 2014
4th Qtr 2014
1st Qtr 2015
2nd Qtr 2015
3rd Qtr 2015
Fiscal Year
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 in 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

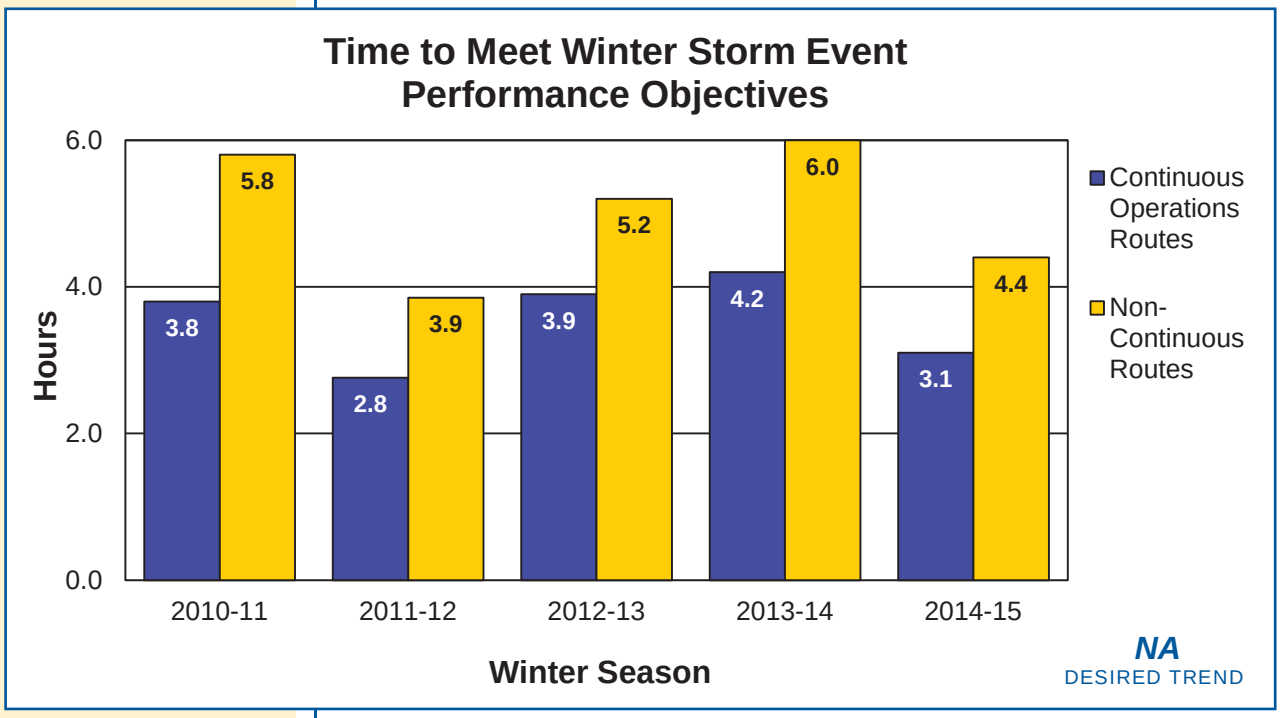
PURPOSE OF THE MEASURE:
This measure tracks the amount of time needed to perform MoDOT's snow and ice removal efforts.

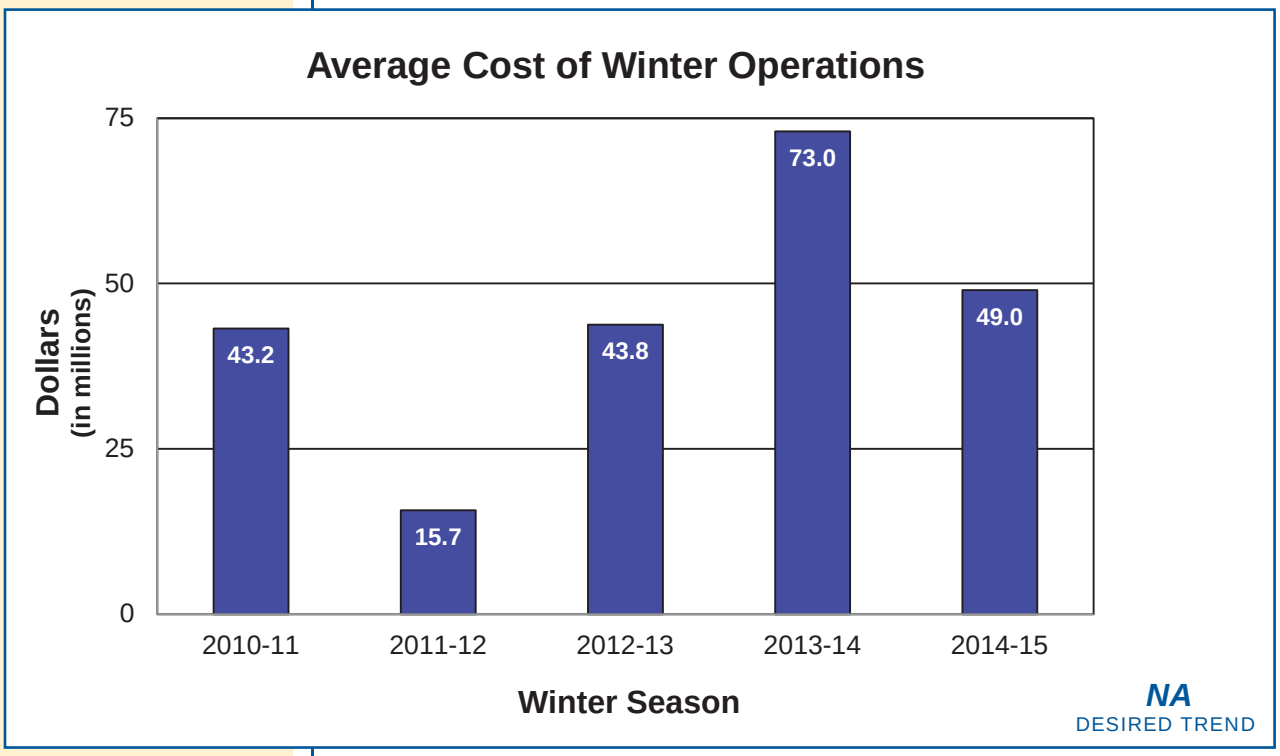
MEASUREMENT AND DATA COLLECTION:
For major highways and regionally significant routes, the objective is to restore them to a mostly clear condition as soon as possible after the storm has ended. MoDOT calls these "continuous operations" routes. State routes with lower traffic volumes should be opened 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.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

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. While the first half of this winter was light, Missouri experienced many winter storms in January and February of 2015. It took an average of 3.1 hours to meet MoDOT's objective for continuous operations routes, and an average of 4.4 hours for non-continuous routes. These numbers compare favorably with the type of storms received, but MoDOT still spent 574,000 hours fighting these snow and ice events at a cost of $49.0 million through the end of March. Winter operations, on average, cost about $47.6 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
6.0
4.0
2.0
0.0
Hours
5.8
3.8
3.9
2.8
5.2
3.9
6.0
4.2
4.4
3.1
2010-11
2011-12
2012-13
2013-14
2014-15
Winter Season
Continuous Operations Routes
Non-Continuous Routes
NA
DESIRED TREND


Average Cost of Winter Operations
75
50
25
0
Dollars (in millions)
43.2
15.7
43.8
73.0
49.0
2010-11
2011-12
2012-13
2013-14
2014-15
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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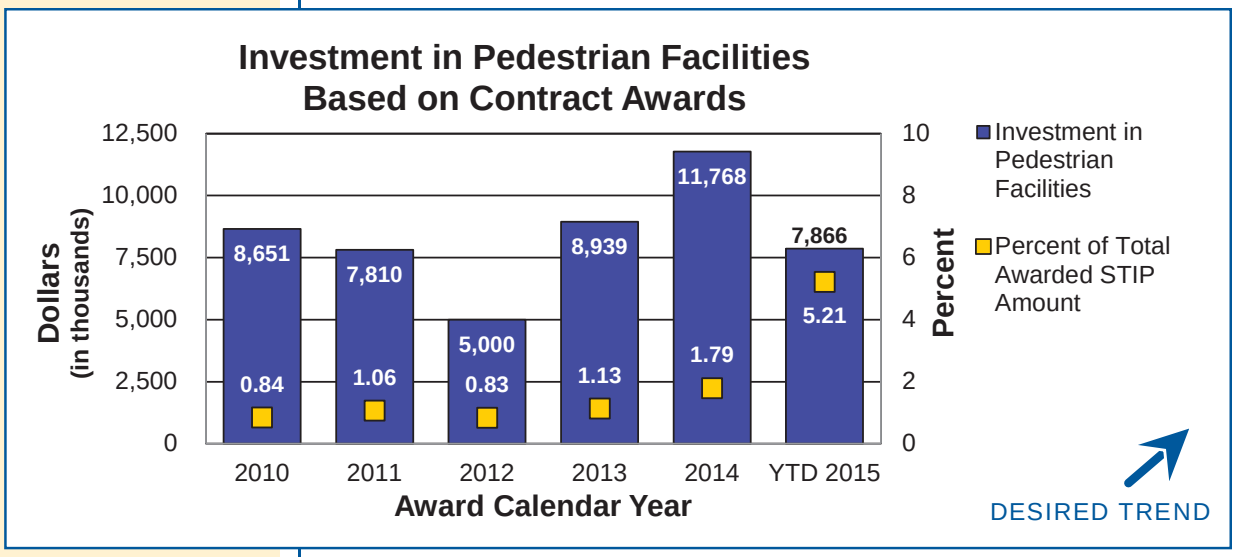
Bike/pedestrian and ADA transition plan improvements-5h

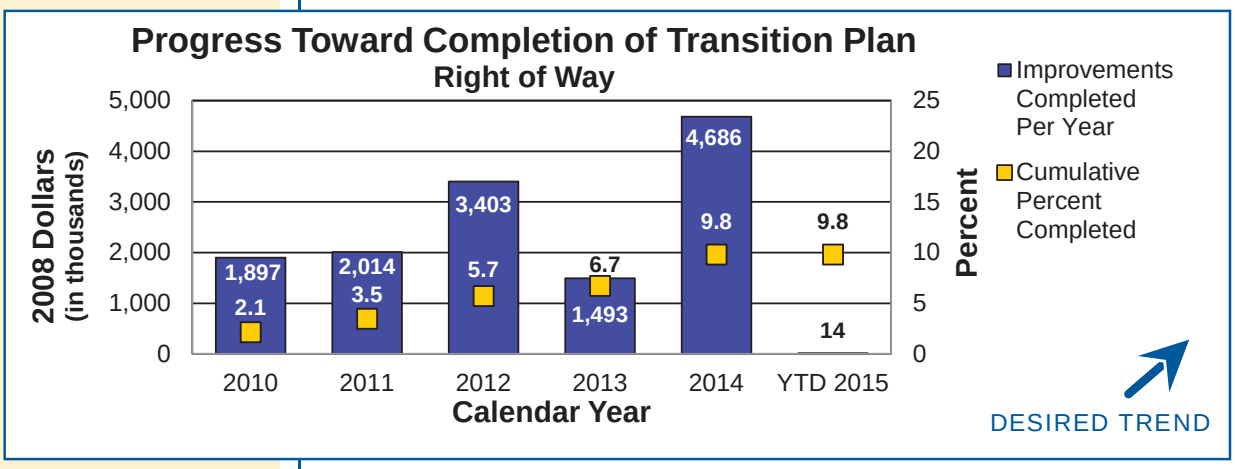
MoDOT has been responsive to public requests for improved accessibility and has been proactive in many areas to make systematic improvements when opportunities arise and limited funding allows. MoDOT has improved more than $14.8 million worth of ADA facilities in the right of way since 2008. There is still more work to do as there is more than $136.4 million worth of work left to complete on the 2010 ADA Transition Plan inventory.

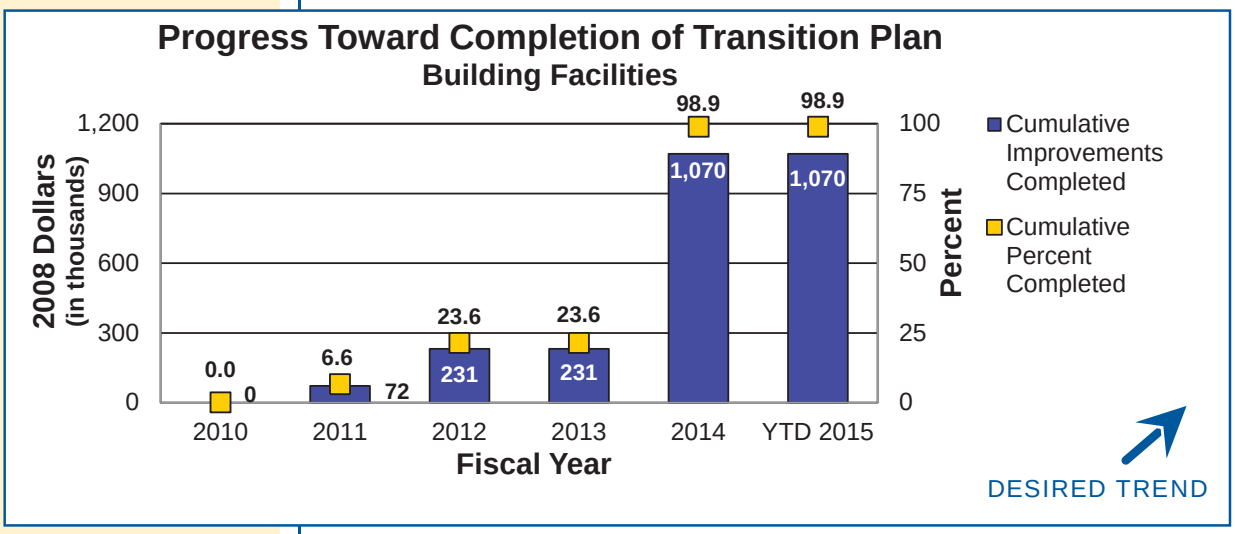
Unfortunately, a dwindling revenue stream for construction projects at both state and federal levels makes it difficult to even maintain existing facilities. Additional funding sources will need to be developed before significant progress can be made in developing the facilities that Missourians desire.

MoDOT's investment in pedestrian facilities for the first quarter of the 2015 calendar year totals $7.86 million in the first quarter. This exceeds the $5 million invested in all of 2012 and the 2011 investment of $7.81 million. In 2014, the annual investment was $11.76 million. MoDOT is committed to complete ADA improvements, including cross slope corrections, as work is being done on the adjacent roadway section.

ADA compliance in MoDOT facilities is nearing completion with six of the seven districts showing ADA improvement projects are 100 percent completed. The Southeast District has just $12,000 of ADA work to complete.


Investment in Pedestrian Facilities
Based on Contract Awards
Dollars (in thousands)
12,500
10,000
7,500
5,000
2,500
0
Percent
10
8
6
4
2
0
8,651
7,810
5,000
8,939
11,768
7,866
0.84
1.06
0.83
1.13
1.79
5.21
2010
2011
2012
2013
2014
YTD 2015
Award Calendar Year
Investment in Pedestrian Facilities
Percent of Total Awarded STIP Amount
DESIRED TREND


Progress Toward Completion of Transition Plan
Right of Way
2008 Dollars (in thousands)
5,000
4,000
3,000
2,000
1,000
0
Percent
25
20
15
10
5
0
1,897
2,014
3,403
1,493
4,686
14
2.1
3.5
5.7
6.7
9.8
9.8
2010
2011
2012
2013
2014
YTD 2015
Calendar Year
Improvements Completed Per Year
Cumulative Percent Completed
DESIRED TREND


Progress Toward Completion of Transition Plan
Building Facilities
2008 Dollars (in thousands)
1,200
900
600
300
0
Percent
100
75
50
25
0
0.0
0
6.6
72
23.6
231
23.6
231
98.9
1,070
98.9
1,070
2010
2011
2012
2013
2014
YTD 2015
Fiscal Year
Cumulative Improvements Completed
Cumulative Percent Completed
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, healthcare 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. The state is unable to meet even the existing needs for these important transportation system components.

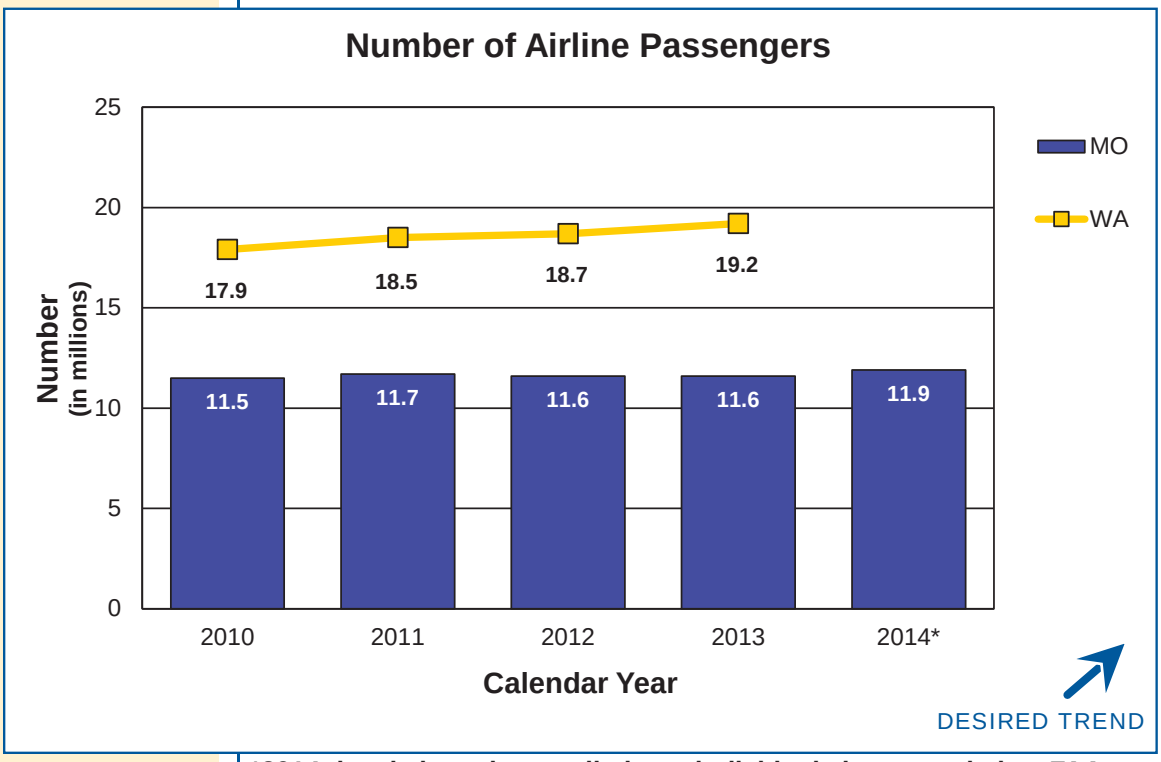
The number of airline passengers has remained fairly steady from 2010 to 2013, but appears to be increasing based on the preliminary estimates of passenger enplanements (boardings) for calendar year 2014. Due to increasing state Aviation Trust Fund revenues, MoDOT solicited grant applications in November 2014 from commercial service airports for the air service program for the first time since 2010. These grants can be used for air service promotion and marketing and to study potential new routes.

The number of ferry boat passengers decreased from about 5,500 passengers in the third quarter of fiscal year 2014 to about 3,200 in the third quarter of FY 2015. Ferry boat services are used by both passenger vehicles and commercial vehicles. Both ferry boat services saw a decline in passengers this quarter. The Mississippi County ferry saw a decrease in passengers due to winter weather conditions and fewer people traveling, while the New Bourbon ferry carried fewer passengers because the service was closed most of the quarter due to river conditions and repairs.

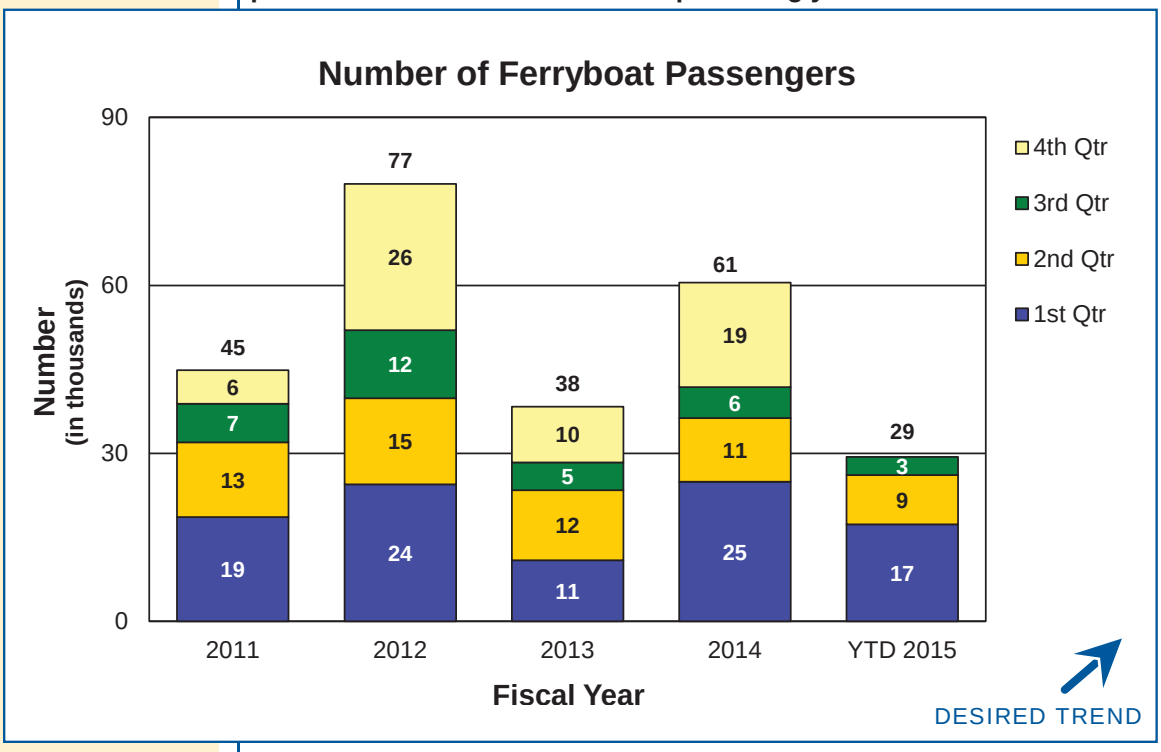
Missouri River Runner trains carried 38,856 passengers in the third quarter of FY 2015, a slight decrease in ridership from the same period in FY 2014. Lower gas prices are likely contributing to this decrease. On-time performance improved during this review period, likely due to a milder winter. In the third quarter, the Missouri Service arrived on schedule 92 percent of the time, compared to 87 percent a year earlier.

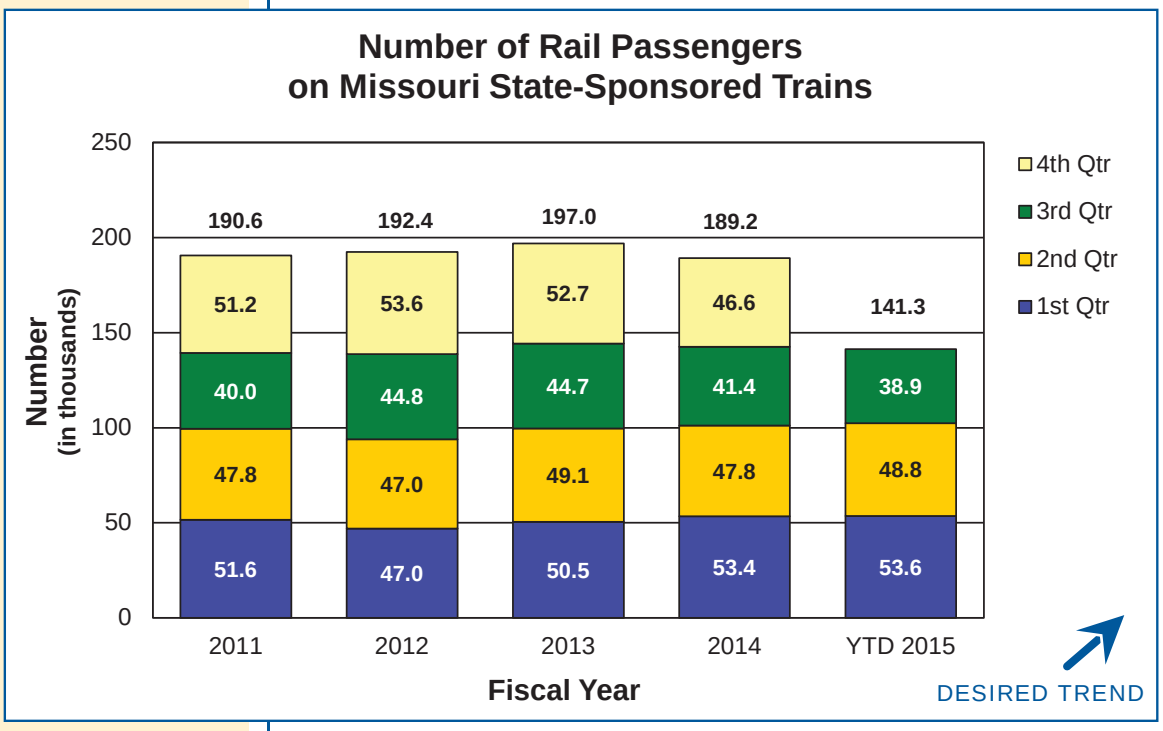
Transit ridership showed a small increase going from 62.5 million trips in FY 2013 to 63.1 million trips in FY 2014. Metro transit ridership saw an increase of 2 percent ridership while non-metro transit ridership saw a decrease of almost 30 percent ridership. Both of these shifts can be largely attributed to Cape Girardeau's ridership now being counted as metro transit ridership instead of rural. Even so, almost all the reporting rural transit agencies experienced declines in ridership from FY 2013 to FY 2014.

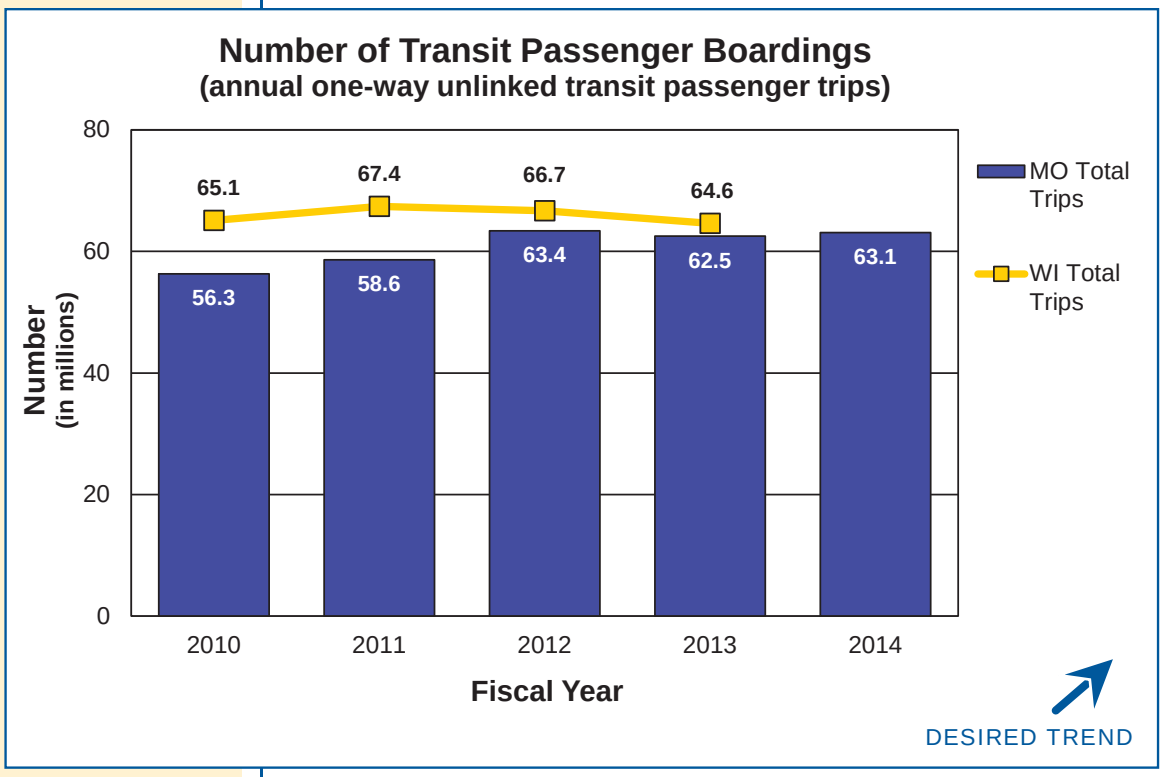
OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM



***2014 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
190.6
192.4
197.0
189.2
141.3
51.2
53.6
52.7
46.6
40.0
44.8
44.7
41.4
38.9
47.8
47.0
49.1
47.8
48.8
51.6
47.0
50.5
53.4
53.6
2011
2012
2013
2014
YTD 2015
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
65.1
67.4
66.7
64.6
56.3
58.6
63.4
62.5
63.1
2010
2011
2012
2013
2014
Fiscal Year
MO Total Trips
WI Total Trips
DESIRED TREND

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