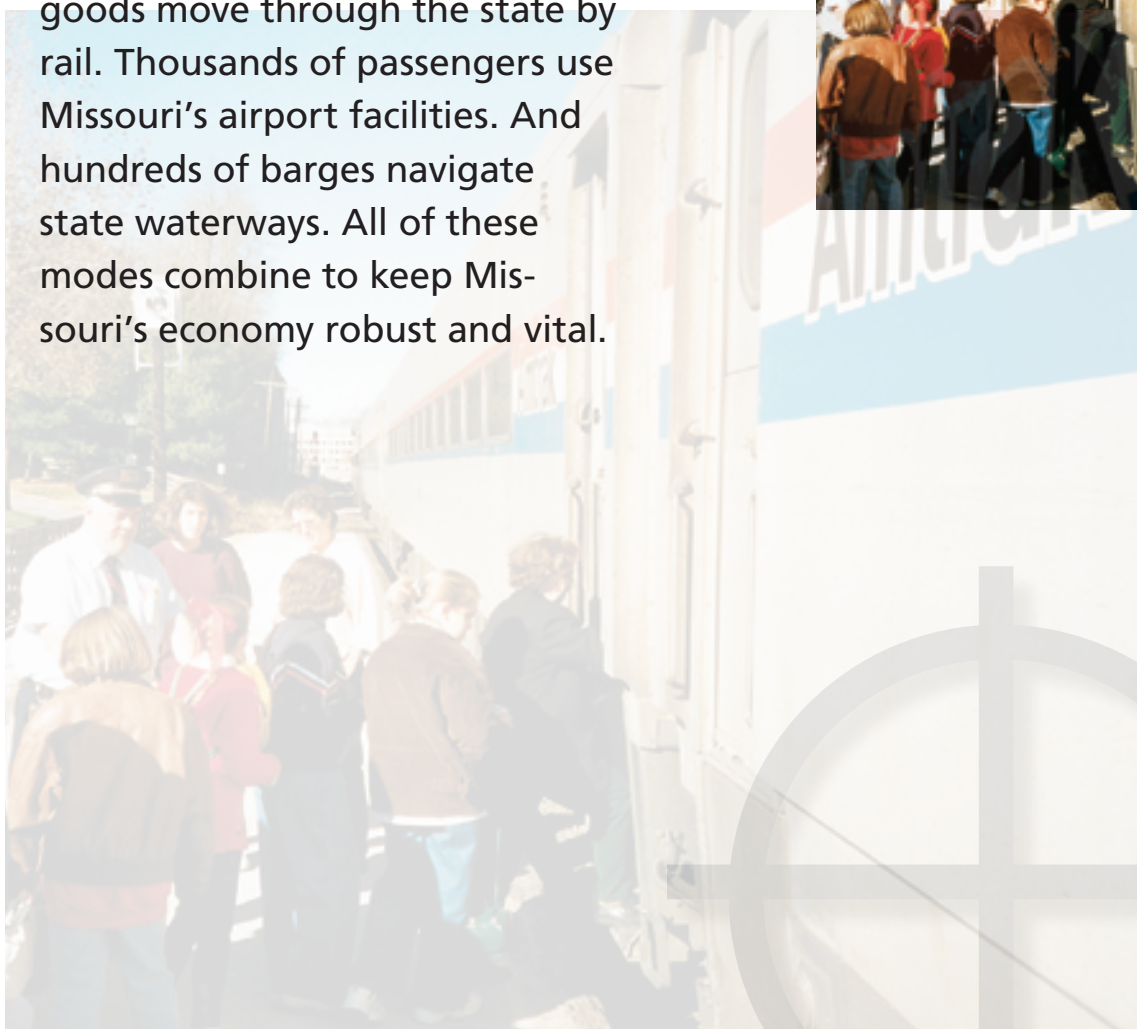


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# Easily Accessible Modal Choices

*Tangible Result Driver – Brian Weiler,  
Multimodal Operations Director*

MoDOT has an active role in all modes of transportation, including rail, air, water, and transit. Transportation is more than highways and bridges. Every day millions of tons of goods move through the state by rail. Thousands of passengers use Missouri's airport facilities. And hundreds of barges navigate state waterways. All of these modes combine to keep Missouri's economy robust and vital.



## Easily Accessible Modal Choices

### *Number of airline passengers*

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

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

This measure tracks the number of passengers boarding airplanes at Missouri's commercial airports. It helps determine the viability of Missouri's commercial airline industry. This number is also used by the Federal Aviation Administration to help determine airports' capital improvement funding levels.

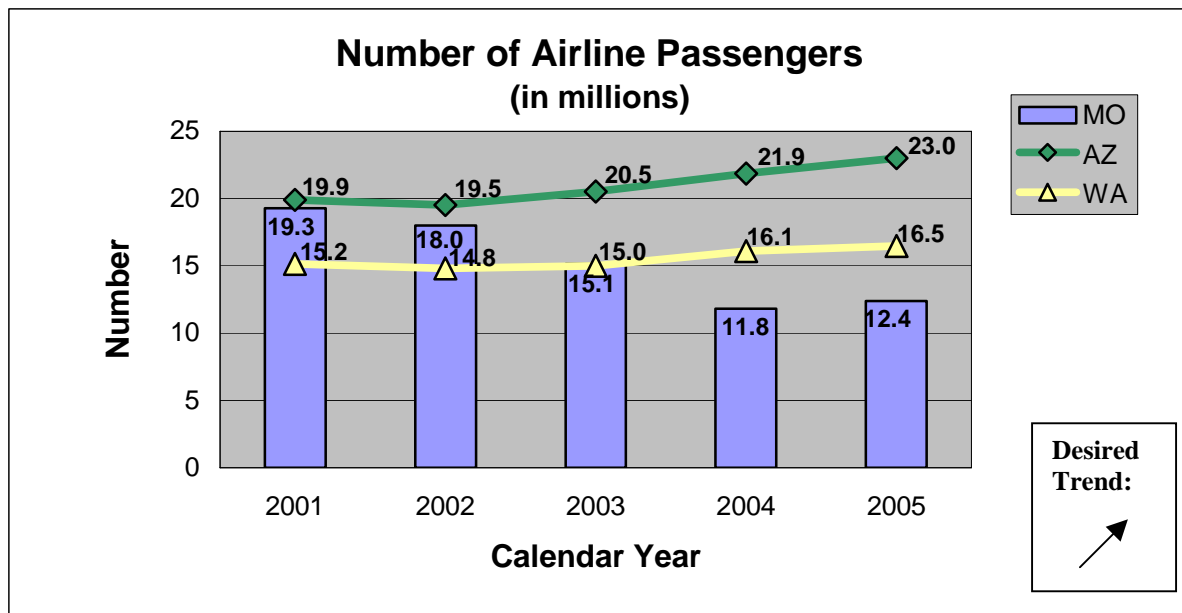
**Measurement and Data Collection:**

The data is collected annually from FAA. Comparison data has been collected from the same source for the states of Arizona and Washington. These two states were selected based on similar populations in 2004. The annual passenger boardings' data provided by the FAA is normally published in October for the preceding year. Airline passengers are defined as passengers boarding airplanes.

**Improvement Status:**

Data is tracked on an annual basis. The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003) and the effects of 9/11, in part, have contributed to the decrease in airline passengers over the last four years. It appears, based on the sample data collected below, that nationally airline passenger boardings are beginning to recover from the effects of 9/11. The reduction in flights by American at Lambert Airport has negatively impacted growth in passenger boardings in St. Louis and in Missouri as a whole. Also, increases in airline operational costs and airline bankruptcy filings pose challenges to communities seeking enhanced air carrier service. Airline passengers have shown an increase for Missouri from 2004 to 2005. On a statewide basis, this was an approximate 4.8 percent increase.

MoDOT is participating with the FAA, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of the assets.



## 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.

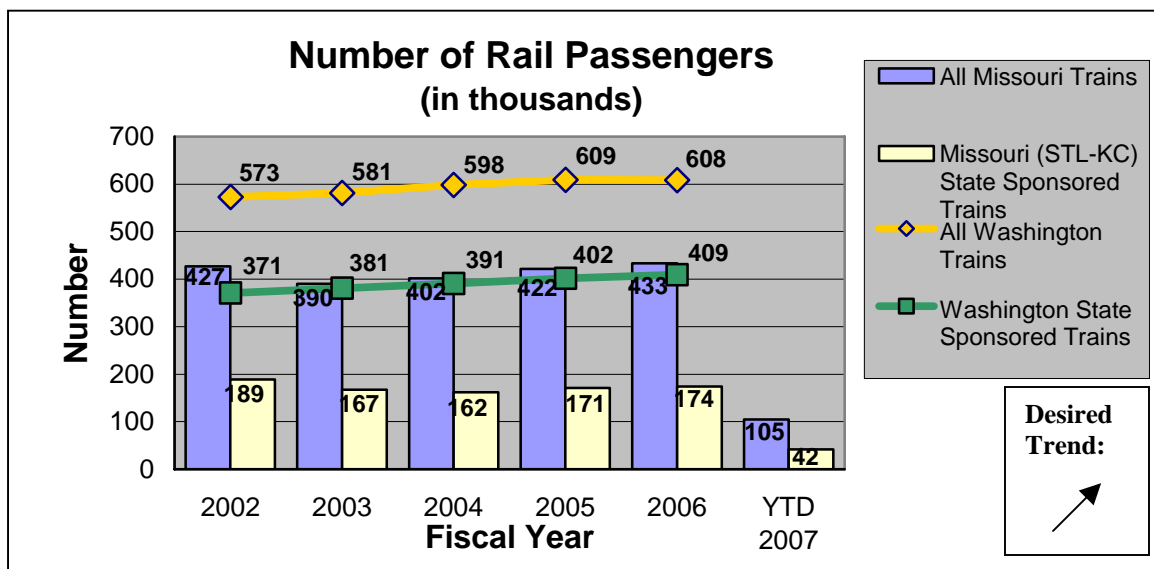
**Measurement and Data Collection:**

Amtrak provides the number of passengers per train in Missouri on a monthly basis. MoDOT’s Multimodal Operations Division’s Railroad Section then tabulates these numbers.

**Improvement Status:**

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

Challenges include a major track work program undertaken by Union Pacific that began in April 2006 and will end in November 2006 on the St. Louis-to-Kansas City route, which has affected on-time performance. The use of buses instead of trains in certain situations has also affected ridership. The addition of two more daily trains from St. Louis to Chicago and an additional train from Quincy, IL, to Chicago beginning in October 2006, along with the fact that MoDOT is still exploring the expansion of Amtrak service to Springfield, have increased the public discussion of Amtrak. This public discussion brings more awareness to Amtrak trains in Missouri and could positively influence ridership. Washington State data will be available for the January 2007 Tracker.



## Easily Accessible Modal Choices

### *Number of transit passengers*

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

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

This measure gauges the use of public transit mobility services in Missouri. It also provides a historical perspective and trend of public transit service use in Missouri.

**Measurement and Data Collection:**

The total number of transit passengers is measured by the annual total of one-way unlinked transit trips taken by passengers on public transit vehicles. Data is obtained from urban and rural providers of general public transit services. The 2004-2005 measures are benchmarked to Wisconsin, which has a comparable total statewide population. Wisconsin's 2006 fiscal year data is by the calendar year, so its 2006 data is not yet available.

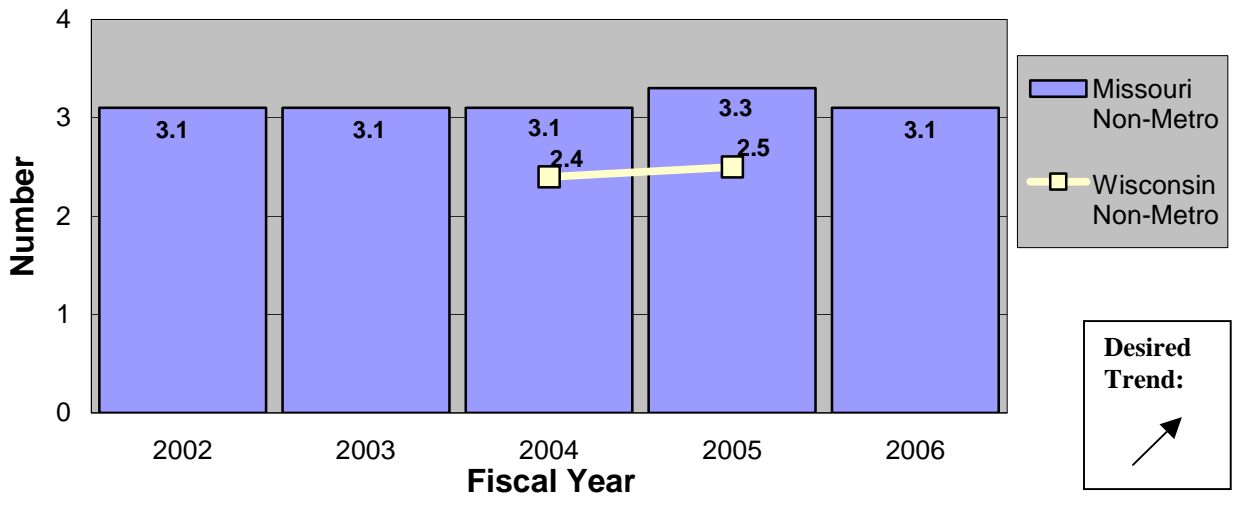
**Improvement Status:**

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

Missouri compared favorably to Wisconsin's rural transit ridership in 2004 and 2005. Wisconsin's transit ridership statewide increased in 2005, largely due to greater transit use in Milwaukee. The Missouri Legislature for 2007 appropriated an additional \$250,000 for non-metro transit, as well as an additional \$250,000 to Springfield, to partially offset a decrease of federal transit operating assistance. MoDOT continues to work with transit providers to develop a second Missouri Rural Transit Marketing Campaign while ads run in local media from the first award-winning campaign.



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



## Easily Accessible Modal Choices

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

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

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

**Purpose of the Measure:**

This measure tracks information regarding use of ferryboat services in Missouri.

**Measurement and Data Collection:**

Missouri's two ferry services submit a monthly report that includes the information shown in the graph below, the cost for providing the service and for any service disruption.

**Improvement Status:**

September 2006 statistics are not available for the Mississippi County ferryboat, but July and August data indicates a three percent decrease in traffic from the same period last year. The New Bourbon ferryboat has seen a drastic decrease of 55 percent in vehicle traffic over last year. For the first quarter of fiscal year 2007, the ferry carried 2,559 vehicles compared to 5,579 during the same period in 2006 and 12,839 passengers compared to 14,350 in 2006.

Both operators attribute this decrease to several factors. Increased fuel costs have decreased tourist traffic. Both boats have experienced days of interrupted service due to high/low water events. Both services have had to raise rates to help defray increases in cost to deliver service, due mainly to high fuel prices.

