



Transportation
for the next
generation

Will we leave things better or worse?
Her future is in our hands.

Missouri Department of Transportation 2008 Report to the Joint Committee on Transportation Oversight

“Decades ago we built the best infrastructure system the world has ever known and then proceeded to take it for granted. Our global competitors are building and re-building while America is standing still. China, India, and the developing world are building at a staggering pace. China spends 9 percent of its GDP on infrastructure; India, 5 percent and rising. While they start well behind us, they are catching up fast! What’s at stake is simple and stark. If we fail, we will lose jobs and industries to other nations. If we fail, we will pollute our air and destroy the free, mobile way of life we cherish. If we fail, we will see more senseless deaths across our bridges, on our roads, and, yes, in the skies above our cities.”

And so, we must not fail. We must embrace a bold vision for the future and start building on it today. We cannot treat infrastructure like other problems or programs where you can wait until the very last minute...and then write a big check. Infrastructure projects require foresight and years of careful planning. It shouldn’t take a disaster like the bridge collapse to focus the nation’s attention on our vast infrastructure challenges. But now that we have that focus, we must not lose it.”

- Commentary by Thomas Donohue, U.S. Chamber of Commerce, Let’s Rebuild America Initiative, August 10, 2007



Transportation for the next generation

The future of a little girl born in 2008 is in our hands. Will we get her safely to her first day of school? Will we have a job waiting for her when she graduates from college? Will we provide the kind of future in which she'll want to raise her own children?

In the past few years, we have been very successful in using additional revenue to improve Missouri highways and make them safer. But we still have tremendous needs. If we want safer highways and new, high quality jobs, we're going to have to invest in our transportation system. We have grossly underfunded transportation at the state and federal level for the past 30 years, and it's showing. We have enjoyed the benefits without a willingness to ensure our own children and grandchildren have the same advantages that we've had.

Situations like this require leadership. That's why we need to start discussing where we are headed as a state when it comes to transportation. To that end, we've implemented a new initiative called *A Conversation for Moving Missouri Forward* to find out what Missourians want in their transportation system.

A Conversation for Moving Missouri Forward

Have you ever been late to work because you've been stuck in traffic? Can you recall a time you've been so stressed by driving in wall-to-wall traffic that by the time you arrived at your destination you weren't fit to live with? On the flip side, have you reaped the benefits of a new road that shaved time off your travel or made you feel safer when driving?

Keeping you safe, saving you time, creating jobs that bolster our economy and offering transportation options in addition to cars are at the

heart of the proposed priorities outlined in our conversation. Delivering the quality transportation system Missourians need and deserve will:

- make our roads safer;
- bring jobs to our state; and
- improve our quality of life.

How do we get there? Our top five priorities are:

- take care of roads and bridges;
- do a better job of providing other ways to get around;
- rebuild Interstates 70 and 44;
- tackle needed major projects; and
- meet regional needs.

We recognize we must be innovative to accomplish necessary road and bridge improvements. We know we must be efficient in our operations and make our dollars stretch as far as they can. We owe that to you, and we'll continue to provide a dollar of value for every dollar we're given. But we must also continue the conversation to move Missouri forward. You can find more information at www.modot.org/conversation.

Look How Far We've Come

Why should you trust us with tackling the future transportation options we're proposing? Because we have worked hard to prove we are accountable with the resources we have been given. We are more efficient, streamlined, forward thinking, results-driven and customer-oriented. Our focus is to deliver results, rebuild trust and prove we are an organization worthy of support. Here are some examples that demonstrate the positive progress we've made.

"Great nations build and invest for succeeding generations - like our parents and grandparents did. We have not." - MoDOT Director Pete Rahn



Saving Lives

- Over the last two years, Missouri traffic deaths fell 21 percent – the second-largest decrease in the nation.
- Missouri surpassed its fatality reduction goal of fewer than 1,000 deaths by 2008, one year earlier than planned. Not since 1993 has the state had fewer than a thousand fatalities.
 - ⊙ 1,257 fatalities in 2005.
 - ⊙ 1,096 fatalities in 2006.
 - ⊙ 992 fatalities in 2007.
- Work zone deaths dropped 74 percent in 2007.
- Guard cable has virtually eliminated crossover crashes. Statistics for 2007 show only two crossover fatalities at cable locations, compared to 55 the year before cable was installed.



Operation Orange

At least 80 landmarks throughout the state were turned orange in April to raise awareness for work zone safety. Facilities going orange included the St. Louis Zoo and Science Center Planetarium, the Unity Village Tower near Kansas City, the Emerson Bridge in Cape Girardeau, Hammons Field in Springfield and the Branson Landing.

Project REST (REcovering the LoST)

We have joined with the Highway Patrol to find missing Missourians by placing posters spotlighting missing people at our 19 highway rest areas and welcome centers, which are visited by more than 24 million people a year.

Improving Road Conditions and Highway Performance

- Seventy-eight percent of the state's major roads are in good condition. That's compared to 46 percent in 2005.
- Eighty-four percent of all travel in Missouri today is on a road that is in good condition.
- Missouri's rank rose to 13th in the nation for overall performance of its state highway system in 2006. That's up from 17th in 2005 and 28th in 2004.
- In its "Grading the States 2008" study, the Pew Center on the States gave Missouri a B+ for its infrastructure performance, besting all but four other states and the 50-state average grade of a B-.

Providing Value

- By pinching pennies, estimating construction work to the dime and encouraging innovation, we have saved nearly \$50 million that is being used to tackle 36 new highway projects in 2008.
- Over the last five years, we have completed \$5.6 billion worth of work within seven-tenths of one percent of the estimate. The \$38 million saved bought additional highway work.
- By cutting out the frills, our Practical Design concept has saved nearly \$500 million that has been reinvested in additional transportation improvements. Other states are copying this effort.

- Customer satisfaction with MoDOT is at 78 percent, and approximately 86 percent of Missourians say we provide timely, accurate and understandable information.

Look At Where We Are

Smoother, Safer, Sooner

Of the 353 additional projects made possible with Amendment 3 funding, 330 are either finished or under construction. To date, those 330 projects are 3.2 percent or \$67 million under budget.

2009-2013 Statewide Transportation Improvement Program

The Fiscal Year 2009-2013 construction program totals \$5.8 billion, with approximately \$4.35 billion going to 730 highway and bridge projects, \$810 million to other transportation modes and \$640 million to local transportation programs. The construction program on average creates about 8,400 jobs each year and adds more than \$990 million to Missouri's economy.

The New I-64

Prior to the Jan. 2 closure of a five-mile stretch of Interstate 64 in St. Louis, newspaper headlines screamed "Apocalypse Now!" and "Traffic Nightmare!" Over the course of one year, we visited with nearly 15,000 people at regional businesses, community groups and hospitals. Weekly television interviews and newspaper articles delivered information to a wary public. We suggested tools to help drivers survive the closure that included using public transportation, carpooling and flexing work time. People listened. The headlines immediately after the closure read "Region's Traffic Nightmare A No Show," and "Preparation Pays Off."

The I-64 project – the largest, single highway construction project in MoDOT history – involves rebuilding 10 miles of Interstate 64 from west of Spoeede Road in St. Louis County to Kingshighway Boulevard in St. Louis City, including about one-half mile of I-170 as it approach-

Going Green at MoDOT

When you think of environmentally friendly practices, building roads and bridges might not pop into mind. Yet this past year, we won awards from the Missouri Recycling Association, PR News and the Missouri State Recycling Program for giving back to the environment. Here's why:

- From 2003 to 2007, we kept more than 3.6 billion pounds of waste from going to landfills. That's equivalent to the amount of household waste generated in a year by the entire metropolitan St. Louis area.
- We use three million gallons of ethanol and biodiesel fuel a year - enough to drive a car to Mars and back.
- In 2007, we used more than three million tons of asphalt containing recycled material – about the weight of all the people in Missouri, Kansas, Iowa, Arkansas, Illinois, Oklahoma, Nebraska and Tennessee combined.
- We have used enough recycled tires in our construction projects over the past two years to equip 20,000 cars.
- We used enough recycled shingles from 2003 to 2007 to roof 305 houses.
- Our crews clean up more than 80,000 car tires – about 600 tons – that are left on state highways every year. These tires are ground up and used as fuel at power plants.
- About 70 percent of state highway signs are produced from reclaimed material, making the signs cheaper and faster to make.
- Each year, we recycle more than 7,000 light bulbs from traffic signals, street lights and office buildings - enough to light 155 homes.
- When striping Missouri's highways, we use 10 million pounds of recycled glass beads as reflective material.



es the I-170/I-64 interchange. The \$535 million contract was awarded to Gateway Constructors in November 2006. Construction began in March 2007 and will be completed no later than July 31, 2010.

The I-64 project has implemented a new On-The-Job Training program to include minority, female and economically and socially disadvantaged trainees working on the project. To date more than 50 trainees are participating in the program working side-by-side with union journeyman learning their crafts. In addition, the project is exceeding goals for employing minorities and females and minority and female-owned businesses. You can view a video about the I-64 On-The-Job Training program at www.youtube.com/modotvideo. More information about the project can be found at www.thenewi64.org.



“We have been combing the archives of great apologies for the proper way to express our regret for suggesting that the closing of U.S. Highway 40/Interstate 64 was going to be an unmitigated disaster . . . We were wrong about the Missouri Department of Transportation and Highway 40.”

Feb. 12 St. Louis Post Dispatch editorial

kcICON

The kcICON project will reconstruct and rehabilitate 4.7 miles of Interstate 29/35 from just north of Route 210/Armour Road to the northeast corner of the downtown Kansas City, Mo. freeway loop. The project will improve five interchanges to maximize safety, mobility and capacity for the approximately 102,000 motorists who travel the corridor daily. It also includes the construction of the Christopher S. Bond

Bridge - a new landmark, cable-stay Missouri River bridge. The interstate corridor and existing Paseo Bridge will remain open to traffic during construction. Construction began in April 2008 and will be completed by summer 2011. Up to \$1.25 million has been dedicated for training programs and contractor incentives to increase the number of minorities, females and economically disadvantaged individuals working on the project. More information can be found at www.kcicon.com.



Safe & Sound Bridge Improvement Program



We will repair or replace 802 of Missouri’s worst bridges in five years under the Safe & Sound Bridge Improvement Program, starting with at least 100 structures that will be under construction in early 2009. However, MoDOT will manage the program differently than the design-build-finance-maintain contract that was envisioned when the program was launched two years ago. Turmoil in the financial markets made that proposal unaffordable. Instead, MoDOT will sell bonds and use federal funds to deliver Safe & Sound.

A single design-build package of 554 bridge replacements will be awarded in late spring 2009. The remaining 248 bridges to be improved, including the 100 or more that are to be under construction next year, will be contracted using a modified design-bid-build approach, where projects are grouped by type, size or location to accelerate construction schedules. A complete list of all the bridges in the Safe & Sound program and other information can be found on the MoDOT Web site at www.modot.org/safeandsound.

No MOre Trash!

During the No MOre Trash! Bash in April, volunteers picked up more than 81,000 bags of trash from Missouri's roadways and streams, nearly 10,000 more bags than in 2007.



Better Roads, Brighter Future

MoDOT's Better Roads, Brighter Future program is at work on hundreds of miles of the state's major highways. These busy highways are getting wider striping, rumble stripes, brighter signs, paved shoulders and smooth pavement that will bring 85 percent of Missouri's major highway system up to good condition by the end of 2011. More information can be found at www.modot.org/betterroads.



Mississippi River Bridge

Missouri and Illinois are partnering on a new landmark Mississippi River Bridge. The \$640 million bridge will carry Interstate 70 traffic from Illinois to Missouri connecting I-70 at the I-55/I-64/I-70 interchange on the Illinois side to I-70 near Cass Avenue on the Missouri side. Construction could begin as early as 2010 and last four to six years. The design will allow for a companion bridge to be built in the future. More information can be found at www.newriverbridge.org.

A Pat on the Back

In April, the Missouri House of Representatives honored MoDOT maintenance crews with a resolution thanking them for keeping Missouri highways clear and safe in the face of record snow, ice, flooding, earthquakes and, yes, even frogs displaced by floodwaters.



Other Ways to Get Around

The legislature gave a boost to other travel options in the last session. The state-funded budget for passenger rail, aviation, port and transit travel for 2009 is \$39.3 million – a 74 percent increase from last year's \$22.6 million. The department will enhance the Amtrak St. Louis to Kansas City line; upgrade seven Missouri ports on the Mississippi and Missouri rivers; improve airport runways, navigation aids and airfield lighting systems; and provide operating assistance for agencies that transport elderly and disabled citizens.

"I must give MoDOT a huge pat on the back and public THANK YOU for opening the door much wider to respectfully include transit as part of the statewide transportation discussion."

– Adella D. Jones, vice president of government and community affairs, Metro

Look At Where We Need to Be

Primary Safety Belt Law

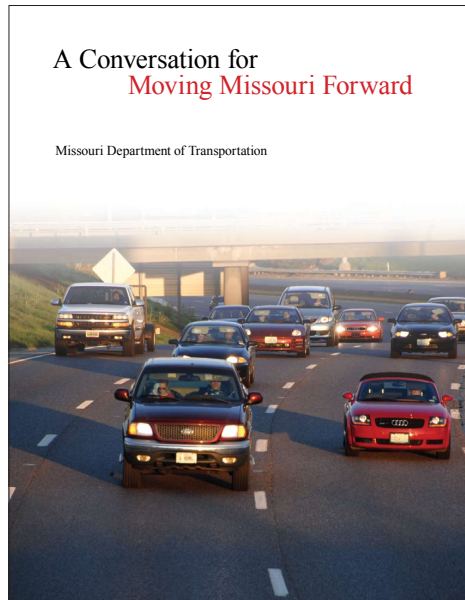
Our top legislative priority for the 2008-09 session is passage of a primary safety belt law. Missouri's current safety belt law allows only secondary enforcement, meaning motorists can be ticketed only if the driver is first pulled over for another offense. Of the more than 500 Missouri traffic offenses, this is the only one restricted to secondary enforcement. A primary safety belt law in



Missouri would save an estimated 90 lives and prevent more than 1,000 serious injuries each year. It also would save Missourians an estimated \$231 million in medical care, emergency services, insurance administrative costs, workplace costs and legal costs that society must expend, as well as lost productivity. A primary safety belt law would provide a \$16.2 million one-time incentive grant to use for highway safety purposes. This grant is only available through 2009. Additional information on this topic can be found at www.savemolives.com.

A Conversation for Moving Missouri Forward

In the coming year, we'll be focusing on getting feedback on the transportation options outlined in A Conversation for Moving Missouri Forward – options that would make Missouri roads safer, create jobs and improve quality of life. The conversation is the first step in identifying the state's most critical transportation needs and how they could be addressed. If, when and how we move ahead with these projects



will be based on local direction and public input. There is no doubt the conversation will evolve over time, but it's a start – a conversation for moving Missouri forward.

Almost Famous

MoDOT's safety messages achieved celebrity status in 2008 with the help of singer Sheryl Crow and Mizzou Football Coach Gary Pinkel. Crow recorded public service announcements encouraging teens to buckle up. Pinkel promoted motorcycle safety and safety belt use.



"The Department of Transportation has done its job. It has restored confidence in the department. Now it is up to the elected leaders of the state to find more money to adequately fund Missouri's highways and transportation system."

- St. Joseph News-Press editorial, Feb. 13

"I gave MoDOT a hard time when it didn't perform well, and I feel I should brag on MoDOT now that it has things fixed. I am proud of MoDOT and the job it is doing. Seven years ago, I never thought I would be able to say that. I can tell you it's great for Missouri. It's great for our economy. And, most importantly, it's great for our families."

- Speaker of the House Rod Jetton, Dec. 23, 2007



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