



We've Come A Long Way...

...But Where Do We Go From Here?



We've come a long way in proving we are accountable with the resources we're given. In fact, 89 percent of Missourians trust us to keep our commitments. Our forward momentum in the past few years makes us proud to share our 2009 Report to the Joint Committee on Transportation Oversight. Here's a brief look at some of the highlights from the past year:

- 83 percent of major highways are in good condition.
- Missouri has seen a 24 percent decrease in fatalities since 2005.
- Truck drivers voted Missouri roads as the fifth best in the nation and Interstate 44 as the fourth most improved highway in an Overdrive magazine survey.
- The Reason Foundation ranked Missouri fourth most efficient in administrative costs per mile.
- Missouri was the first state in the nation to start construction on a recovery act project.
- 85 percent of Missourians are satisfied with MoDOT.

As we look to the future, our focus remains on delivering results and finding ways to keep the momentum going as we face a significant drop in funding for transportation.

Delivering Jobs

Transportation infrastructure is vital to economic growth and contributes to our overall quality of life. That is why we were so aggressive in getting recovery act projects ready to go. We wanted to put Missourians to work fast and show that investing in transportation infrastructure could provide immediate economic relief. The long-term benefits include safer roads and enhanced quality of life.

American Recovery and Reinvestment Act

Within minutes of President Barack Obama signing the American Recovery and Reinvestment Act, we went to work to replace one of the state's oldest and most rickety bridges, the Osage River bridge near Tuscumbia. Construction on three other recovery act projects also started immediately. To date, we have obligated \$381.1 million of the \$525 million we received for recovery act projects and have created or saved 6,544 jobs. Sixty-two projects are already completed, with 56 more under way. These ARRA projects will save approximately 12 lives a year and prevent 61 disabling injuries on Missouri roads.

"Missouri has done a terrific job of using recovery funds to invest in good transportation projects across its cities, suburbs, and rural communities. These efforts are really making a difference to the folks who live and work in Missouri."

- U.S. Transportation Secretary Ray LaHood in comments posted to his blog site, Fast Lane, on Aug. 26.

Statewide Transportation Improvement Program

The 2010-2014 Statewide Transportation Improvement Program totals \$6.6 billion, with approximately \$4.91 billion going to 718 highway and bridge projects, about \$970 million to other transportation modes and approximately \$660 million to local transportation programs. In addition, about \$100 million in ARRA funds is available for local agency projects. The construction program on average cre-



ates 7,286 new jobs each year and adds more than \$800 million to Missouri's economy.

External Civil Rights Division

In June, we created a new division – External Civil Rights - to enhance efforts to involve minority- and women-owned businesses in state construction projects. This is a top priority for MoDOT, and we will continue to enhance our efforts to ensure a fair playing field for disadvantaged business enterprises.

"Missouri created a national workforce development model (known as the "Missouri Model") that is being used today to rebuild Interstate 64. The Missouri Model is being touted nationally as one of the best examples of workforce diversity in the country."

St. Louis Post Dispatch editorial, Sept. 15, 2009

Delivering A Better Transportation System

When it comes to transportation in Missouri, we've been living the high life in recent years. That's largely because our citizens recognized the importance of investing in our transportation system and passed Amendment 3 in 2004. That vote of confidence sent additional highway user fees our way and has allowed us to perform record amounts of road and bridge construction.

In fact, in the past five fiscal years, MoDOT has awarded 2,151 projects totaling \$5.7 billion. The results speak for themselves: 83 percent of our major highways are now in good condition compared to 47 percent in 2004. Some of our major road and bridge improvement initiatives include:

Safe & Sound Bridge Improvement Program

We are fixing a bad bridge almost every two days under the Safe & Sound Bridge Improvement Program. The \$700 million project is a large-scale system improvement that includes repairing or replacing 802 of the state's worst bridges by the end of 2013. To date, more than 100 bridges have been fixed.



The New I-64

The reconstruction of the second of two five-mile stretches of Interstate 64 in St. Louis will be finished before the end of the year. All of the finishing touches on the project - the largest, single highway construction project in MoDOT history - must be completed by July 31, 2010.



"Thank you for the wonderful new highway (I-64). Not only was it done ahead of schedule, it is fantastic. ...Please let the construction employees know what a wonderful job they are doing for our community. The few months of inconvenience were well worth the wait."

- Jillian Piechocinski, St. Louis resident

kcICON

Progress continues on reconstructing and rehabilitating 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 also includes the construction of a new iconic, cable-stay Missouri River bridge. Construction will be completed by July 31, 2011.



"Thank you for all you do! I am pleased that I am a partner in the efforts of MoDOT. With Pete Rahn's leadership, and the tremendous professionalism and work ethics of MoDOT staff and crews, Missouri is fortunate! YOU make the difference!"

- Elsie Gaber, Ph.D., Training & Compliance Manager, Human Resources, A.T. Still University, Kirksville

Better Roads, Brighter Future

Our Better Roads, Brighter Future program is at work on hundreds of miles of Missouri'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 our major roads up to good condition by the end of 2011.



Rail Improvements

Construction on a new railroad side track that will add capacity and reduce delays on the Amtrak route between Kansas City and St. Louis began in April and is on schedule to be completed this year. The new 9,000-foot siding, located just west of California, Mo., will enable slower freight trains to move off the main line allowing faster Amtrak trains to pass. The addition will reduce train delays by nearly 17 percent.

Interstate 70

The Federal Highway Administration approved our plan to rebuild Interstate 70 with lanes that would separate cars from trucks. Studies show the concept will improve safety, reduce congestion and allow for better freight movement. While there is no funding currently available for the project, the federal clearance positions us to move forward if money becomes available.

"Yesterday I was traveling the fast lane, westbound, toward my home on I-70 . . . when an accident on the left-most two lanes of the eastbound side of I-70 took place . . . My car and the two heading toward me were perfectly aligned for a head-on accident. If that guard device was not in place and properly designed to absorb the impact . . . then I would not be e-mailing my thanks to you and your staff."

- St. Louis resident Christopher F. Palombo in an Oct. 8, 2009 e-mail to MoDOT Director Pete Rahn

Delivering A Safer Transportation System

Traffic fatalities on Missouri roads have declined 24 percent since 2005. The reduction puts the Missouri Coalition for Roadway Safety on track to meet its goal of reducing fatalities to 850 or fewer per year by 2012.

Traffic Deaths Fall

2008 = 960 deaths
2007 = 992 deaths
2006 = 1,096 deaths
2005 = 1,257 deaths

Despite the decline in traffic fatalities, the state's most recent seat belt survey shows nearly 23 percent of Missouri motorists are still not wearing their seat belts. Only

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77 percent of Missourians buckle up regularly, a mere one percent increase from last year and seven percent less than the national average of 84 percent. It is unlikely seat belt use in our state will improve significantly without a primary safety belt law.

Commercial Motor Vehicle Crashes, Deaths Decline

Statistics released in October show Missourians are doing a great job of sharing the road. Between 2006 and 2008, the number of fatal truck crashes decreased 19 percent. We attribute the drop to better road conditions and increased law enforcement and education.



Guard Cable Works

2008 figures (the latest available) underscore the effectiveness of median guard cable as they show only one cross-median highway death where guard cable was installed. In 2002, with only limited miles of guard cable installed on Interstate 70, there were 24 cross-median fatalities. Interstate 44 had 25 crossover deaths in 2006. That number dropped to zero in 2008 thanks to the guard cable.

Mandatory Motorcycle Helmet Law Remains on the Books

Citing increased health care costs to taxpayers and the safety of Missouri's motorcycle riders, Gov. Jay Nixon on July 2 vetoed a law that would have allowed motorcyclists over the age of 21 to ride without a helmet except on interstate highways. Statistics show 84 percent of Missourians support

the state's motorcycle helmet law. The National Highway Traffic Safety Administration estimates that 42 additional lives were saved in Missouri in 2007 because of motorcycle helmet use.



New Laws to Increase Highway Safety

We have been busy educating Missourians about several new laws the Missouri legislature enacted this year to make our highways safer.

- We kicked off our annual You Drink & Drive. You Lose. campaign in August with the unveiling of a new roadside memorial sign that pays tribute to victims of impaired driving. The blue memorial signs read "Drunk Driving Victim" and include the person's initials along with the month and year they were killed. The signs are a result of David's Law, named after David Poenicke, a victim of impaired driving.
- We also held news conferences around the state and sent posters to Missouri schools to remind drivers 21 years of age or younger it's now illegal to txt & drv. Missouri is the 23rd state to ban texting while driving.
- Missouri law enforcement turned up the heat this summer on impaired, speeding and unbuckled drivers. "The HEAT Is On" campaign included a 70-day period of increased enforcement by High Enforcement Action Teams. We used the opportunity to inform the public about the new law

"Gov. Jay Nixon called it a hard decision, but he got it right Thursday in vetoing a bill to largely lift Missouri's motorcycle helmet requirement."

– Independence Examiner editorial, July 3, 2009.

requiring repeat offenders of Missouri's alcohol-related driving laws to install ignition interlock devices in their vehicles.

Delivering A Green Transportation System

When you think of environmentally friendly practices, building roads and bridges might not come to mind. Yet we strive every day to protect, conserve, restore and enhance our natural resources while managing a complex transportation infrastructure. Here are some recent steps we've taken to be green.

Reducing Diesel Emissions

We joined forces with the Department of Natural Resources to improve air quality and public health in our metropolitan areas. Thanks to a federal

Missouri Is Bike-Friendly

The League of American Bicyclists' has ranked Missouri as the 17th most bike-friendly state, up from 28th in 2008. The ranking is based on Missouri's commitment to bicycling and covers six key areas: legislation, policies and programs, infrastructure, education and encouragement, evaluation and planning, and enforcement.



grant, we are retrofitting a portion of our fleet in St. Louis, Kansas City and Springfield with new technologies that will reduce diesel emissions by approximately 288 tons per year - or enough to fill about 427 Goodyear blimps. The upgrades will also make the vehicles and equipment more fuel-efficient.

Giving Green to Get Green

A program we're piloting provides incentives for contractors to use green products and processes in construction projects. Under the green incentive program, we assign goals for contractors to use environmentally friendly practices such as recycling, reducing pollution and using alternative fuels. For meeting or exceeding the goal, contractors earn monetary awards. Contractors who don't meet the green goals are charged damages.



Carpool Connections

Because gas prices are always higher than anyone would like, we launched a Web service to help match carpoolers anywhere in the state. The site, called Carpool Connections, can be found at www.modot.org. The Web site also provides a list of state-operated commuter lots, complete with descriptions and detailed maps to find them.

Delivering Value

In everything we do, our bottom line is to provide a dollar of value for every dollar we spend.

Radical Cost Control

In the last five fiscal years, we have awarded 2,151 projects costing \$5.7 billion. The projects came in 5.5 percent under budget, for a savings of more than \$334 million. One of our most successful cost control measures is our Practical Design initiative, which ensures projects are designed to fix specific needs without the frills. Other cost-curbing tools range from rebidding projects to allowing contractors to propose innovative ways to accomplish the work. That could mean using alternate materials, coming up with improved designs, working off-hours and closing lanes.

"MoDOT Director Pete Rahn's 'radical cost control' system should serve as a model for how to make tax dollars go further . . . Rahn and his department deserve credit for holding the line on costs, while providing quality for Missouri taxpayers and travelers."

– Jefferson City News Tribune editorial, July 28, 2009

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Realty to Roads

In an effort to put more money into road and bridge projects, we began taking an aggressive approach to sell excess right of way. As part of our Realty to Roads initiative, we have contracted with two private firms for real estate marketing and consulting services. We've also begun using virtual tours to sell real estate and held a statewide Realty to Roads blitz to sell a large amount of properties in a short period of time. In fiscal year 2009, we sold 228 properties at a value of \$4.3 million. The receipts went toward additional road and bridge projects.



"Thanks to its progressiveness, we often cover MoDOT in our pages."

- Stephanie Johnston, Editor in Chief, Public Works Magazine

Improved Traveler Information Map

We improved our popular Traveler Information Map, located at www.modot.org, with new blue icons that show future road work. The map has always shown active work zones, but now shows highway projects up to a week in advance.

Where Do We Go From Here?

Unfortunately, the construction boom we've enjoyed these past few years is about to come to a screeching halt. Funding for transportation is being challenged at all levels:

- Reauthorization of the federal surface transportation program, which funds our highway construction program, expired Sept. 30. Its future is up in the air as Congress and the Obama administration debate a plan of action.

- The economic downturn has put a dent in car sales and likewise in the motor vehicle sales tax revenues that fund transportation. In addition, people are driving less and buying more fuel-efficient cars in response to the sluggish economy and last year's spike in gasoline prices, further limiting transportation funds. As a result, state revenue from taxes and fees in fiscal year 2009 was down 4.9 percent, or \$52 million, compared to fiscal year 2008.
- Amendment 3 required MoDOT to sell bonds and use the money for highway construction. We sold the last of those bonds in October. The revenue that comes in from Amendment 3 now will be used to pay off those bonds over time.
- Missouri lost \$202 million in federal funding for state and local road, bridge and other transportation improvement projects when Congress failed to repeal a rescission built into the last federal transportation act.
- Funding from the American Recovery and Reinvestment Act has been a welcome relief, but it doesn't come close to addressing the state's \$31 billion in transportation needs over the next 20 years. Unfortunately, the expectation for the stimulus funds far exceeds what is available.



"We have to ask ourselves if we're going to stand by and let our roads fall back into disrepair, or if we're going to do something to make sure we have a transportation system that will create jobs for the state, ease congestion and save lives."

- MoDOT Director Pete Rahn, Feb. 4, 2009

- When you plot projected construction awards through fiscal year 2014, we go from a high of \$1.5 billion in FY 2009 to a low of \$421 million in FY 2014.

If no action is taken, we are looking at a future where we'll be struggling to keep existing highways in good shape and will have few dollars to build new roads, bridges or other transportation facilities. We have too much at stake - jobs, lives and economic growth - not to find a way off the cliff.

So, where do we go from here? First, we pledge to continue to make our operations open and transparent. We will tell the public what we're doing, why we're doing it and what the benefits are. We will continue to complete projects on time and within budget. We will also measure how well we're delivering services to our customers and make adjustments as necessary.

Through our Conversation for Moving Missouri Forward initiative, we will continue to seek input from Missourians on the future of transportation. We have identified the following top five priorities to make our roads safer, bring jobs to our state and improve our quality of life:

You may never have thought of a highway as having a life cycle, but it does. To help explain what goes on beneath your commute, visit www.modot.org/newsandinfo/lifecycle.htm to view a video that shows the aging process of our roadways and how the wear and tear they endure on a daily basis affects what's below the highway regardless of surface improvements.



- 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.

If, when and how we move ahead with these projects will be based on local direction and public input. Our role is not to dictate the solution - whether it's public/private partnerships, raising the gasoline tax or charging citizens based on the number of miles they travel - but to show what can be accomplished with the funding.

What lies behind new pavement, bridge interchanges, bike trails and landing strips are people who make those projects happen. Where you see a new bridge, we see people working and traveling, supporting hotels, restaurants, service stations, grocery stores and banks. And where you see new highway lanes, we see fewer traffic fatalities. It's time we reinvest in the vital infrastructure that creates jobs, grows businesses and saves lives. We must answer the question: "Where do we go from here?"

