

EFFICIENT MOVEMENT OF GOODS

Tangible Result Driver – Jan Skouby, Motor Carrier Services Director

Missouri's location in the nation's center makes it a major crossroads in moving millions of tons of goods every day by truck, rail, barge and plane. Leveraging Missouri's competitive advantage and facilitating efficient movement on our infrastructure supports a robust Missouri economy.



Freight tonnage by mode-12a

Result Driver: Jan Skouby, Motor Carrier Services Director

Measurement Driver: Cheryl Ball, Administrator of Freight Development

Purpose of the Measure:

This measure tracks freight tonnage trends by mode and indicates diversification of freight movement on Missouri’s transportation system.

Measurement and Data Collection:

The most recent federal tonnage estimates are based on 2007 commodity flow data. A freight tonnage estimator tool has been created for rail and motor carriers data to provide twice a year tonnage estimates for these primary freight movers. Freight data for aviation and waterways is a combination a direct survey of airports, public ports and waterborne commerce data and trend analysis for private ports. Combined, these freight tonnage estimates provide a snapshot of generalized trends in freight development and movement. This data is only an estimate. This measure is reported in April and October with a three-month lag in data.

Improvement Status:

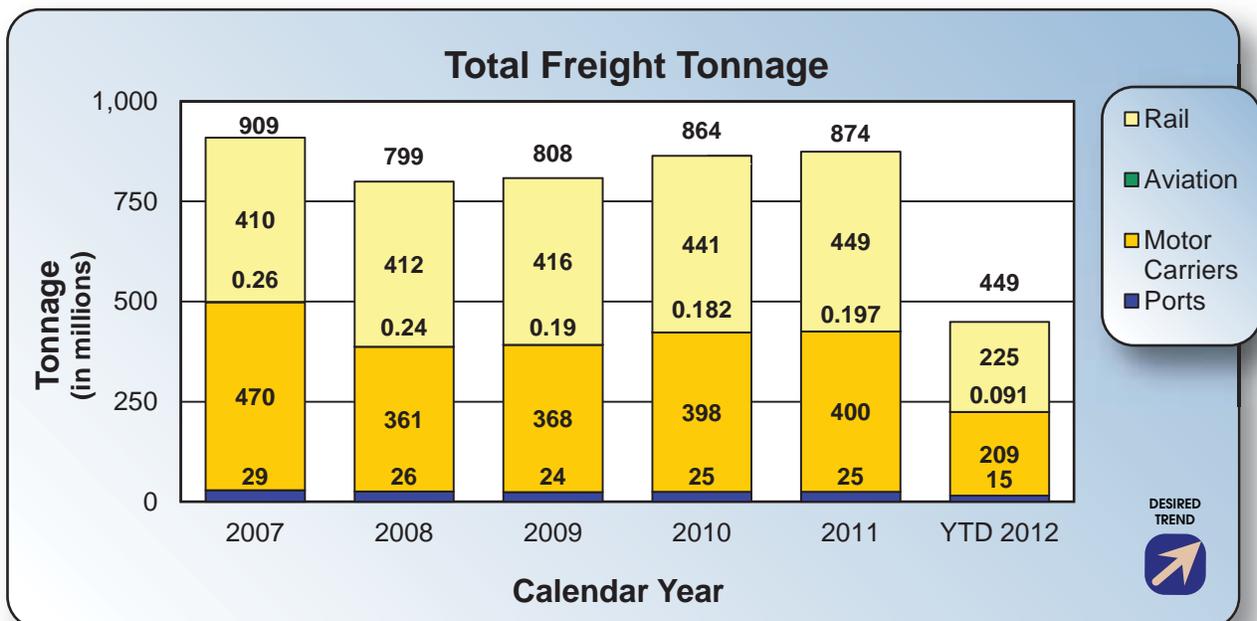
Total freight tonnage for all modes continues to increase reflecting the slow economic recovery of the nation. River navigation had an outstanding first two quarters with a higher than average 15 tons.

Capitalizing on opportunities, the rail industry has seen modest growth this year. The 5-15 percent decline in coal, grain and farm products this year has

allowed a 15-51 percent growth in motor vehicles, parts and petroleum for January to June. The increased supply of cleaner burning natural gas is resulting in lower market share for coal in the energy market. Railroads increased investment in intermodal facilities anticipating increases in that segment to offset losses in coal. Globalization, conversion of all truck cargo to rail intermodal movements and better rail service has resulted in a 2-5 percent increase in intermodal shipments on rail during the first half of 2012.

Trucking is also adapting to changes in the market resulting in large gains for the industry. The less-than-truckload market is adapting to meet the rapid replenishment needs of businesses. Distribution centers are being relocated with one-day and two-day delivery becoming the norm. Speed and service is creating new partnerships between businesses and modes to move ever increasing less than pallet cargo.

Ongoing freight development activities are focused on improving the efficiency of intermodal connectors and educating MoDOT employees on highway challenges to the freight industry that can be resolved through maintenance and construction efforts. With static transportation funding and increasing costs, MoDOT’s ability to adequately address transportation needs long term is unlikely.



Commercial motor carrier contributions to the state road fund-12b New!

Result Driver: Jan Skouby, Motor Carrier Services Director

Measurement Driver: Scott Marion, Motor Carrier Services Assistant Director

Purpose of the Measure:

This measure tracks the revenues collected from the commercial motor vehicle and carrier industry which are deposited into the state road fund. State revenue includes three major components of taxes and fees paid by highway users; motor fuel taxes, motor vehicle and drivers licensing fees; and motor vehicle sales and use taxes. Motor Carrier Services division collects revenues in two of the three major components; motor fuel taxes and commercial motor vehicle licensing fees.

MoDOT uses the information to monitor economic health and trends within the freight industry and to plan for the industry's impact on the highway system and infrastructure. During the past five years, commercial motor carriers made significant contributions to the state road fund, averaging \$82.2 million per year.

Measurement and Data Collection:

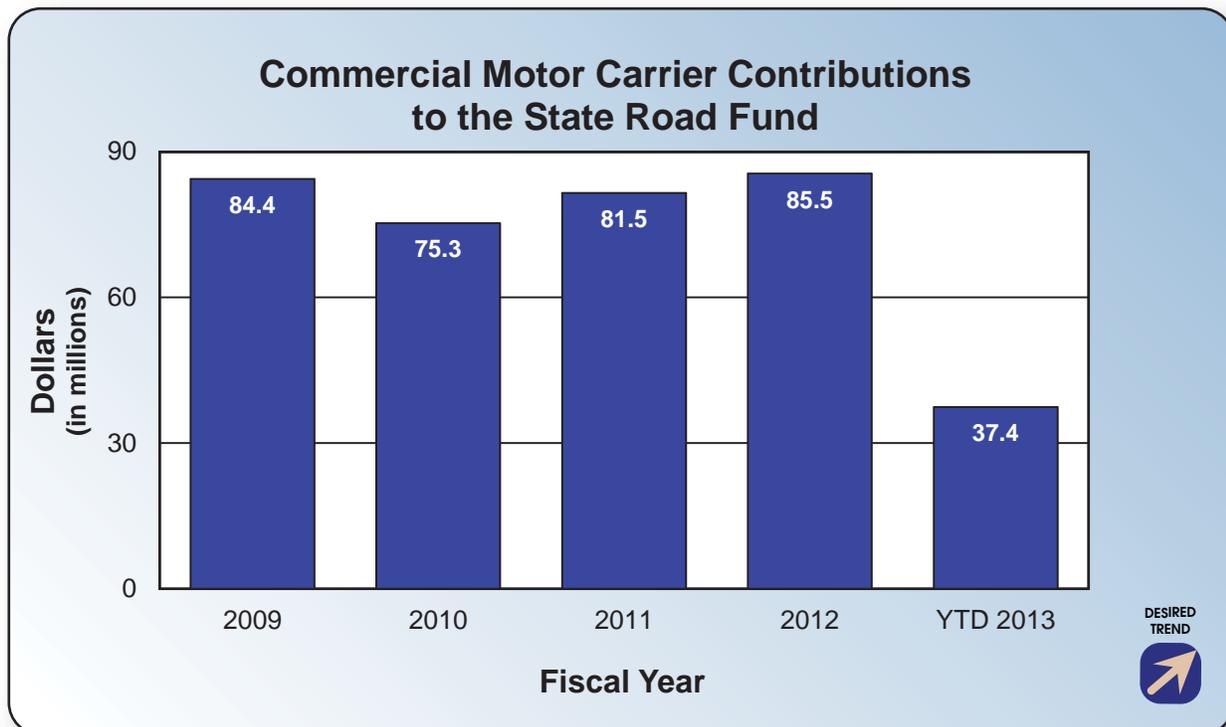
MCS collects state and non-state funds. Collections and disbursements are recorded in the statewide

financial accounting system, SAM II. Collections for the International Registration Plan and the International Fuel Tax Agreement include state and non-state funds. Oversize Overweight permits include only state funds. Data is reported quarterly.

Improvement Status:

Contributions to the state road fund for the second quarter of fiscal year 2013 were \$24.5 million, an increase of 6.3 percent from the same quarter last year.

Missouri's fuel tax of 17 cents per gallon is the 45th lowest in the nation and was last raised in 1992. Registration fees were last increased in 1983. With static transportation funding and increased costs, MoDOT's ability to adequately maintain Missouri's transportation system and ensure efficient movement of goods in the long term is unlikely.



Missouri and Mississippi River waterborne freight tonnage-12c

Result Driver: Jan Skouby, Motor Carrier Services Director

Measurement Driver: Aaron Hubbard, Waterways Program Manager

Purpose of the Measure:

This measure tracks the amount of waterborne freight tonnage moving annually on the Missouri and Mississippi rivers. The measure also provides performance data to track the effectiveness of the industry, the interagency efforts to return freight traffic to the Missouri River and the re-establishment of the Missouri River corridor as a freight corridor following more than eight years of declining shipments.

Measurement and Data Collection:

Data for this measure is collected from the U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. This data includes all shipments on the Missouri and Mississippi rivers including sand and gravel. This is a quarterly measure.

Improvement Status:

Because water levels remained high during the winter of 2011-2012, shippers were able to haul on the Missouri starting on February 28, one full month before the official navigation season began.

The U.S. Army Corps of Engineers' 2012 Missouri River operating plan predicted water levels would

support a full navigation season – April 1 to December 1. Basin storage was, in fact, sufficient to support the full season with full navigation. All long-haul operators were off the river by December 1. Tonnage estimates for 2012 are not yet available.

On the Mississippi, during the first two quarters of 2012, tonnages increased by 9 percent from the previous year. By June, the lack of precipitation caused low river levels and barge operations were negatively affected. The low water levels caused temporary closures, limited tow size and forced light loading. By the end of the third quarter, tonnage was only 1 percent higher than last year.

During the fourth quarter of 2012, MoDOT participated in conference calls with other state and Federal agencies and the public ports regarding drought conditions and operating restrictions. With static transportation funding and increasing costs, MoDOT's ability to adequately address transportation needs long term is unlikely.

