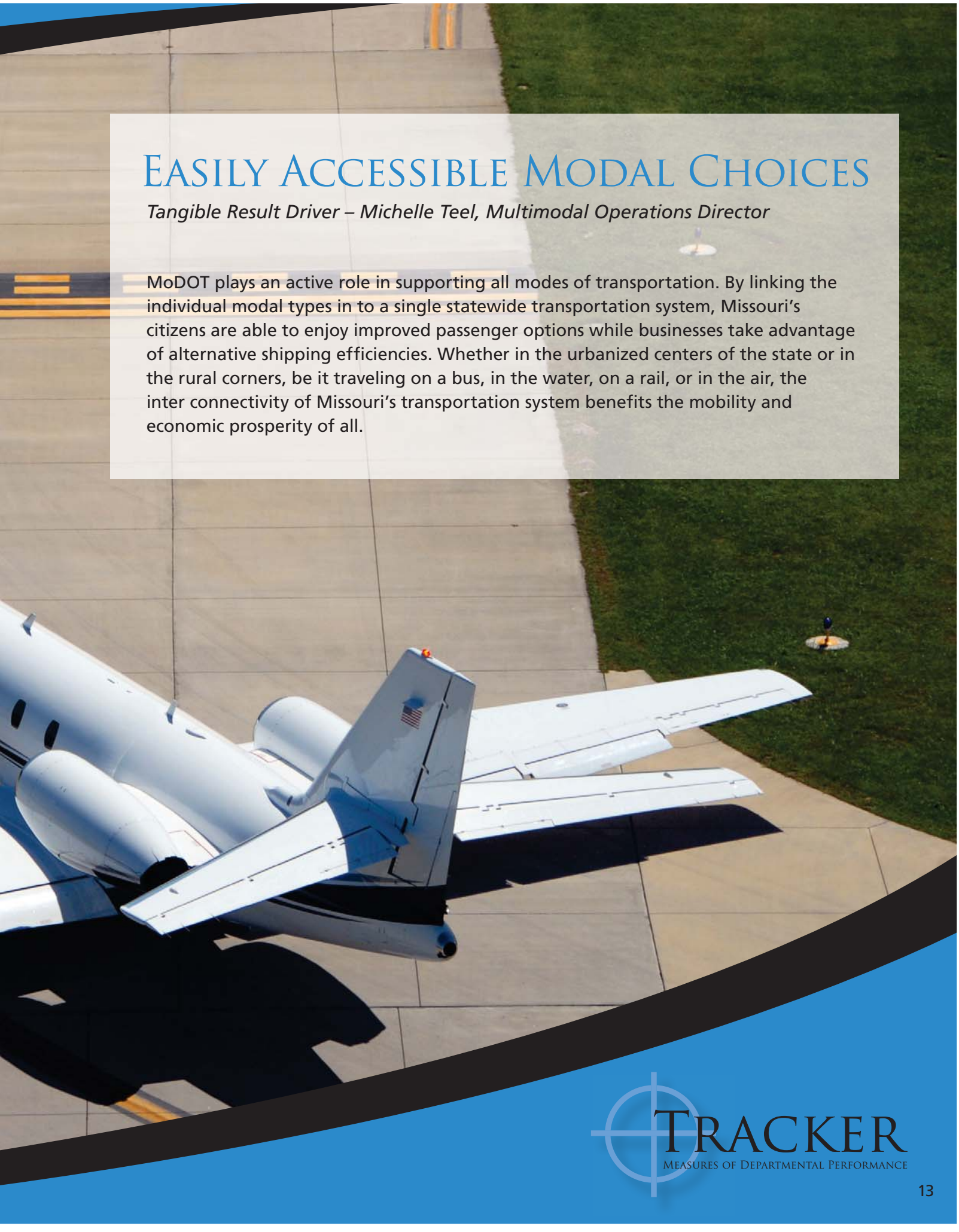


Easily Accessible Modal Choices

Tangible Result Driver – Michelle Teel, Multimodal Operations Director

MoDOT plays an active role in supporting all modes of transportation. By linking the individual modal types in to a single statewide transportation system, Missouri's citizens are able to enjoy improved passenger options while businesses take advantage of alternative shipping efficiencies. Whether in the urbanized centers of the state or in the rural corners, be it traveling on a bus, in the water, on a rail, or in the air, the inter connectivity of Missouri's transportation system benefits the mobility and economic prosperity of all.

Number of airline passengers-13a

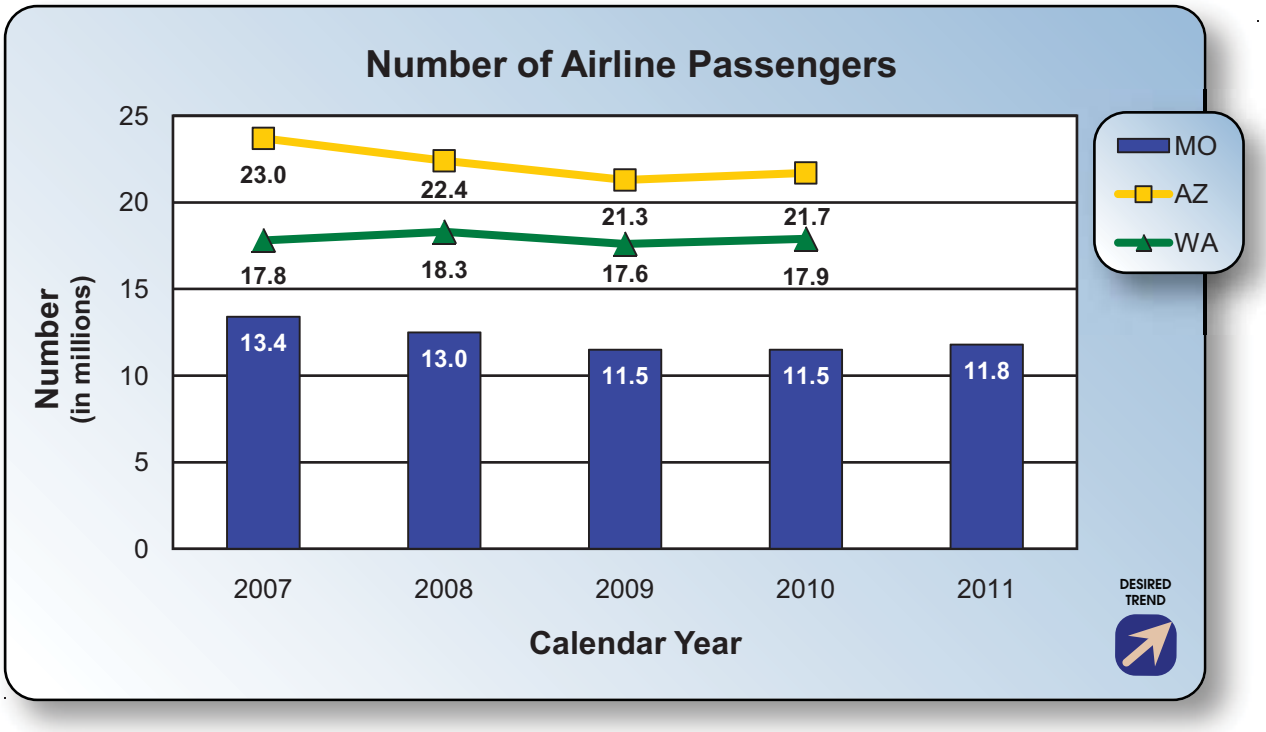
Result Driver: Michelle Teel, Multimodal Operations Director
Measurement Driver: Amy Ludwig, Administrator of Aviation

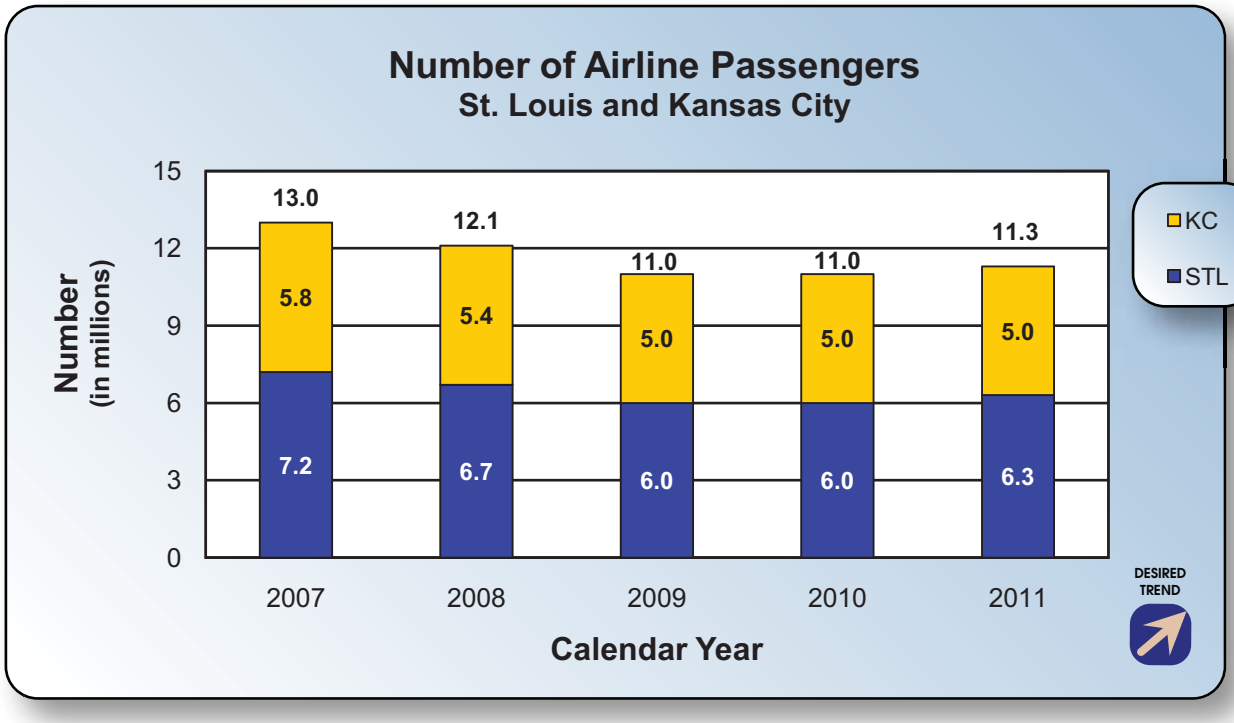
Purpose of the Measure:
This measure provides the number of passengers boarding airlines at Missouri's commercial airports. It also helps determine the viability of Missouri's commercial airline industry and assists the Federal Aviation Administration (FAA) in the level of funding for each annual airport's capital improvement program.

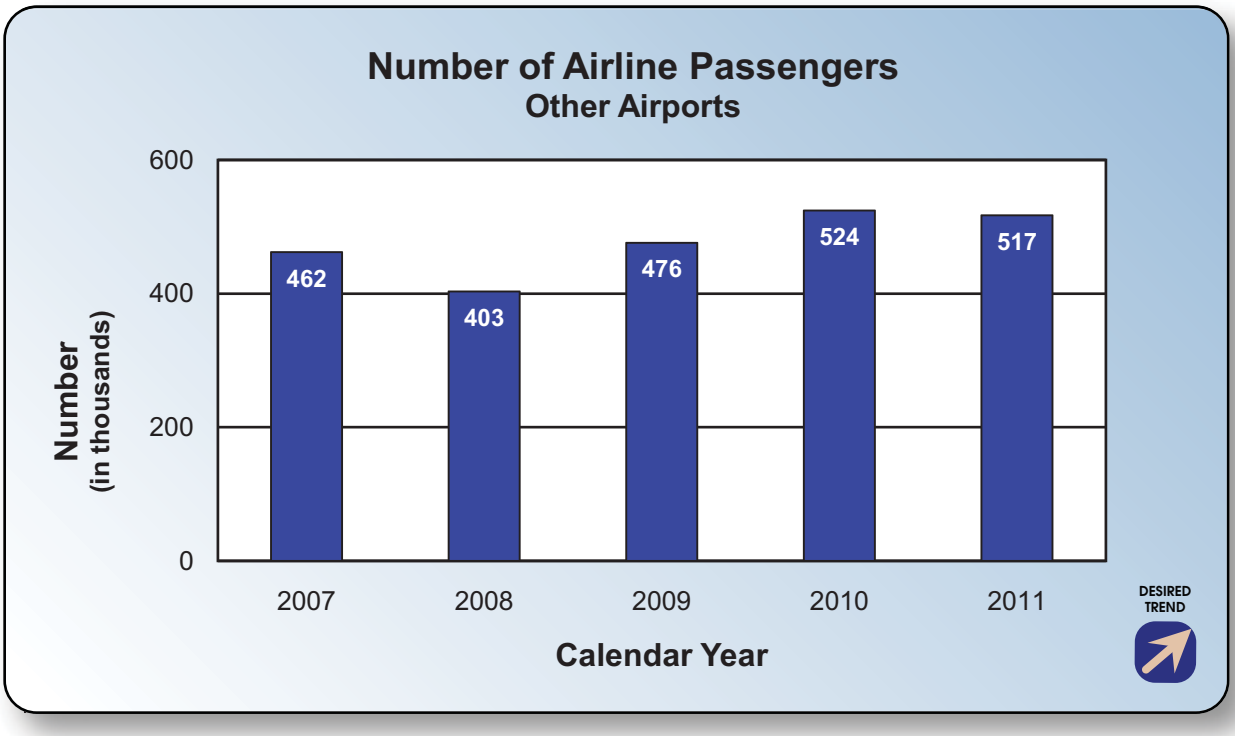
Measurement and Data Collection:
The data is collected annually from FAA. Comparison data has been collected for the states of Arizona and Washington. These two states were selected based on comparable populations. The annual passenger boarding data provided by the FAA is published in October for the preceding year, so the 2011 reported data has been compiled from preliminary individual airport statistics. Airline passengers are defined as travelers boarding commercial aircraft. This information is separated in two graphs showing the number of passengers for St. Louis International and Kansas City International airports, as well as a graph showing passenger boarding for the other airports in the state including: Springfield, Joplin, Columbia, Cape Girardeau, Branson and Waynesville. This is an annual measure reported in January.

Improvement Status:
Statewide commercial airline travel has increased approximately by 300,000 passengers from 2010 to 2011 primarily due to increased boardings in St. Louis.

State legislation passed in 2008 provides up to $2 million annually for the study and promotion of expanded domestic or international scheduled commercial service, and for the study and promotion of intrastate scheduled commercial service. Since 2008, $4 million from the State Aviation Trust Fund has been allocated to air service development at the state's commercial service airports. In December 2010, MoDOT received a USDOT grant for $210,000 to assist with air service marketing airports in Joplin, Columbia and Waynesville.




Number of Airline Passengers
St. Louis and Kansas City
Number (in millions)
15
12
9
6
3
0
13.0
12.1
11.0
11.0
11.3
5.8
5.4
5.0
5.0
5.0
7.2
6.7
6.0
6.0
6.3
2007
2008
2009
2010
2011
Calendar Year
KC
STL
DESIRED TREND


Number of Airline Passengers
Other Airports
Number (in thousands)
600
400
200
0
462
403
476
524
517
2007
2008
2009
2010
2011
Calendar Year
DESIRED TREND

Percent of airport runway pavements in good condition-13b New!

Result Driver: Michelle Teel, Multimodal Operations Director
Measurement Driver: Amy Ludwig, Administrator of Aviation

Purpose of the Measure:
This measure tracks the condition of paved runways at airports that are eligible to receive federal or state aviation funds. MoDOT places a high priority on maintaining good airport pavement conditions.

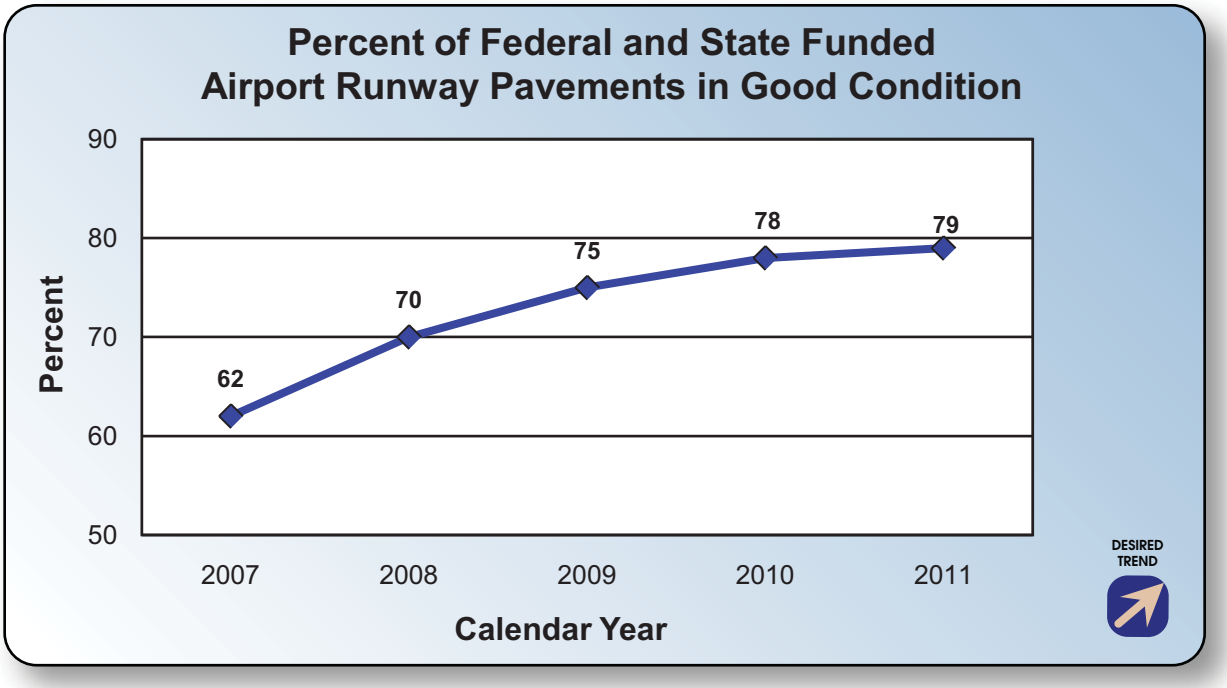
Measurement and Data Collection:
The first graph identifies the percent of airport runway pavements at publicly-owned, public-use airports and reliever airports in the state that are in good condition. Pavement condition is determined using Federal Aviation Administration's guidelines and identified through physical inspection. A pavement inspection is completed at each airport either annually or once every three years. All data for this measure is collected annually by monitoring airport developments and FAA records.

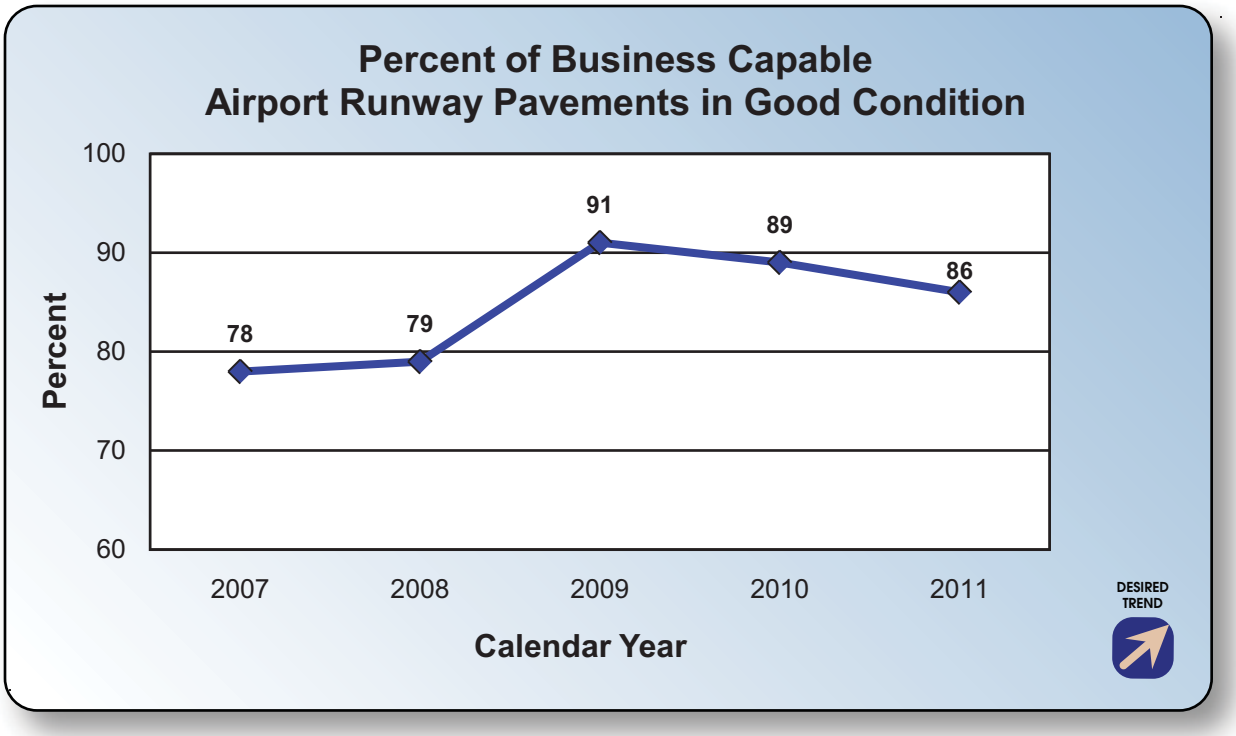
The second graph identifies the percent of business-capable runway pavements in Missouri that are in good condition. A business-capable airport is defined as accommodating business- or corporate-type aircraft with a runway length of 5,000 feet or more. This is an annual measure reported in January.

Improvement Status:
In 2003-2004, Pavement Condition Index studies were performed. These studies identified pavement conditions, providing better direction in programming funds toward critical pavement needs. Another 40 PCI studies were completed in early 2012, and MoDOT has applied for federal funding for an additional 30 PCI studies in 2013. The 2012 studies are being used to program future runway improvements.

In 2009, MoDOT contracted with a consultant to prepare a packaged set of pavement maintenance projects at five state-funded airports. This was the first time the department completed a packaged airport project involving multiple airports. This project increased the percentage of airport runway pavements in good condition. MoDOT is currently in negotiations for another packaged set of pavement maintenance projects at three state-funded airports.

MoDOT's Statewide Transportation Improvement Plan identifies airports that meet the demand criteria and would support the development of a 5,000-foot runway. There are currently 34 business-capable airports in the state, with another new business-capable runway currently under construction and scheduled to be completed in 2013.




Percent of Business Capable
Airport Runway Pavements in Good Condition
100
90
80
70
60
Percent
78
79
91
89
86
2007
2008
2009
2010
2011
Calendar Year
DESIRED TREND

Bicycle and pedestrian activity-13c

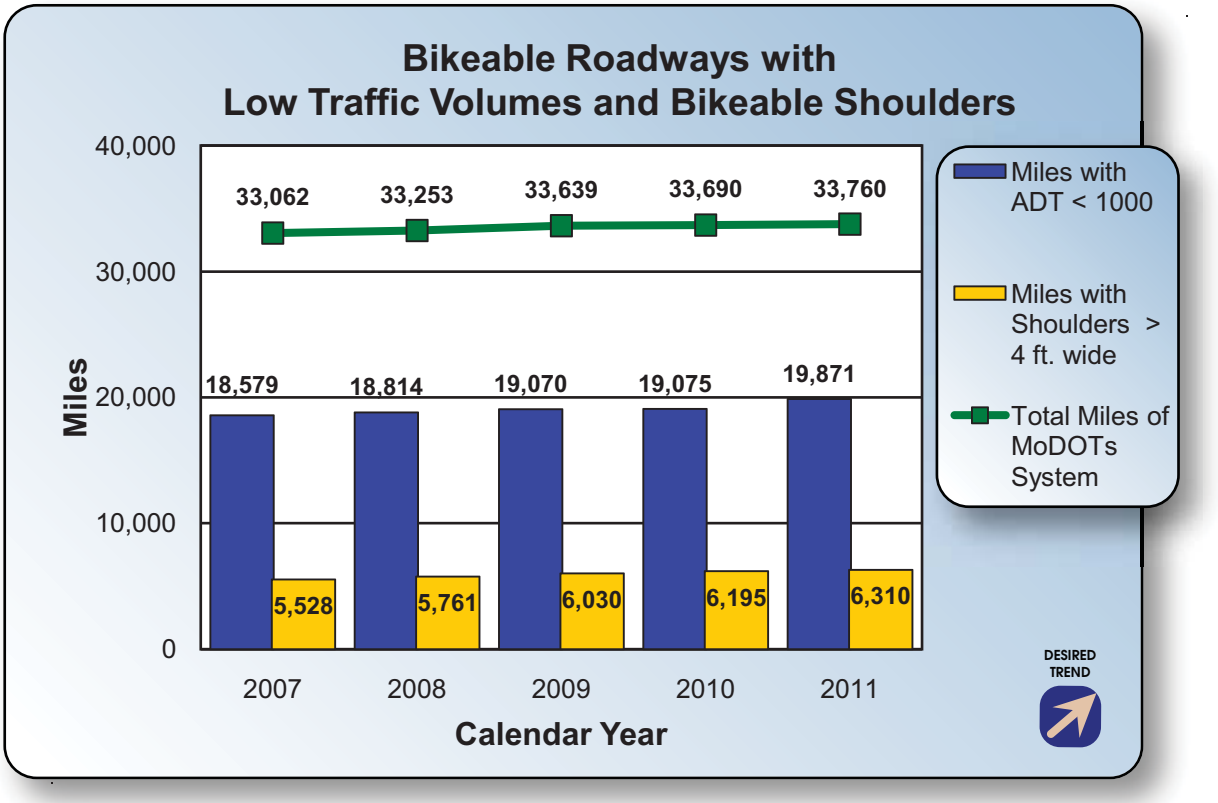
Result Driver: Michelle Teel, Multimodal Operations Director
Measurement Driver: Ron Effland, Non-Motorized Transportation Engineer

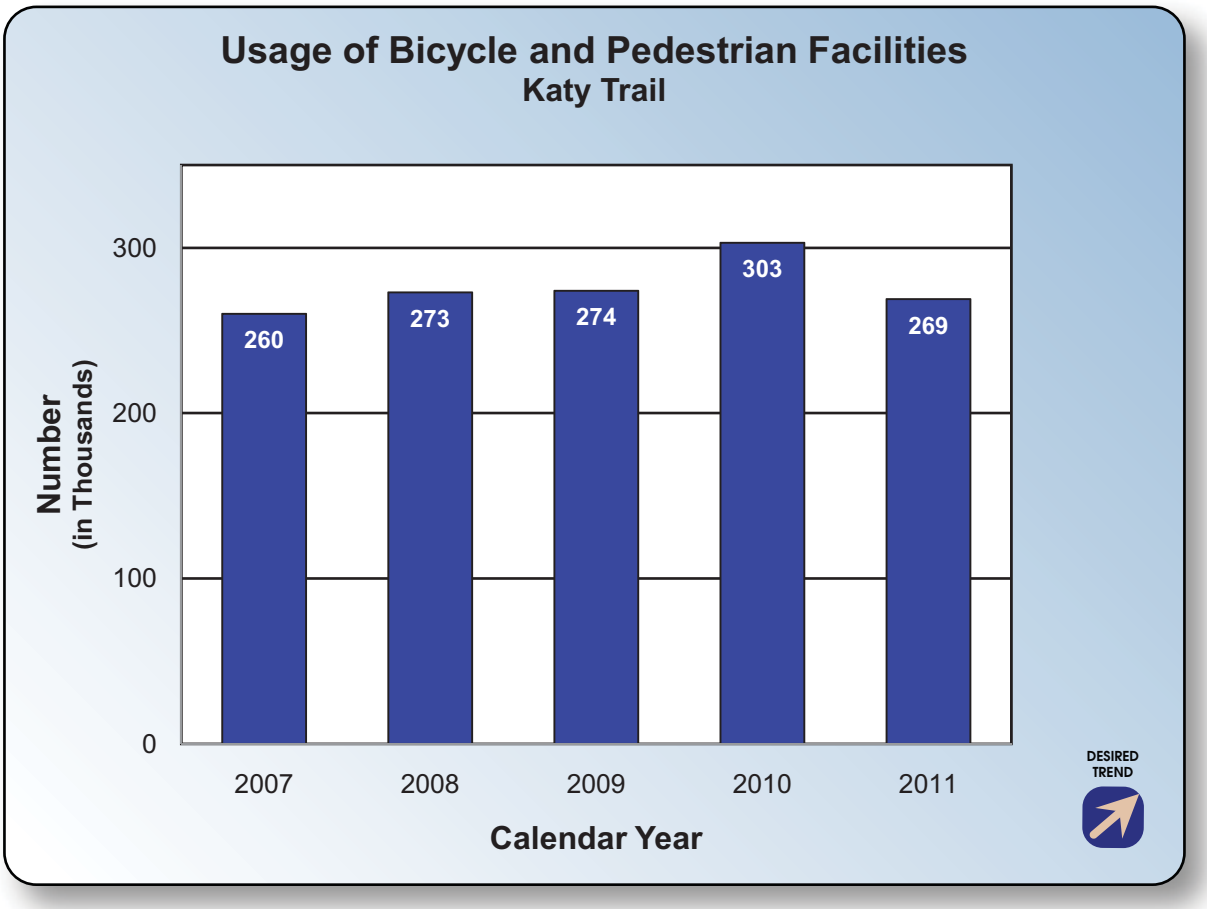
Purpose of the Measure:
This measure tracks the activity of bicyclists and pedestrians, and the number of miles of bikeable roads on the MoDOT system. Bikeable roads include those bicyclists tend to favor because of sufficient paved shoulders, low volumes of cars and trucks or other accommodations such as specified bike lanes or share-the-road signs. Local residents and visitors to the state can use bikeable facilities to assist in increasing transportation options, recreation and overall health.

Measurement and Data Collection:
The first graph shows the total centerline miles of roads on the MoDOT system, the number of miles of low volume roadways and the miles of low volume roadways that have shoulders at least 4-feet wide. Roads with these characteristics are frequently sought out by cyclists who may be commuting, traveling across the state or enjoying an energetic recreational activity. This is an annual measure updated each January.

The visitor count for the Katy Trail is used as a measure of the number of people interested in biking and walking in Missouri. The second graph shows the number of Katy Trail users during the past five years. Katy Trail visitor counts are collected and reported annually by the Missouri Department of Natural Resources.

Improvement Status:
As MoDOT continues to increase biking and walking opportunities, it is expected that the use of the Katy Trail will reflect the increased interest of Missourians in active transportation. An increase in the miles of roads considered bike friendly is the desired trend. Data on the miles of bike lanes and shared-use paths will be added when it becomes available.




Usage of Bicycle and Pedestrian Facilities
Katy Trail
Number
(in Thousands)
300
200
100
0
260
273
274
303
269
2007
2008
2009
2010
2011
Calendar Year
DESIRED
TREND


CLINTON, MD

Number of transit passengers-13d

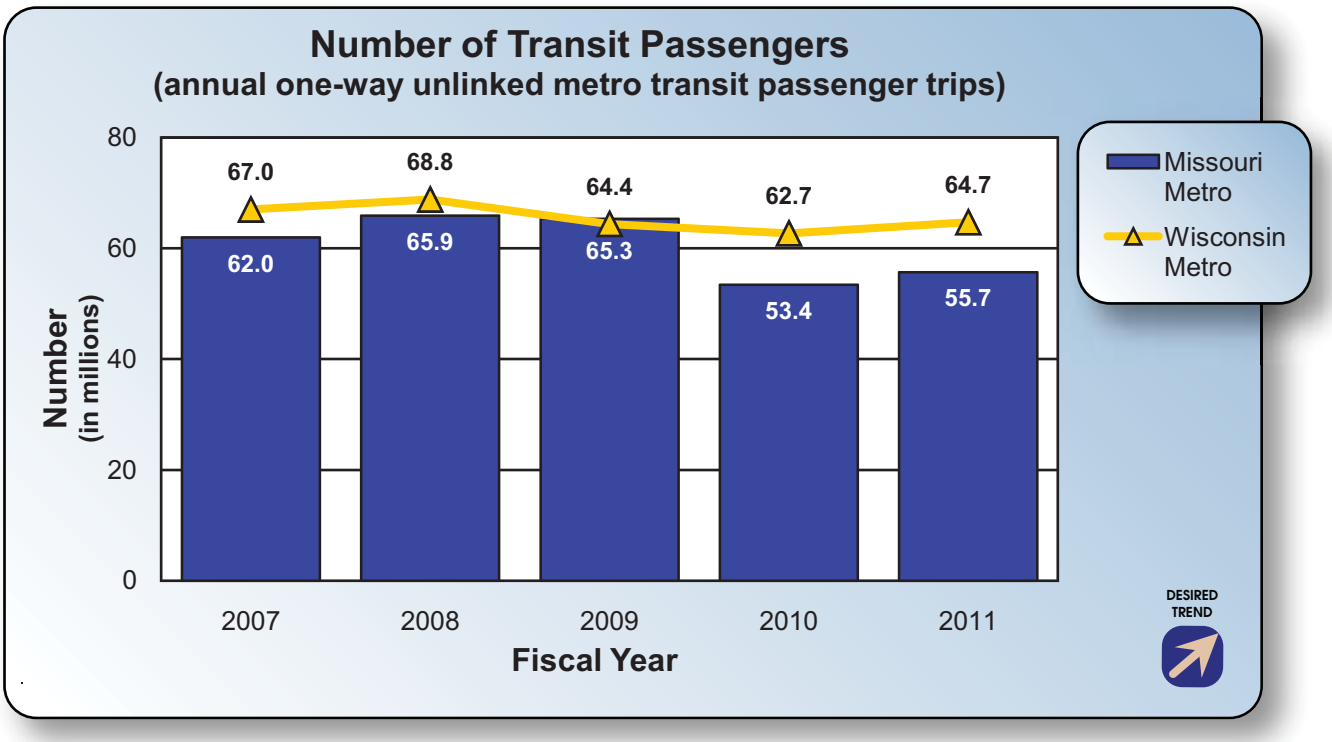
Result Driver: Michelle Teel, Multimodal Operations Director
Measurement Driver: Steve Billings, Administrator of Transit

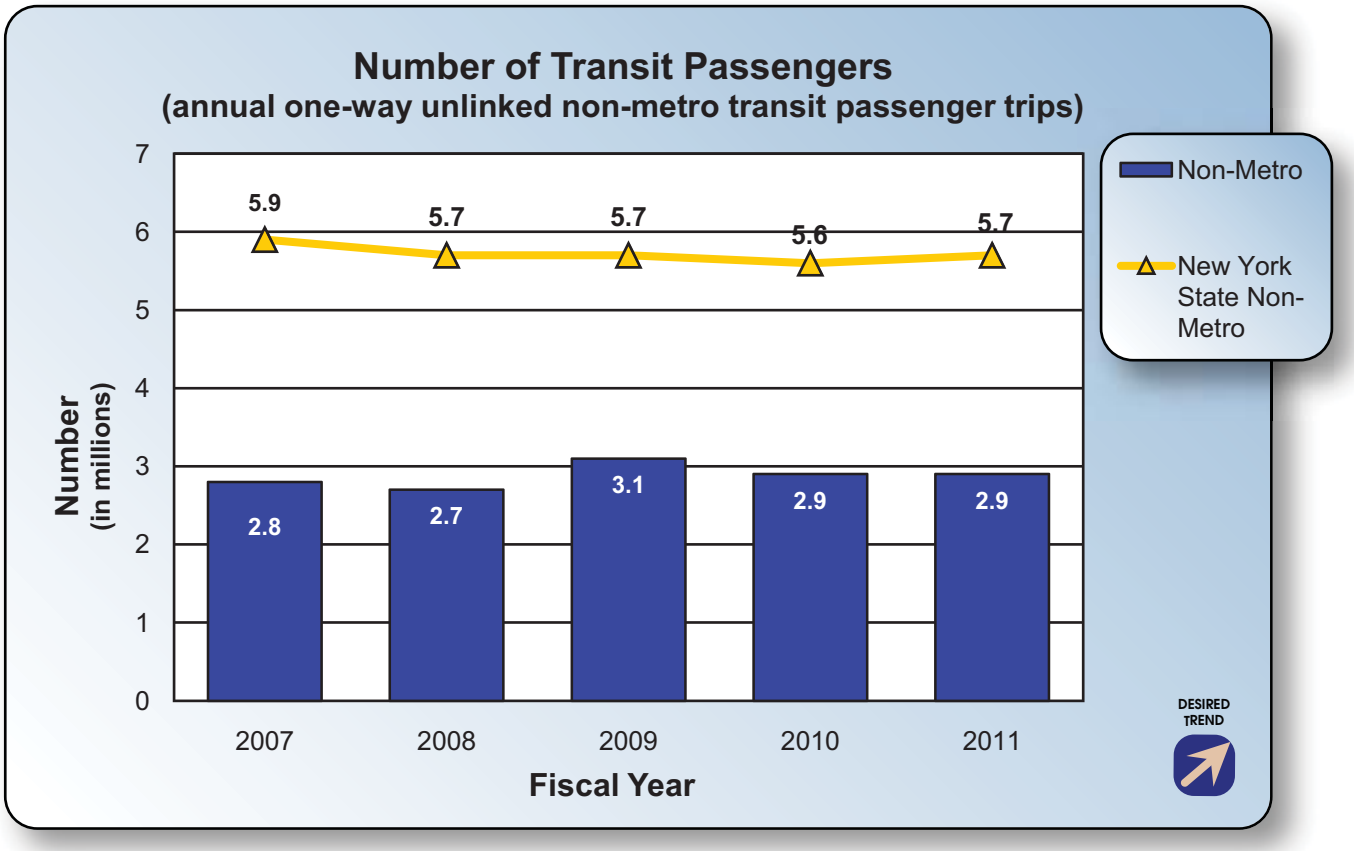
Purpose of the Measure:
This measure gauges the use of public transit mobility services in Missouri. It also provides a historical perspective and trend of public transit service use in Missouri.

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. Missouri Metro ridership data has been recalibrated for Missouri trips only, rather than "system trips," that included Illinois trips in the St. Louis area and Kansas trips in the Kansas City area. The non-metro measure is benchmarked to the state of New York, which has a historically high usage of public transit services. The metro measure is benchmarked to Wisconsin, a state with a comparable population. This is an annual fiscal year measure with Missouri data updated in October.

Improvement Status:
In 2011, statewide metropolitan transit ridership increased by 2.3 million one-way unlinked Missouri passenger trips compared to the previous year. Most of that ridership increase occurred in St. Louis, but ridership increases were also experienced in Kansas City, Springfield, Columbia, St. Joseph and Joplin. Non-metro (rural) ridership was virtually unchanged from 2010 with 2.9 million one-way unlinked trips.

Missouri delivered about half as many rural transit rides compared to New York State's revised non-metro transit ridership numbers. New York's rural population in the 2000 Census was 3.4 million or twice as large as Missouri's rural population of 1.7 million, making Missouri's rural transit ridership proportional to New York's rural transit use. Missouri's metro transit ridership, starting in 2010, has tracked below that of Wisconsin, due to transit service cuts at that time in St. Louis. The New York and Wisconsin benchmark data is for the calendar year and is available through 2011.


Number of Transit Passengers
(annual one-way unlinked metro transit passenger trips)
Number (in millions)
80
60
40
20
0
67.0
68.8
64.4
62.7
64.7
62.0
65.9
65.3
53.4
55.7
2007
2008
2009
2010
2011
Fiscal Year
Missouri Metro
Wisconsin Metro
DESIRED TREND


Number of Transit Passengers
(annual one-way unlinked non-metro transit passenger trips)
Number (in millions)
7
6
5
4
3
2
1
0
5.9
5.7
5.7
5.6
5.7
2.8
2.7
3.1
2.9
2.9
2007
2008
2009
2010
2011
Fiscal Year
Non-Metro
New York State Non-Metro
DESIRED TREND

Number of intercity bus stops-13e

Result Driver: Michelle Teel, Multimodal Operations Director
Measurement Driver: Steve Billings, Administrator of Transit

Purpose of the Measure:

This measure tracks the number of intercity bus stops. Intercity bus stops represent access points to intercity bus services provided in Missouri by Greyhound, Jefferson Lines, Burlington Trailways and Megabus. More stops among Missouri's 114 counties mean greater access. Fewer stops create a barrier to access by requiring greater traveling distances in order to board an intercity bus.

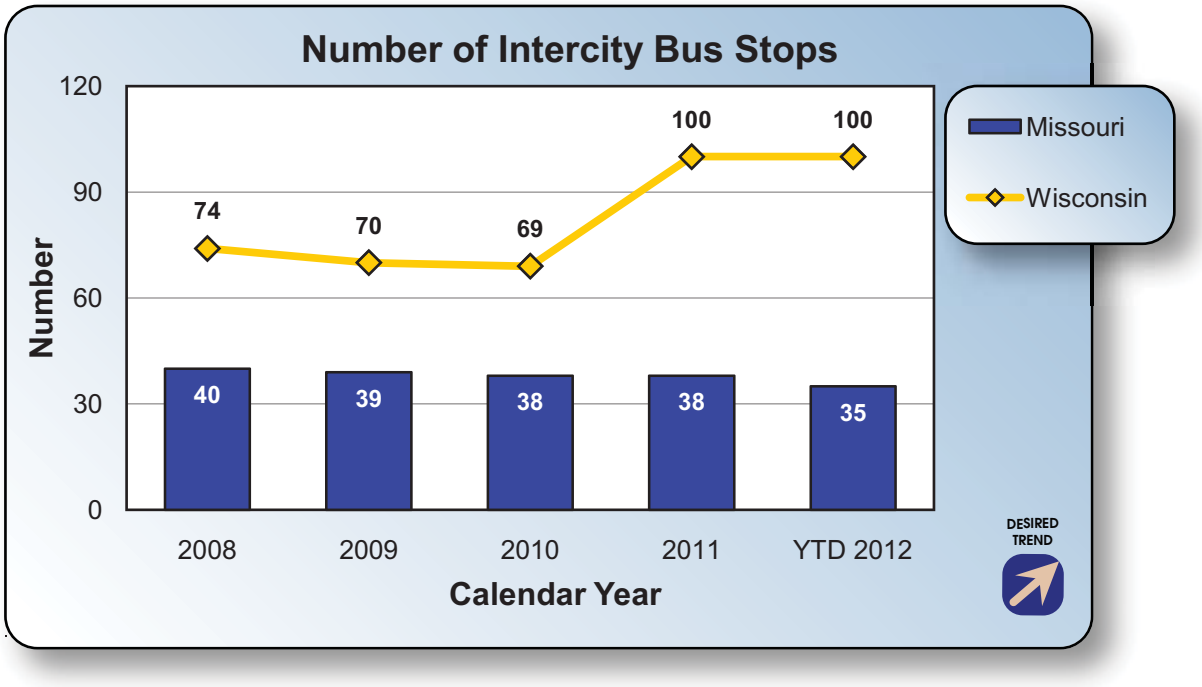
Measurement and Data Collection:

Data on the number and location of intercity bus stops is obtained quarterly from the national and regional intercity bus carriers. The measure is benchmarked to Wisconsin, which has a comparable total statewide population. This is a quarterly measure.

Improvement Status:

The number of Missouri's intercity bus stops has slowly decreased since 2008. Most of the recent incremental growth in Missouri's intercity bus service has increased the schedule frequency for cities already receiving service rather than creating new bus stops in areas not served. For example, in late 2011 Megabus added direct service from St. Louis to Memphis, but added no new stops along the way. Jefferson Lines this year lost or dropped stops in Butler, Peculiar, Pineville, and KCI Airport, but added stops in Neosho and Kansas City North. Wisconsin experienced a significant gain of stops in 2011 due to the implementation of a state funded intercity bus program to match federal funds.

A MoDOT two-year statewide intercity bus study concluded in April 2010. Annualized Missouri intercity bus passenger ridership was estimated in the 2010 study at 200,000 passenger trips per year. That study's final report recommended improvements for intercity bus stop locations, increased marketing of available services and creation of bus service on the U.S. 36 corridor across northern Missouri, the U.S. 60 corridor across southern Missouri and the U.S. 63 corridor through central Missouri. Greyhound has been awarded a MoDOT grant contract with Federal Transit funds to add service between Springfield and Ottumwa, Iowa using the U.S. 60 and 63 corridors with eight new stops. The service will commence once new smaller buses have been delivered.



Number of rail passengers-13f

Result Driver: Michelle Teel, Multimodal Operations Director
Measurement Driver: Eric Curtit, Administrator of Railroads

Purpose of the Measure:

This measure tracks the number of people using the state-supported Amtrak Missouri River Runner service. These trains carry passengers between Kansas City and St. Louis on two daily round trips.

Measurement and Data Collection:

Data is received monthly from Amtrak providing the number of passengers per Missouri River Runner train. This is a quarterly measure.

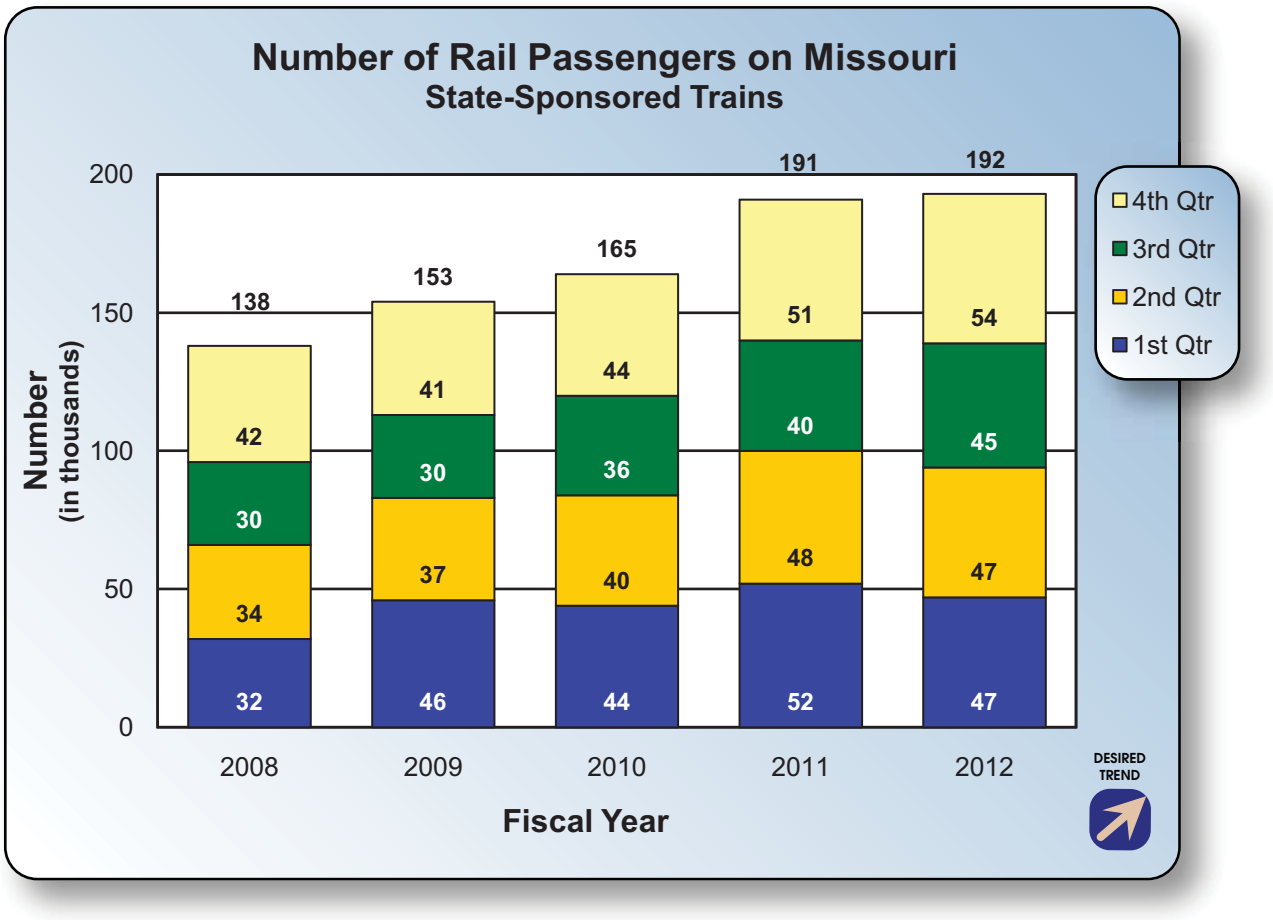
Improvement Status:

The Missouri River Runner experienced a 5 percent rise in ridership in the fourth quarter of fiscal year 2012 to 53,626 passengers, up slightly from 51,222 in the fourth quarter of 2011. For the year, ridership increased from 190,628 passengers to 192,335 - nearly 1 percent.

The increase in fourth quarter ridership can be attributed, in part, to interest spurred by Amtrak's historic dome car being placed into service on the St. Louis to Kansas City Corridor in April and continued good on-time performance for much of the quarter.

MoDOT continued its publicity efforts through roadside signs, traditional and social media and use of the department's dynamic message signs along the Interstate System.

Construction of a new Osage River Bridge is underway, third main track through the St. Louis railroad terminal is in final design stages and all other projects are nearing the end of the procurement process. Each targets on-time performance improvements and travel-time reductions for the St. Louis-Kansas City corridor.



Funding for multimodal programs-13g

Result Driver: Michelle Teel, Multimodal Operations Director
Measurement Driver: Kelly Wilson, Senior Financial Services Analyst

Purpose of the Measure:
This measure provides the history of state and federal investments in multimodal programs that include transit, rail, air and waterways.

Measurement and Data Collection:
Investments in multimodal programs represent the state and federal dollars spent on transit, rail, air and waterways. Federal investments in multimodal programs represent the amount spent on MoDOT-administered programs only.

Investments are limited to the amounts appropriated by the state legislature each year. The appropriated amounts include only existing fund balances and annual revenues. As existing fund balances are spent, investments will be limited to annual revenues.

This is an annual measure updated in July.

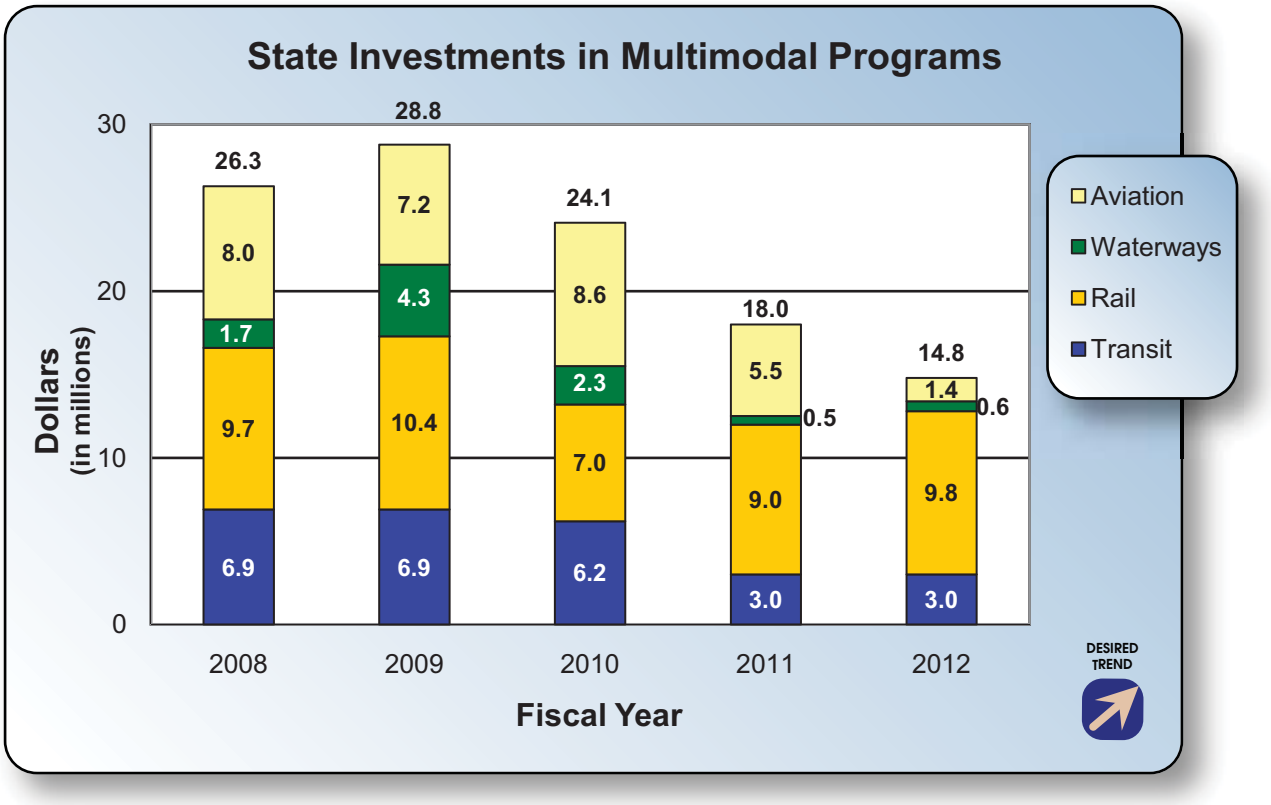
Improvement Status:
State investments in multimodal programs decreased $3.2 million in fiscal year 2012.

State investments in transit and waterways remained relatively constant in fiscal year 2012.

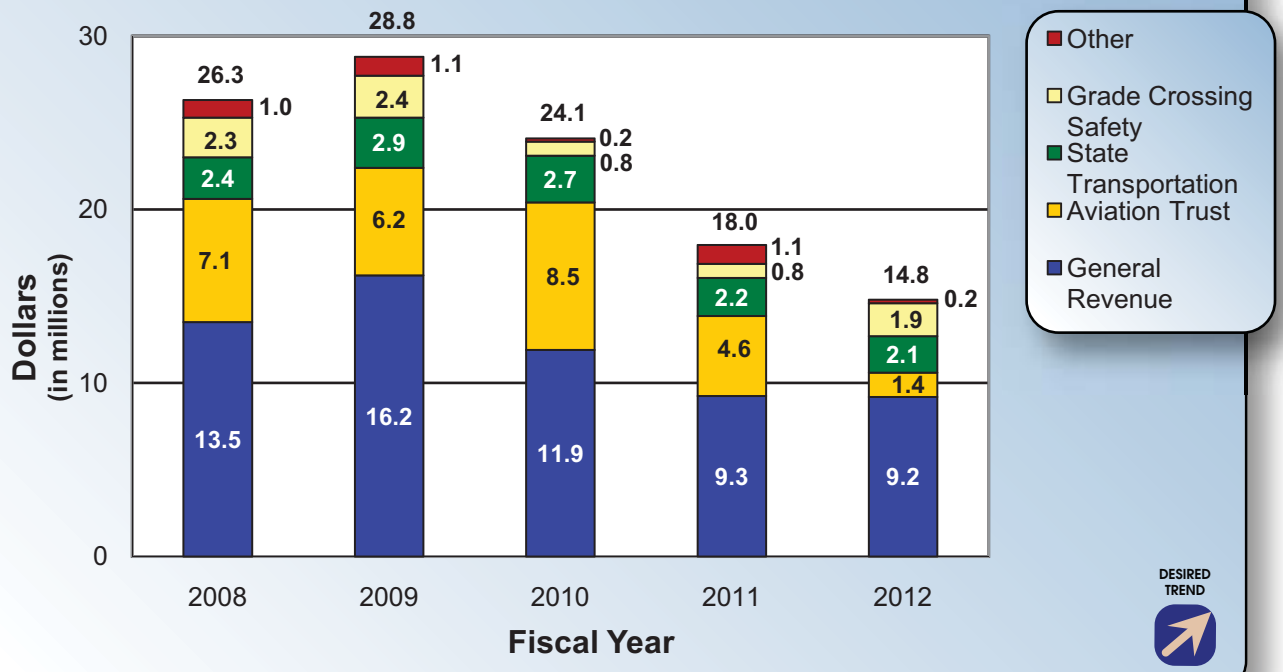
State rail investments increased $800,000 in fiscal year 2012. A greater portion of state grade crossing safety funds were spent on grade crossing safety improvement projects.

State aviation investments decreased by $4.1 million. Fiscal year 2012 aviation projects were of a smaller scale compared to those completed in the prior year.

Federal funding for multimodal programs increased slightly for fiscal year 2012, primarily for ferry boat projects funded by the American Recovery and Reinvestment Act of 2009.



State Investments in Multimodal Programs by Source



Federal Investments in Multimodal Programs
(MoDOT administered programs only)