USE RESOURCES WISELY

Brenda Morris, Financial Services Director

Tracker

MEASURES OF DEPARTMENTAL PERFORMANCE

MoDOT has access to many resources including people, funding, supplies and equipment. Taxpayers trust MoDOT is a good steward of these limited resources while limiting the impact on our environment. We are accountable for everything we do.

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Steve Meystrik,
Special Projects
Coordinator

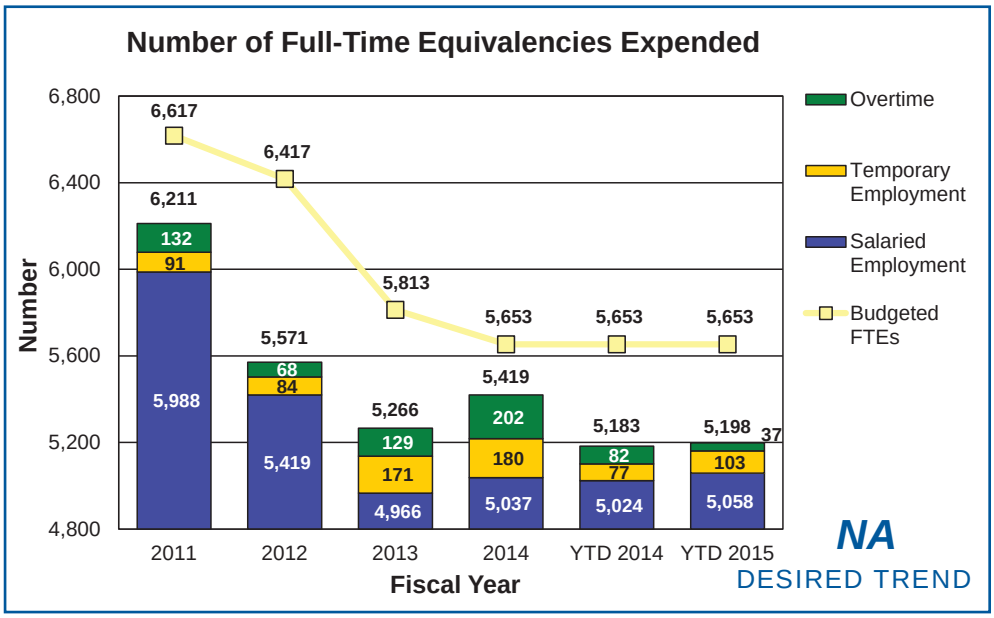
PURPOSE OF THE MEASURE:
This measure tracks the change in the number of full-time equivalencies (a calculation of hours) expended within the department and compares it to the number of FTEs in the legislative budget.

MEASUREMENT AND DATA COLLECTION:
This measure converts the regular hours worked or on paid leave of temporary and salaried employees, as well as overtime worked (minus any hours that are flexed during the workweek), to FTEs. In order to calculate FTEs, the total number of hours worked or on paid leave is divided by 2,080. For comparison purposes, data for salaried employment is annualized, whereas temporary employment and overtime data represent actual year-to-date calculations. Salaried headcount is different than FTEs and is not included in the chart.

Number of full-time equivalencies expended-6a

Having the right number of employees to provide outstanding customer service and respond to the state's transportation needs, especially during emergency situations, is an important part of MoDOT's efforts to use resources wisely. MoDOT remains below its targeted employment level of 5,106 salaried employees and continues the challenging task of reaching and maintaining its targeted employment level.

During the first half of fiscal year 2015, the FTE level for salaried employment has increased compared to the same time last year. The FTE level for temporary employment has also increased due to the use of seasonal employees to fill staffing gaps at maintenance facilities. These temporary employees are needed to assist with emergency response functions such as snow and ice removal. FTEs resulting from overtime worked have decreased significantly due to fewer winter weather events occurring in December 2014 compared to December 2013. Through December 31, 2014, the department worked approximately 88,000 fewer hours of overtime, equivalent to approximately 43 fewer FTEs, due to snow and ice prevention and removal compared to last year.



Level of job satisfaction-6b

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Rudy Nickens,
Equal Opportunity and Diversity Director

PURPOSE OF THE MEASURE:
This measure tracks the level of employee satisfaction throughout the department at specific points in time.

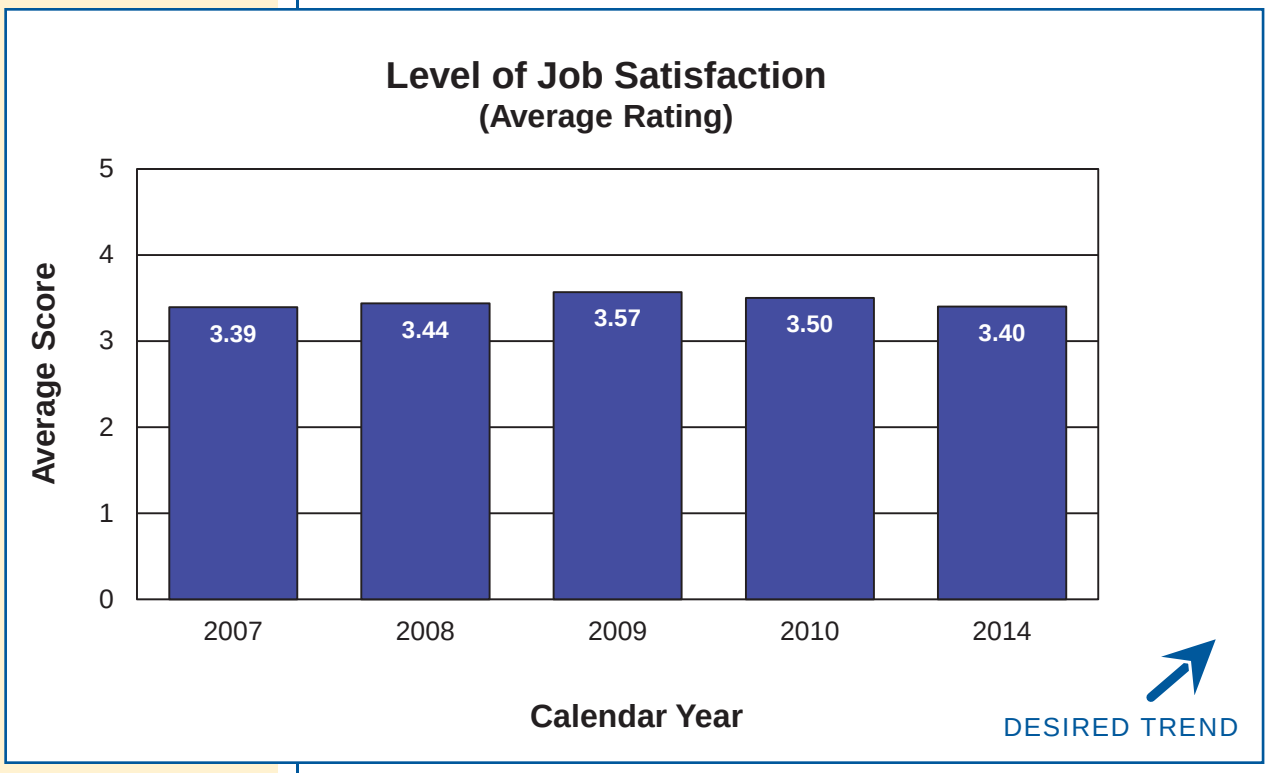
MEASUREMENT AND DATA COLLECTION:
Employee satisfaction is measured with an annual employee survey. Employees rate items related to their satisfaction with MoDOT using a five-point scale, with one indicating low satisfaction and five indicating high satisfaction. Society for Human Resources Management best practice data was gathered from an SHRM report of an annual job satisfaction survey of 55 Fortune 500 companies.

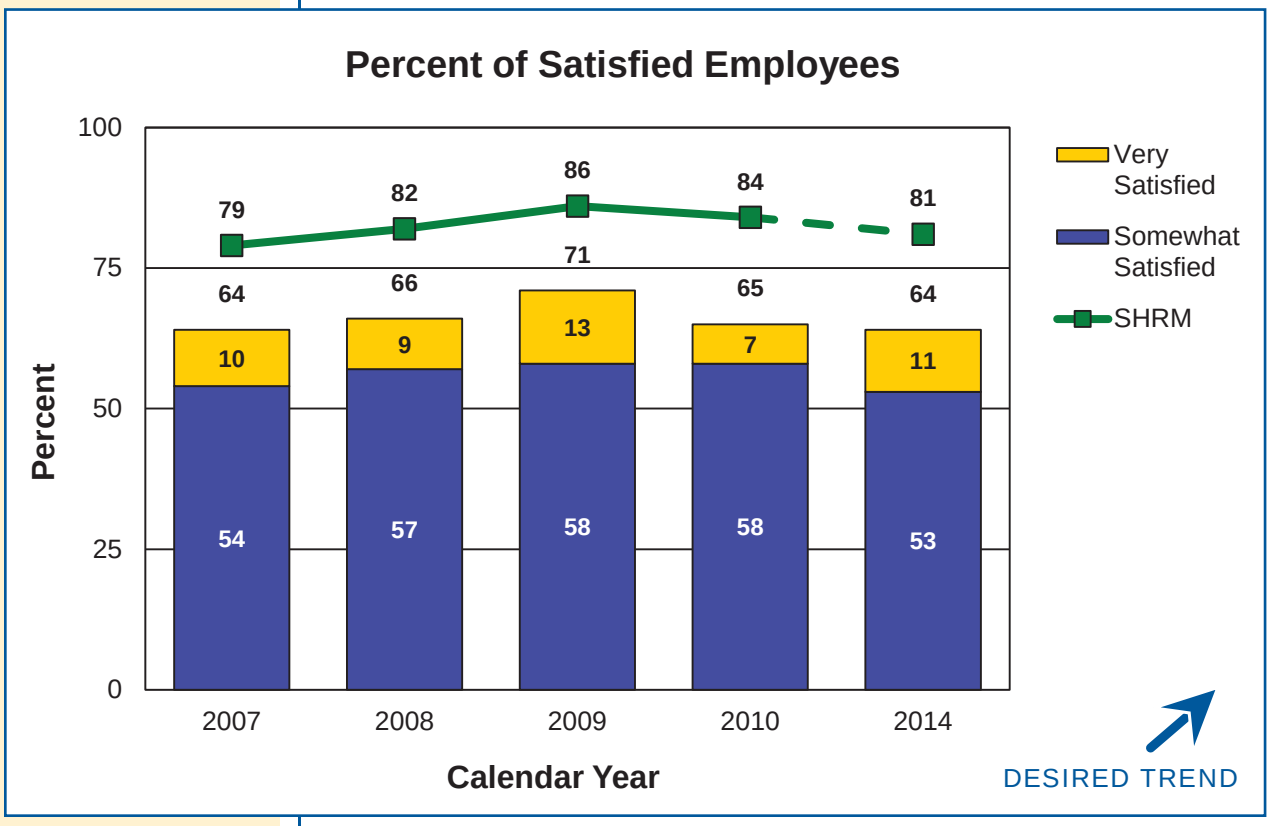
MoDOT wants employees to be satisfied with their work and workplace and feel like they are a good fit for their jobs. Employee satisfaction can be a driver of overall organizational performance. The more satisfied and engaged employees are with the workplace, the more discretionary effort they are willing to put forth on the job.

Between 2005 and 2010, the average employee satisfaction ratings and percent of satisfied employees both showed upward trends with peaks in 2009. Following a four-year break, the employee survey was conducted this past spring. Overall job satisfaction has dipped slightly from 3.5 in 2010 to 3.4 in 2014. The percentage of satisfied employees also experienced a slight decline from 65 percent in 2010 to 64 percent in 2014. However, the percentage of very satisfied employees increased from 7 percent in 2010 to 11 percent in 2014.

Areas of low satisfaction center on not seeking out employee suggestions, making employees feel valued and having opportunities to advance at MoDOT. The lack of salary increases was scored low on most surveys and dominated the written comments. Areas of high satisfaction revolve around being treated with respect by coworkers, having supervisors support needs to balance work and family, knowing how daily work relates to MoDOT goals and priorities and having cooperation within work units.

MoDOT senior managers have begun the process to form a number of teams with employees from across the department to develop specific actions to improve the organization.


Level of Job Satisfaction
(Average Rating)
Average Score
5
4
3
2
1
0
3.39
3.44
3.57
3.50
3.40
2007
2008
2009
2010
2014
Calendar Year
DESIRED TREND


Percent of Satisfied Employees
Percent
100
75
50
25
0
79
82
86
84
81
64
66
71
65
64
10
9
13
7
11
54
57
58
58
53
2007
2008
2009
2010
2014
Calendar Year
Very Satisfied
Somewhat Satisfied
SHRM
DESIRED TREND

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Aaron Kincaid,
Employment Manager

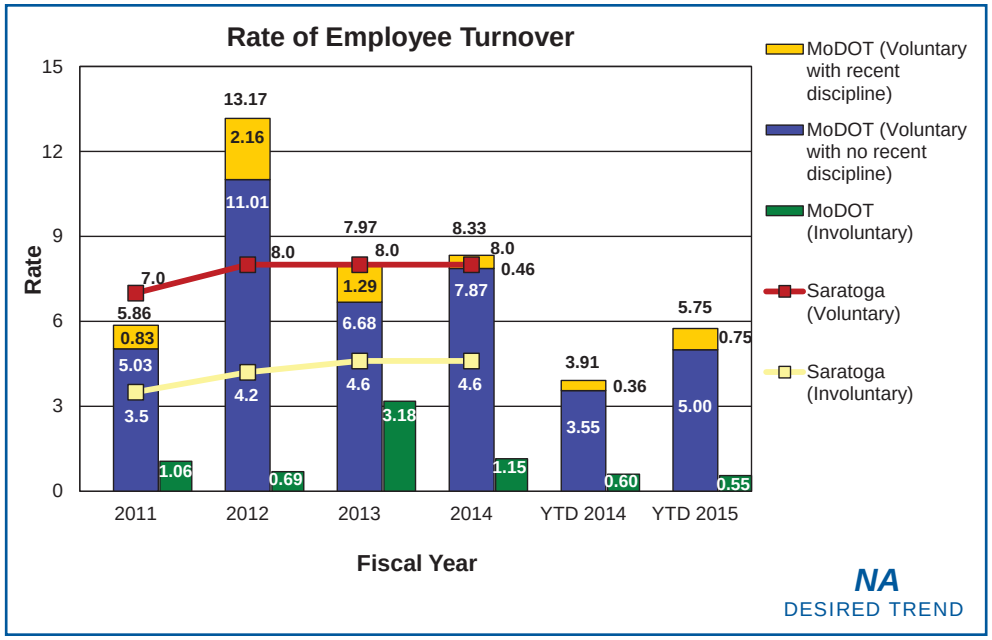
PURPOSE OF THE MEASURE:
This measure tracks the percentage of employees who leave MoDOT annually and compares the department's voluntary and involuntary turnover rates to benchmarked data.

MEASUREMENT AND DATA COLLECTION:
Voluntary turnover includes resignations and retirements. Involuntary turnover reflects dismissals. The data is collected statewide to assess overall employee turnover. Comparison data is collected from various sources annually. For benchmarked data, Saratoga Institute surveys more than 300 organizations representing a wide variety of industries.

Rate of employee turnover-6c

When employees leave MoDOT, the department loses a large investment in recruiting, hiring, and training its workforce. Historically, MoDOT has a relatively low employee turnover rate, which relates to the high percentage of employees who stay until retirement. While some turnover is desired, such as releasing poor performers, MoDOT needs to retain a great workforce that has the knowledge and specialized skills to deliver the department's commitments and provide outstanding customer service.

During the first two quarters of fiscal year 2015, voluntary turnover rates (133 retirements and 158 resignations) are showing an upward trend. The voluntary turnover rate has increased significantly from 3.91 percent in FY 2014 YTD to 5.75 percent in FY 2015 YTD. First-year turnover remains the highest turnover rate and is the focus for the department's employee retention efforts through the onboarding program. Involuntary turnover rates have decreased from the first two quarters of FY 2014, reducing back to more similar historical statewide rates with 28 involuntary separations (dismissals) in the first two quarters of FY 2015.



State and federal revenue projections-6d

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Todd Grosvenor,
Special Projects
Coordinator

PURPOSE OF THE MEASURE:
This measure shows the precision of state and federal revenue projections.

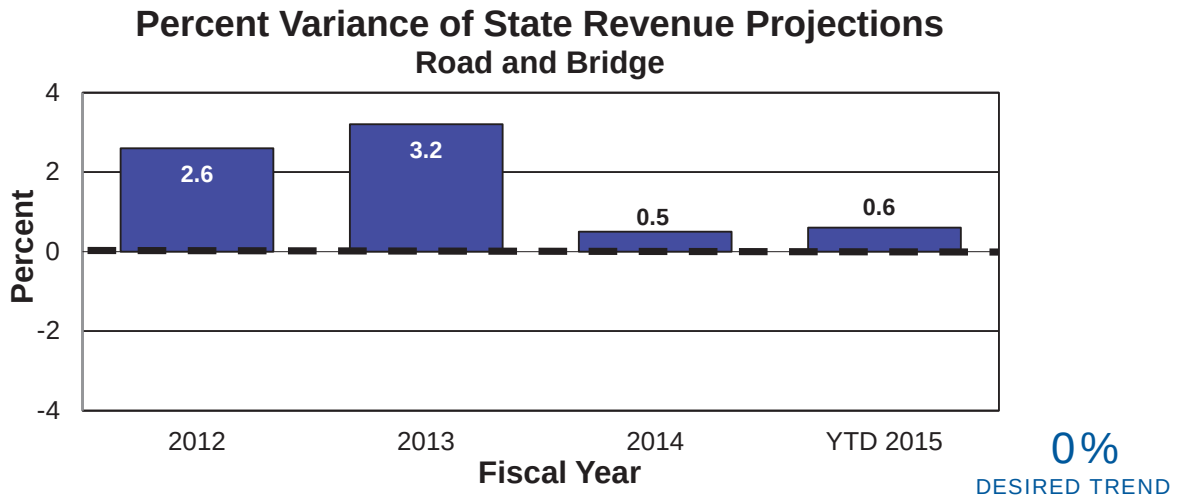
MEASUREMENT AND DATA COLLECTION:
State revenue for roads and bridges include motor fuel taxes, motor vehicle and driver licensing fees, and motor vehicle sales and use taxes paid by highway users, interest earnings and miscellaneous revenues. State revenue for other modes includes motor vehicle sales taxes, aviation fuel taxes, jet fuel sales taxes, motor vehicle licensing fees, railroad assessments, appropriations from General Revenue and interest earnings. The measure provides the cumulative, year-to-date percent variance of actual state revenue versus projected state revenue by state fiscal year. Federal revenue for roads and bridges is the amount available to commit in a federal fiscal year of federal funds. Federal funds are distributed to states via federal law. Federal revenue for other modes is the amount reimbursed to MoDOT for expenses incurred in a state fiscal year.

State and federal revenue projections help MoDOT staff do a better job of budgeting limited funds for its operations and capital program. The desired trend is for actual revenue to match projections with no variance. MoDOT staff adjusts future operating and capital budgets to account for these variances, if needed.

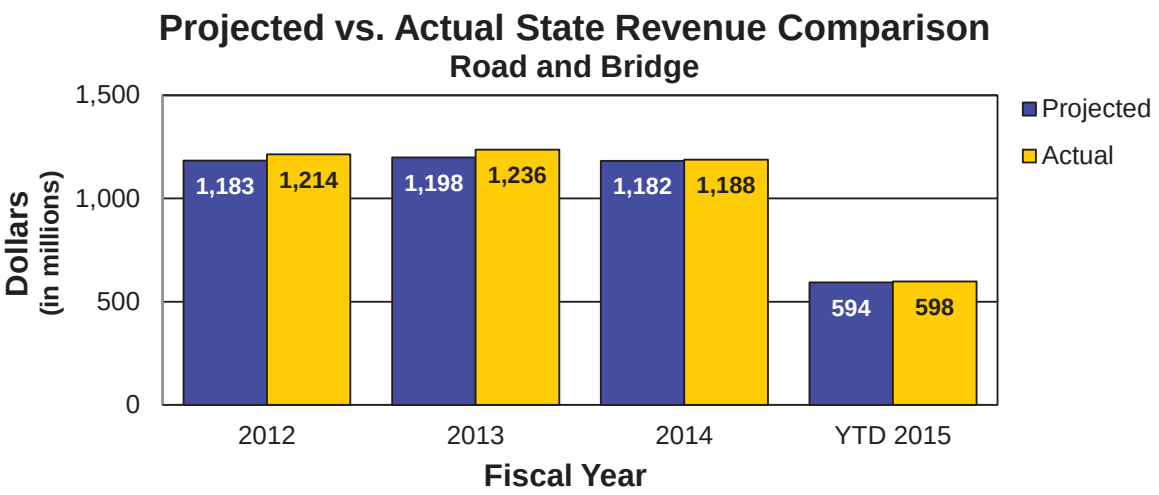
The actual state revenue for road and bridge is slightly higher than projected and other modes is greater than projected for the second quarter of fiscal year 2015. State revenue for road and bridge has been stagnant from year-to-year. Based on the last three years, motor vehicle and driver licensing fees and motor vehicle sales and use taxes have grown, but motor fuel taxes have declined. The positive variance of 10.5 percent for other modes is attributable to the jet fuel sales tax and railroad assessments.

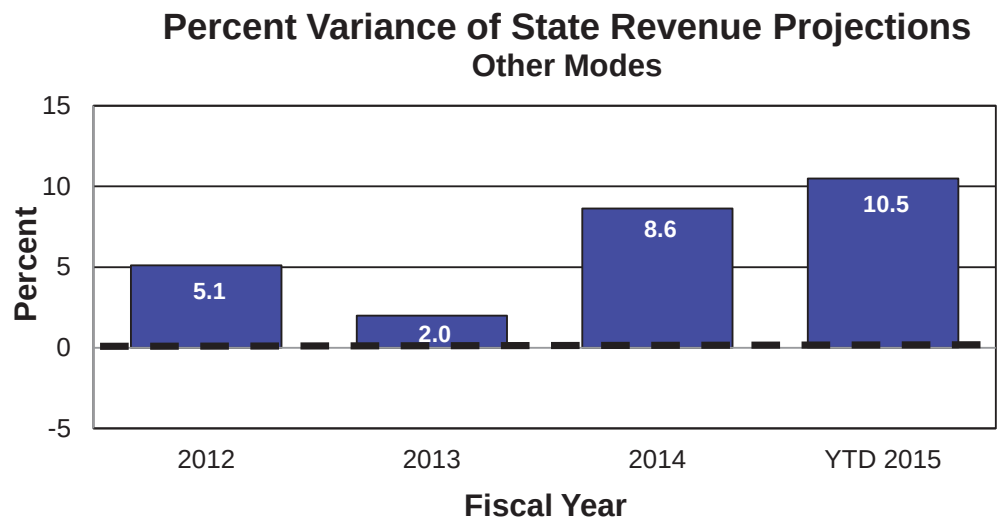
The largest source of transportation revenue is from the federal government. Funding is received through various federal transportation agencies including Federal Highway, Transit, Aviation and Railroad administrations. Federal funding is uncertain. In June 2012, Congress passed a new two-year federal transportation reauthorization act entitled Moving Ahead for Progress in the 21st Century Act. MAP-21 reduced the amount of road and bridge funding for all state DOTs. In July 2014, Congress passed legislation to extend MAP-21 until May 31, 2015. Federal revenue for other modes is reliant on the timing of project expenditures.

The primary source of federal and state revenue is fuel tax. With people driving more fuel efficient vehicles and fewer miles, motor fuel tax is a declining revenue source. The motor fuel tax rate has not changed in almost 20 years, while the costs for materials and labor have doubled, and even tripled for some materials, in the same time frame.

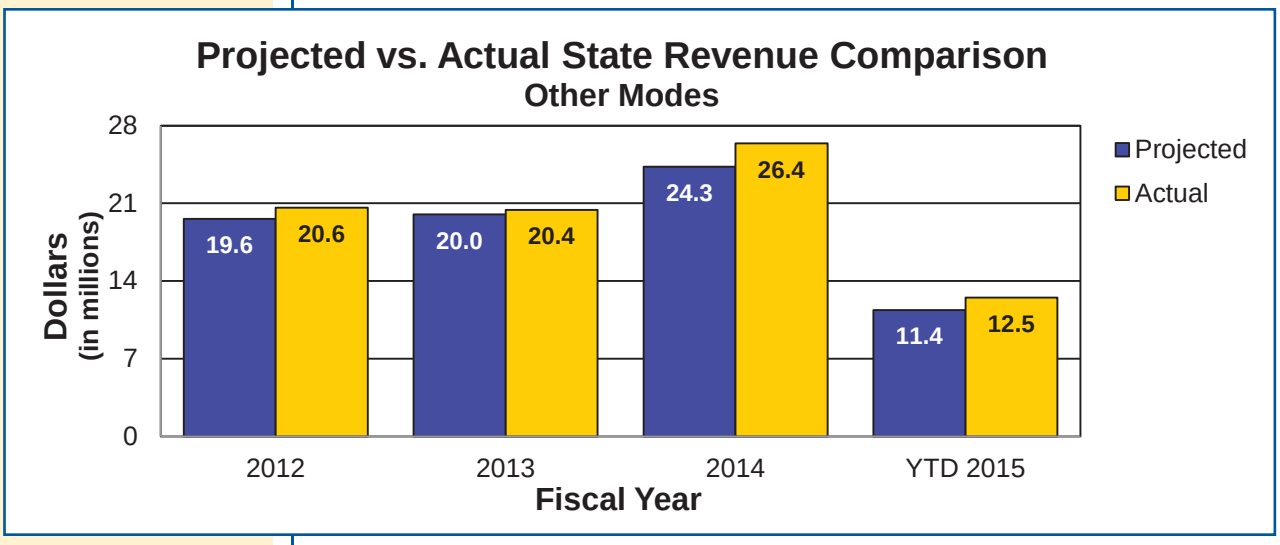


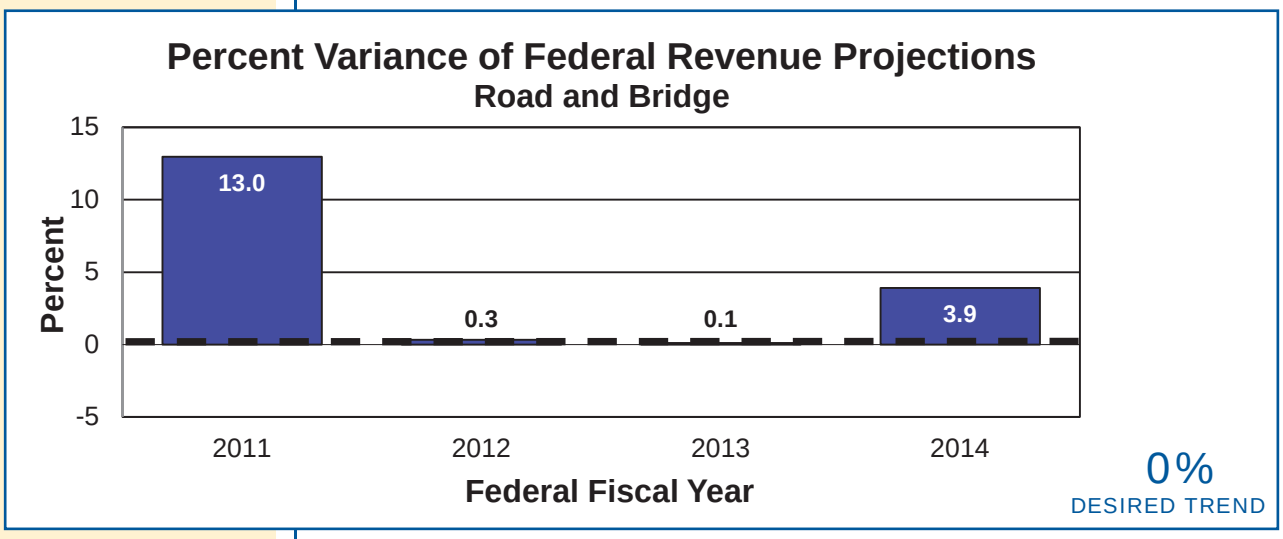
0%
DESIRED TREND

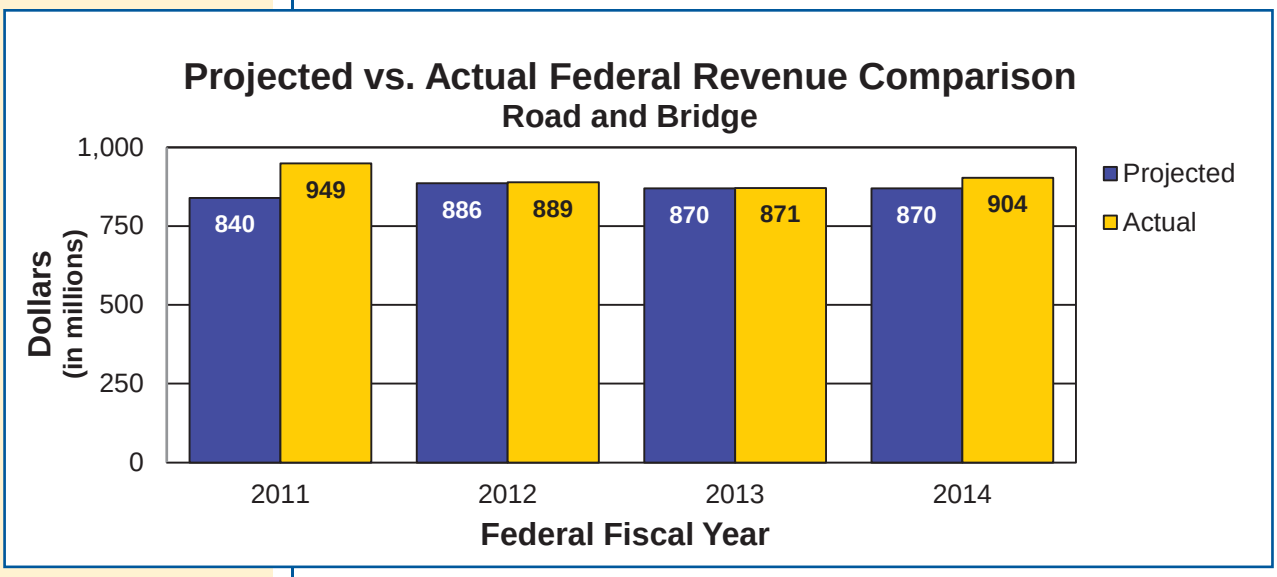


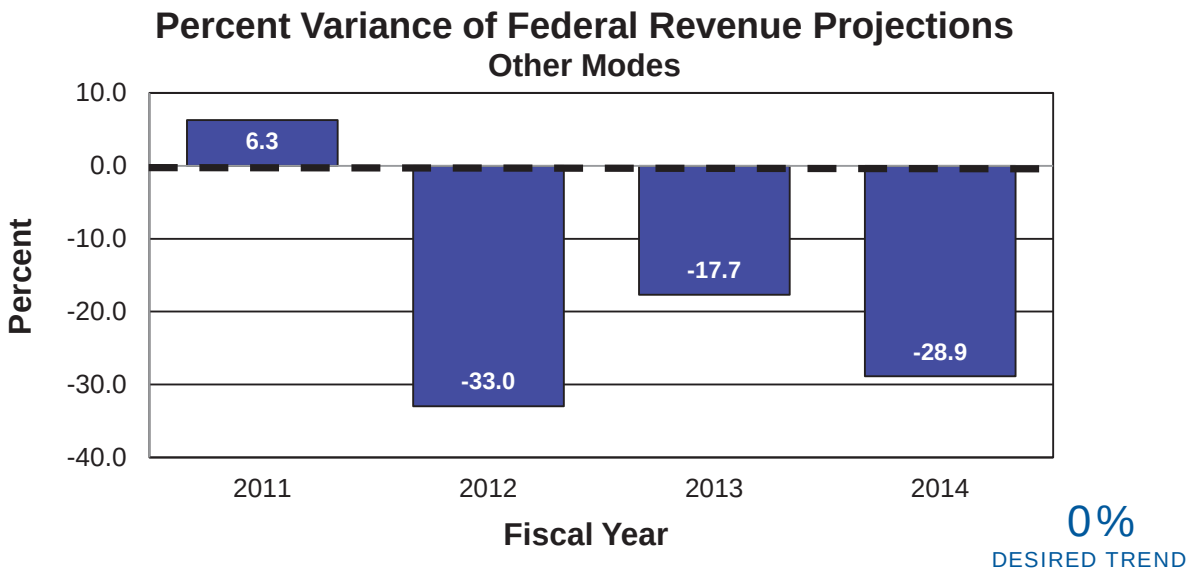


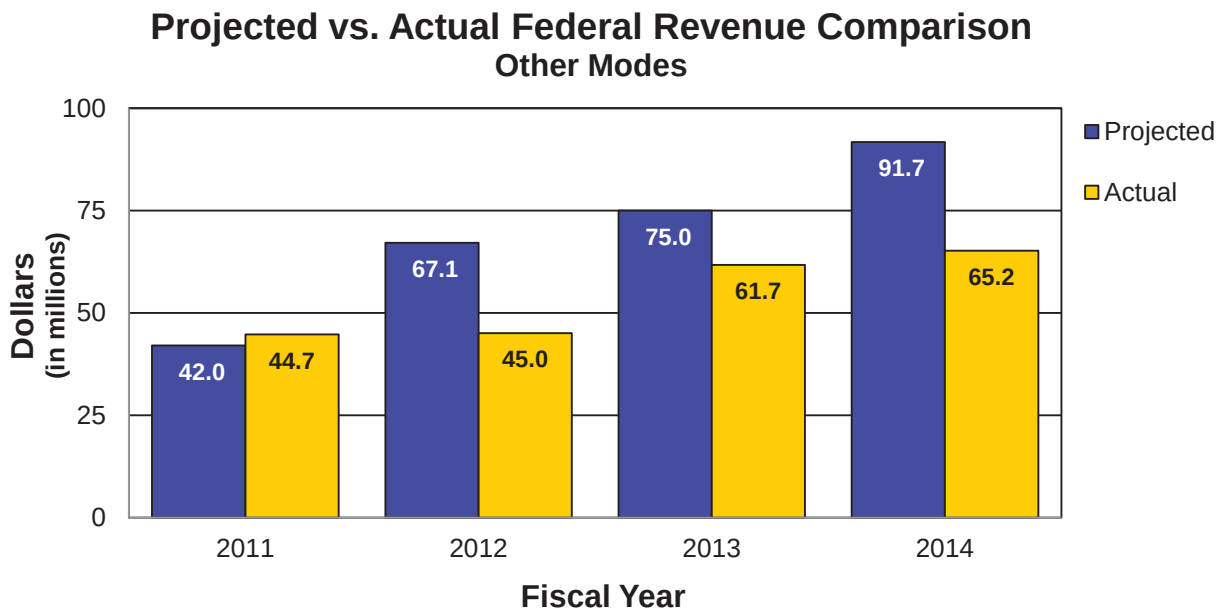
0%
DESIRED TREND


Projected vs. Actual State Revenue Comparison
Other Modes
Dollars (in millions)
28
21
14
7
0
19.6
20.6
20.0
20.4
24.3
26.4
11.4
12.5
2012
2013
2014
YTD 2015
Fiscal Year
Projected
Actual


Percent Variance of Federal Revenue Projections
Road and Bridge
Percent
15
10
5
0
-5
13.0
0.3
0.1
3.9
2011
2012
2013
2014
Federal Fiscal Year
0%
DESIRED TREND


Projected vs. Actual Federal Revenue Comparison
Road and Bridge
Dollars (in millions)
1,000
750
500
250
0
840
949
886
889
870
871
870
904
2011
2012
2013
2014
Federal Fiscal Year
Projected
Actual


Percent Variance of Federal Revenue Projections
Other Modes
10.0
0.0
-10.0
-20.0
-30.0
-40.0
Percent
6.3
-33.0
-17.7
-28.9
2011
2012
2013
2014
Fiscal Year
0%
DESIRED TREND


Projected vs. Actual Federal Revenue Comparison
Other Modes
100
75
50
25
0
Dollars
(in millions)
42.0
44.7
67.1
45.0
75.0
61.7
91.7
65.2
2011
2012
2013
2014
Fiscal Year
Projected
Actual

Number of dollars generated through cost-sharing and partnering agreements for transportation-6e

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Frank Miller,
District Planning Manager

PURPOSE OF THE MEASURE:
This measurement monitors the effectiveness of MoDOT's cost-sharing and partnering programs.

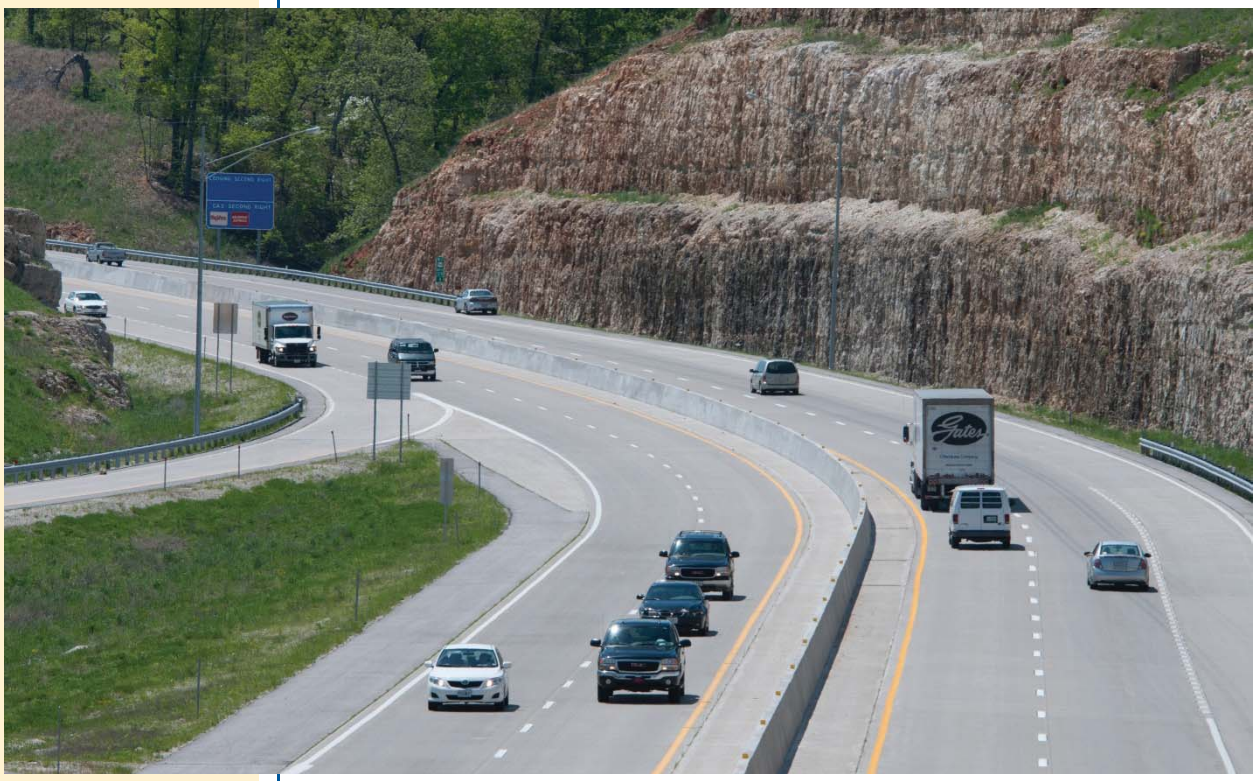
MEASUREMENT AND DATA COLLECTION:
MoDOT collects this data from the Statewide Transportation Improvement Program and the permits database. The dollars are shown in the state fiscal year in which construction contracts are awarded and permit jobs are issued. The percent is the number of cost-sharing projects divided by the total number of projects per year in the STIP.

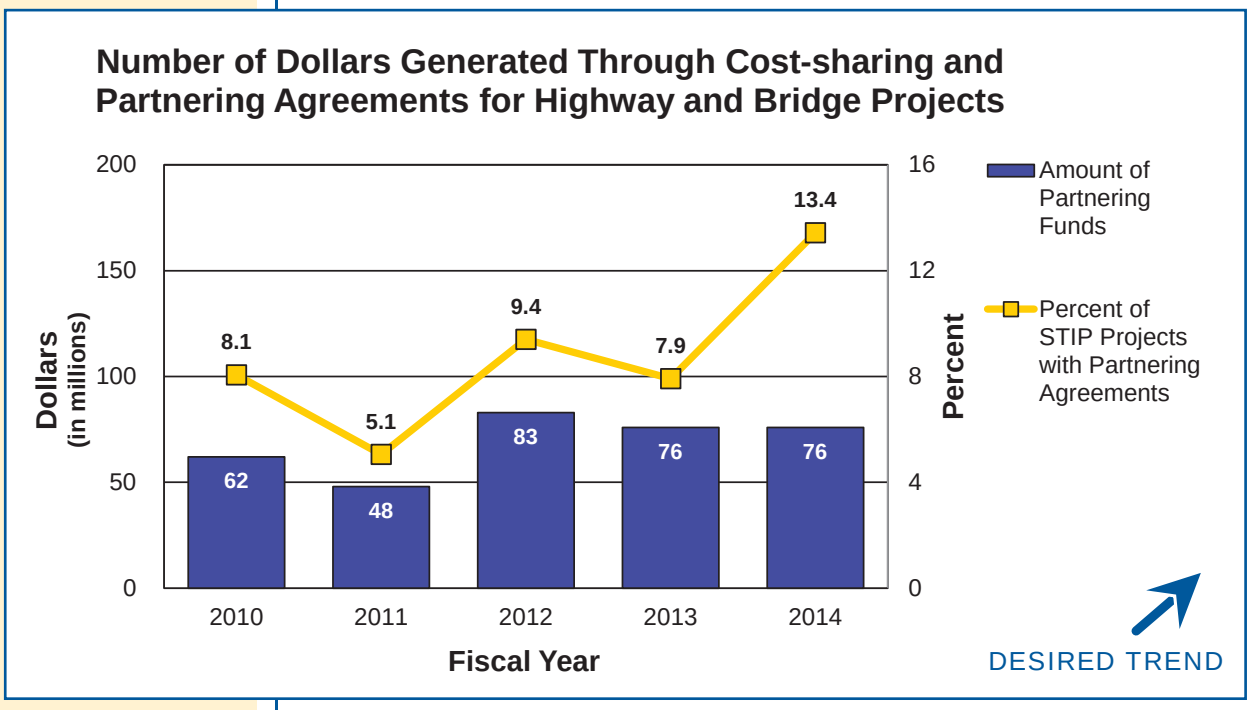
MoDOT works with public agencies to leverage its limited resources to implement projects that might not otherwise be built. Cost-share projects are transportation improvements in which costs are shared by MoDOT and other public agencies such as cities and counties. MoDOT allocated $30.0 million in fiscal years 2010-2011, $37.5 million in FY 2012, $47.5 million in FY 2013 and $44.9 million in FY 2014 for cost-share projects. In addition, MoDOT also partners with developers and other private entities to make improvements to the state transportation system through the permitting process. The Missouri Highways and Transportation Commission suspended the Cost Share Program at its January 2014 meeting.

The amount of funds invested by partnering entities in MoDOT projects for FY 2014 of $76.0 million is above the five-year average of $69.0 million and the same as FY 2013. Funding through the permit process was higher in FY 2014 than FY 2013, while funding from other sources in the STIP was lower in FY 2014 than FY 2013.

The percent of projects with funding participation from partnering agencies for FY 2014 is 13.4 percent, which is significantly higher than the five-year average of 8.8 percent. However, these projects have shifted from major projects to taking care of the system projects and smaller scale projects. This has resulted in the average partnership contribution to MoDOT projects to decrease from $1.7 million in FY 2013 to $866,000 in FY 2014.

As a greater share of MoDOT funds are focused on taking care of the system, partner contributions to MoDOT projects are expected to continue to decline. The value of permit projects may increase if the economy continues to improve and public and private entities fund expansion projects to address emerging needs that MoDOT cannot address with its limited project funds.




Number of Dollars Generated Through Cost-sharing and Partnering Agreements for Highway and Bridge Projects
Dollars (in millions)
200
150
100
50
0
16
12
8
4
0
Percent
8.1
5.1
9.4
7.9
13.4
62
48
83
76
76
2010
2011
2012
2013
2014
Fiscal Year
Amount of Partnering Funds
Percent of STIP Projects with Partnering Agreements
DESIRED TREND

Percent of state funds invested in other modes of transportation-6f

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Dion Knipp,
Administrator of Transit

PURPOSE OF THE MEASURE:
This measurement provides the percent of state funds invested in other modes of transportation. Modes include aviation, rail, transit, waterways and freight.

MEASUREMENT AND DATA COLLECTION:
Investments in other modes of transportation represent the state and federal dollars spent on aviation, rail, transit, waterways and freight. Federal investments represent the amount spent on MoDOT-administered programs only. Investments are limited to the amounts appropriated by the state legislature each year.

During the long-range planning process, "On the Move," Missourians chose more transportation choices as a top priority. MoDOT works closely with its multimodal partners to provide more choices within the available funding amounts. In fiscal year 2014, state and federal expenditures for multimodal programs increased $3 million and $3.5 million, respectively.

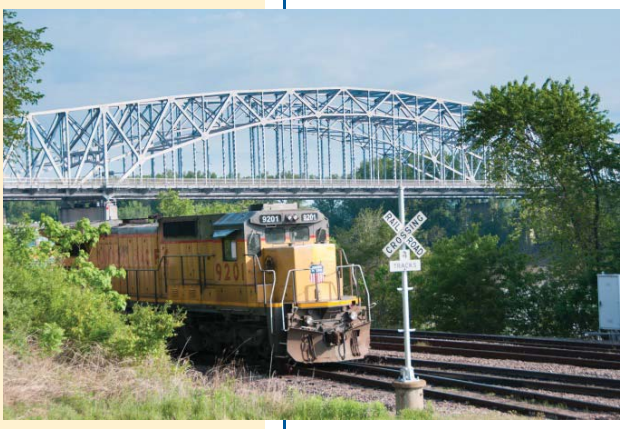
Aviation - State expenditures decreased by $1.3 million to $4 million, but federal expenditures increased by $8 million to $26 million. In FY 2014, state funds were 13 percent of total funds invested. Local funds in FY 2014 totaled $3.1 million. FAA and State Aviation Trust funds require a minimum local match of 10 percent.

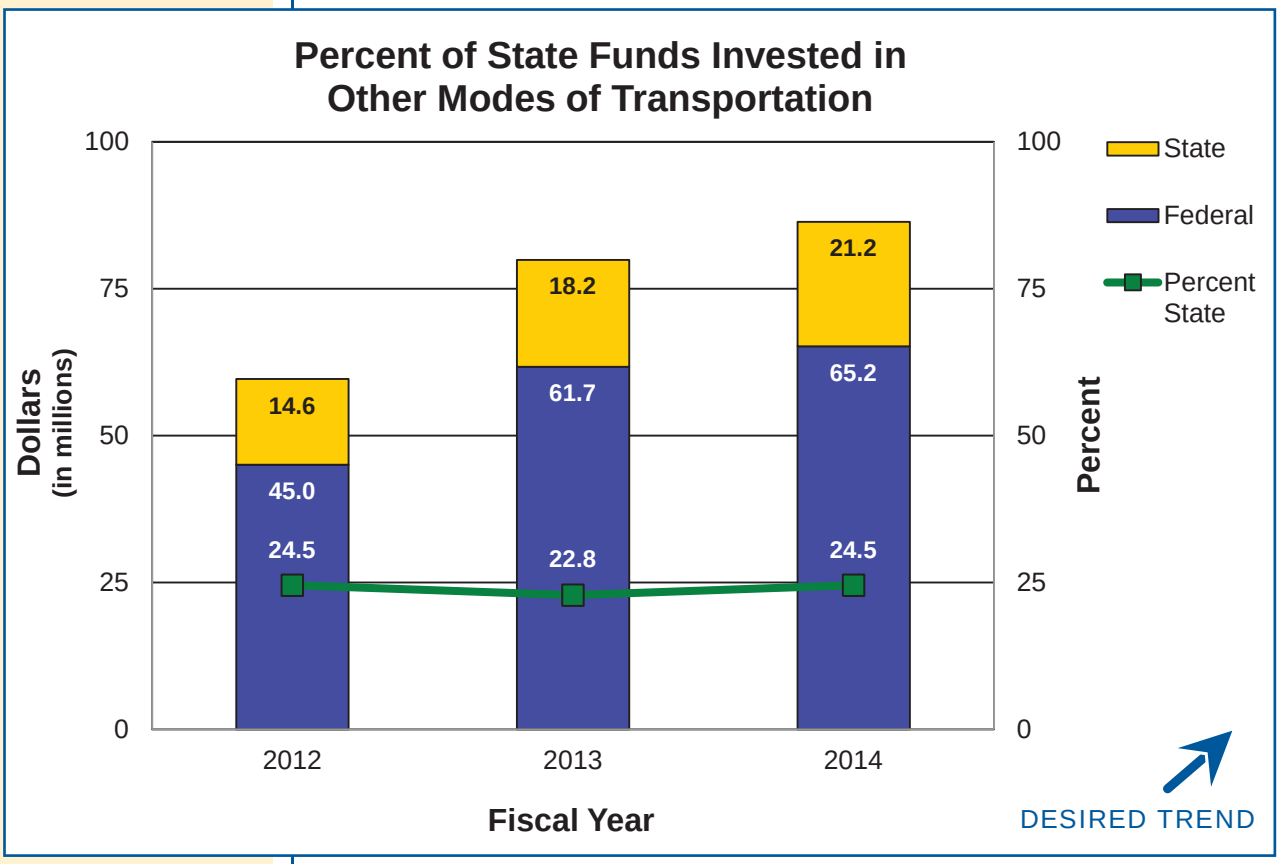
Rail - State expenditures increased by $800,000 to $10.1 million, and federal expenditures decreased by $200,000 to $13.3 million. In FY 2014, state funds were 43 percent of total funds invested. Ticket revenue from the Missouri River Runner and Railroad funds contributed $10.1 million to offset state costs in FY 2014.

Transit - State expenditures decreased by $100,000 to $2.9 million, and federal expenditures decreased by $4.1 million to $25.9 million. In FY 2014, state funds were 10 percent of total funds invested. FTA funds require a local match of varying percentages depending on the program. Local funds contributed to the State Transit Assistance Program and the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) program were insignificant with state expenditures accounting for less than 1 percent of these two programs combined.

Waterways - State expenditures increased by $2.7 million to $3.3 million, but federal expenditures decreased from $200,000 to zero dollars. Local funds in FY 2014 totaled $700,000. The waterways capital improvement program requires a minimum local match of 20 percent.

Freight - State expenditures increased from zero dollars to $900,000, but federal expenditures were zero dollars. Local funds in FY 2014 totaled $200,000. The freight enhancement program requires a minimum local match of 20 percent.




Percent of State Funds Invested in
Other Modes of Transportation
Dollars
(in millions)
Percent
100
75
50
25
0
State
Federal
Percent
State
14.6
45.0
24.5
18.2
61.7
22.8
21.2
65.2
24.5
2012
2013
2014
Fiscal Year
DESIRED TREND

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Kenny Voss,
Local Program Administrator

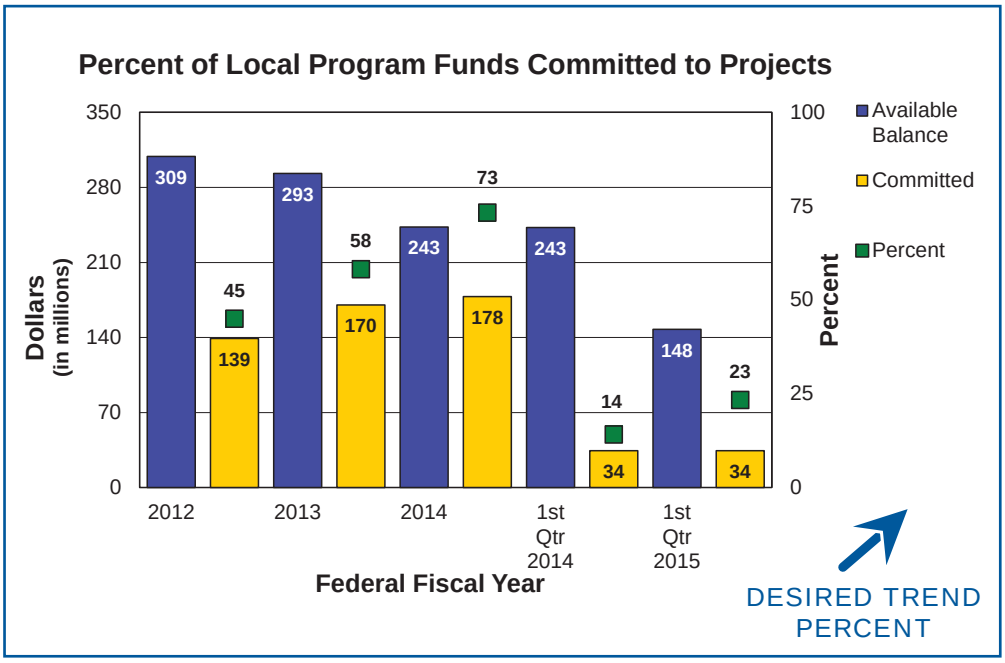
PURPOSE OF THE MEASURE:
This measure tracks the percent of available Local Program funds committed to projects.

MEASUREMENT AND DATA COLLECTION:
The data is obtained from Federal Highway Administration's Fiscal Management Information System and is based on the federal fiscal year from October 1 through September 30. The committed amounts represent what FHWA will reimburse for the project. The available amounts represent the federal program funds distributed to local sponsors. The goal of this measure is to commit all federal funds available to local public projects.

Percent of local program funds committed to projects-6g

Some of the federal funds MoDOT receives are required to be passed through to local entities, such as cities and counties. Available funds for local entities include those that are allocated this year and those that have not been committed in prior years. When local entities use federal funds, they provide the matching funds. Matching funds provided by local entities help MoDOT use all of the transportation federal funding available to Missouri.

As of the first quarter of federal fiscal year 2015, 23 percent ($34 million) of the $148 million in available funds has been committed to local projects. All federal funds for fiscal year 2015 are not yet available. This represents a $30 thousand increase in commitments compared to FFY 2014. Since FFY 2012, the percent of local program funds committed to projects has increased from 45 percent to 73 percent. MoDOT has a goal of 90 percent of local program funds committed to projects for federal fiscal year 2015.



RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Sunny Wilde,
Resource Management Specialist

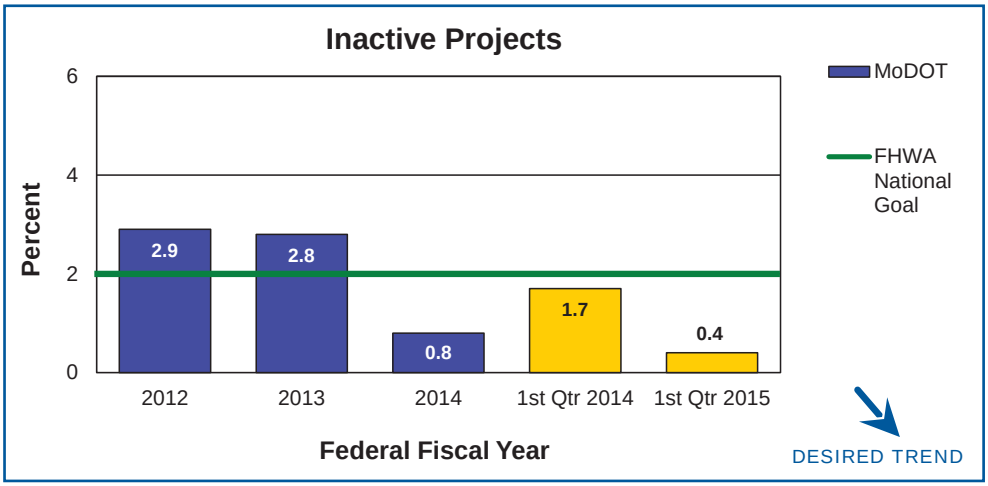
PURPOSE OF THE MEASURE:
This measure tracks the percent of inactive federal projects.

MEASUREMENT AND DATA COLLECTION:
The data is obtained from Federal Highway Administration's quarterly inactive projects report and is based on the federal fiscal year from October 1 through September 30. The inactive report includes projects with no expenditure activity for more than one year. MoDOT uses a tracking database to assist in the analysis and reporting of inactive projects.

Inactive projects-6h

Project funds must be spent for taxpayers to benefit from their transportation investments. As resources continue to dwindle, ensuring available resources are committed to active projects is essential to maintaining the existing transportation system. Due to project schedule delays or lags in receiving project invoices, funds sometimes do not get spent in timely manner. When this happens, MoDOT analyzes projects to determine why there has been no activity, and actions are taken to accelerate project activity. Discussions with local project sponsors often are used to ensure invoices are submitted on a timely basis.

Due to MoDOT's increased efforts, inactive projects have declined from 2.9 percent in 2012 to 0.4 percent ($3.9 million) in the first quarter of 2015. For the first quarter of federal fiscal year 2015, Missouri's inactive projects were below FHWA's national goal of 2 percent and below the national total inactive percentage of 1 percent. MoDOT's continued efforts to identify projects that will potentially become inactive in the coming months and taking any necessary actions on those projects has ensured the funds committed to projects are valid.



Amount of advance construction-6i

RESULT DRIVER:
Brenda Morris,
Financial Services Director

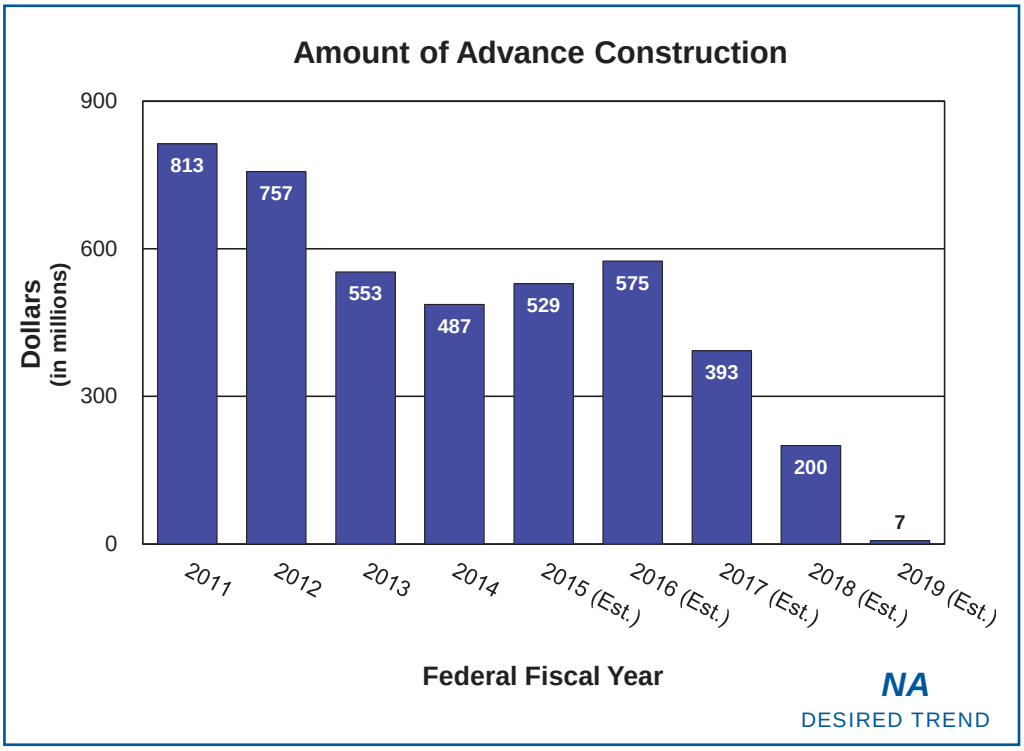
MEASUREMENT DRIVER:
Doug Hood,
Financial Services Administrator

PURPOSE OF THE MEASURE:
This measure tracks the amount of advance construction funds.

MEASUREMENT AND DATA COLLECTION:
MoDOT collects this data from Federal Highway Administration's Fiscal Management Information System. The federal fiscal year is from October 1 to September 30. Fiscal years 2015-2019 are estimates from the current financial forecast. The amount of advance construction is based on the total estimated project costs.

Advance construction is an innovative finance tool MoDOT uses to more efficiently manage its limited resources. Advance construction helps provide the 20 percent match required for federal funds. Without advance construction, MoDOT would be unable to match federal funds today. As the amount of advance construction declines, the ability to match federal funds becomes more difficult.

By 2020, MoDOT won't have enough state revenue to match federal funds. That means Missouri's unmatched federal funds will be directed to other states and lost forever to improve Missouri's transportation system.



Fleet utilization and fuel efficiency-6j

RESULT DRIVER:
Brenda Morris,
Financial Services Director

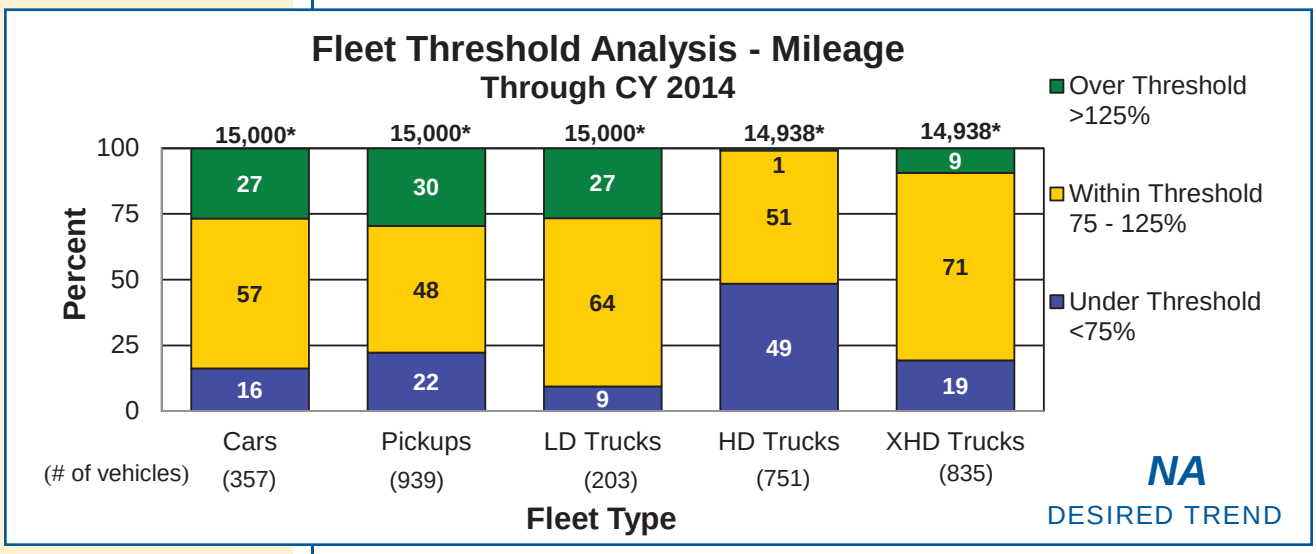
MEASUREMENT DRIVER:
Kevin James,
Assistant District Engineer

PURPOSE OF THE MEASURE:
This measure tracks progress of fleet usage compared to department thresholds based on annual mileage over the life of the equipment. The measure also tracks fuel efficiency for the five vehicle classes representing the majority of fleet expenditures and miles driven.

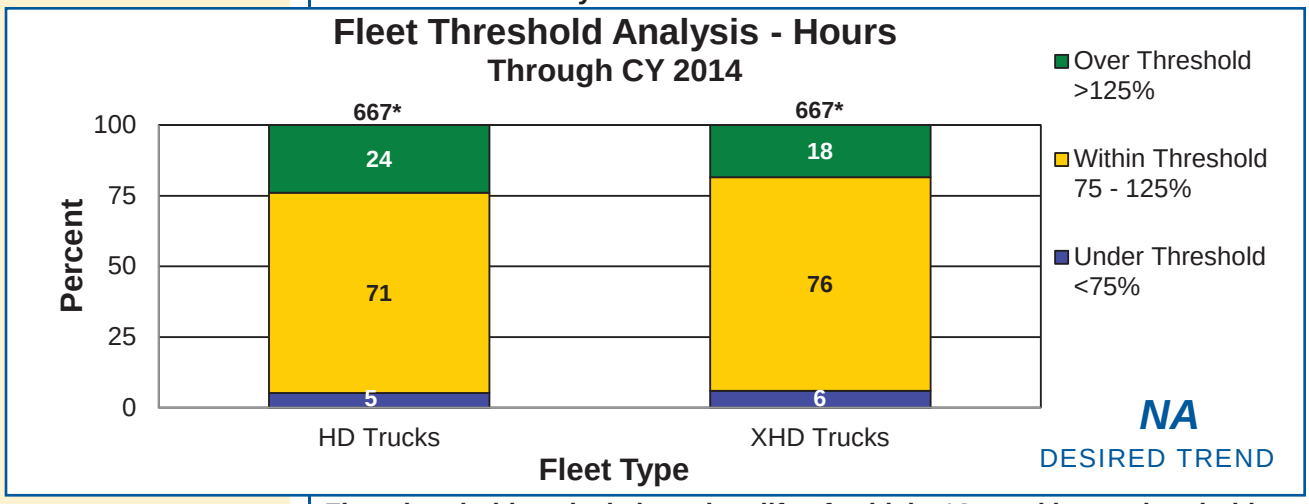
MEASUREMENT AND DATA COLLECTION:
Data reflects performance for the vehicle based on its age. Ideal fleet usage falls within 75 to 125 percent of the vehicle's threshold. For example, a passenger car has a threshold of 15,000 miles per year. If a car is three years old, the mileage should be between 33,750 to 56,250 miles. The fleet threshold analysis graphs are updated in January and July. This measure also reports MoDOT's total fuel consumed and shows how fleet choices can affect fuel economy. The fuel data is collected in the statewide financial system. Mileage data is obtained from the FASTER fleet management system.financial system. Mileage data is obtained from the FASTER fleet management system.

The fleet threshold measure was revised to give a better indication of where our fleet is regarding usage. Also, new fleet thresholds were implemented revising fleet life expectancy information for age and meter. Therefore the analysis is based on the age of the fleet units and the current meter/hour readings. The chart shows fairly consistent data for the cars, pickups, and Light Duty Trucks averaging around 56 percent being within threshold. The Heavy Duty Truck class has 49 percent currently below threshold based on miles, but only 5 percent below threshold based on hours. The Heavy Duty Truck class has 71 percent currently within threshold on miles and hours. An increase in over threshold equipment will result in equipment requiring replacement before its expected life.

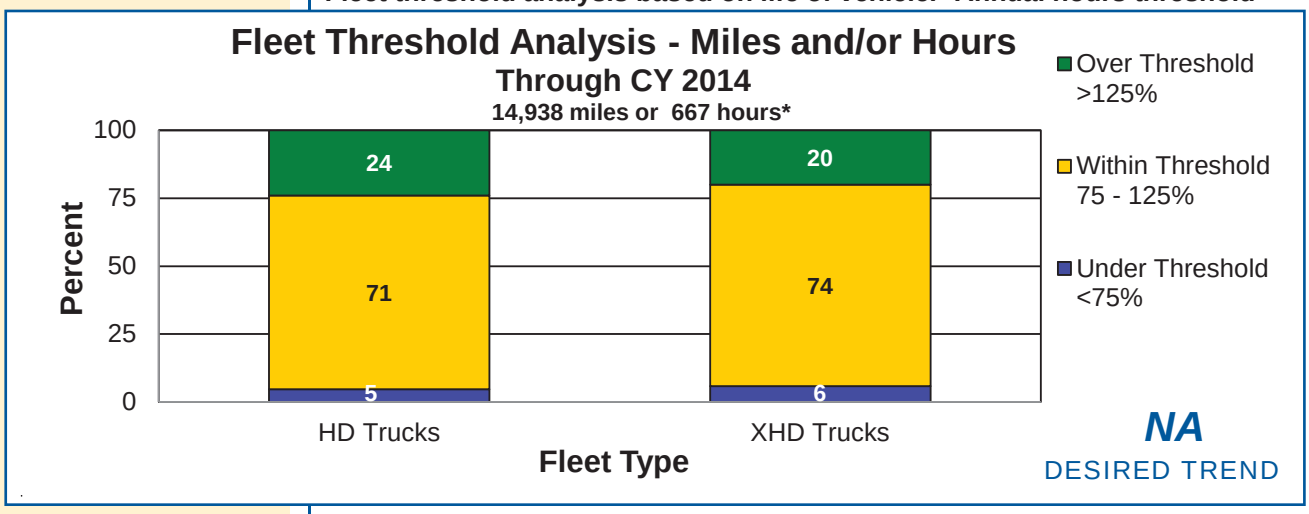
The fuel consumption and fuel efficiency measures are both following the desired trend directions. Fuel consumption so far in FY 2015 has decreased by 449,000 gallons compared to FY 2014. Mileage recorded for these five vehicle classes in FY 2015 has reduced 1,624,008 miles compared to FY 2014. During second quarter FY 2015, fewer gallons were used to perform snow and ice removal. Changes in fuel use by activity resulted in an increase in fuel efficiency of 1.1 miles per gallon.



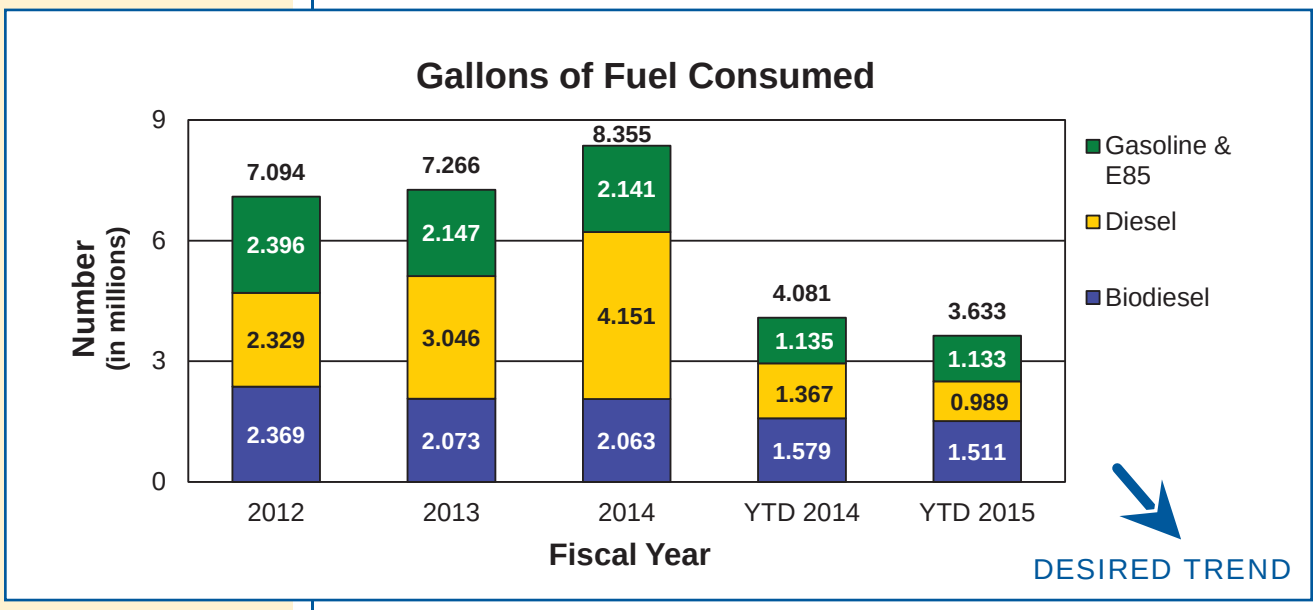
Fleet threshold analysis based on life of vehicle. *Annual miles threshold

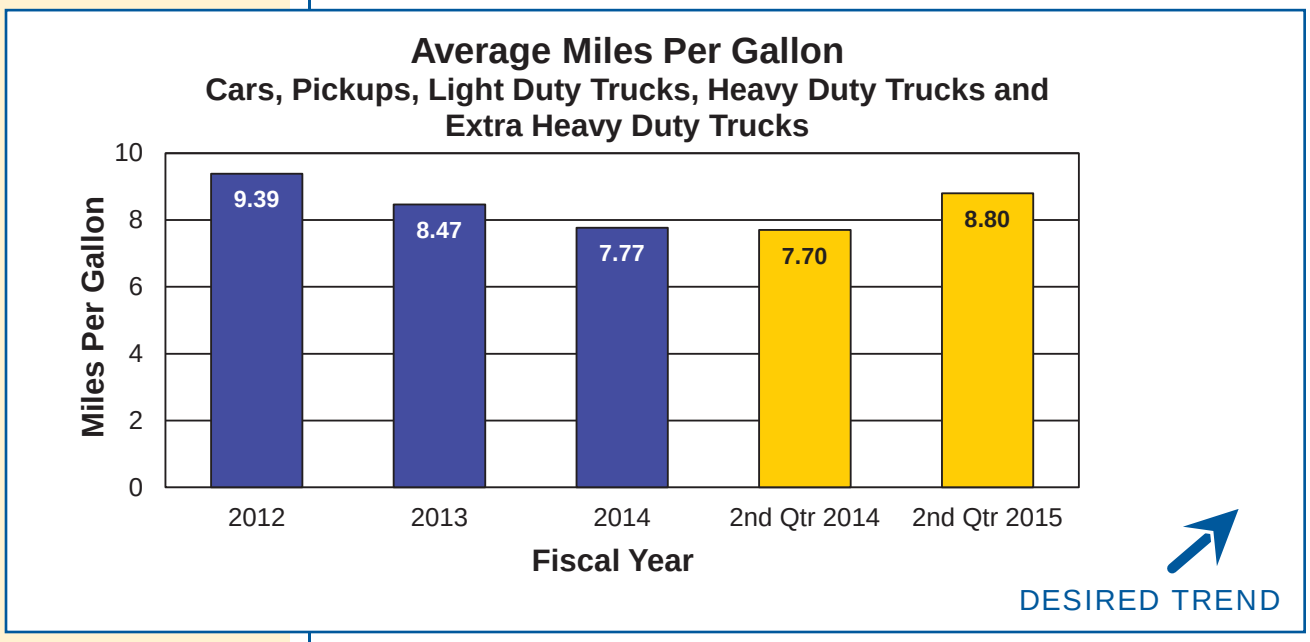


Fleet threshold analysis based on life of vehicle. *Annual hours threshold



Fleet threshold analysis based on life of vehicle. *Annual miles and/or hours threshold


Gallons of Fuel Consumed
Number (in millions)
9
6
3
0
7.094
2.396
2.329
2.369
7.266
2.147
3.046
2.073
8.355
2.141
4.151
2.063
4.081
1.135
1.367
1.579
3.633
1.133
0.989
1.511
2012
2013
2014
YTD 2014
YTD 2015
Fiscal Year
Gasoline & E85
Diesel
Biodiesel
DESIRED TREND


Average Miles Per Gallon
Cars, Pickups, Light Duty Trucks, Heavy Duty Trucks and Extra Heavy Duty Trucks
Miles Per Gallon
10
8
6
4
2
0
9.39
8.47
7.77
7.70
8.80
2012
2013
2014
2nd Qtr 2014
2nd Qtr 2015
Fiscal Year
DESIRED TREND

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Jay Bestgen, Assistant State Construction and Materials Engineer

PURPOSE OF THE MEASURE:
This measure tracks MoDOT's recycling efforts in construction projects and internal operations.

MEASUREMENT AND DATA COLLECTION:
The recycled material used in construction projects is measured through MoDOT's SiteManager database, which tracks material incorporated into projects. Data is collected on an annual basis due to the seasonal nature of construction. Recycled material from internal MoDOT operations, are captured from the annual Missouri State Recycling Program report and from other internal records.

Number of tons of recycled material-6k

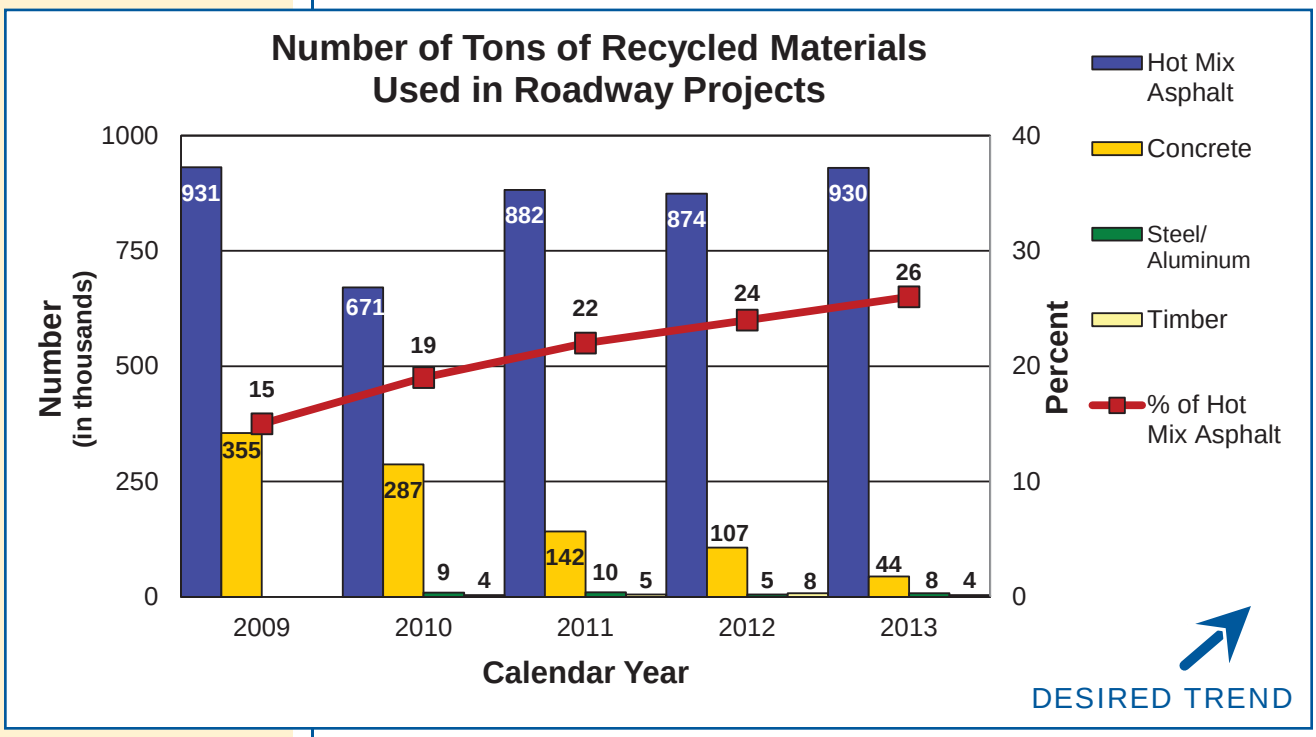
In 2004, recycled asphalt pavements and roof shingles started being incorporated into new asphalt pavements to help offset increasing costs. While the cost of rock, sand, liquid asphalt, labor, fuel and equipment have increased since 2004, recycling efforts have helped offset the cost increases. In 2013, 29 percent of the 3.3 million tons of new asphalt pavement constructed came from recycled components. This saved MoDOT and taxpayers about $11 per ton, or $30 million overall. The $30 million savings would be equivalent to improving 680 miles of a two-lane roadway with a thin overlay.

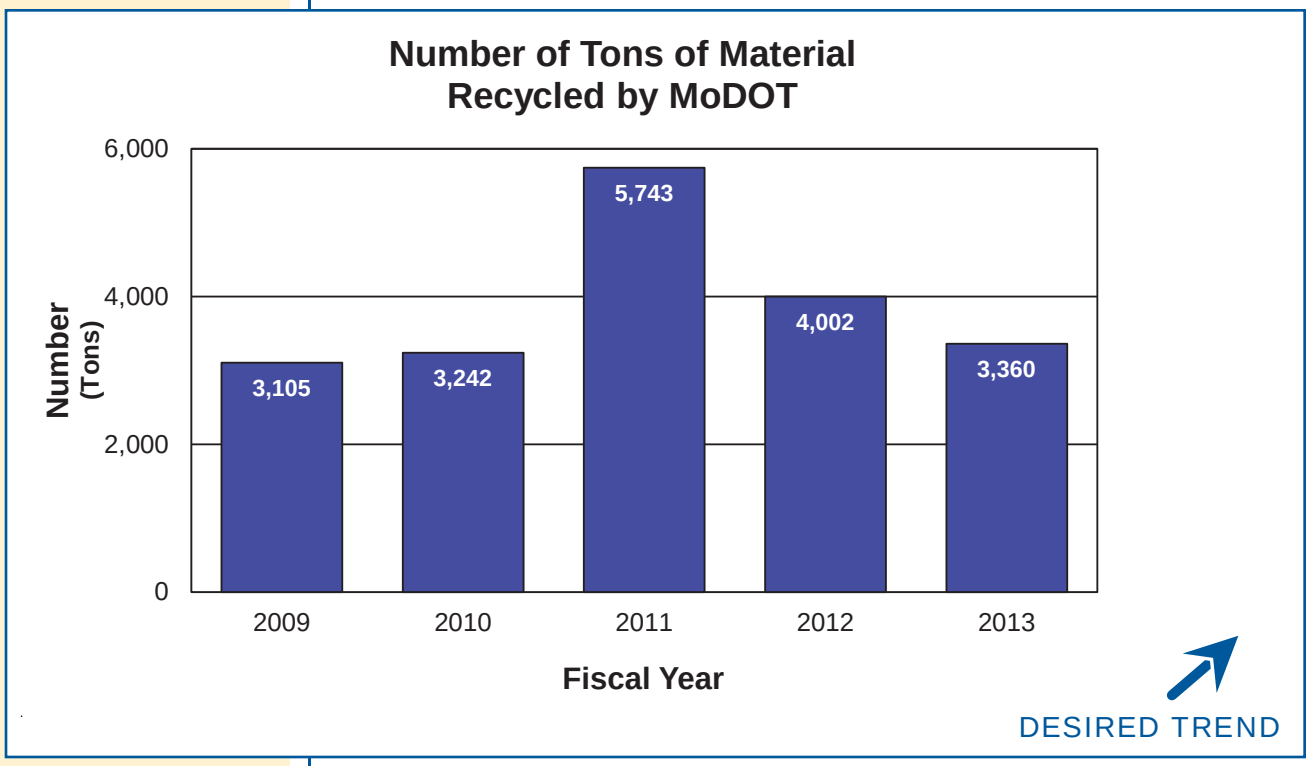
MoDOT also recycles materials no longer needed for internal operations. The majority of the recycled products come from: aluminum, cardboard, office paper, scrap rubber/tires, scrap metal, motor oil and wood pallets. Of these, 2,500 tons of scrap metal makes up the majority of the recycling followed by 641 tons of rubber/tires (equivalent to more than 61,000 passenger car tires) and 95 tons of motor oil (equivalent to about 27,000 gallons). In fiscal year 2013, it cost over $210 thousand to recycle some items, such as scrap rubber/tires and to shred documents. However, other recycling efforts returned over $1.2 million in revenue. The net result was just over $1 million.

Recycling is good for the environment and helps stretch limited funding. With costs continuing to increase, fuel tax revenues declining and federal funding being uncertain, it is important to focus on increasing recycling efforts.

Roofs to Roads

MoDOT is among the first state agencies in the nation to recycle shingles to resurface or rebuild highways.


Number of Tons of Recycled Materials
Used in Roadway Projects
Number
(in thousands)
1000
750
500
250
0
Percent
40
30
20
10
0
931
355
15
671
287
9
4
19
882
142
10
5
22
874
107
5
8
24
930
44
8
4
26
2009
2010
2011
2012
2013
Calendar Year
Hot Mix Asphalt
Concrete
Steel/ Aluminum
Timber
% of Hot Mix Asphalt
DESIRED TREND


Number of Tons of Material
Recycled by MoDOT
Number
(Tons)
6,000
4,000
2,000
0
3,105
3,242
5,743
4,002
3,360
2009
2010
2011
2012
2013
Fiscal Year
DESIRED TREND

Number of environmental warnings and violations – 6l

RESULT DRIVER:
Brenda Morris,
Financial Services Director

MEASUREMENT DRIVER:
Gayle Unruh,
Environmental and Historic Preservation Manager

PURPOSE OF THE MEASURE:
This measure tracks the annual trend of compliance with environmental laws and regulations, which includes obtaining and abiding by specific requirements contained in various permits.

MEASUREMENT AND DATA COLLECTION:
Notices of Violation are similar to a traffic ticket as they are written to indicate you are operating outside of legal limits. A Letter of Warning indicates that there are problems and if not corrected could lead to an NOV. Issued by environmental regulatory agencies, NOVs, LOWs and letters of satisfactory inspections are collected and tracked by location and/or project. The measure reports by calendar year the number of NOVs, LOWs and satisfactory inspections received by the department for any activity.

MoDOT seeks to reduce its impact on Missouri natural resources by complying with environmental laws and regulations. The department is serious about protecting human health, air, water, wildlife and ecosystems. Compliance with environmental laws and regulations helps to prevent and counteract possible damage from MoDOT activities. Under current funding constraints, it is also important to avoid violations. Violations with fines assessed against MoDOT result in less funding for transportation projects.

MoDOT has a zero-tolerance policy toward any NOV from regulating agencies, such as the Missouri Department of Natural Resources or the Environmental Protection Agency. Department employees study the situations that lead to NOVs and LOWs and then take action to prevent future occurrences.

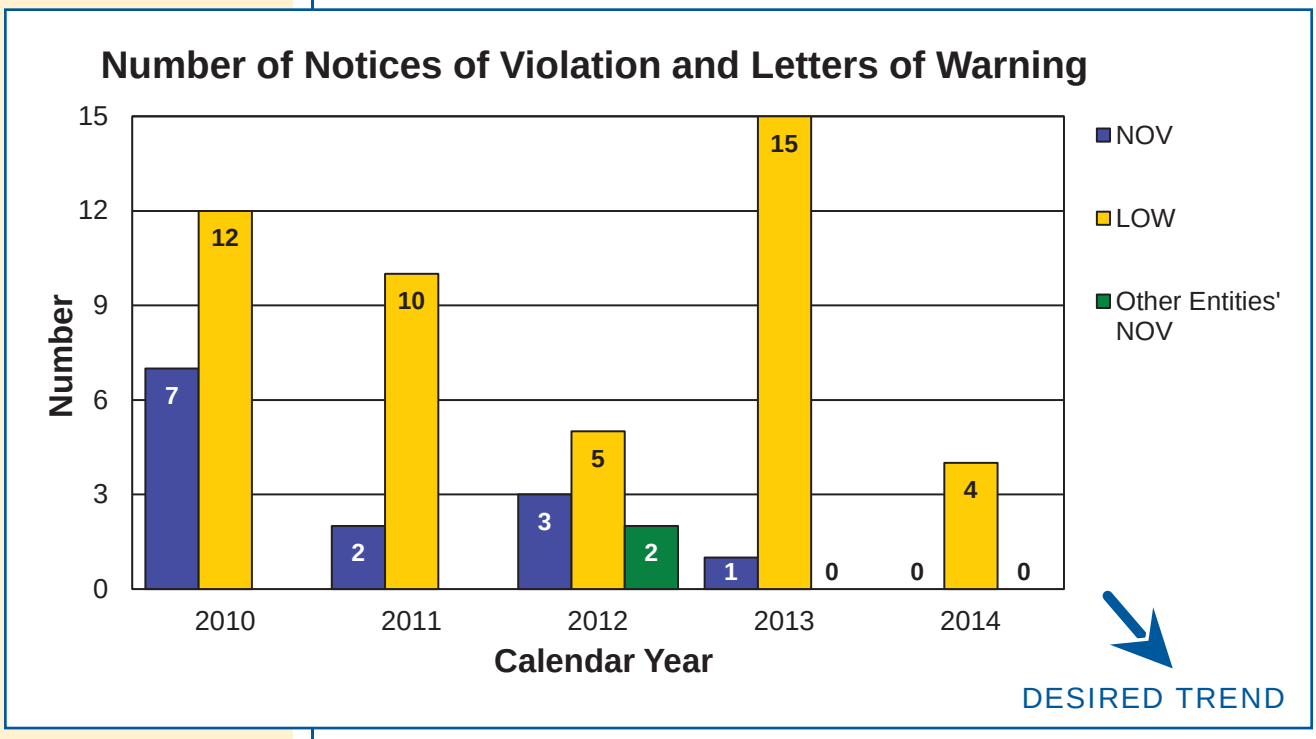
For calendar year 2014, MoDOT received zero NOVs. The number of NOVs during the past five years (2010-2014) has ranged from zero to seven, LOWs ranged from four to 15. The trend for number of NOVs is down over the last five years. LOWs are down significantly from the previous year.

MoDOT received four LOWs from DNR. One LOW was issued for failure to submit a quarterly discharge monitoring report on a rest area lagoon. An LOW was issued for various petroleum and hazardous waste management deficiencies. The third LOW was for unsatisfactory features related to erosion control at a construction site. The fourth was for unsatisfactory features at a maintenance facility linked to failure to properly handle various categories of waste.

Although not issued to MoDOT, an LOW for unsatisfactory land disturbance and erosion and sediment control features was issued by DNR to a contractor for a permitted borrow site.

During this same period, the department also received six letters of satisfactory inspections from DNR. One letter of inspection stated that the site had no deficiencies in hazardous waste management. One noted a minor correction to safety placarding, which was made during the inspection, but did not note any violations. Four letters detailed satisfactory land disturbance inspections of construction projects.

MoDOT continues to work with facility supervisors and construction inspectors through training and dialog to comply with permit requirements.



Note: There is no benchmark data presented with this measure. MoDOT has a zero-tolerance policy toward NOVs. Therefore, regardless of what other states are doing, MoDOT's desired results are zero NOVs, because NOVs are usually violations of law and state statute.