



## 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

## USE RESOURCES WISELY

MEASUREMENT DRIVER:  
Steve Meystrik,  
Special Projects Coordinator

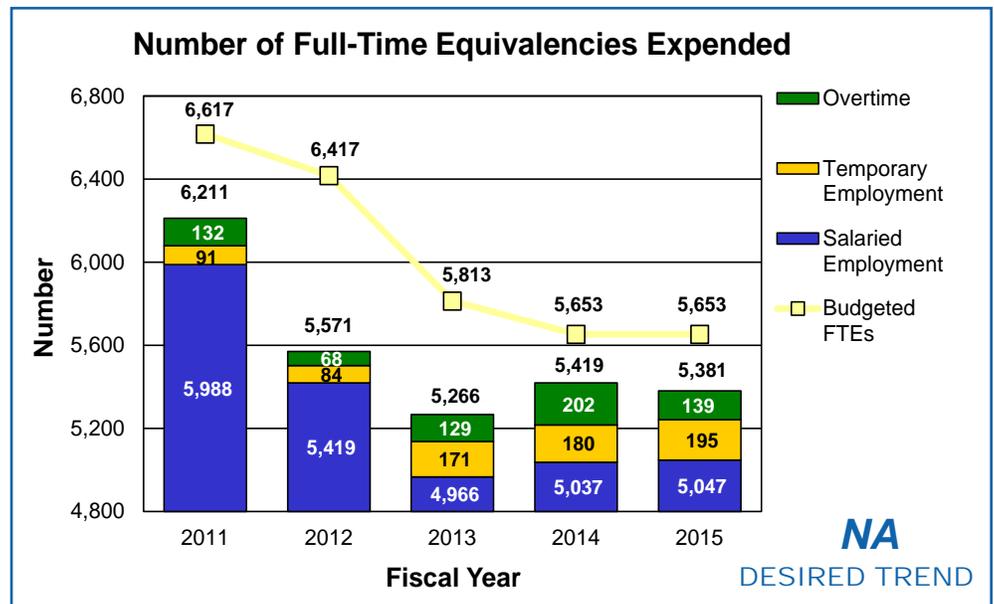
PURPOSE OF THE MEASURE:  
This measure tracks the change in the number of full-time equivalencies (a calculation of hours) expended within the department and compares it to the number of FTEs in the legislative budget.

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.

During fiscal year 2015, the FTE level for salaried employment increased slightly compared to the previous fiscal year; although, MoDOT remains below its targeted employment level of 5,106 salaried employees. The FTE level for temporary employment has increased due to the use of seasonal employees to fill staffing gaps at maintenance facilities. These temporary employees also are needed to assist with emergency response functions such as snow and ice removal and flood response. FTEs resulting from overtime worked have decreased by 63 compared to last year, primarily as a result of fewer winter weather events. Through June 30, 2015, MoDOT experienced a slight increase in overtime due to flood response, with approximately 7,750 more hours being expended for this function compared to the same period last year.



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

MEASUREMENT  
DRIVER:  
Rudy Nickens,  
Equal Opportunity and  
Diversity Director

PURPOSE OF  
THE MEASURE:  
This measure tracks the  
level of employee satisfac-  
tion throughout the depart-  
ment at specific points in  
time.

MEASUREMENT  
AND DATA  
COLLECTION:  
Employee satisfaction is  
measured with an annual  
employee survey. Em-  
ployees 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 Re-  
sources Management best  
practice data was gathered  
from an SHRM report of  
an annual job satisfaction  
survey of 55 Fortune 500  
companies.

### *Level of job satisfaction-6b*

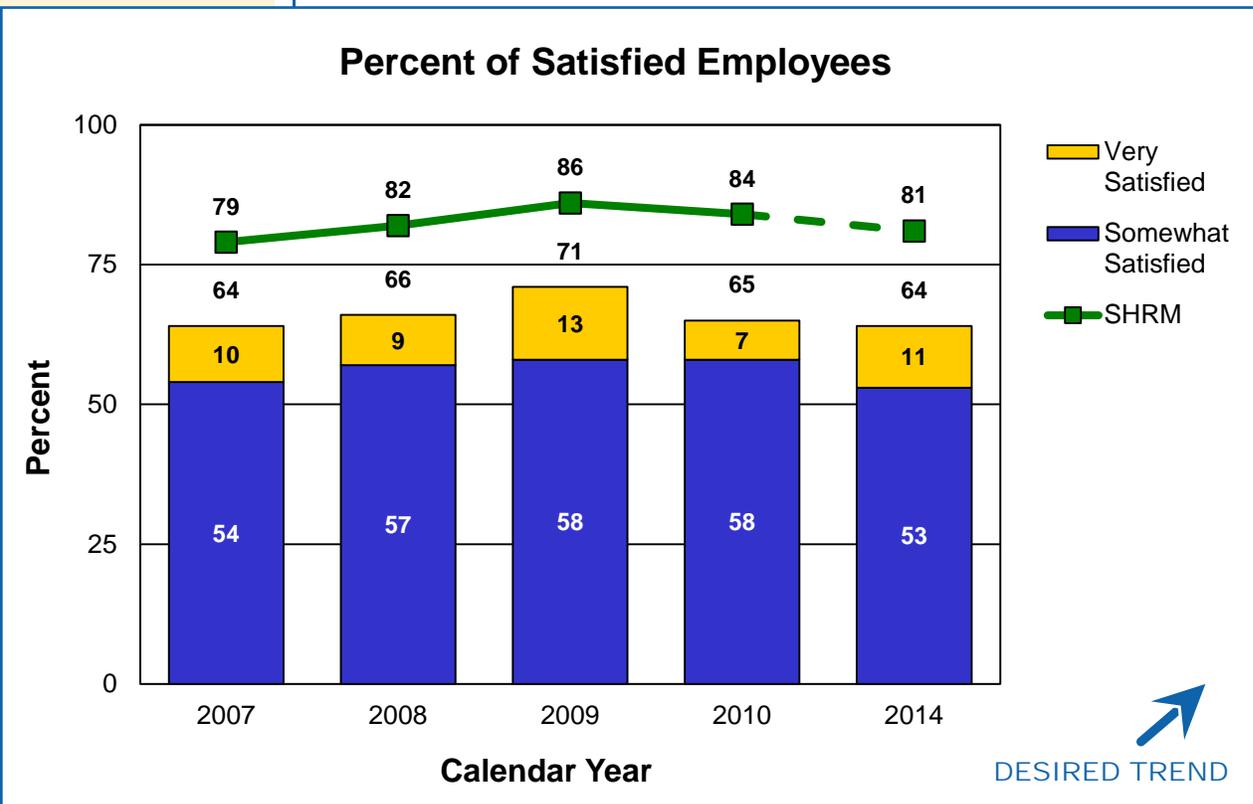
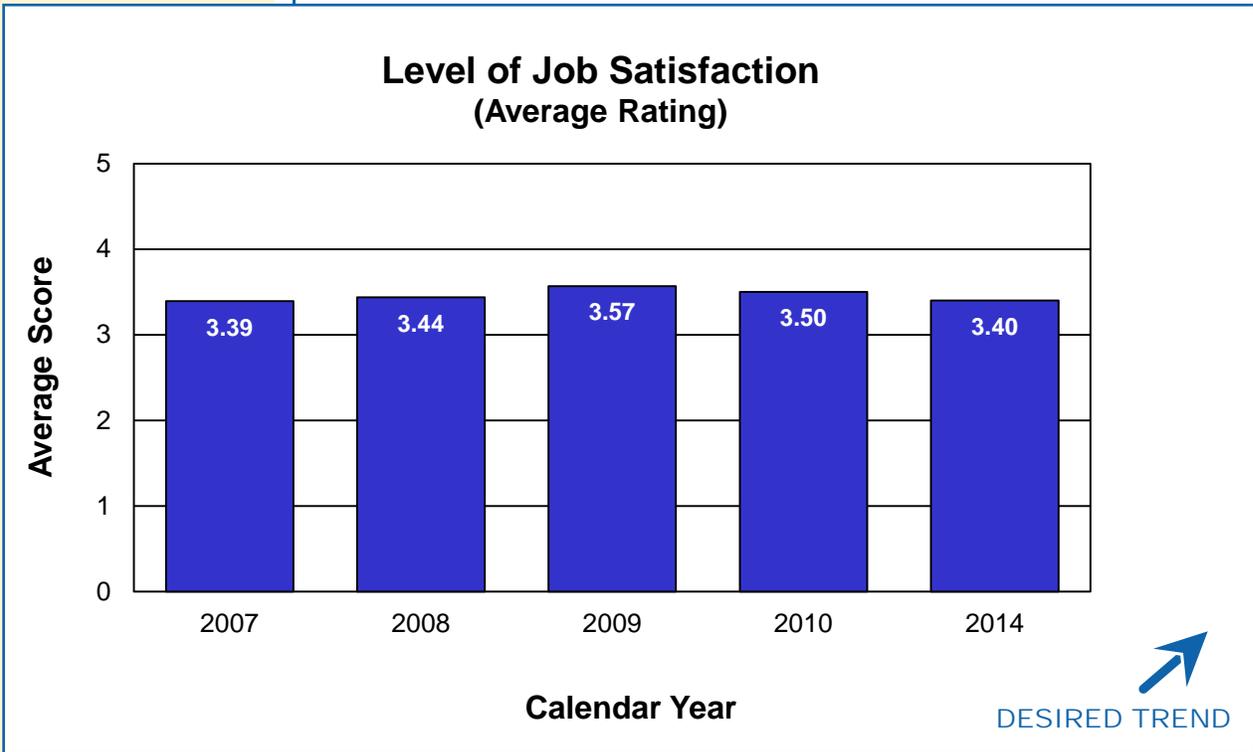
MoDOT wants employees to be satisfied with their work and workplace and feel like they are a good fit for their jobs. Employee satisfaction can be a driver of overall organizational performance. The more satisfied and engaged employees are with the workplace, the more discretionary effort they are willing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





**RESULT DRIVER:**  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

**MEASUREMENT DRIVER:**  
Aaron Kincaid,  
Employment Manager

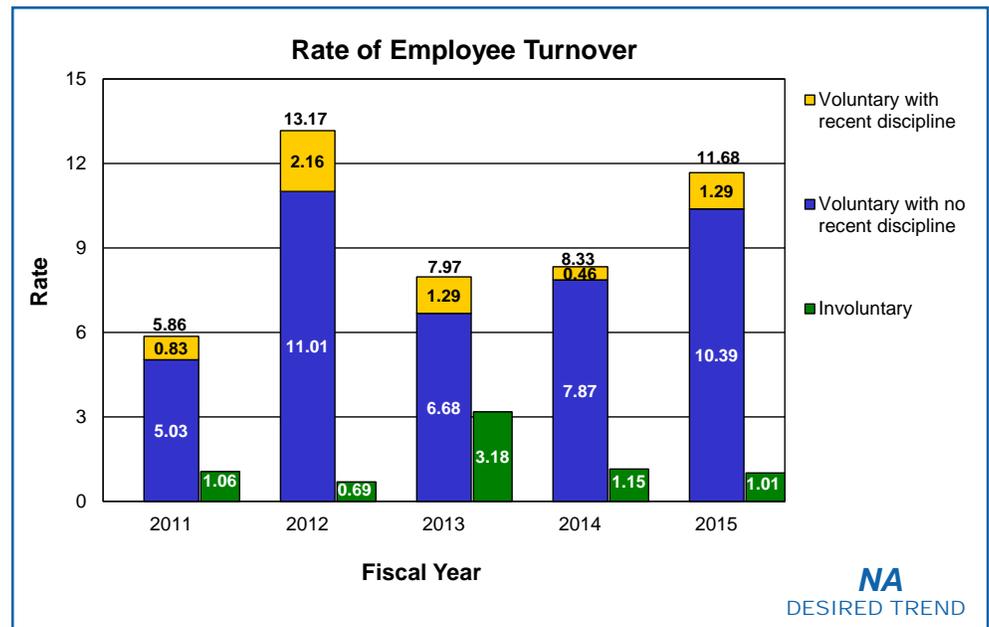
**PURPOSE OF THE MEASURE:**  
This measure tracks the percentage of employees who leave MoDOT. Turnover rates as shown in this measure include voluntary and involuntary separations.

**MEASUREMENT AND DATA COLLECTION:**  
The data is collected statewide from SAM II Advantage HR system and includes only salaried employees. Voluntary turnover includes resignations and retirements. Involuntary turnover reflects dismissals. Data is reported quarterly, with current year-to-date data included.

### 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 fiscal year 2015, voluntary turnover rates (246 retirements and 343 resignations) continue to show an upward trend. The voluntary turnover rate has increased significantly from 8.33 percent in FY 2014 to 11.68 percent in FY 2015. First-year turnover remains high and is the focus for the department's employee retention efforts through the onboarding program. Maintenance turnover is another area of concern, which is being addressed by a cost-neutral approach that includes making salary adjustments to full-time employees in the maintenance worker series and, going forward, hiring fewer temporary employees to fill maintenance staffing gaps. Involuntary turnover rates have decreased from FY 2014, reducing to more similar historical statewide rates with 51 involuntary separations (dismissals) in FY 2015.



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

MEASUREMENT  
DRIVER:  
Todd Grosvenor,  
Special Projects  
Coordinator

PURPOSE OF  
THE MEASURE:  
This measure shows the  
precision of state and fed-  
eral 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 taxes  
paid by highway users,  
interest earnings and mis-  
cellaneous revenues. State  
revenue for other modes  
includes motor vehicle sales  
taxes, aviation fuel taxes,  
jet fuel sales taxes, mo-  
tor vehicle licensing fees,  
railroad assessments, ap-  
propriations from General  
Revenue and interest earn-  
ings. The measure provides  
the cumulative, year-to-date  
percent variance of ac-  
tual state revenue versus  
projected state revenue  
by state fiscal year. Fed-  
eral revenue for roads and  
bridges is the amount avail-  
able to commit in a federal  
fiscal year of federal funds.  
Federal funds are distrib-  
uted to states via federal  
law. Federal revenue for  
other modes is the amount  
reimbursed to MoDOT for  
expenses incurred in a state  
fiscal year.

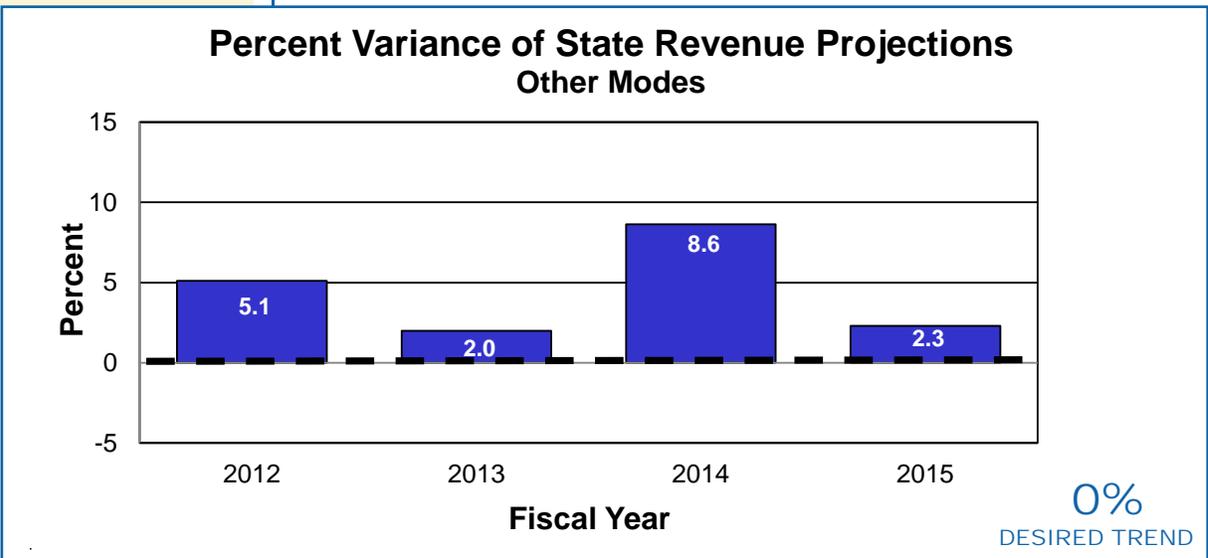
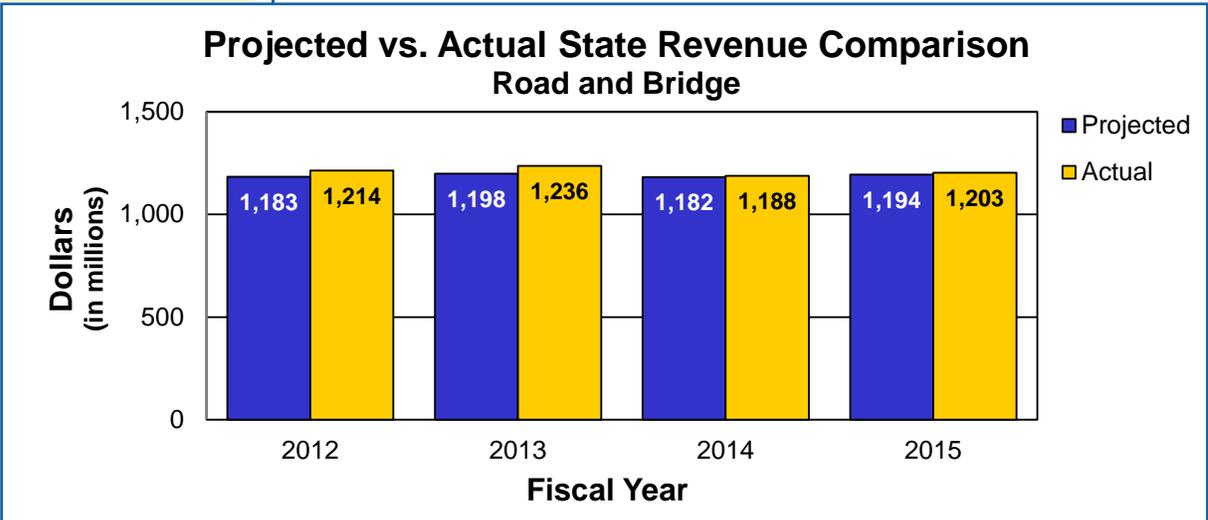
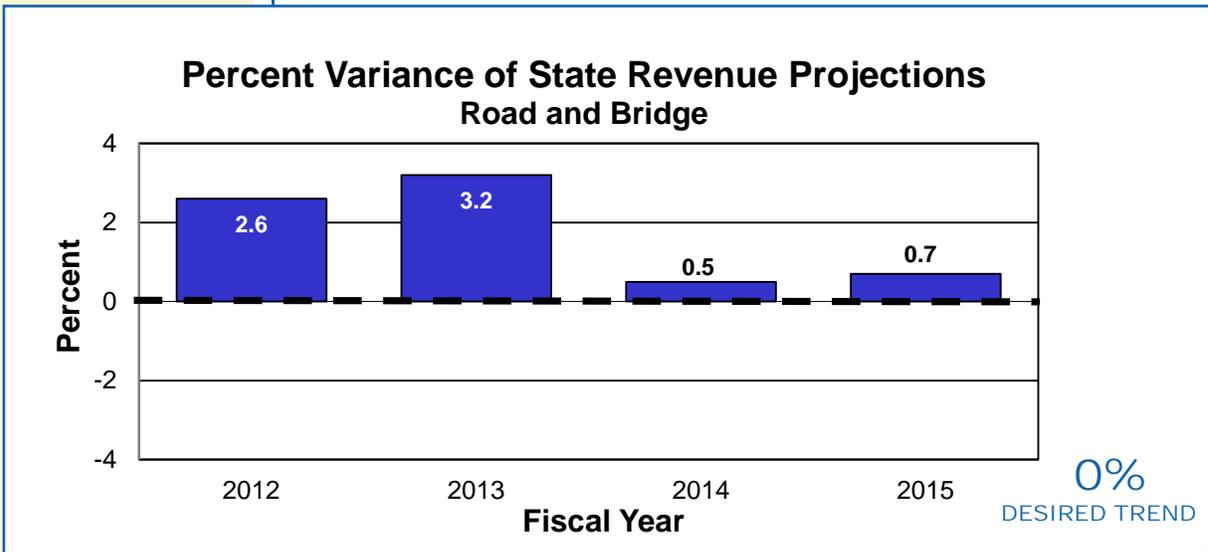
### *State and federal revenue projections-6d*

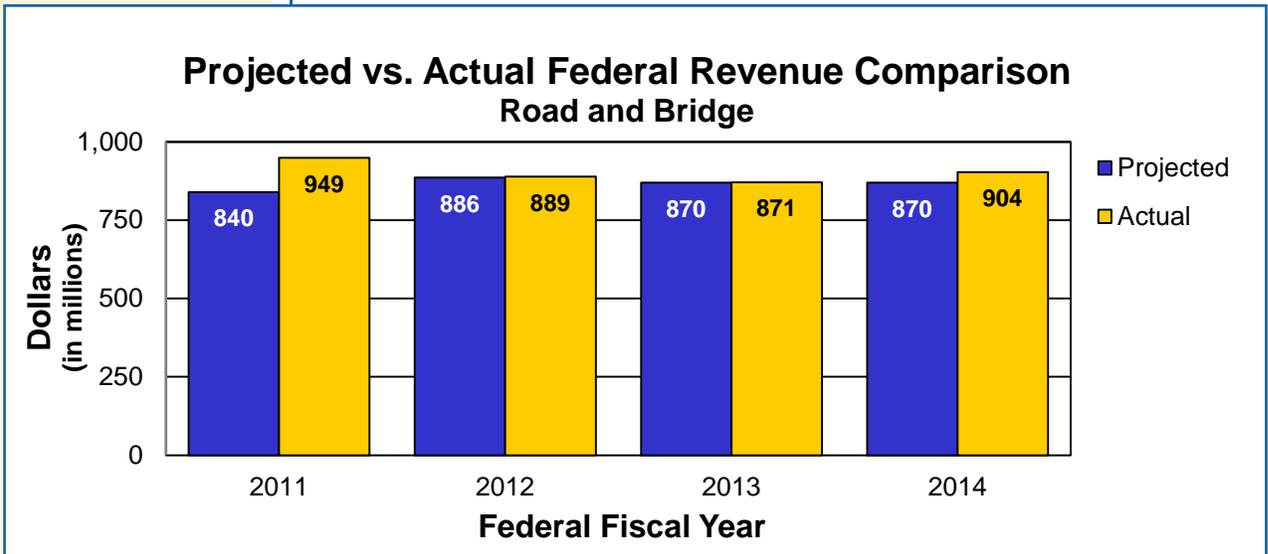
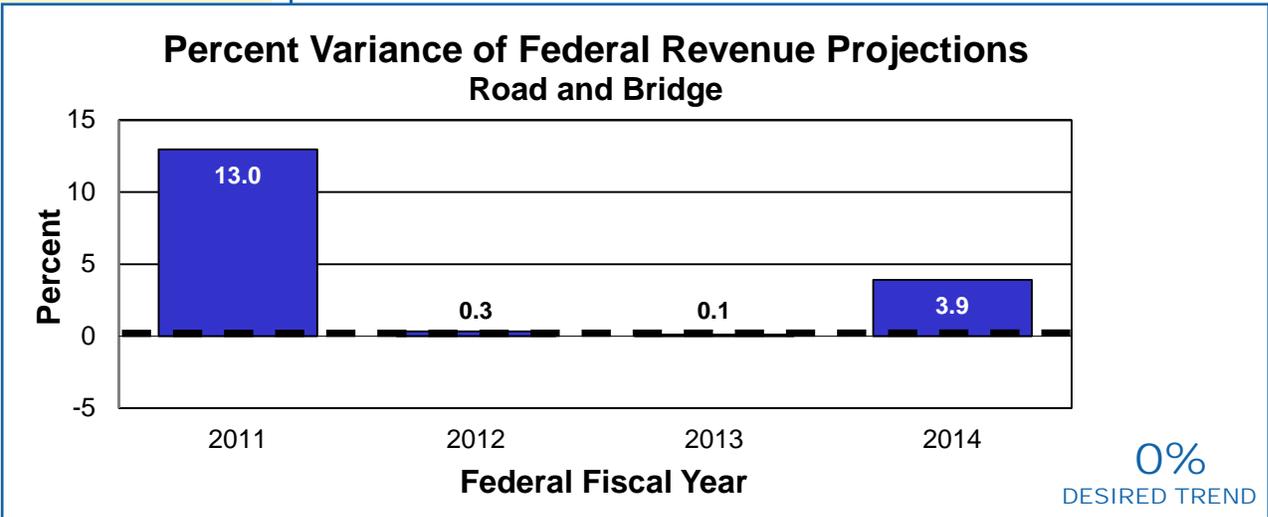
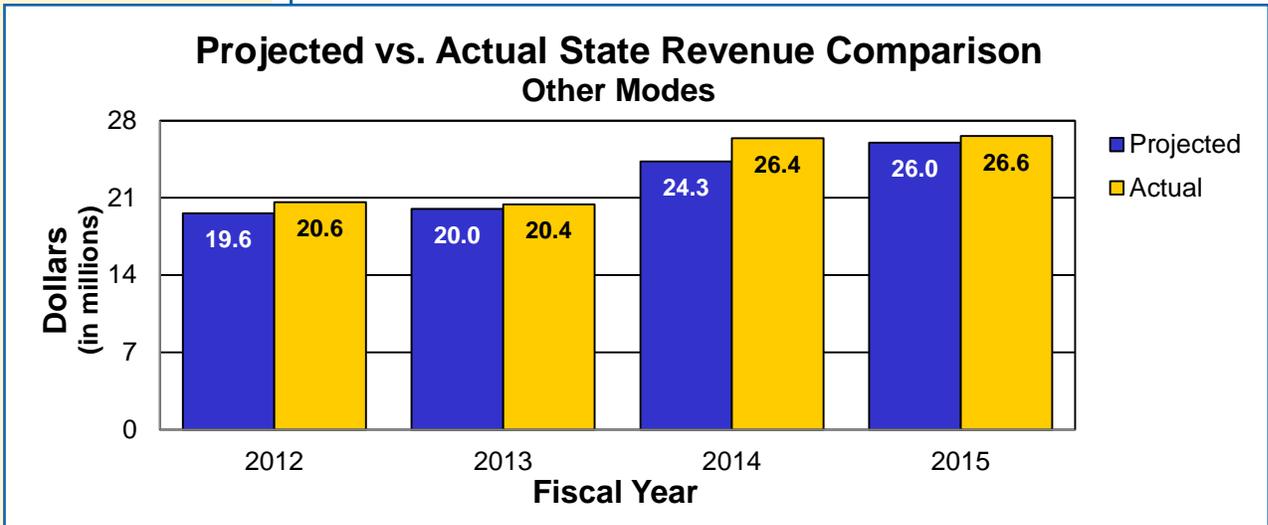
State and federal revenue projections help MoDOT staff do a better job of budgeting limited funds for its operations and capital program. The desired trend is for actual revenue to match projections with no variance. MoDOT staff adjusts future operating and capital budgets to account for these variances,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

The actual state revenue for road and bridge is slightly higher than projected and is also higher for other modes than projected for fiscal year 2015. The actual state revenue for road and bridge from motor fuel taxes, motor vehicle and driver licensing fees, and motor vehicle sales taxes is more than projected and miscellaneous is less than projected due to the suspension of the Cost Share Program. The positive variance of 2.3 percent for other modes is mostly attributable to the motor vehicle sales taxes and railroad assessments.

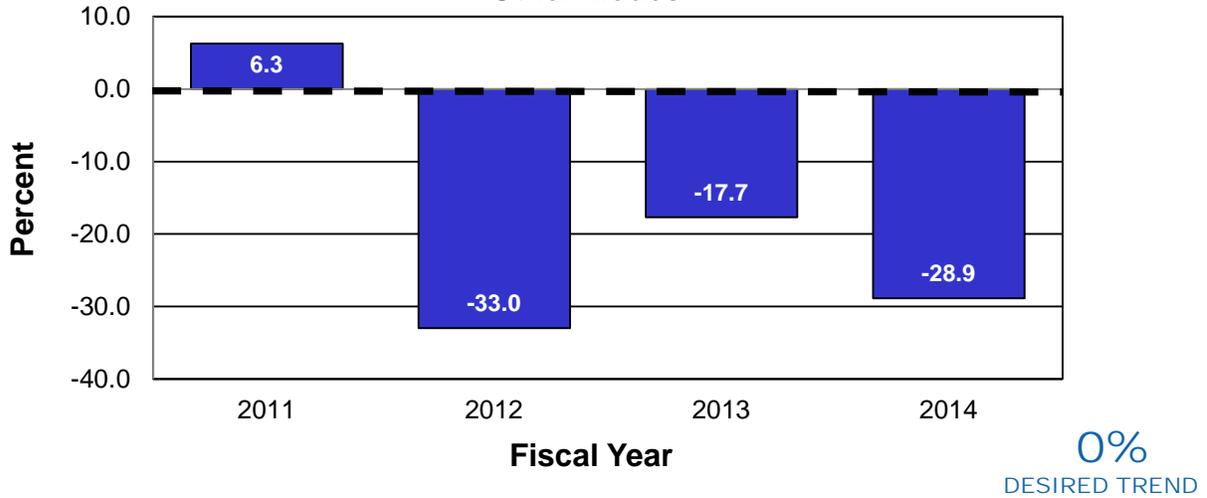
The largest source of transportation revenue is from the federal government. Funding is received through various federal transportation agencies including Federal Highway, Transit, Aviation and Railroad administrations. Federal funding is uncertain. In June 2012, Congress passed a two-year federal transportation reauthorization act entitled Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 reduced the amount of road and bridge funding for all state DOTs. MAP-21 expired on September 30, 2014. However, Congress passed legislation to extend MAP-21 until July 31, 2015. Federal revenue for other modes is reliant on the timing of project expenditures.

The primary source of federal and state revenue is motor fuel tax. The motor fuel tax rates have not changed in more than 20 years, while the costs for materials and labor have doubled, and even tripled for some materials, in the same timeframe.

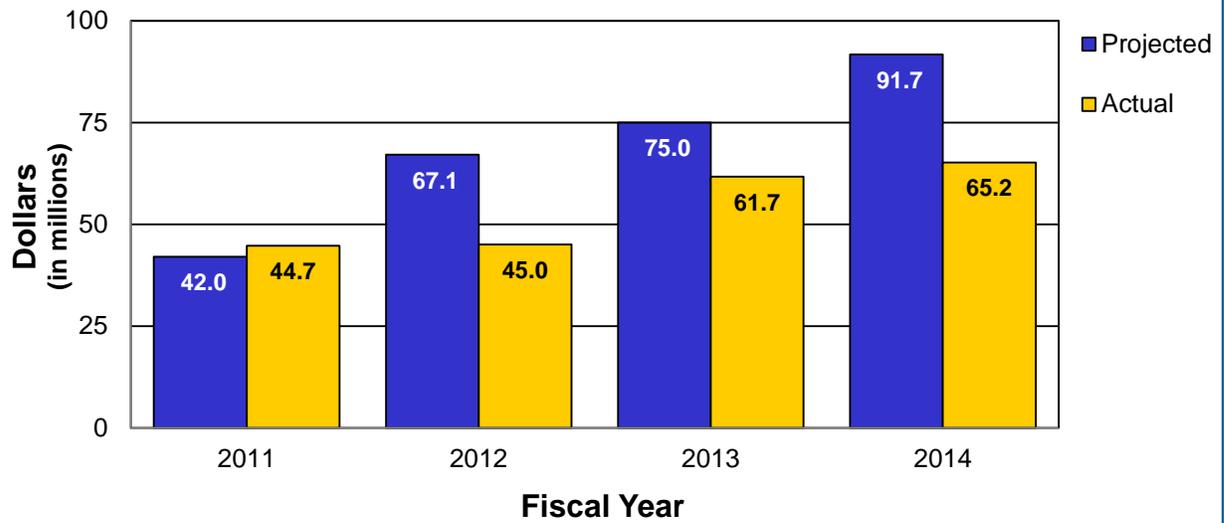




**Percent Variance of Federal Revenue Projections  
Other Modes**



**Projected vs. Actual Federal Revenue Comparison  
Other Modes**



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

MEASUREMENT  
DRIVER:  
Frank Miller,  
District Planning Manager

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

MEASUREMENT  
AND DATA  
COLLECTION:  
MoDOT collects this data  
from the Statewide Trans-  
portation Improvement Pro-  
gram and the permits data-  
base. The dollars are shown  
in the 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.

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

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.

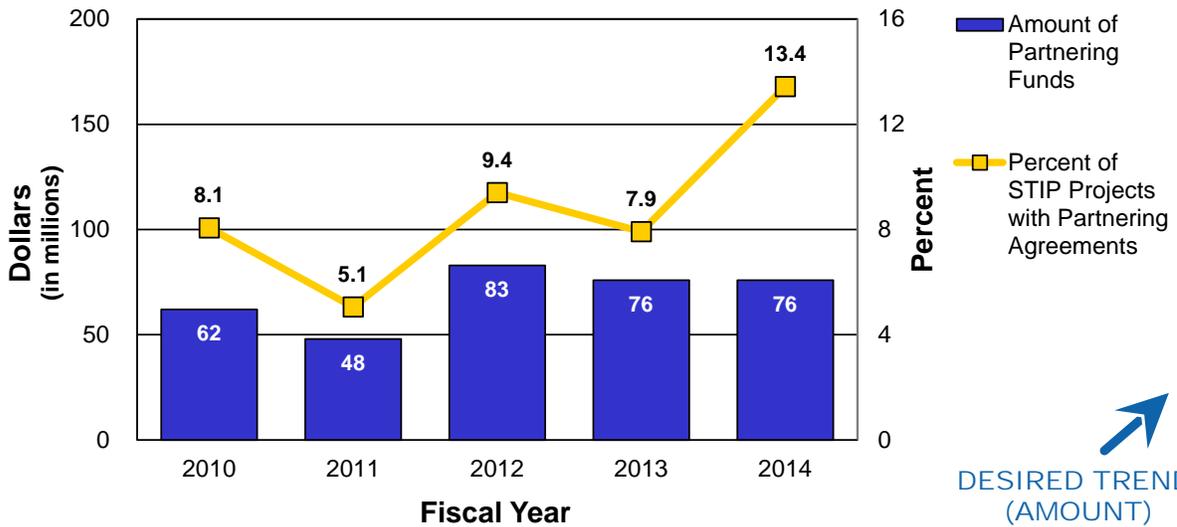
The percent of projects with funding participation from partnering agencies for FY 2014 is 13.4 percent, which is significantly higher than the five-year average of 8.8 percent. However, these projects have shifted from major projects to taking care of the system projects and smaller scale projects. 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.

# USE RESOURCES WISELY



### Number of Dollars Generated Through Cost-sharing and Partnering Agreements for Highway and Bridge Projects



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

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 repre-  
sent 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.

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

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. Federal Aviation Administration and State Aviation Trust funds require a minimum local match of 10 percent.

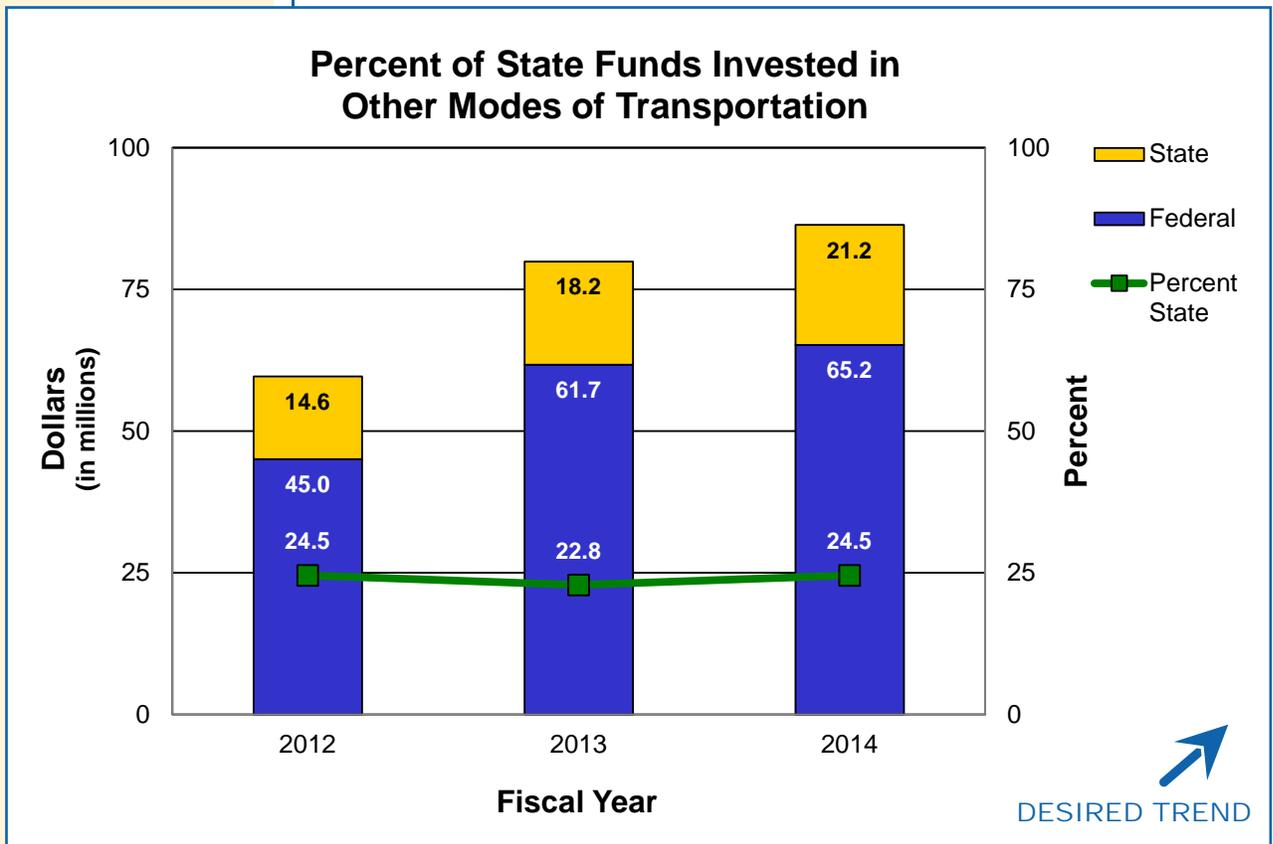
Rail - State expenditures increased by \$800,000 to \$10.1 million, and federal expenditures decreased by \$200,000 to \$13.3 million. In FY 2014, state funds were 43 percent of total funds invested. Ticket revenue from the Missouri River Runner and Railroad funds contributed \$10.1 million to offset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

# USE RESOURCES WISELY



**RESULT DRIVER:**  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

**MEASUREMENT DRIVER:**  
Kenny Voss,  
Local Program Administrator

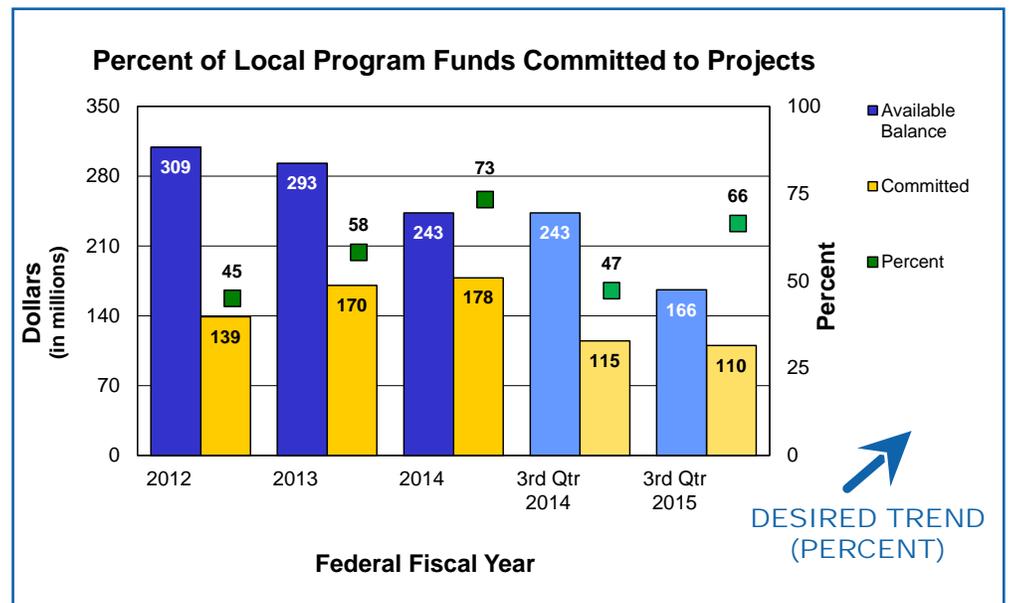
**PURPOSE OF THE MEASURE:**  
This measure tracks the percent of available Local Program funds committed to projects.

**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 third quarter of federal fiscal year 2015, 66 percent (\$110 million) of the \$166 million in available funds has been committed to local projects. All federal funds for fiscal year 2015 are not yet available. This represents a \$5 million decrease in commitments compared to the same period in 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 FFY 2015.



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

MEASUREMENT  
DRIVER:  
Sunny Wilde,  
Resource Management  
Specialist

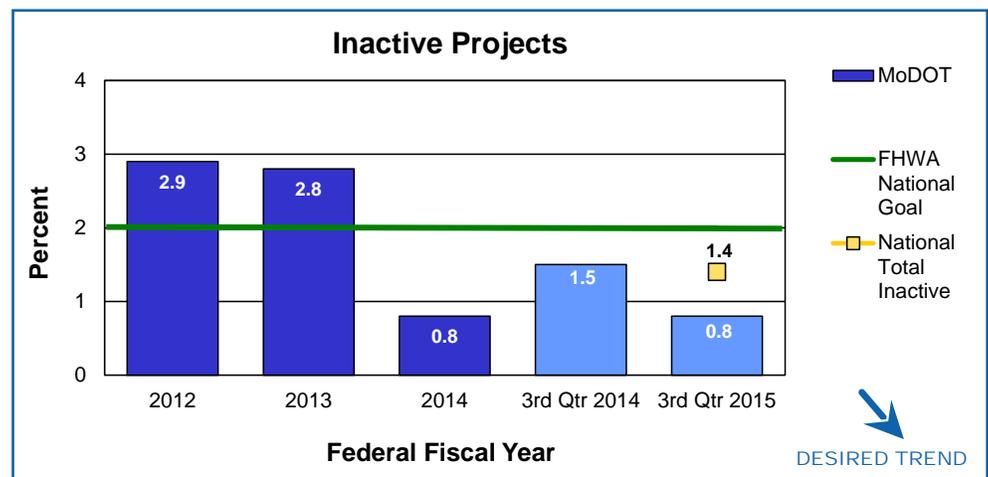
PURPOSE OF  
THE MEASURE:  
This measure tracks the  
percent of inactive federal  
projects.

MEASUREMENT  
AND DATA  
COLLECTION:  
The data is obtained from  
Federal Highway Adminis-  
tration's quarterly inactive  
projects report and is based  
on the federal fiscal year  
from October 1 through  
September 30. The inac-  
tive report includes projects  
with no expenditure activi-  
ty 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 a timely manner. When this happens, MoDOT analyzes projects to determine why there has been no activity and what steps need to be taken to move the project forward. 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 federal fiscal year 2012 to 0.8 percent (\$6.9 million) in the third quarter of FFY 2015. For the third quarter of FFY 2015, Missouri's inactive projects were below FHWA's national goal of 2 percent and below the national total inactive percentage of 1.4 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.



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

MEASUREMENT  
DRIVER:  
Doug Hood,  
Financial Services  
Administrator

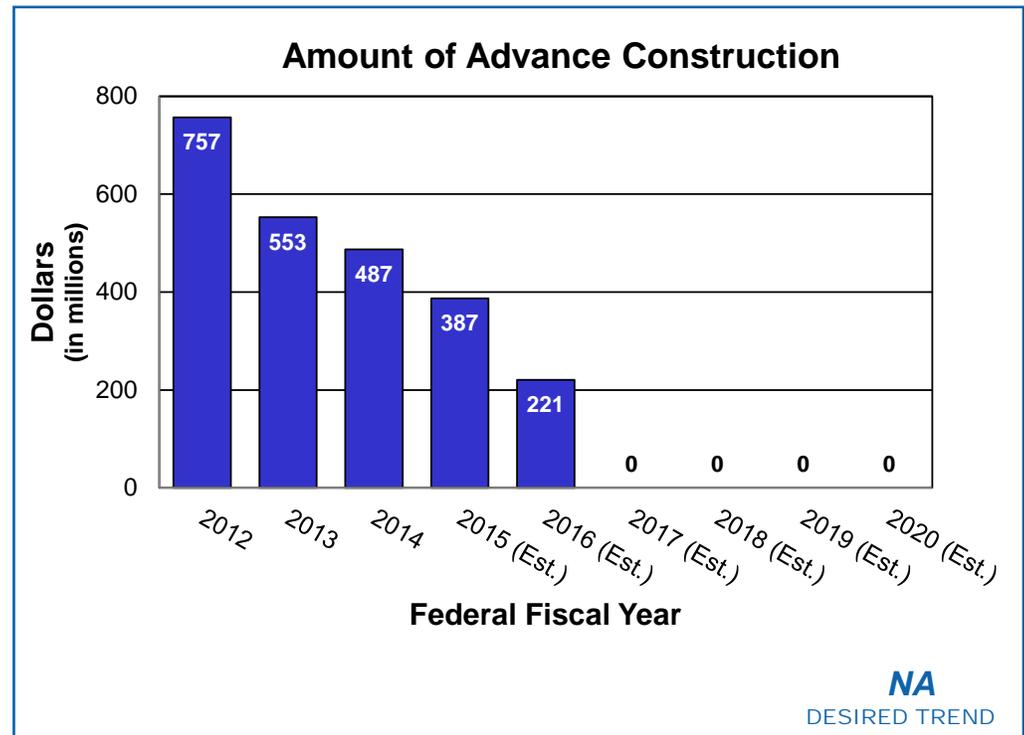
PURPOSE OF  
THE MEASURE:  
This measure tracks the  
amount of advance con-  
struction funds.

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  
2016-2020 are estimates  
from the current financial  
forecast. The amount of ad-  
vance construction is based  
on the total estimated proj-  
ect costs.

### Amount of advance construction-6i

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 2017, 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.



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

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. Mile-  
age data is obtained from  
MoDOTs, fleet management  
system, FASTER.

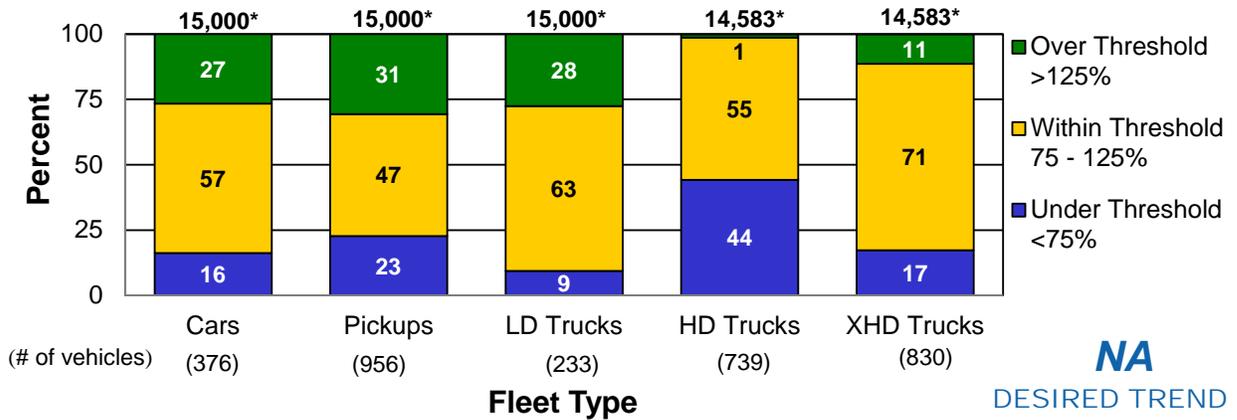
### *Fleet usage and fuel efficiency-6j*

The fleet threshold measure for fiscal year 2015 shows 57 percent for cars, 47 percent for pickups, and 63 percent for light duty trucks being within threshold. The heavy duty truck class has 44 percent currently below threshold based on miles, but only 4 percent below threshold based on hours. The extra heavy duty truck class has 73 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 measure is following the desired trend direction, while the fuel-efficiency measure shows consistent results for the fourth quarters of FY 2014 and FY 2015. Fuel consumption in FY 2015 has decreased by 921,261 gallons compared to FY 2014. Mileage recorded for these five vehicle classes in FY 2015 has reduced 3,313,800 miles compared to FY 2014. During the fourth quarter of FY 2015, fewer gallons were used to perform striping and asphalt pavement repair. For the same period, increases in gallons used for flood response and restoration also were recorded. Changes in fuel use by activity resulted in a decrease in fuel efficiency of 0.03 miles per gallon from the same period last year.

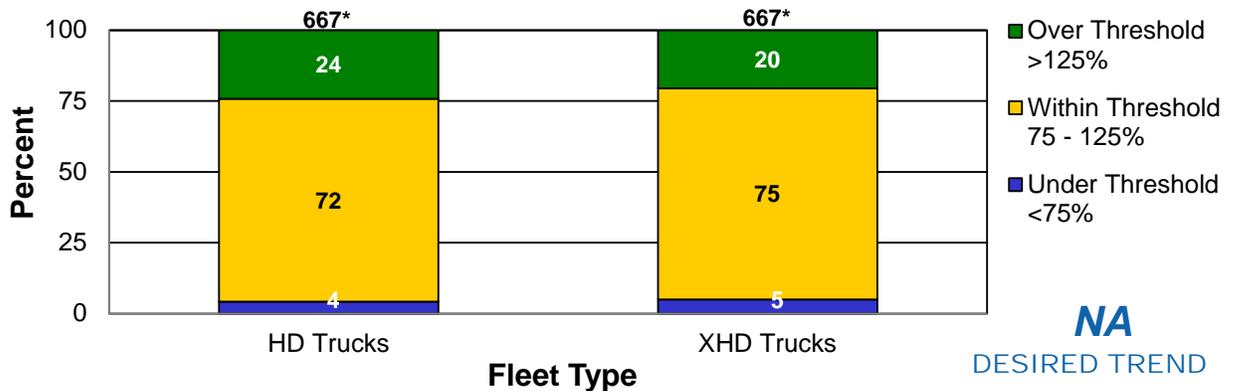


### Fleet Threshold Analysis - Mileage Through FY 2015



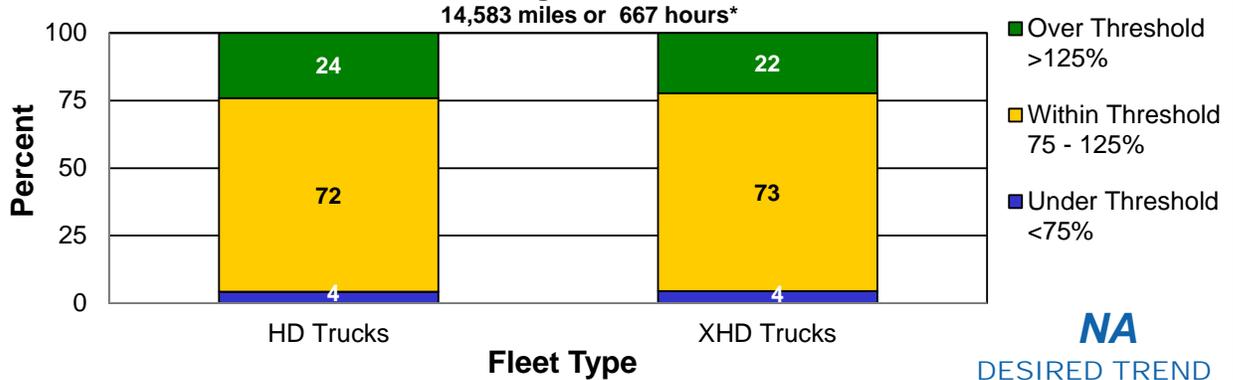
Fleet threshold analysis based on life of vehicle. \*Annual miles threshold

### Fleet Threshold Analysis - Hours Through FY 2015



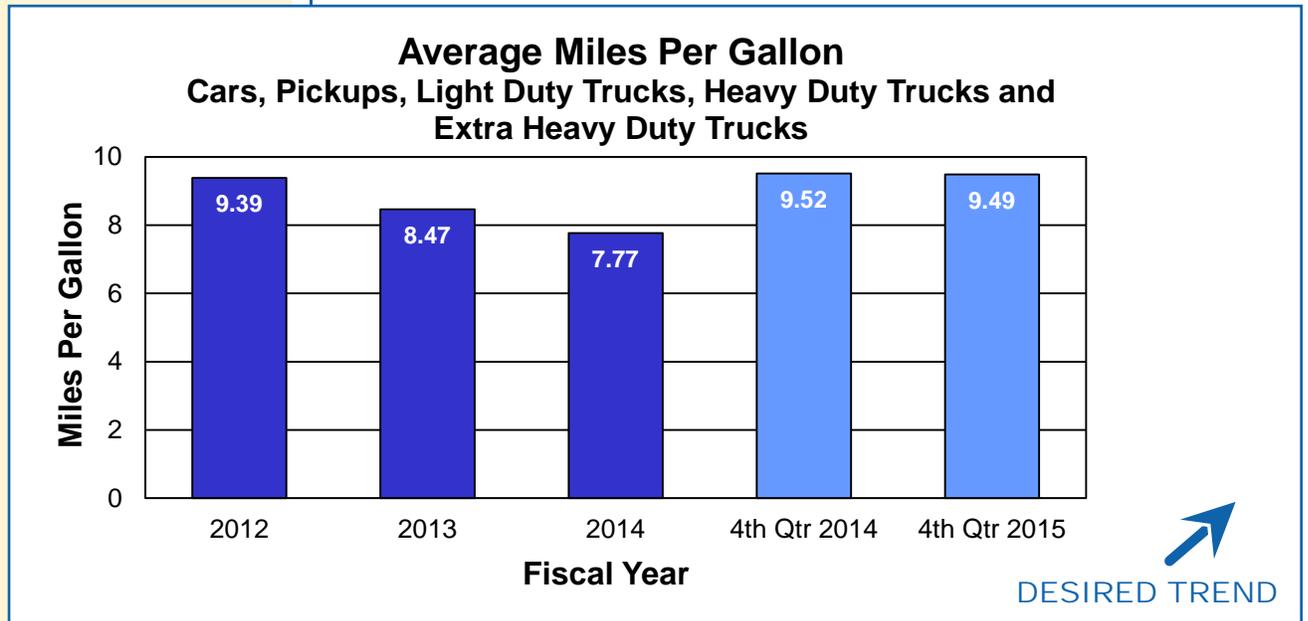
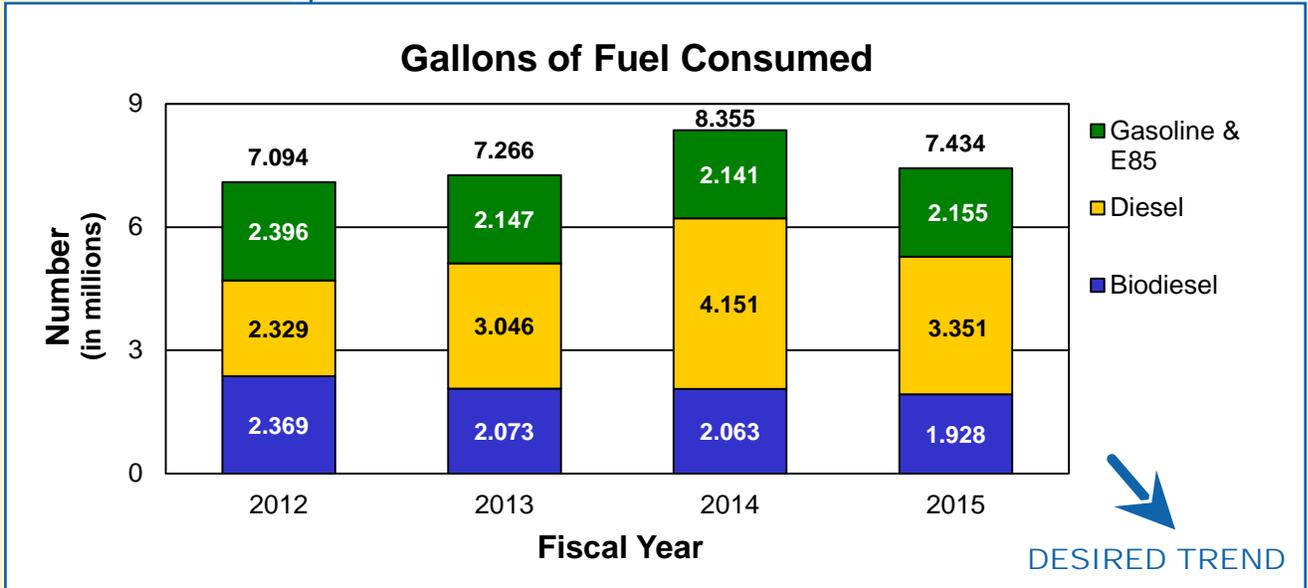
Fleet threshold analysis based on life of vehicle. \*Annual hours threshold

### Fleet Threshold Analysis - Miles and/or Hours Through FY 2015



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

# USE RESOURCES WISELY



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

### 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, MoDOT started incorporating recycled asphalt pavements and roof shingles 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 2014, 31 percent of the 2.9 million tons of new asphalt pavement constructed came from recycled components. This saved MoDOT and taxpayers about \$9 per ton, or \$23.8 million overall. The \$23.8 million savings would be equivalent to improving over 500 miles of a two-lane roadway with a thin overlay.

MoDOT also engages in internal recycling efforts. The amount of recycled materials has decreased steadily since 2011, resulting from the consolidation of facilities and reduction of stockpiled materials. The majority of the recycled products come from aluminum, cardboard, office paper, scrap rubber/tires, scrap metal, motor oil and wood pallets. In fiscal year 2014, 1,700 tons of scrap metal made up the majority of the recycling, followed by 360 tons of rubber/tires (equivalent to about 32,000 passenger car tires) and 330 tons of motor oil (equivalent to over 84,000 gallons). In FY 2014, it cost more than \$240,000 to recycle some items, such as scrap rubber/tires and to shred documents. However, other recycling efforts returned more than \$850,000 in revenue. The result was slightly more than \$610,000 in net revenue.

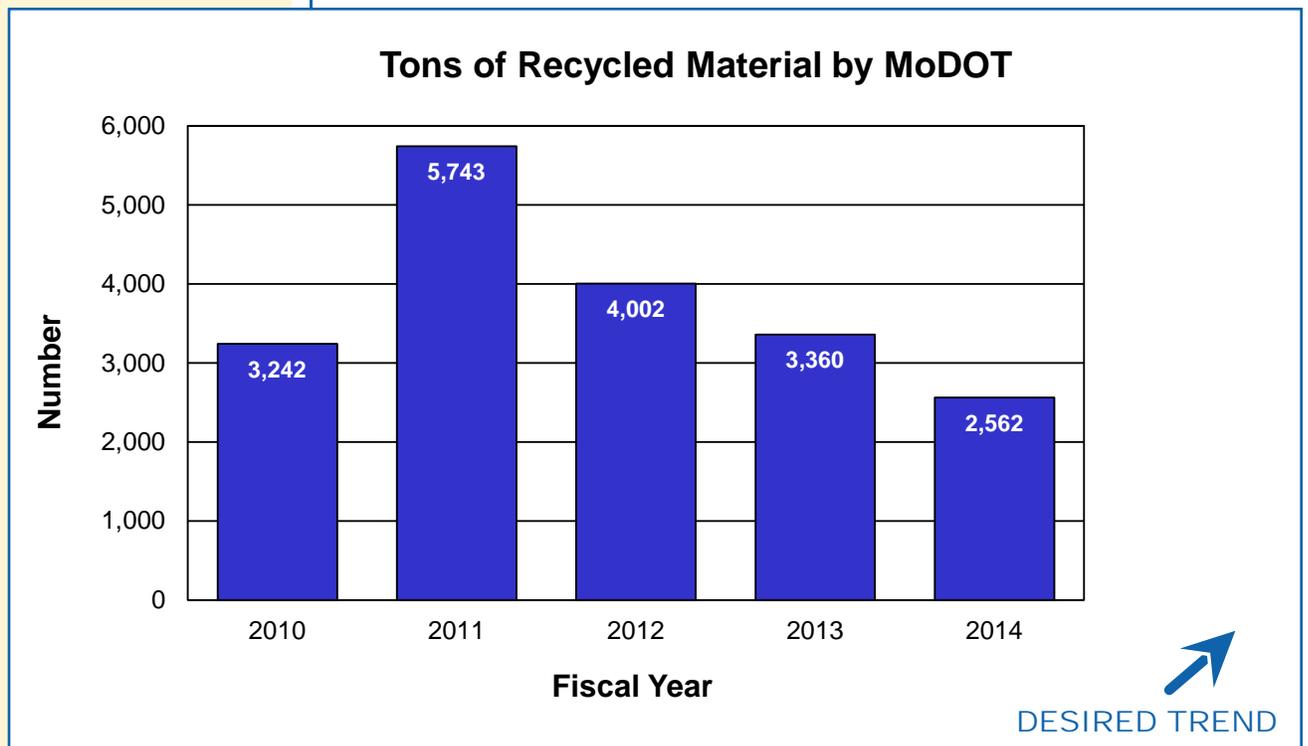
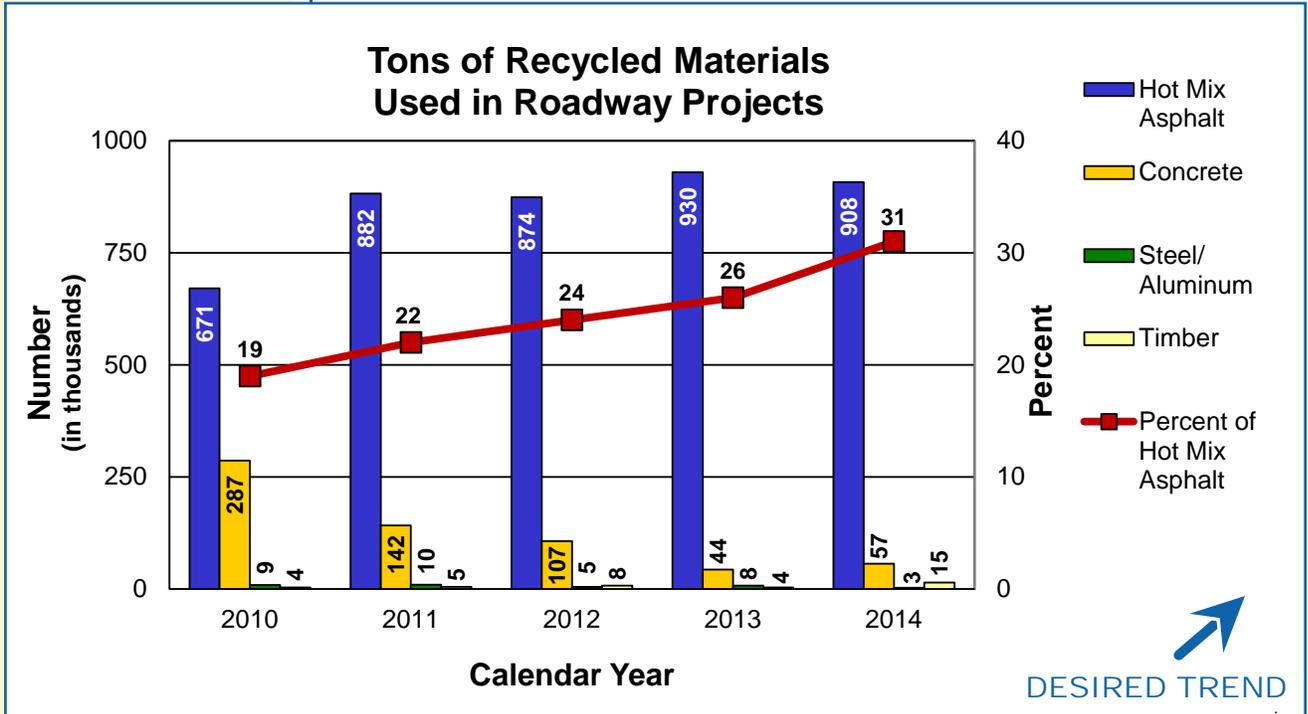
Recycling is good for the environment and helps stretch limited funding. With costs continuing to increase, fuel tax revenues declining and federal funding being uncertain, it is important to focus on increasing recycling efforts.



### Roofs to Roads

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

# USE RESOURCES WISELY



RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## USE RESOURCES WISELY

MEASUREMENT  
DRIVER:  
Gayle Unruh,  
Environmental and Historic  
Preservation Manager

### *Number of environmental warnings and violations – 6l*

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

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.

In the second quarter of calendar year 2015, MoDOT received one NOV. In February, the department received a LOW from DNR for exceedance of ammonia and biological oxygen demand regulatory limits in the septic system at a welcome center. A second exceedance occurred in April resulting in a NOV. The number of NOVs during the past five years (2011-2015) has ranged from zero to three, trending downward.

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 environ-  
mental 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 satisfac-  
tory inspections received  
by the department for any  
activity.

MoDOT received two LOWs from DNR. The first was for a sewer overflow in a location where it is reasonably certain to cause pollution of waters. The second was for exceeding effluent limitations at the welcome center mentioned above. LOWs have ranged from four to 15 in the past five years. They were significantly down in 2014 from a high in 2013.

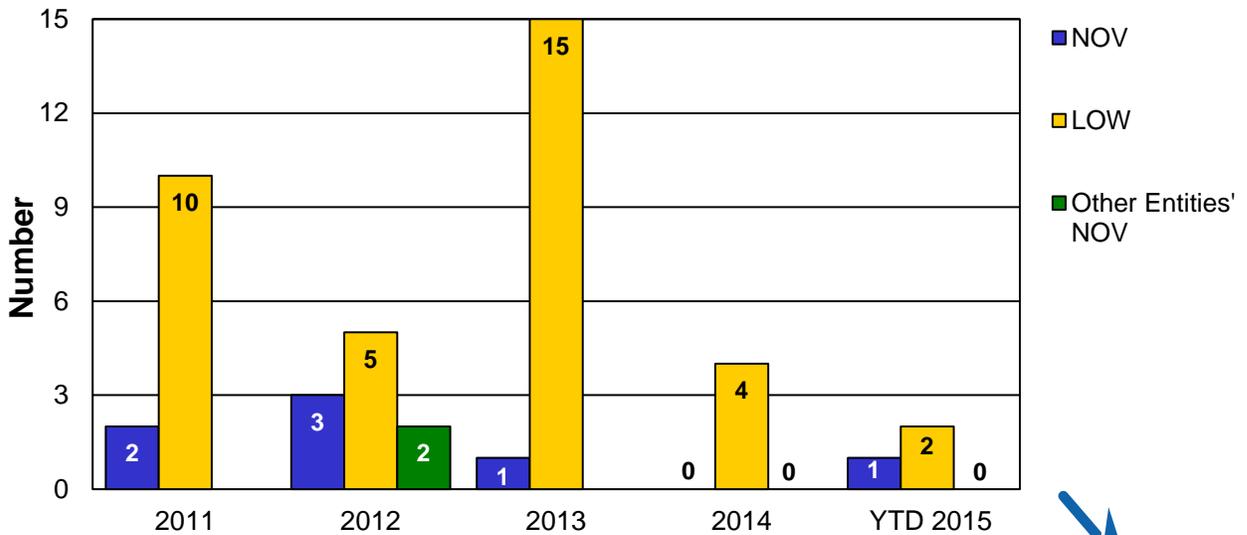
The department received one letter of satisfactory inspection from DNR for compliance with land disturbance requirements on a construction project.

MoDOT continues to work with facility supervisors and construction inspectors through training, inspections, and dialog to help with permit compliance.

# USE RESOURCES WISELY



### Number of Notices of Violation and Letters of Warning



DESIRED TREND

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

RESULT DRIVER:  
Brenda Morris,  
Financial Services Director

## OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

MEASUREMENT  
DRIVER:  
Eric Kopinski, Stormwater  
Compliance Coordinator

### *Number of stormwater violations–6m*

PURPOSE OF  
THE MEASURE:  
This measure is to help  
MoDOT track compliance  
with its stormwater permit  
and court ordered consent  
decree, which resulted from  
stormwater violations in  
2010 and 2011. The con-  
sent decree establishes  
requirements for MoDOT  
projects where greater than  
one acre of land is dis-  
turbed.

MoDOT is committed to ensuring that any land disturbance within its right-of-way utilizes adequate erosion and sediment control practices and meets its obligations under a stormwater consent decree.

MEASUREMENT  
AND DATA  
COLLECTION:  
A stormwater compliance  
database will be used to  
record the compliance of  
MoDOT and construction  
contractors with the follow-  
ing requirements:

- to maintain personnel in stormwater oversight positions
- to obtain the required stormwater training
- to ensure timely stormwater inspections
- to ensure the resulting stormwater control repairs are completed within the require time

The database also tracks the fines that result from not meeting the requirements of the decree. The data reported in this measure will be both the number of failures to meet the requirements and the dollar amount of the stipulated penalties that result during each quarter of the calendar year for the next three years.

#### Effectiveness of Stormwater Practices

**UNDER DEVELOPMENT**