

ENVIRONMENTALLY RESPONSIBLE

Tangible Result Driver – Kathy Harvey, State Design Engineer

MoDOT takes great pride in being a good steward of the environment, both in the construction and operation of Missouri's transportation system and in the manner in which its employees complete their daily work. The department strives to protect, conserve, restore and enhance the environment while it plans, designs, builds, maintains and operates a complex transportation infrastructure.

Percent of projects completed without environmental violation-10a

Result Driver: Kathy Harvey, State Design Engineer

Measurement Driver: Gayle Unruh, Environmental and Historic Preservation Manager

Purpose of the Measure:

MoDOT projects must comply with several environmental laws and regulations. To be in compliance, MoDOT makes commitments throughout the project development process that must be carried forward during construction and maintenance. In addition, various permits obtained for projects also contain specific requirements for compliance. MoDOT must also comply with environmental laws and regulations as it conducts its daily work.

If a violation is noted, it can result in a Letter of Warning or a Notice of Violation. Letters of Warning can be simply that, a warning of a special circumstance to be aware of, or a situation that needs to be monitored so that a violation does not occur. For that reason, LOWs will never be eliminated but should be kept to a minimum. However, it is unacceptable to the department to have an NOV.

Measurement and Data Collection:

Both LOWs and NOVs are letters from regulatory agencies to MoDOT, MoDOT's contractors or other entities which are tracked by location or project number. Where tracked by project, the violations received may span several years. The first chart is based on calendar year projects in construction and the number of violations received on those projects. The second chart is a report by calendar year of the LOWs and NOVs received by the department or other entities for any activity. The measure is updated quarterly.

Improvement Status:

The percentage of projects completed without environmental violations has remained relatively level over the past five years. Through the fourth quarter of 2012, 97.8 percent of the projects were completed without environmental violation.

First Quarter 2012 – MoDOT received one LOW. No NOVs were reported. The LOW was for discharge of sediment on the Route 36 right of way re-contour project.

MoDOT received three DNR inspection letters of compliance. One was awarded to the Route 94 Extension project. The Lamar maintenance facility passed inspection for its new wastewater treatment

system. The third compliance letter was for the Route 63 project near West Plains.

Second Quarter 2012 – MoDOT received two LOWs. No NOVs were reported. One LOW from DNR was issued for the Centertown Maintenance lot because it lacked posted emergency information required as a registered hazardous waste small quantity generator. DNR also issued a LOW on the I-29 Dearborn Rest Area for failure to provide warning signs on the perimeter fence, gates and sewage outfall.

MoDOT received four DNR erosion control inspection letters of compliance for the following projects: Route 54 Expressway, Route 67 lane addition, Hurricane Deck Bridge and the I-55 East Outer road.

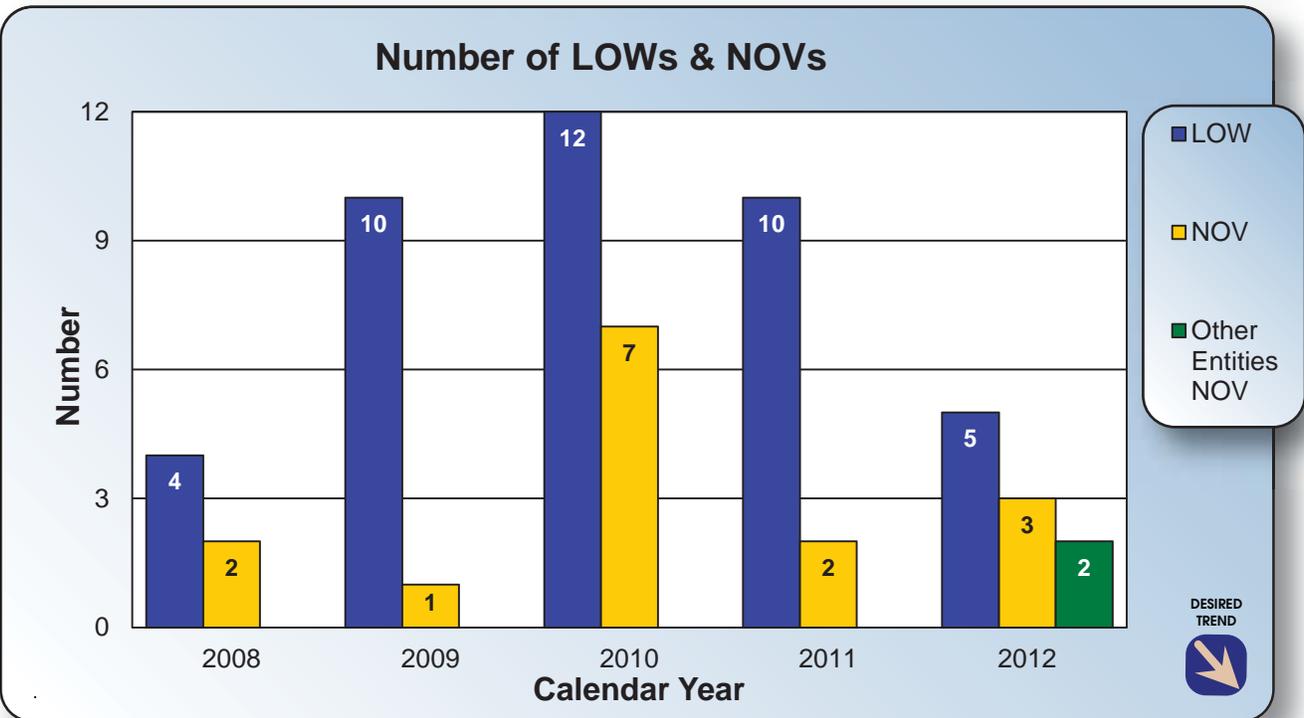
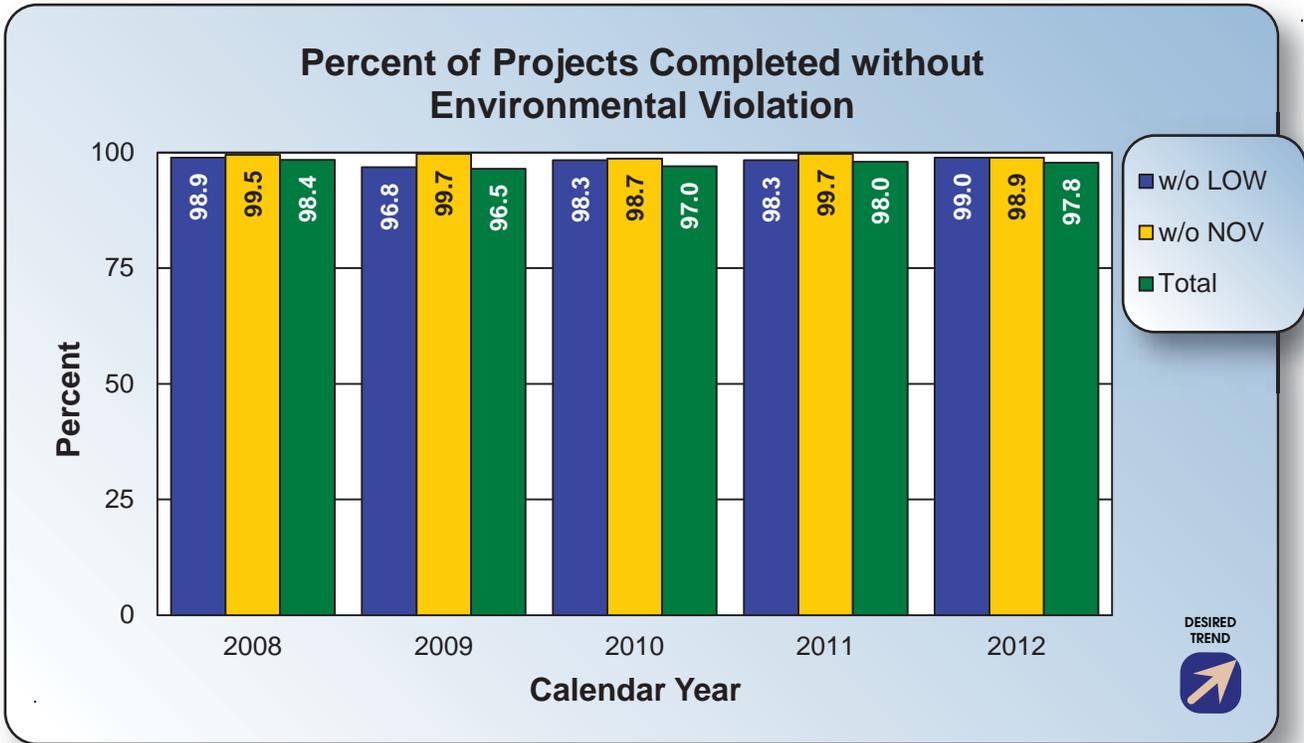
Third Quarter 2012 – MoDOT received an NOV from DNR on the Conway Welcome Center for exceeding effluent limits. The Army Corps of Engineers cited MoDOT with an LOW for lack of tree planting survivorship required with the permit special condition of compensatory mitigation.

DNR issued an NOV to the city of Clinton on the Clinton Memorial Airport runway construction project for erosion control deficiencies.

Fourth Quarter 2012 – MoDOT received two NOVs and one LOW from DNR. One NOV was for a bore pit dewatering incident near Business 65 in Hollister, and the other was on the Routes 60/65 interchange project for unsatisfactory erosion control practices. An LOW was received on the Clearmont Maintenance lot for a historic release of petroleum. The LOW is in dispute at this printing.

DNR issued two inspection letters of compliance. One is on the Route 63 construction project near West Plains, and the other is for the Macon Maintenance facility in response to a report of an environmental concern at the site.

DNR issued an NOV to the city of Macon's airport for exceeding effluent limitations at outfalls.



Note: There is no benchmark data presented with this measure. MoDOT has a zero-tolerance policy toward NOVs, but recognizes LOWs will never be eliminated due to their nature. 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.

Number of tons of recycled material-10b

Result Driver: Kathy Harvey, State Design Engineer

Measurement Driver: Jay Bestgen, Assistant State Construction and Materials Engineer

Purpose of the Measure:

This measure tracks MoDOT’s efforts to be environmentally conscious through the use of recycled/waste material on construction projects.

Measurement and Data Collection:

The number of tons of recycled/waste material used in projects is measured through MoDOT’s construction management database, which tracks material incorporated into projects. Data is collected on an annual basis due to the seasonal nature of the construction. This is an annual measure updated in April.

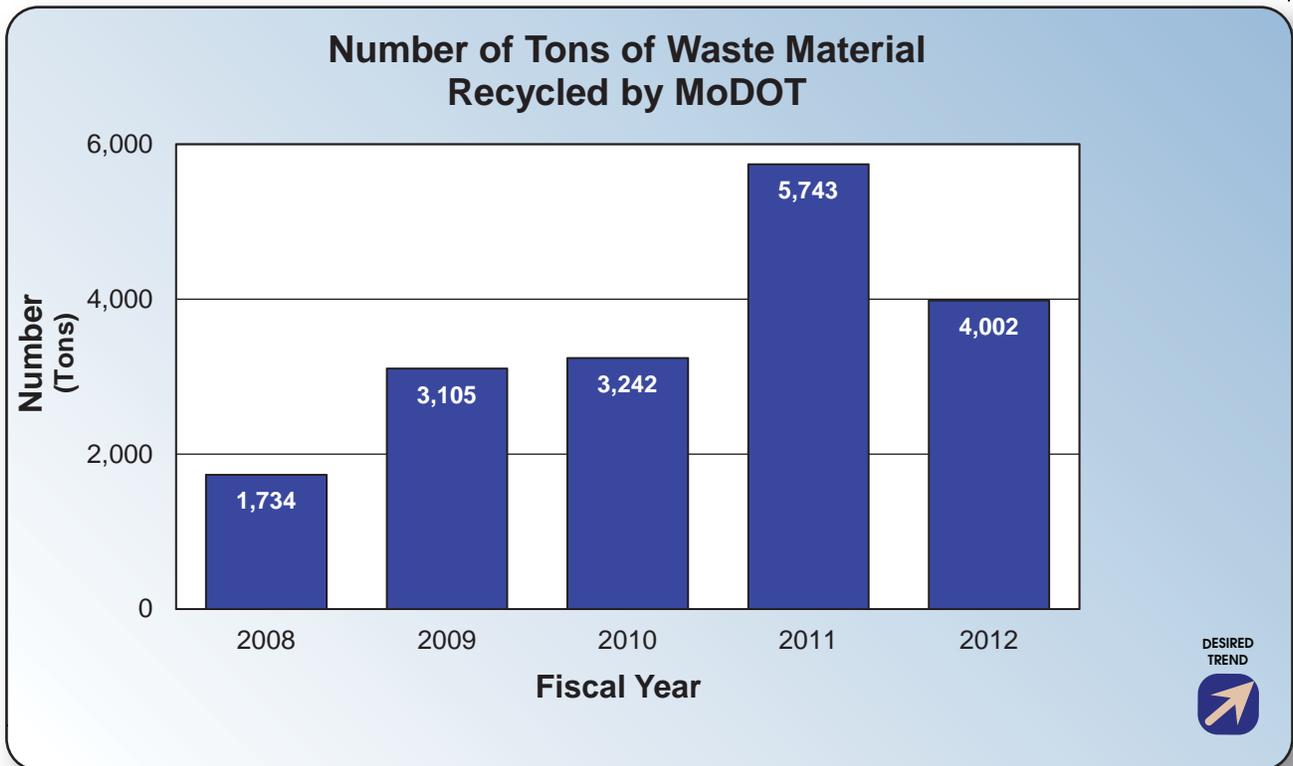
The number of tons of waste material recycled by MoDOT is captured from the annual Missouri State Recycling Program report and from the Maintenance Division. This will be reported in the October edition.

Improvement Status:

For recycled materials used in projects, reclaimed asphalt products continue to represent the largest portion of recycled materials used as contractors try to find competitive advantages in the mix designs. For the average of the various asphalt mixes used, 22 percent of the weight of one ton of asphalt consists of recycled pavement, shingles and mine chat. There is no limit on the amount of recycled materials that can make up a mix design provided the performance criteria are met.

The major components of MoDOT’s internal recycling operations consists of 1.46 million pounds of rubber/tires, 5.53 million pounds of steel and over 354,000 pounds of motor oil in FY 2012.





Being Green at MoDOT

Roofs to Roads

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



Shingles are ground up and processed

Gallons of fuel consumed and miles per gallon-10c

Result Driver: Kathy Harvey, State Design Engineer

Measurement Driver: Jeannie Wilson, Central Office General Services Manager

Purpose of the Measure:

This measure tracks the use of fuel and measures fuel efficiency within MoDOT. It shows MoDOT's contribution toward environmental responsibility and conservation of resources. The first chart shows the total number of gallons of fuel consumed. Miles per gallon data is shown in the second chart for the five vehicle classes that accumulate the majority of miles driven.

Measurement and Data Collection:

This measure is intended to focus on the total fuel consumed and how fleet choices can affect fuel economy. The number of gallons of fuel consumed for each fleet unit is collected in the statewide financial system. Mileage data is recorded in the FASTER fleet management system.

This measure is reported quarterly.

Improvement Status:

In comparing the second quarter fiscal year 2013 to the same period in fiscal year 2012, the total fuel consumption decreased approximately 23,000 gallons, or 1.5 percent.

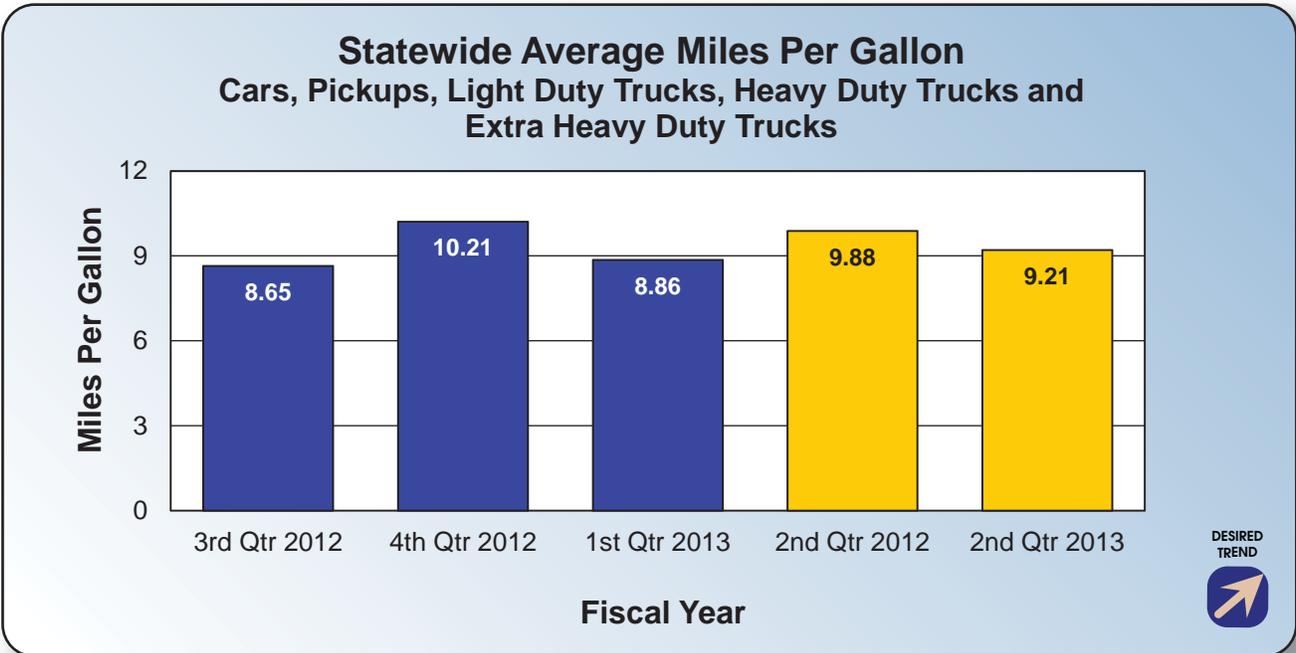
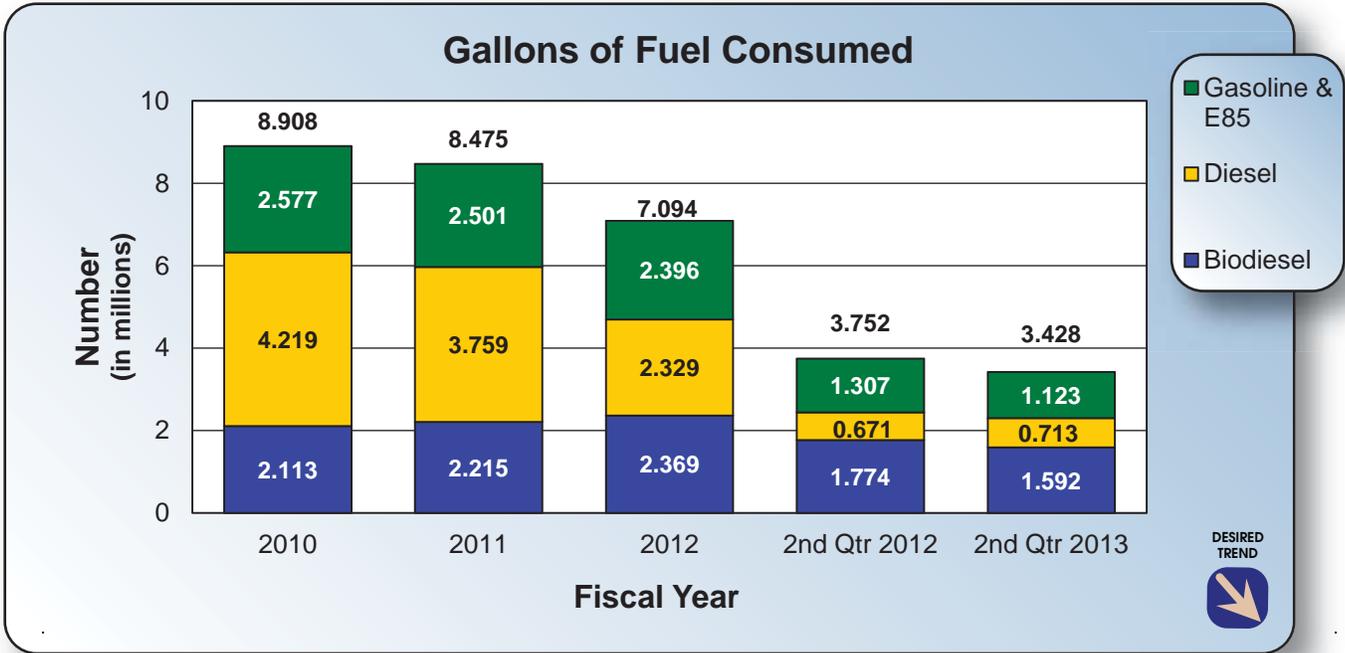
MoDOT's statewide automated fuel management system helps the department gain administrative efficiencies by providing the ability to track fuel deliveries, fuel dispensed per transaction and site inventory levels.

Diesel and biodiesel consumption increased approximately 27,000 gallons (2.7 percent); while unleaded gasoline and E85 decreased approximately 50,000 gallons (9 percent).

The statewide miles per gallon are calculated based on the total gallons of fuel consumed and the total miles traveled. This quarter, the miles per gallon for the five main vehicle classes is 9.21. This reflects a 7 percent decrease compared to the second quarter of 2012.

The decrease in the average miles per gallon is due to a 5 percent increase in dump truck usage. The increase in truck usage is a direct result of the increased winter events in fiscal year 2013 compared to fiscal year 2012.





Pedestrian and ADA Transition Plan improvements-10d

Result Driver: Kathy Harvey, State Design Engineer

Measurement Driver: Ron Effland, Non-motorized Transportation Engineer

Purpose of the Measure:

This measure tracks MoDOT's investment in pedestrian facilities as well as its progress toward removing the barriers that prevent accessibility for all users. Completion of the improvements listed in MoDOT's 2010 Transition Plan Update will bring the department into compliance with the American's with Disabilities Act. Accessibility applies both to right of way, such as sidewalks and traffic signals, and to facilities such as buildings, parking lots and restrooms.

■ **Investment in Pedestrian Facilities based on Contract Awards**

This measure demonstrates MoDOT's continuing commitment to the pedestrian mode of transportation by tracking the amount of money awarded to contractors for the 20 most common construction elements of a pedestrian project.

■ **Progress toward Completion of Transition Plan – Right of Way**

This measure demonstrates progress toward accomplishing the estimated \$153.2 million of work needed to achieve accessibility for right of way. This estimate has been revised based on the latest inventory corrections to remove listed items that are not on state property.

■ **Progress toward Completion of Transition Plan – Building Facilities**

This measure demonstrates progress toward accomplishing the estimated \$1.9 million of work needed to achieve accessibility for building facilities. Approximately \$539,000 of work to facilities scheduled to be closed with the Bolder Five-Year Direction are included in this amount.

Measurement and Data Collection:

Data for MoDOT's investment in pedestrian facilities is gathered by querying total award amounts for the 20 most common construction elements of a pedestrian project. The number of projects is estimated based upon the number of projects that include the pay items queried. These numbers have been corrected to include the investment in the Jefferson City Bridge attachment in the 2010 total.

The dollar amounts tracked for the latter two charts are based on unadjusted estimates made in 2008 and may not reflect the actual expenditures in the field. Rather, as each deficient segment is upgraded or reviewed and removed from the Transition Plan, its 2008 estimated total is accounted for and shown here as progress. In this manner, inflation and changing field conditions have no impact on the representation of true progress toward completion. This is an annual measure updated each April.

Improvement Status:

MoDOT's investment in pedestrian facilities reflects its commitment to providing a comprehensive transportation system to meet the needs of all users. Sidewalks are being improved to meet accessibility requirements, and network gaps are being filled in. Customers' needs are being met by adding sidewalks, traffic signals and crosswalks where needed to provide safe transportation options.

In 2009, there was an influx of funding from the American Recovery and Reinvestment Act which provided many ADA improvements. Since that time, MoDOT has continued its efforts to improve pedestrian travel by considering accessibility issues on all projects.

MoDOT's Transition Plan Update was published in 2010. The needs were identified in 2008, and the department has been working to upgrade pedestrian and building facilities with projects since the development of the inventory. The department has been responsive to public requests and has been proactive in many areas to make simple, low-cost improvements when opportunities arise. The data for 2010 and 2011 includes corrections to the pedestrian facility inventory to remove items not on state-maintained property.

To date, a cumulative total progress of \$5.76 million or 3.76 percent of the estimated \$153.2 million right of way needs and \$191,000 or 10 percent of the \$1.9 million building facilities' needs have been accomplished. The desired outcome is completion of the Transition Plan.

