



A close-up photograph showing several hands of different people planting a small green seedling into dark brown soil. The hands are positioned around the base of the plant, some holding it steady while others appear to be adjusting the soil. The background is slightly blurred, showing more of the soil and some green grass blades. The overall scene conveys a sense of environmental care and stewardship.

ENVIRONMENTALLY RESPONSIBLE

Tangible Result Driver – Dave Nichols, Director of Program Delivery

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: Dave Nichols, Director of Program Delivery

Measurement Driver: Kathy Harvey, State Design Engineer

Purpose of the Measure:

This measure tracks environmental violations. 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, the various permits obtained for projects also contain specific requirements for compliance. MoDOT must also comply with the environmental laws and regulations as it conducts its daily work in all areas of the organization.

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

Measurement and Data Collection:

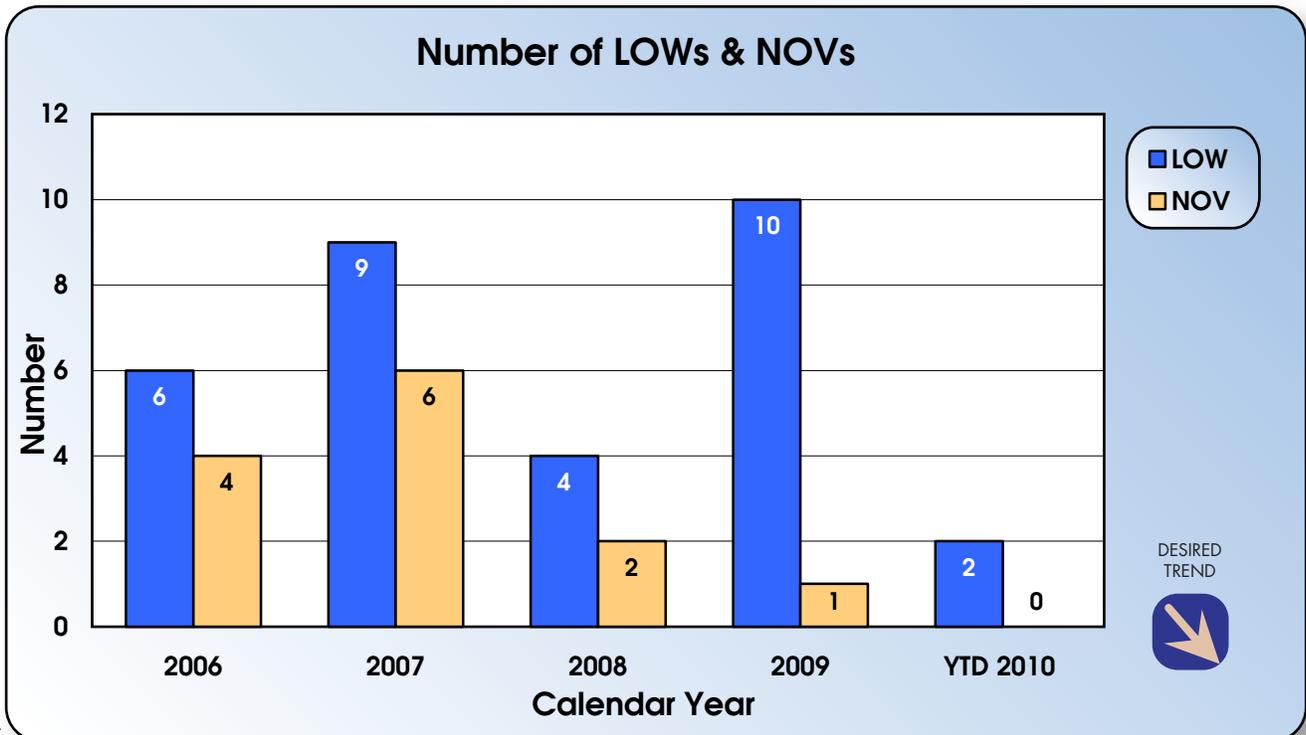
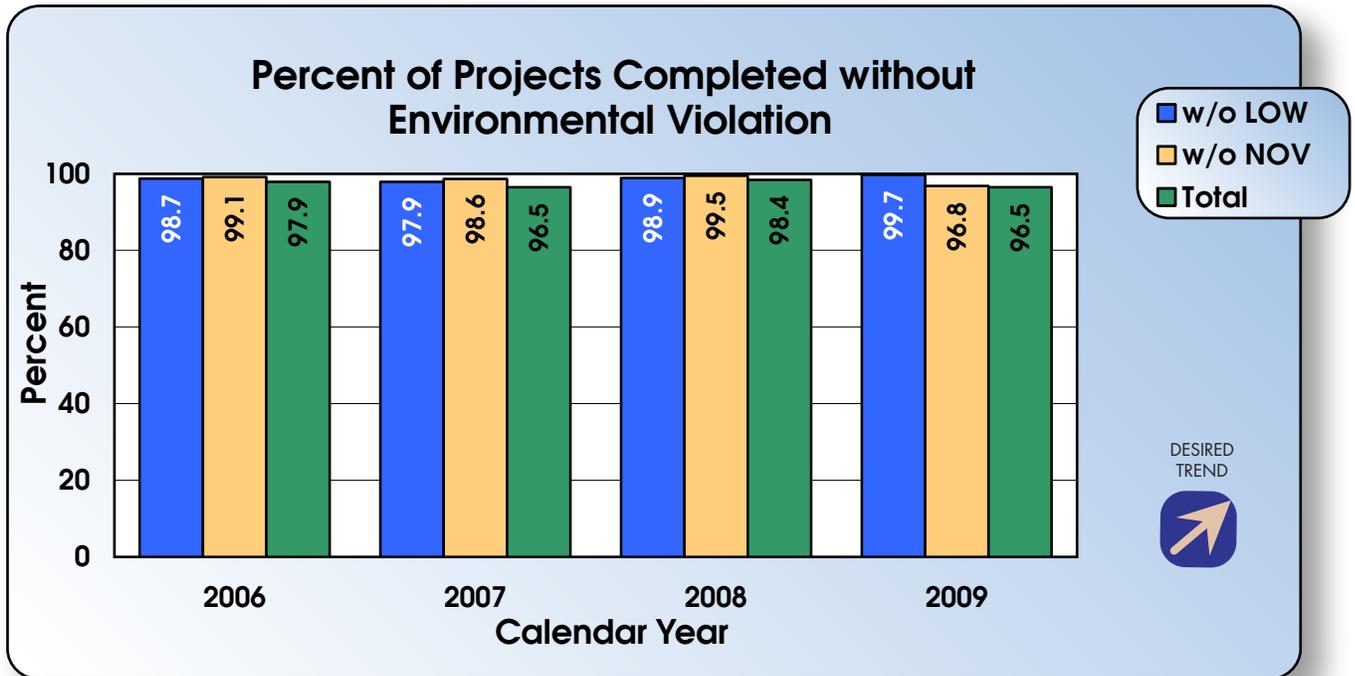
Both LOWs and NOVs are written correspondence to MoDOT or MoDOT's contractors from regulatory agencies, which are tracked in a MoDOT database by location or project number, as appropriate. Where tracked by project, the project with violations received may span several years. The first chart is based on a calendar year of construction projects reported to be completed during that year and the number of violations received on those projects over the life of the project. The second chart is a report by calendar year of the LOWs and NOVs received by the department for any activity and the data is updated quarterly.

Improvement Status:

The percentage of projects completed without environmental violation shows a relatively level trend line for the past five years. For 2009, 96.5 percent of projects were compiled without any environmental violations. There was an increase in LOWs in 2009 compared to 2008, but a decrease in NOVs.

- First quarter 2010 – MoDOT received two LOWs. One LOW was for effluent limitations at the Conway Welcome Center. Operational changes are ongoing to bring the plant into compliance. The other LOW was the result of a routine underground storage tank system inspection conducted by MoDNR. Deficiencies noted were all corrected as of March 16, 2010.
- Two NOVs were received for failure to submit manifest summary reports at the Sikeston and Mansfield maintenance facilities. After consultation with MoDNR it was determined the NOVs issued were errors and they have been rescinded.
- There were four Environmental Assistance visits conducted by MoDNR in February 2010. No violations were found that would result in a NOV or LOW.





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 projects MoDOT protects sensitive species or restores habitat-10b

Result Driver: Dave Nichols, Director of Program Delivery

Measurement Driver: Gayle Unruh, Environmental & Historic Preservation Manager

Purpose of the Measure:

Missouri is home to many rare species of plants and animals, some of which are on the federal endangered species list. The Endangered Species Act of 1973 prohibits harm or harassment of these species.

Avoiding or minimizing harm to these species and protecting or restoring their habitat is a fundamental obligation of this organization. Avoidance and/or protection are the first goals of MoDOT's efforts, but in circumstances where avoidance cannot be achieved, restoration of habitat is a minimum acceptable result.

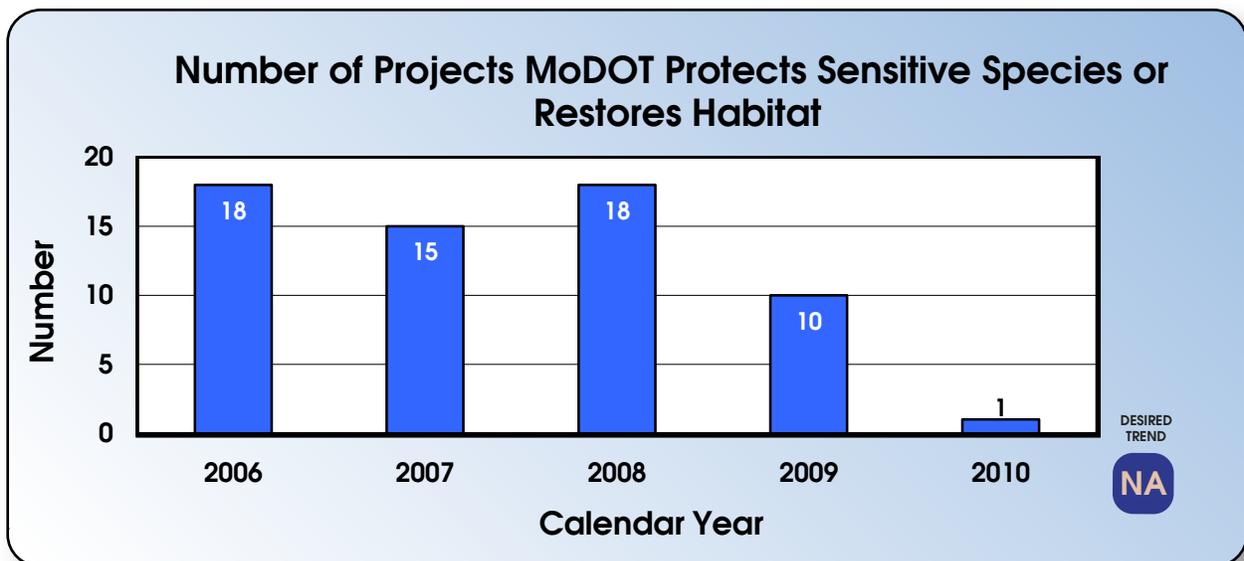
Measurement and Data Collection:

On all MoDOT projects, the department investigates and informs the U.S. Fish and Wildlife Service (USFWS) of any activity in the vicinity of a known threatened or endangered species or critical habitat. Through consultation with USFWS, MoDOT has the data to report on this measure. Because this measure focuses on projects that protect or restore sensitive habitats that could not initially be avoided, most MoDOT projects are not included in this data. This measure is tracked by calendar year with quarterly updates. Annual data are finalized and shown in the January Tracker. There is no desired trend with this

measure. The number reported will fluctuate depending on the size of MoDOT's construction program each year, type of projects being constructed, location and the ability to make adjustments to avoid impacts on sensitive species or their habitat. There are occasionally more than one species on a project.

Improvement Status:

MoDOT protected sensitive species or restored their habitat on one project in the first quarter of calendar year 2010. This project involves using a misting deterrent system to keep birds from nesting on the old Tuscumbia Bridge while it is being demolished. Used in the past as a way to keep birds from congregating on bridges in public areas, this technology is being transferred to bridges MoDOT needs to work on during the nesting season. The effectiveness of this system is being tested on this first project. It is expected that it will be a considerable cost savings over other exclusionary devices, like netting the bridge or doing work on bridges outside of the nesting season.



Ratio of acres of wetlands created compared to the number of acres of wetlands impacted-10c

Result Driver: Dave Nichols, Director of Program Delivery

Measurement Driver: Gayle Unruh, Environmental & Historic Preservation Manager

Purpose of the Measure:

Wetlands are a valuable resource in Missouri, having beneficial functions such as wildlife habitat, flood storage and water quality improvement. In addition to these benefits, it is required in the Clean Water Act that impacts to wetlands are avoided, minimized or that wetlands are recreated when a wetland is destroyed during a transportation project.

Measurement and Data Collection:

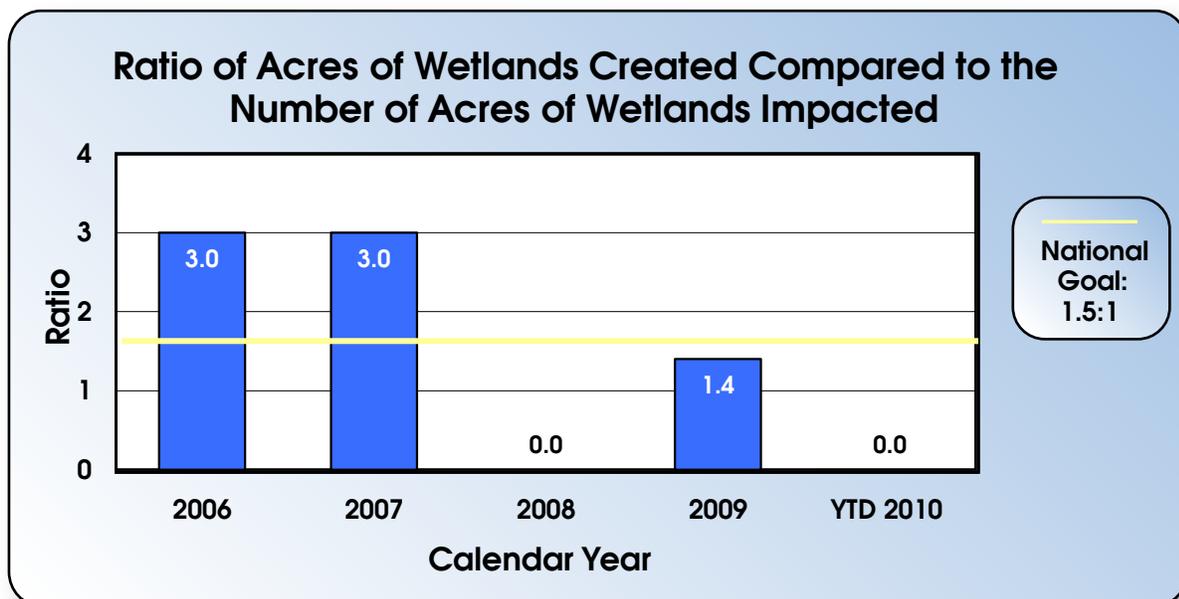
Data for this measure is calculated by comparing acres of project impacts taken from Clean Water Act permits to acres of wetland constructed, as shown in roadway design plans or by calculating the actual wetland areas recreated by MoDOT, or wetland mitigation purchased from a commercial wetland bank. Impacts may occur in a different year from the mitigation; so for the purposes of this measure, the timeframe for the reporting is when the mitigation construction is complete based on a calendar year. The national goal set by the FHWA for recreating wetland is to construct 1.5 acres of wetland for every 1.0 acre of wetland impacted. Recreating wetlands at this ratio helps to offset the beneficial functions lost during the time it takes for a wetland to develop. This

measure helps ensure that MoDOT is doing its part to maintain wetlands in Missouri.

Since this measure is also tracked by FHWA for the nation, MoDOT contacted state DOTs that are successful at meeting the 1.5-to-1 ratio. Most of the states queried said that the biggest factor in meeting the ratio is in the use of wetland mitigation banks. They had greater control over achieving their target ratios and more ecologically successful wetland mitigation. MoDOT has a statewide umbrella wetland mitigation banking agreement. This measure is tracked by calendar year with quarterly updates.

Improvement Status:

MoDOT has not had any projects with wetland impacts and mitigation in the first quarter of calendar year 2010. MoDOT recently made application to the Corps of Engineers to build two additional wetland banks, the North Fork Spring River Mitigation Bank, in District 7 and the Bear Creek Mitigation Bank in District 2. MoDOT has operating wetland mitigation banks in the Kansas City, Central and Southeast Districts.



Percent of Missouri's clean air days -10d

Result Driver: Dave Nichols, Director of Program Delivery

Measurement Driver: Eric Curtit, Long-Range Transportation Planning Coordinator

Purpose of the Measure:

Vehicle emissions are a significant contributor to poor air quality. MoDOT makes every effort to build and operate roads in ways that improve air quality.

Measurement and Data Collection:

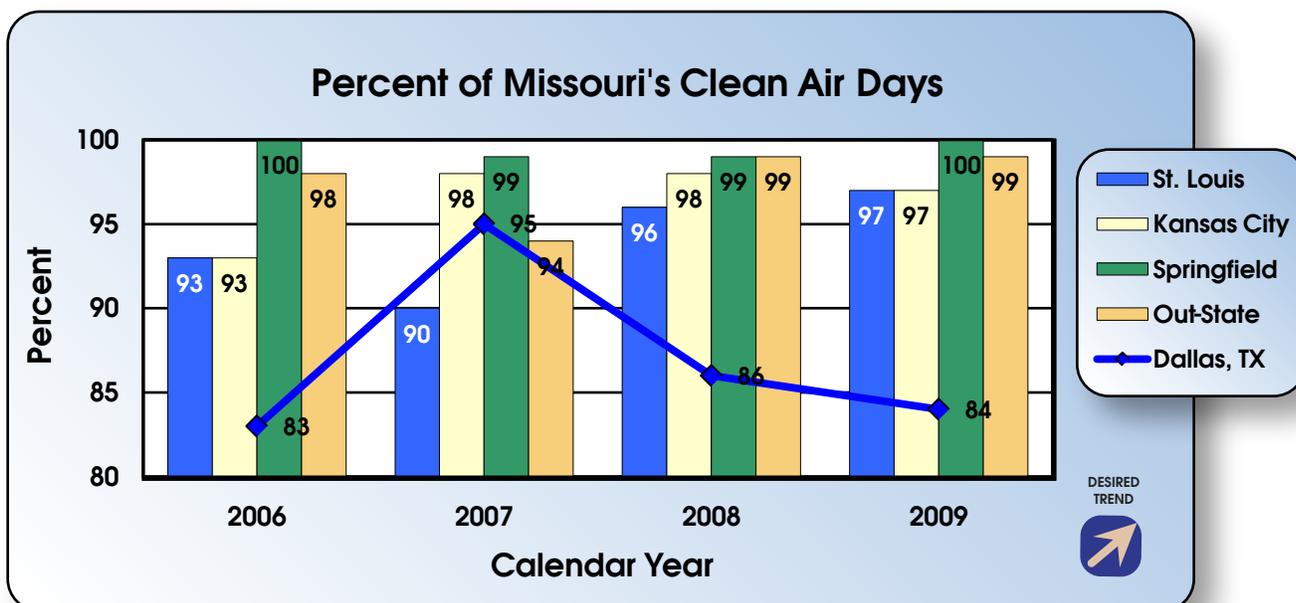
The U.S. Environmental Protection Agency (EPA) establishes air quality standards for the United States. The ground level ozone standard is used in this measure as a threshold for determining if areas of the state have clean air. EPA collects ozone readings in Kansas City, St. Louis, Springfield and the out-state areas during the annual monitoring period – April through October.

The data contained in the table below reflects the available percentage of days, by area, that Missourians experienced clean air. MoDOT compares Missouri's ozone readings to Dallas, Texas, because of its similar pollutants and distance from other areas that affect its air quality.

Improvement Status:

In 2009, as in 2008, a cooler summer contributed to cleaner air than previous years. A new, stricter standard was established in 2008 to better meet long-term air quality improvement goals. New monitors were placed in several out state areas for the 2009 ozone season.

MoDOT is committed to improving the regions' air quality by managing congestion to reduce emissions, modifying daily operations, modifying employee action, providing information to the public, being a leader in air quality improvement, providing alternative choices for commuters and promoting the use of environmentally friendly fuels and vehicles. MoDOT continues to serve on the air quality committees in Kansas City, St. Louis and Springfield.



Number of gallons of fuel consumed -10e

Result Driver: Dave Nichols, Director of Program Delivery

Measurement Driver: Jeannie Wilson, Central Office General Services Manager

Purpose of the Measure:

This measure tracks the use of fuel and 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. The second chart indicates the average miles per gallon 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 wise choices can impact fuel economy. Fuel data is collected based on the number of gallons of fuel consumed by unit recorded in the statewide financial system. Mileage data is gathered through the Fleet Management System.

This measure is reported one quarter in arrears. This allows more time for employees to enter the usage on their equipment. The usage data, along with fuel information, is used to calculate the miles per gallon (MPG) of the five main classes of equipment.

Improvement Status:

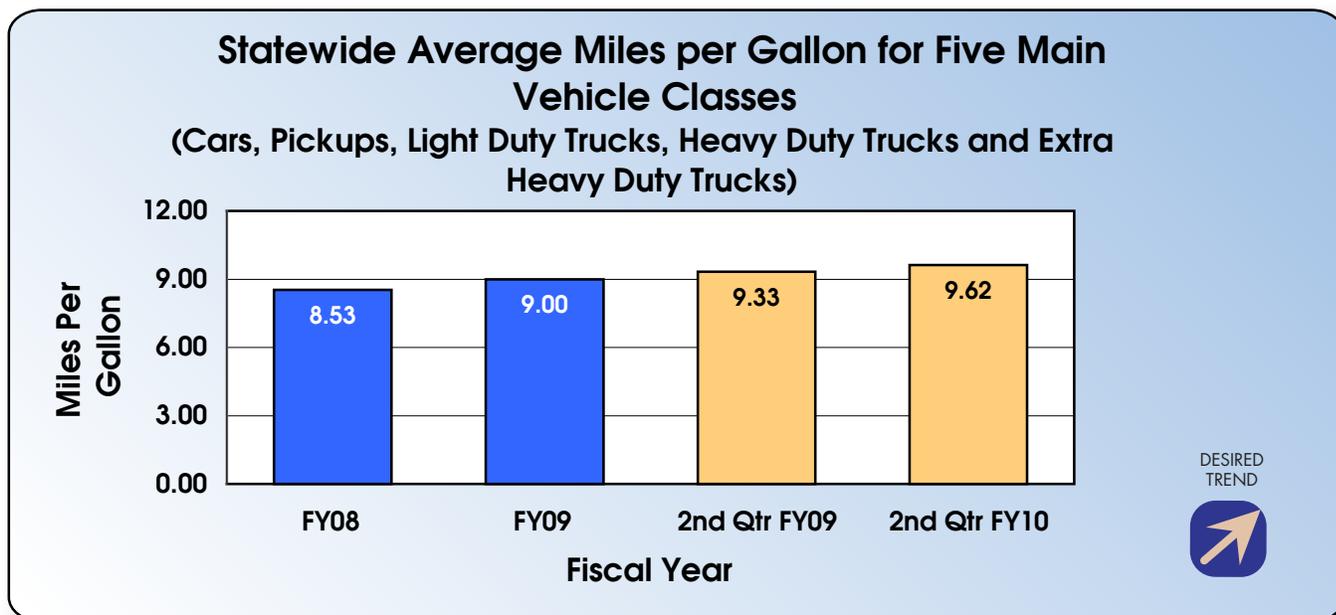
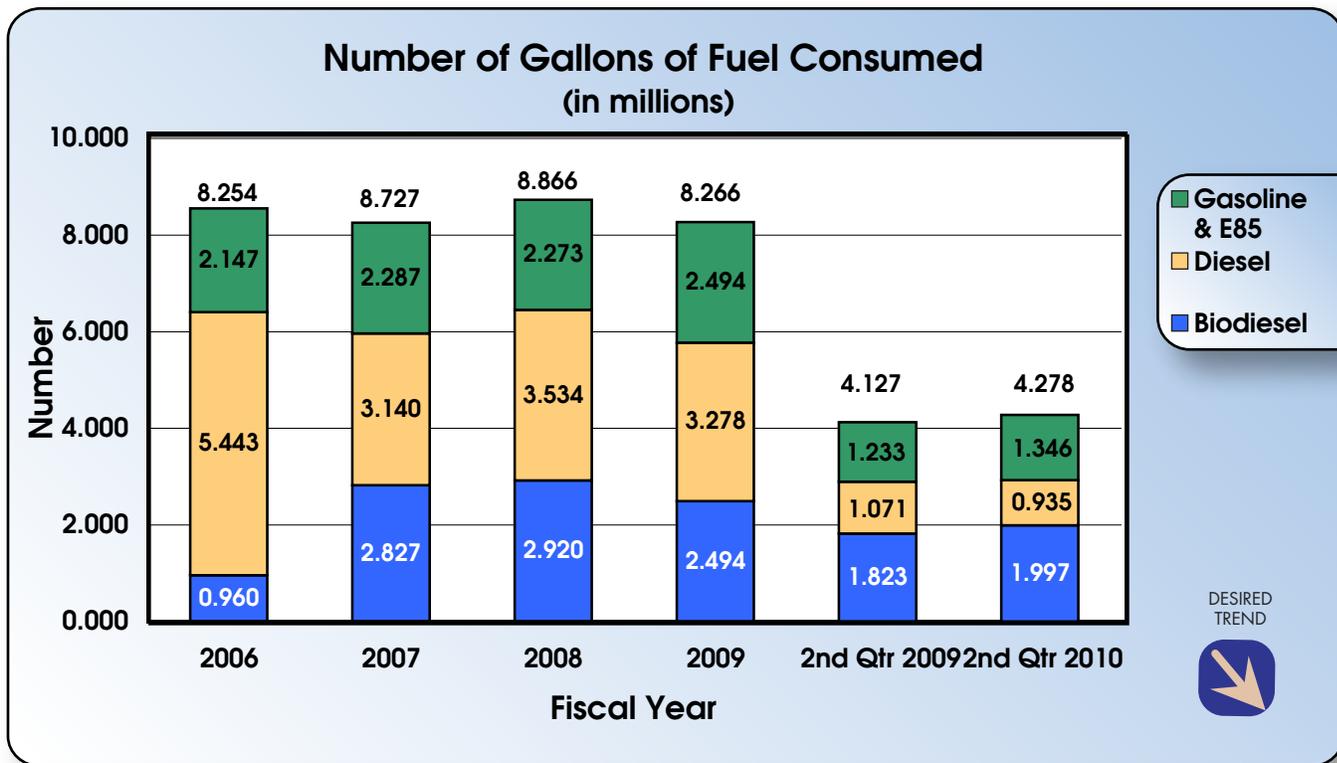
In comparing the second quarter of fiscal year 2010 to the second quarter of fiscal year 2009, the total fuel consumed increased by 151,000 gallons (3.7 percent). The total miles/hours recorded increased by 1.8 million miles/hours (5.8 percent).

In reviewing the data by fuel type, diesel and biodiesel increased approximately 38,000 gallons (1.3 percent), unleaded gasoline increased by 132,000 gallons (11.3 percent), and E85 decreased by 20,000 gallons (32.4 percent).

In comparing second quarter 2010 to second quarter 2009 there was an increased emphasis on improving minor road conditions which resulted in approximately 935,000 additional miles/hours being recorded. In addition, Northwest Missouri experienced a major storm resulting in a further increase of 112,000 miles/hours being recorded.

The increase in the MPG demonstrates a concentrated effort of employees focusing on idle reduction, using the most efficient piece of equipment to get the job done and planning work to better utilize resources.





Number of historic resources avoided or protected as compared to those mitigated-10f

Result Driver: Dave Nichols, Director of Program Delivery
Measurement Driver: Bob Reeder, Historic Preservation Manager

Purpose of the Measure:

Federal historic preservation laws relating to federally funded projects, gaining public and agency support for particular projects, and general environmental stewardship require MoDOT to avoid, minimize or mitigate project impacts to historic buildings, bridges and marked cemeteries whenever feasible. Historic properties typically are more than 50 years in age and must retain most or all of their original features, be a good example of a rare or significant style or type, or be associated with a historically important person or event. Compiling information about project impacts to important cultural resources provides a measure of MoDOT's success at avoiding, protecting or mitigating project impacts to important cultural resources.

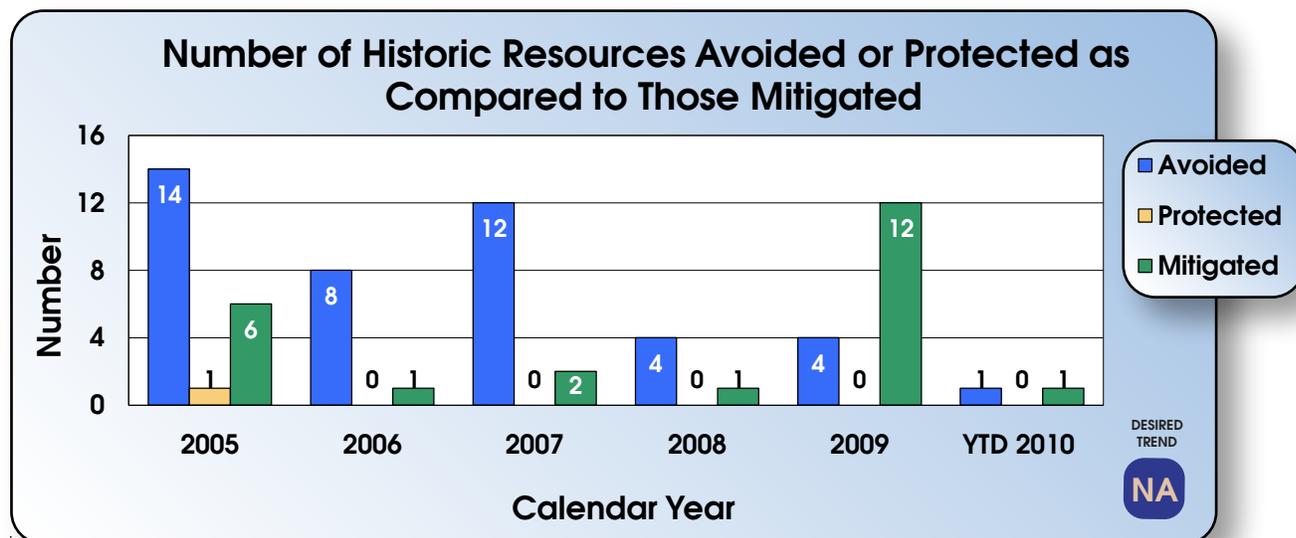
Measurement and Data Collection:

Data collection begins at the approved conceptual plans stage for projects. As project design plans and right of way plans are prepared by the district, department staff track the number of historic resources in project footprints and the number of resources that can be avoided or protected by revising the design of a project versus the number of resources MoDOT can not avoid and must be mitigated. The data includes only historic resources identified as potentially affected by projects after the conceptual

plan stage. The data does not include historic resources avoided during early project planning or those avoided during consideration of different alignments during National Environmental Policy Act studies. This measure has no overall desired trend. For any year, data for the measure will vary due to the number of projects in the MoDOT program and the specific nature of those projects. This measure is tracked by calendar year with quarterly updates.

Improvement Status:

MoDOT avoided project impacts to all but one historic resource during the first quarter of 2010. The St. Louis Route 141 project adversely impacted a historic building that required mitigation through the preparation of detailed photographic and historical documentation. The St. Louis Mississippi River Bridge project was modified to avoid an adverse impact to a historic building. While there is no desired trend to this measure, the goal of MoDOT's historic preservation efforts is to minimize adverse project impacts to historic properties whenever it is feasible and prudent.



Number of tons of recycled/waste materials used in construction projects-10g

Result Driver: Dave Nichols, Director of Program Delivery

Measurement Driver: Dave Ahlvers, State Construction and Materials Engineer

Purpose of the Measure:

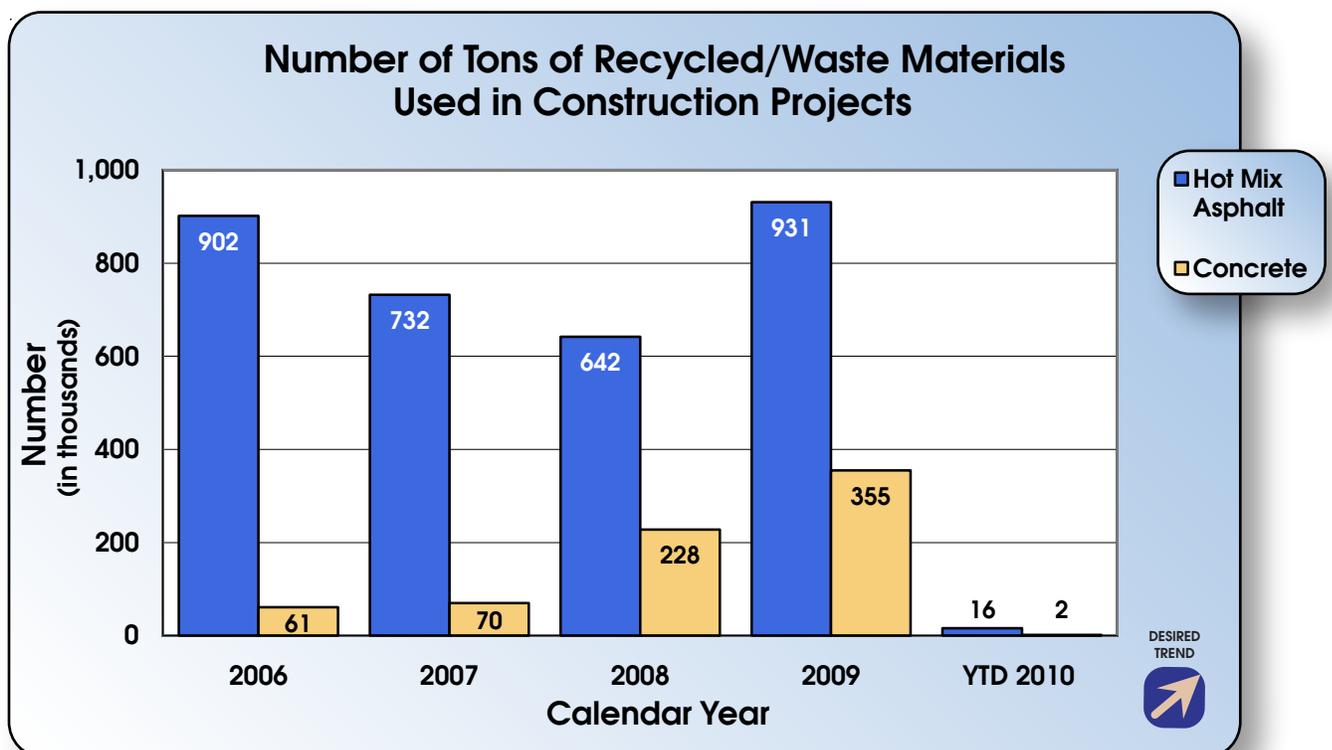
This measure tracks MoDOT's efforts to be environmentally conscious through the use of recycled/waste material when applicable.

Measurement and Data Collection:

The number of tons of recycled/waste material used in construction 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. The annual total is finalized in each April edition.

Improvement Status:

Cold, wet weather that has characterized the onset of the 2010 construction season accounts for the low year-to-date totals reported. The final quantities for 2009 changed very little from last quarter however reclaimed asphalt pavement (RAP) used in hot mix asphalt (HMA) surpassed the half-million ton mark for the first time. The contractors' aggressiveness in using higher quantities of recycled materials, especially those replacing asphalt or cement, indicates that these materials are not only environmentally friendly but add a competitive bidding edge to the projects.



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