



A close-up photograph of several hands of different skin tones gently holding and sifting dark brown soil. Some green grass blades are visible in the soil. The image is partially obscured by a white text box.

# ENVIRONMENTALLY AND SOCIALLY 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.

Just as MoDOT is dedicated to environmental responsibility, we are also dedicated to employing a workforce and providing opportunities to contractors and vendors that reflect the customers, communities and cultures we serve. We value diversity and inclusiveness because we believe in the power of our differences.

### 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:

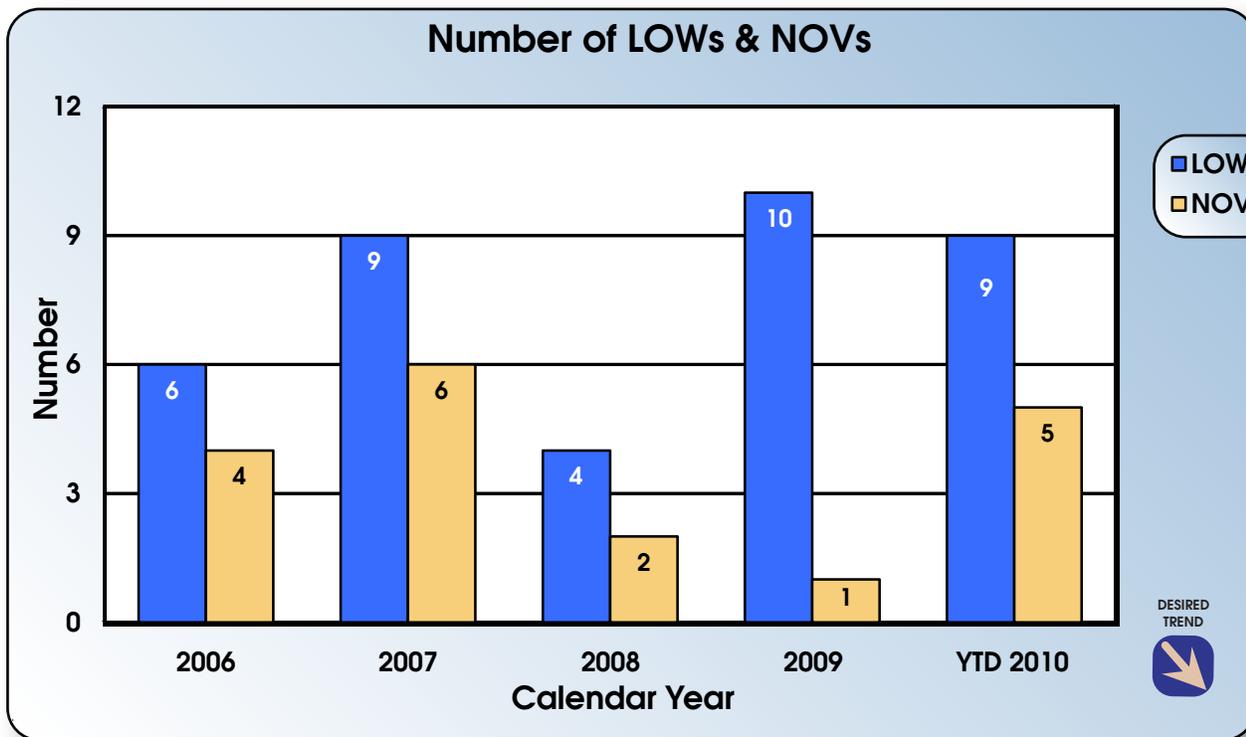
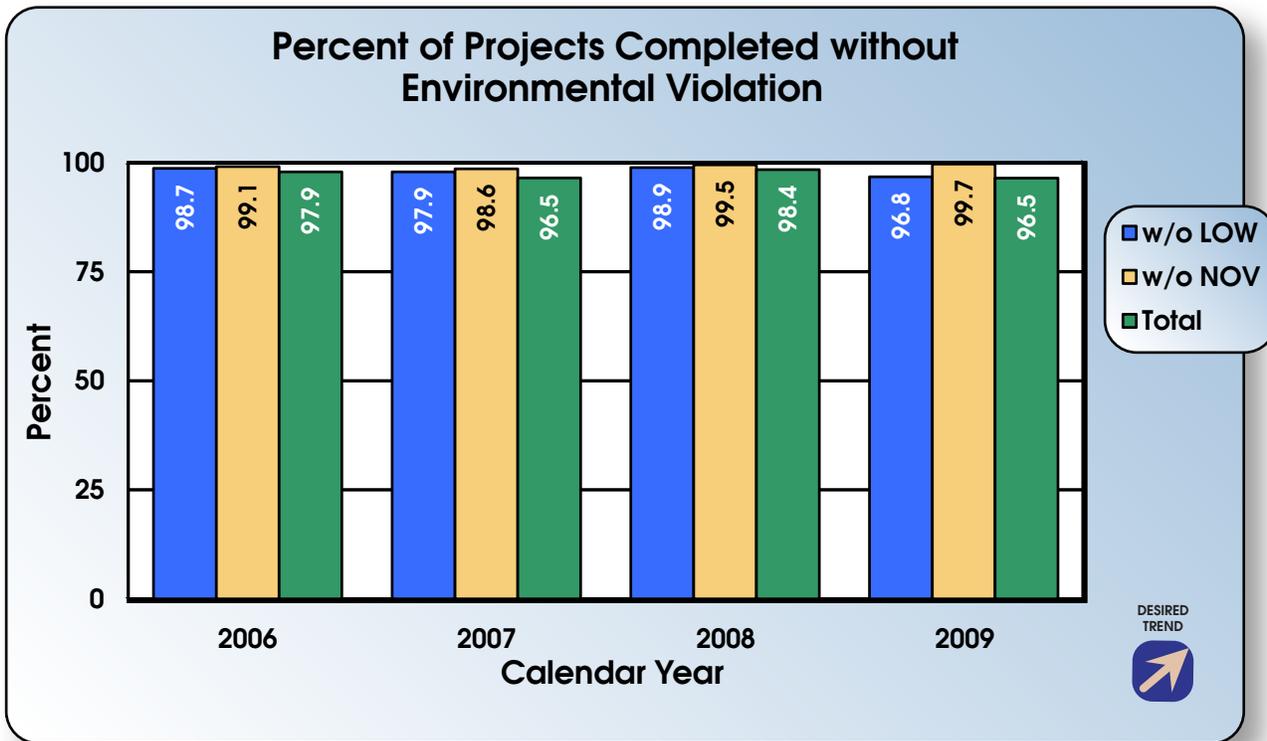
Both LOWs and NOVs are written correspondence to MoDOT or MoDOT's contractors from regulatory agencies, which are tracked in a MoDOT database by location or project number, as appropriate. Where tracked by project, the project with violations received may span several years. The first chart is based 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 completed without any environmental violations. There was a decrease in NOVs in 2009 compared to 2008. For the first three quarters of 2010 MoDOT has received five NOVs and nine LOWs.

- First Quarter 2010 – MoDOT received two LOWs. One was for exceeding effluent limitations at a welcome center and the other was for an unsatisfactory underground storage tank inspection.
- Second Quarter 2010 – MoDOT received one NOV and three LOWs. The NOV was for failure to submit notification prior to the demolition of a bridge over I-55. One LOW was for a preliminary finding related to possible erosion control violations along Route 54. Two LOWs were for effluent limitations at a welcome center. MoDNR has modified the welcome center operating permit for a three-year period where no LOWs or NOVs will be issued to allow MoDOT to make operational changes and perfect plant performance.
- Third Quarter 2010 – MoDOT received four NOVs and four LOWs. The NOVs were for excessive dust/particulate matter during a bridge repair in St. Louis, erosion control violations on the Hwy 60 & 65 interchange in Springfield, Hwy 67 in Madison County, and the Highway 54 Expressway near Osage Beach. The LOWs were for effluent limitations at a welcome center, SPCC violations at a maintenance facility, failure to respond to an underground storage tank violation and erosion control violations at a construction site.





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.

## Tons of carbon emissions from drivers on Missouri roads-10b

**Results Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Kathy Harvey, State Design Engineer

### Purpose of the Measure:

This measure tracks the total tons of carbon emissions resulting from fuel used while driving in Missouri, the total gallons of fuel purchased in the state and the vehicle miles traveled by various categories of vehicles on the entire Missouri system including state, county and local roadways.

### Measurement and Data Collection:

Information is prepared from fuel tax information provided by the Missouri Department of Revenue and converted by the Missouri Department of Transportation to tons of carbon emissions and vehicle miles traveled. Tons of carbon emissions are calculated with the following formulas:

Gasoline: number of gallons consumed x 19.42 (to get to pounds of CO<sub>2</sub>) x 1.057 (remaining emissions factor) / 2000 (to convert to tons).

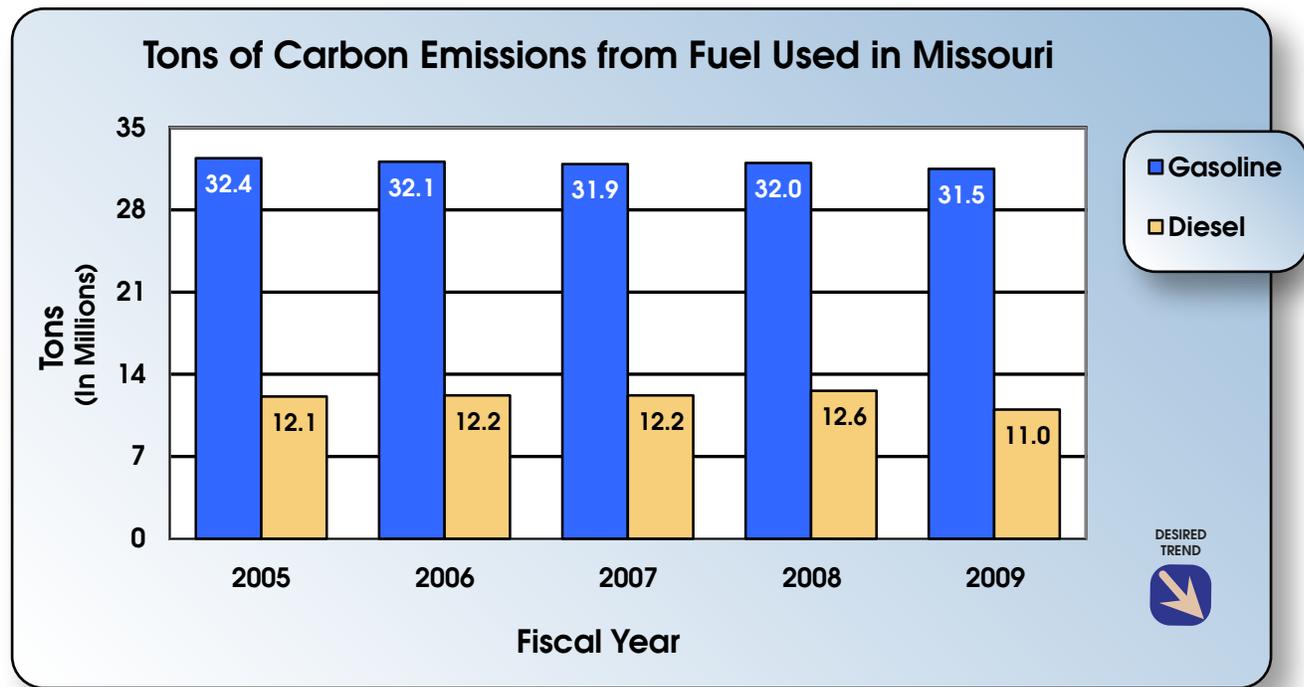
Diesel: number of gallons consumed x 22.38 (to get to pounds of CO<sub>2</sub>) x 1.057 (remaining emissions factor) / 2000 (to convert to tons).

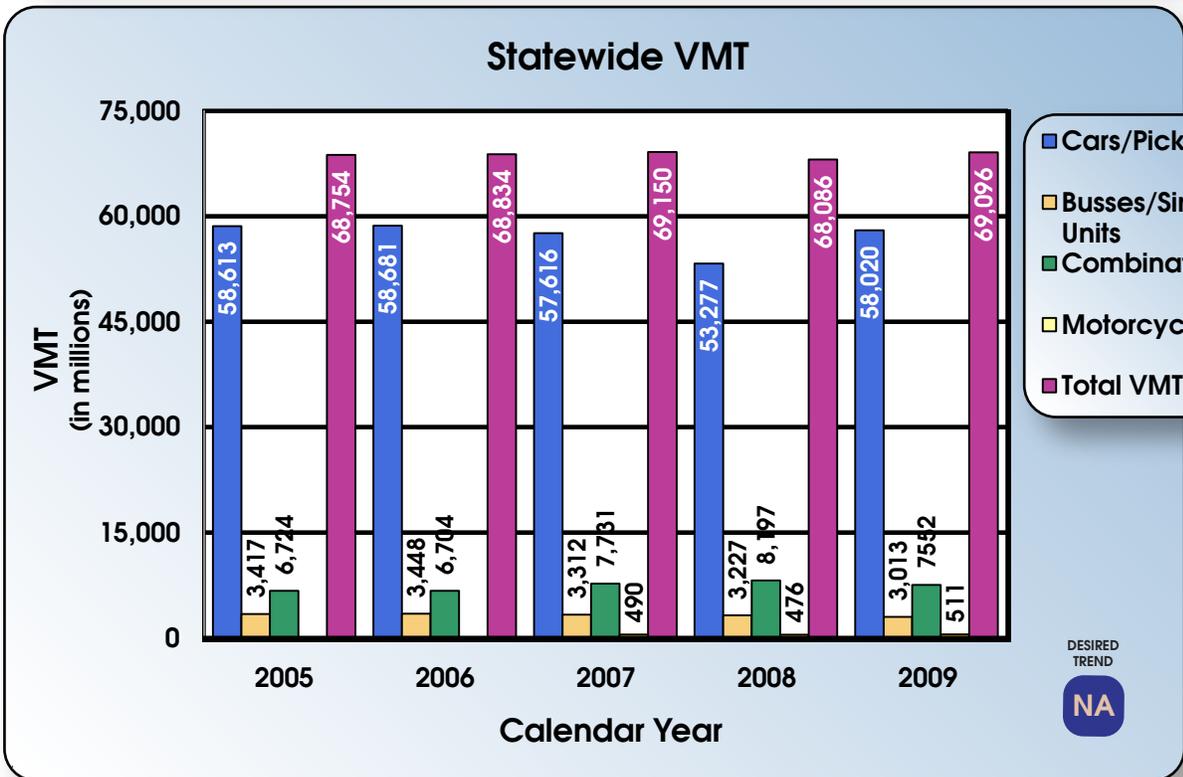
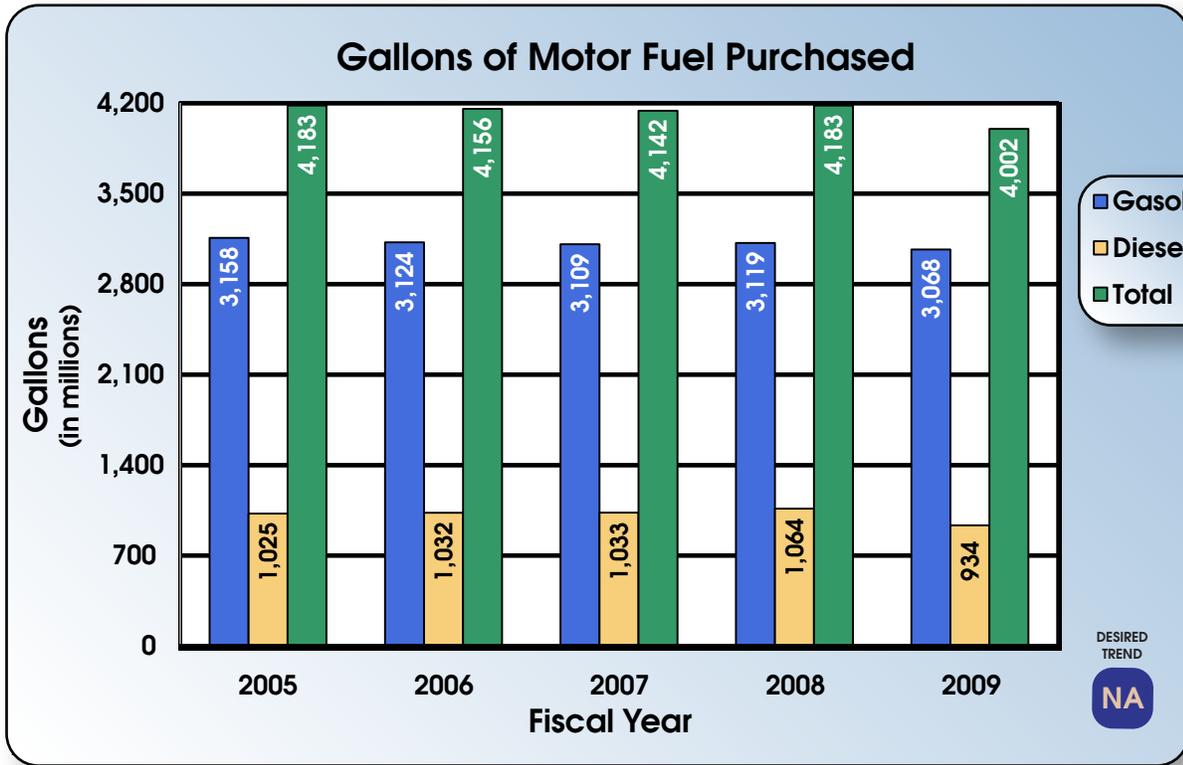
Starting in 2008, total VMT is estimated from the fuel sales using published average mileage for

various vehicles. Prior to 2008 there was a process that adjusted the statewide VMT based on an average growth factor. To split the VMT into categories, known percentages of vehicle types using only the state highway system were applied to the VMT for the entire statewide roadway system. This is an annual measure updated each January.

### Improvement Status:

Overall, there has been a downward trend between 2005 and 2009 in tons of carbon emissions and gallons of fuel purchased. Statewide VMT in 2009 is up slightly from 2005 levels. The decrease in emissions and fuel purchased is likely due to improved fuel efficiency of the vehicles since VMT has remained relatively level for five years. This information is being used to develop a Missouri baseline for the data.





## Metric tons of CO<sub>2</sub> generated from MoDOT activities – 10c

**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 effort to reduce its CO<sub>2</sub> emissions through the use of environmentally responsible practices.

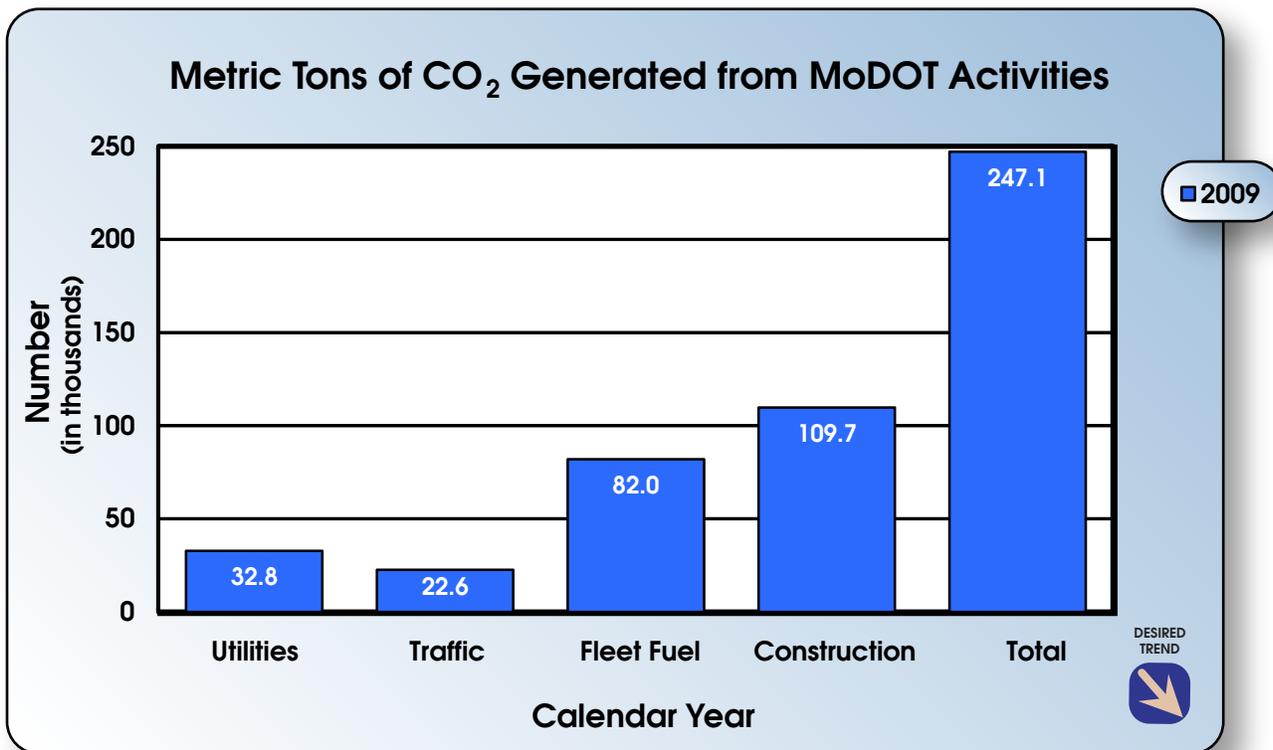
**Measurement and Data Collection:**

The number of metric tons of CO<sub>2</sub> emissions produced through MoDOT activities will be calculated and reported on an annual basis. The amount of fuel and power consumed through utilities and traffic, fleet and construction are converted into metric tons of CO<sub>2</sub>. The annual total will be reported in each April edition.

**Improvement Status:**

In 2009 MoDOT emitted 247,100 tons of CO<sub>2</sub>. The 2009 values will be used as a baseline for measuring future performance.

The strategies currently in place to reduce emissions in utilities and traffic include the use of LED bulbs for traffic signals and highway lighting, solar panels for flashers, more efficient bulbs, insulation, window replacement and occupancy sensors for maintenance and office facilities. Strategies in place for reducing emissions in fleet and fuel include idle reduction, reduced mowing and use of more efficient equipment. The construction operation is utilizing idling technologies and engines which reduce emissions. Warm mix and the increased use of recycled material reduce fuel consumption in the asphalt industry. Recycling of concrete pavement results in less hauling and quarry operations. Several MoDOT contracts contain green credits which incentivize the use of environmentally friendly practices.



## Number of tons of recycled material-10d

**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.

### 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. The annual total is finalized in each April edition.

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.

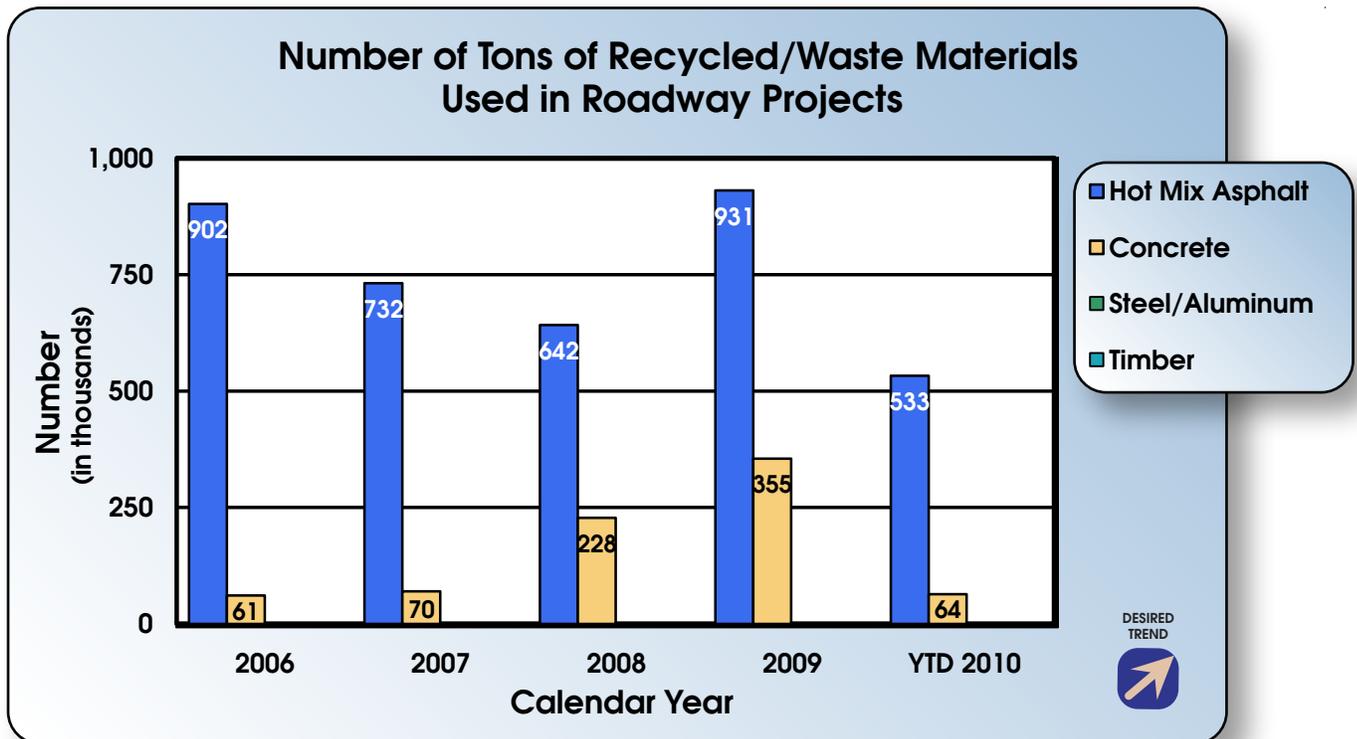
### Improvement Status:

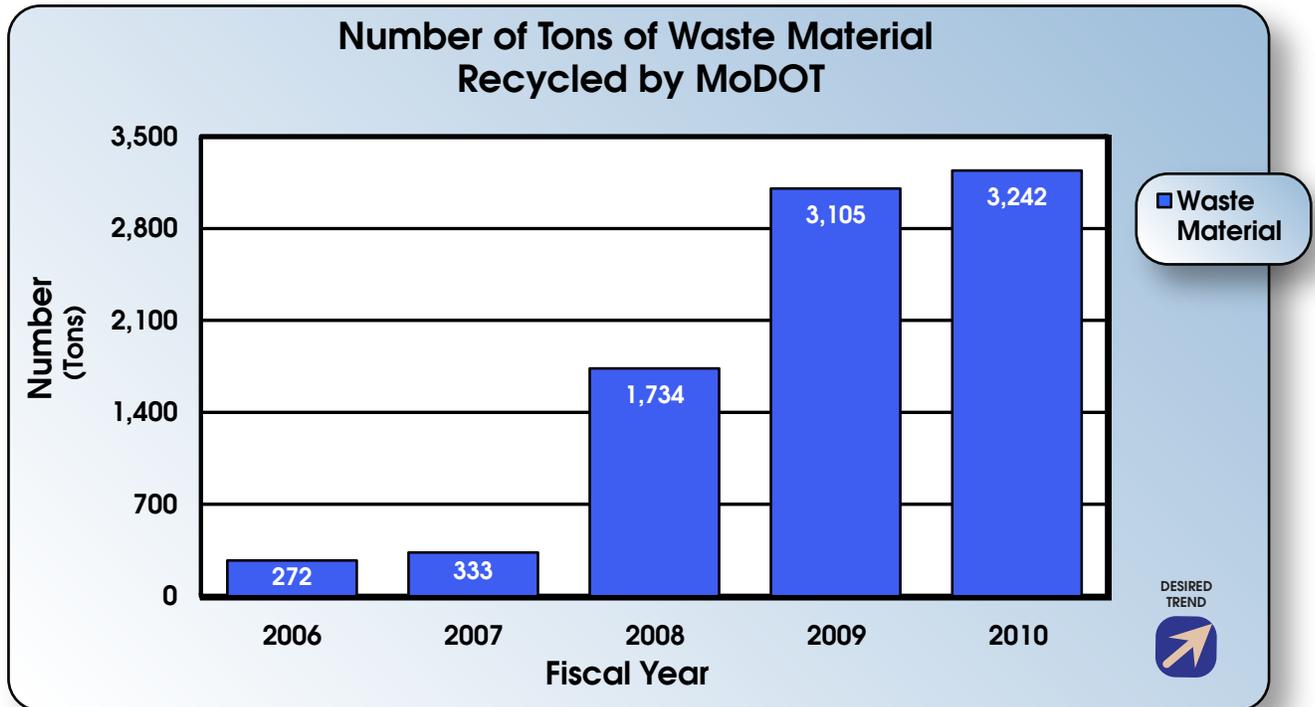
This is the last time this measure will be updated on a quarterly basis since it has become an annual

measure. The details for tracking the recycling of steel/aluminum and timber to be reported for 2010 are still being developed.

Recycled hot mix asphalt (HMA) quantities represent 21 percent of the total HMA placed to date; well above the last four years when this percentage has ranged from 12 to 15 percent. The recycled material used in concrete has fallen off due to the completion of the I-64 project that recycled almost 100 percent of the concrete removed on the project.

In FY 2010 MoDOT recycled 3,242 tons of waste material. Industrial waste makes up the majority of tonnage with items such as tires, metal and vehicle fluids. The total also includes office waste such as paper, cardboard, aluminum, tiles and electronics. MoDOT has shown a steady increase since reporting began in 2006.





## 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

## Environmental improvement plan on maintenance facilities-10e

**Results Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Kirk Juranas, District Engineer, District 8

**Purpose of the Measure:**

This measure tracks MoDOT’s efforts toward environmental improvement in the operations of its maintenance facilities across Missouri. The improvement plan will be completed by the end of fiscal year 2012.

This is an annual measure with a quarterly supplement.

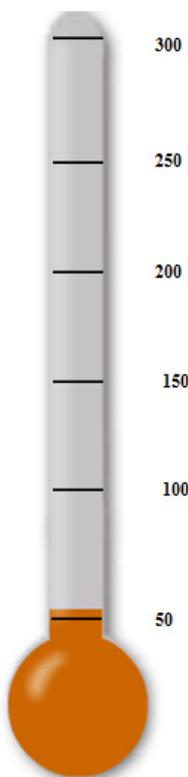
**Improvement Status:**

At the beginning of fiscal year 2010, MoDOT’s Environmental Steering Committee directed MoDOT facilities to demonstrate environmentally and socially responsible operations. Following that meeting, a three-year plan was developed to monitor installation of fence, containment for liquids, storm water and wash water. Improvements such as updated spill protection plans for each facility having petroleum products of 55 gallons or more have been put in place.

**Measurement and Data Collection:**

The data is developed from the number of facilities that meet requirements for security, have spill prevention measures in place and properly dispose of waste. Also reflected are the number of maintenance facilities that have completed their environmental improvement plans, budget and projects completed.

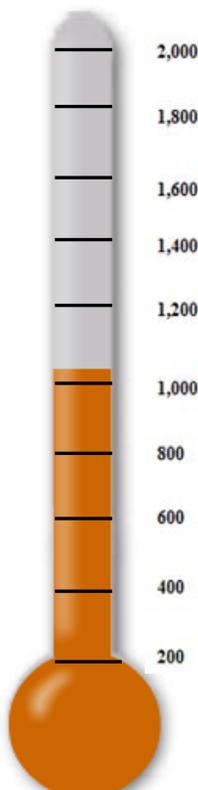
**Number of Facilities**  
314



(51 Facilities as of Sept. 30, 2010)

**Facilities With All Planned Improvements Complete**

**Planned Projects**  
1,499



(1,054 Projects as of Sept. 30, 2010)

**Projects Completed**

**Budget**  
\$2,550,000



(Data Collection in Progress)

**Dollars Spent Against Total Budget**



### Number of gallons of fuel consumed-10f

**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. Miles per gallon data is shown for the five vehicle classes that accumulate the majority of miles driven. The five classes are separated into light duty and heavy duty equipment. The second chart indicates the average miles per gallon for cars and pickups. The third chart below indicates the average miles per gallon for light duty trucks, heavy trucks and extra heavy duty trucks.

#### **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 fiscal year 2010 to fiscal year 2009, the total fuel consumed increased by 642,000 gallons (7.8 percent). The total equipment usage recorded increased over three million miles/hours (approximately 5 percent).

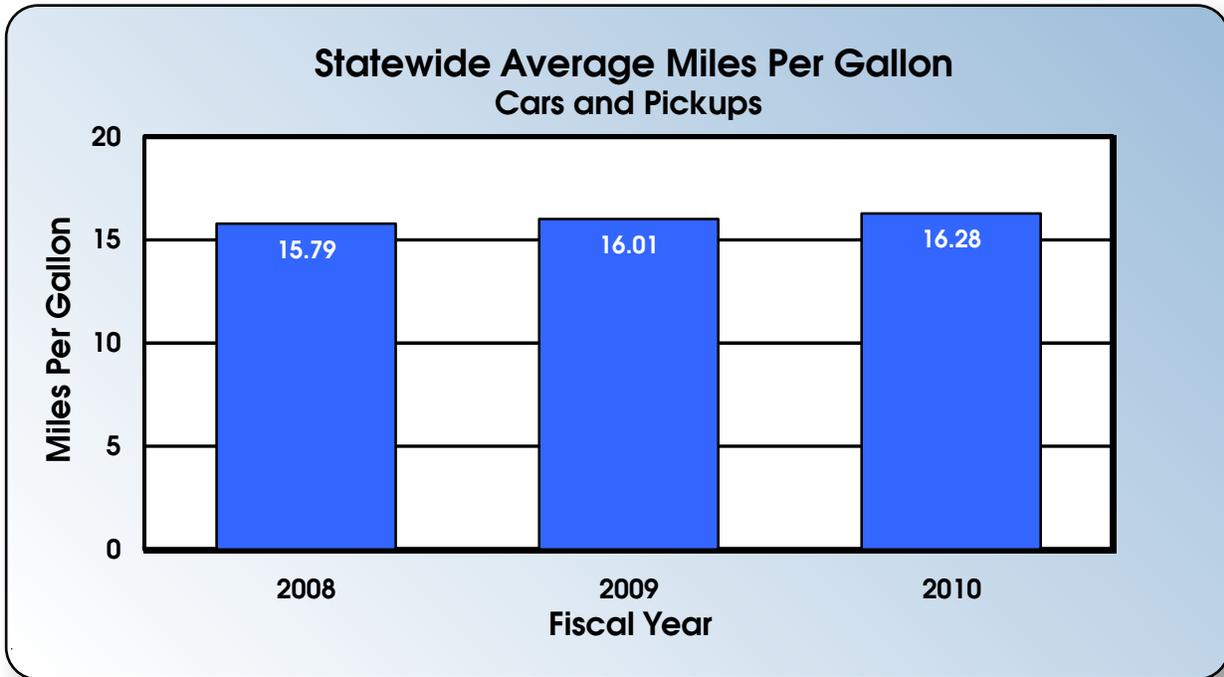
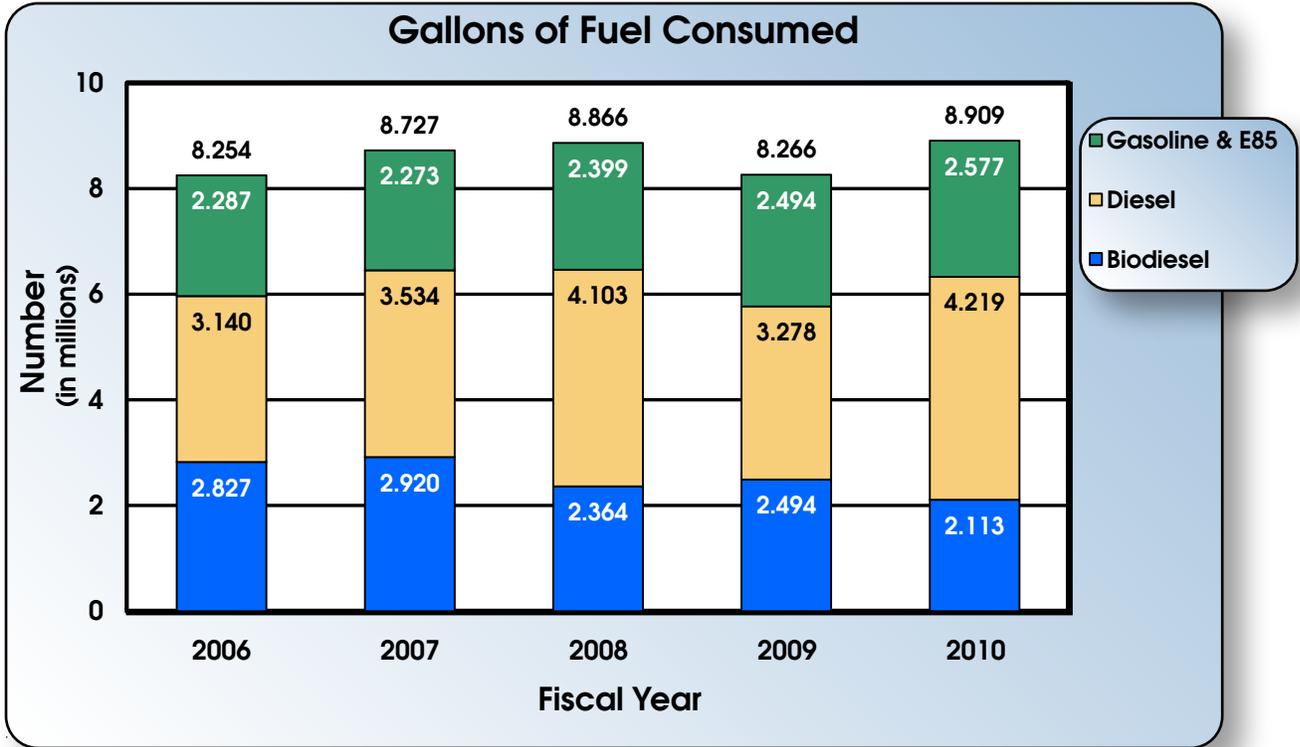
In reviewing the data by fuel type, diesel and biodiesel combined increased approximately 560,000 gallons (9.7 percent), unleaded and E85 gasoline combined increased by 82,000 gallons (3.3 percent).

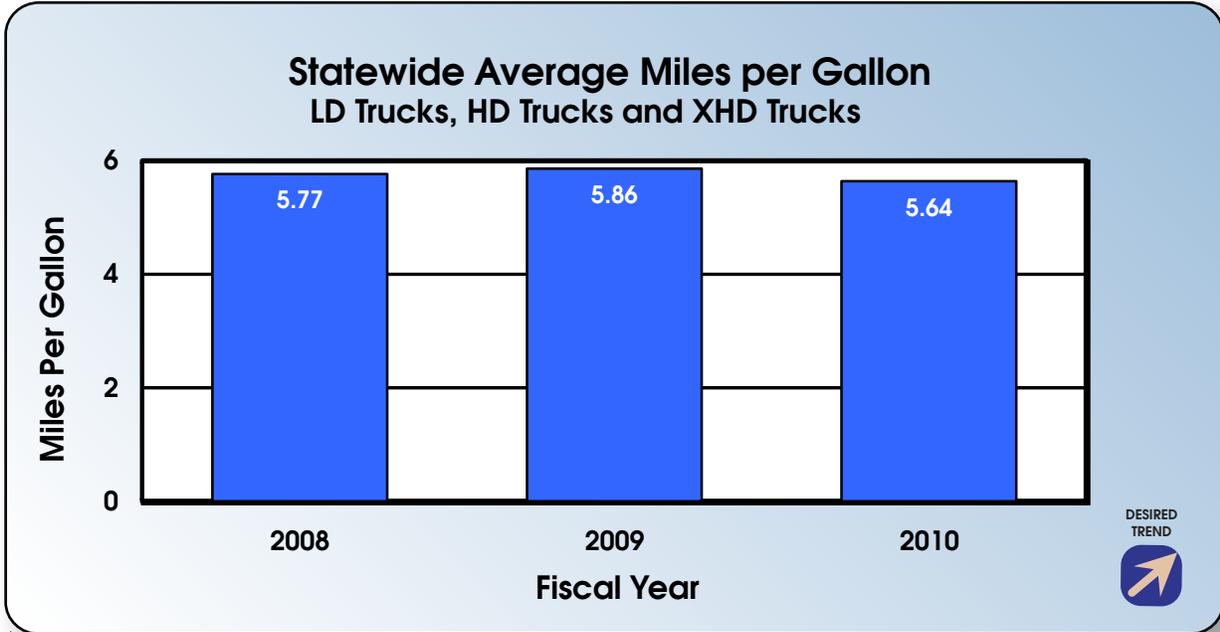
The increased use of diesel/biodiesel fuel can be attributed to two major reasons. The first continues to be the extreme weather this past winter. There were approximately 2.7 million additional miles/hours recorded for snow and ice removal in fiscal year 2010 compared to fiscal year 2009. There was also an increased focus on minor roads. Asphalt repair, patching roads, pipe culvert repairs and drainage combined for an increase of approximately 1.25 million additional miles/hours recorded.

The increased use of unleaded gasoline corresponds to a busy construction season. There was an increase of 570,000 miles/hours recorded for construction and construction related activities.

There was an increase in fuel efficiency of 1.7 percent for cars and pickups.

The miles per gallon for light duty, heavy duty and extra heavy duty trucks decreased by 3.7 percent. The harsh winter greatly impacted the efficiency of this equipment class. The efficiency was further reduced by the focus on road maintenance.





## Cost and usage of utilities for facilities-10g

**Result Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Doug Record, General Services Manager

### Purpose of the Measure:

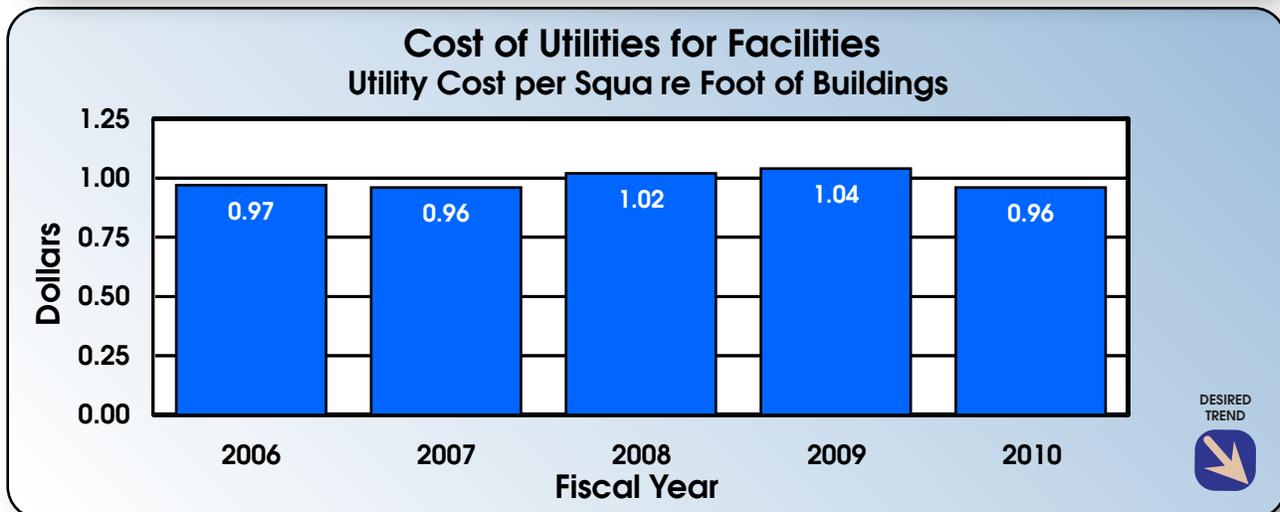
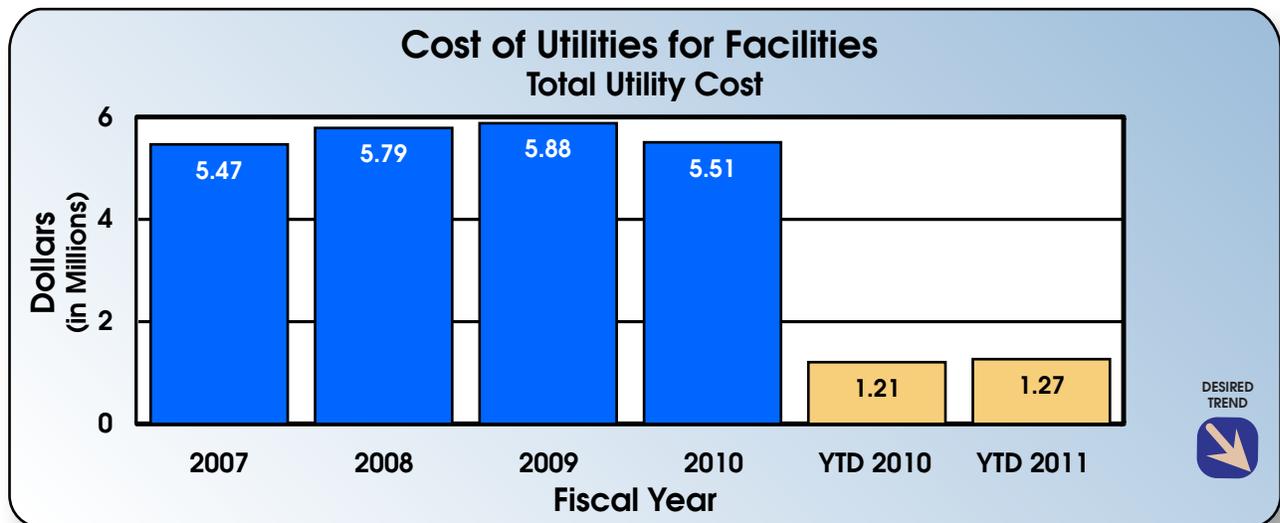
This measure tracks the cost and usage of utilities for department facilities, excluding roadways. It attempts to capture the impact of energy efficient improvements in buildings and operations.

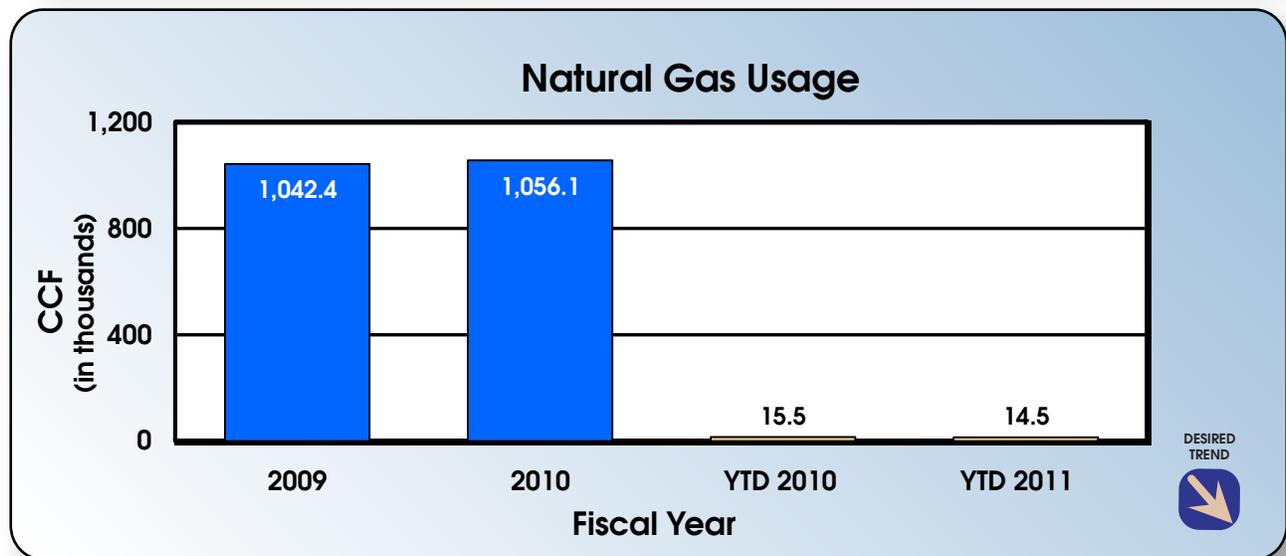
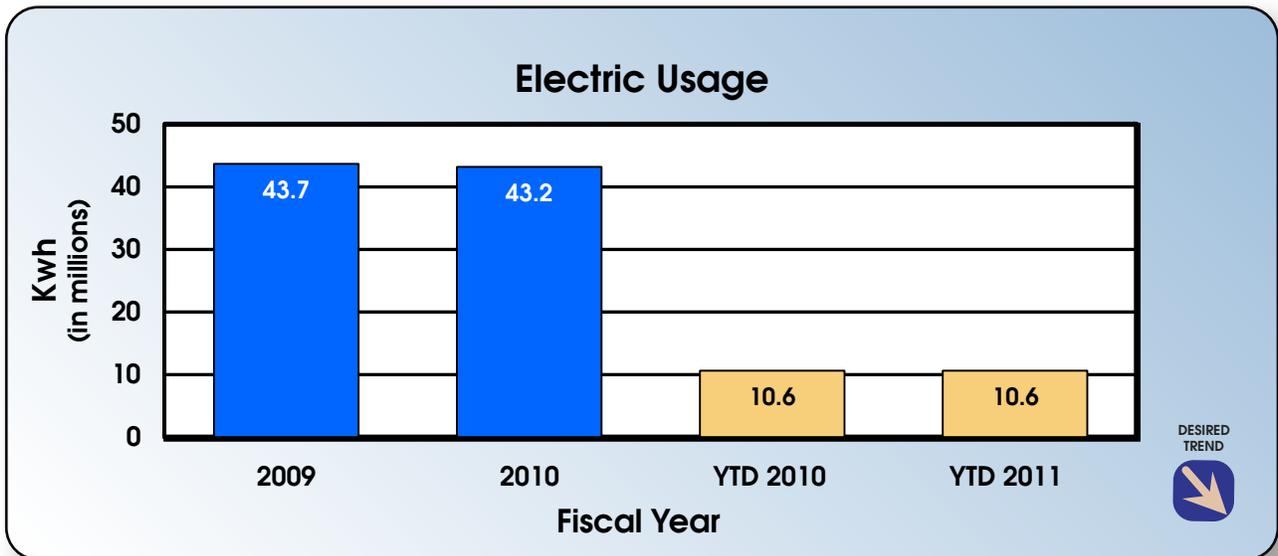
### Measurement and Data Collection:

The data is collected based on utility expenditures and usage recorded in the statewide financial accounting system. The following utilities are included in the analysis: electricity (excluding roadways, lighting and signals), steam, water, sewer, natural gas, propane, fuel oil, other fuel and utilities. This is a quarterly measure with the per square foot chart being updated annually.

### Improvement Status:

The total cost reported for utilities for year to date fiscal year 2011 is \$1,267,978, an increase of 4.8 percent over fiscal year 2010. This change is attributed to rate increases. The cost per square foot chart graph is an annual measure, therefore no updates. The usage graphs show that electric stayed the same and there was a 6.5 percent decrease in natural gas. We continue to improve the accuracy and timeliness of inputting usage information and have, where possible, corrected historical errors.





## Customer satisfaction with non-motorized facilities- 10h

**Result Driver:** David Nichols, Director of Program Delivery

**Measurement Driver:** Melissa Anderson, Non-motorized Transportation Engineer

### Purpose of the Measure:

This measure tracks customer satisfaction with transportation facilities for biking and walking, such as sidewalks, traffic signals and crosswalks, bike lanes and bikeable shoulders. It is MoDOT's desire to provide accessible and connected networks that allow customers to have options for meeting their transportation, recreation and active living needs.

### Measurement and Data Collection:

Data is collected in the annual customer survey titled the "Report Card from Missourians." Customers are asked if they have biked or walked for transportation in the past week. If the answer is yes they are asked additional questions about their experience. This is an annual measure updated each July.

### Improvement Status:

MoDOT has made a commitment to make progress in upgrading pedestrian facilities to meet the Americans with Disabilities Act access requirements. In addition, bicycle and pedestrian needs are to be considered on all projects and included where it is the right thing to do. As MoDOT makes system improvements in accessibility and network connectivity, satisfaction levels are expected to increase.

**UNDER DEVELOPMENT**

## ADA transition plan improvements-10i

**Result Driver:** David Nichols, Director of Program Delivery

**Measurement Driver:** Melissa Anderson, Non-motorized Transportation Engineer

### Purpose of the Measure:

This measure tracks MoDOT's progress on making right of way facilities, such as sidewalks and traffic signals, and building facilities, such as parking lots and restrooms, accessible to users of all ages and abilities by removing barriers. Completion of the needed improvements will bring the department into compliance with the Americans with Disabilities Act.

### Measurement and Data Collection:

The graphs show the cost to upgrade MoDOT right of way and facilities statewide. Costs shown are in 2008 dollars and are based on construction estimates and the inventory developed in 2008. The costs are used as a measuring tool only. As improvements are made and the inventory is updated, the cost of completed projects increases. The number of projects completed each year is shown in parentheses. Upgrades are made based on actual field conditions and not restricted to the 2008 inventory or costs. This is an annual measure, with quarterly updates.

### Improvement Status:

MoDOT's Transition Plan Update will be published in 2010. The needs were identified in 2008 and the department has been working to upgrade pedestrian facilities on projects since the development of the inventory. The American Recovery and Reinvestment Act (ARRA) provided approximately \$9 million dollars for accessibility projects and the opportunity to improve pedestrian travel is being considered in all current projects. The department has been responsive to public requests and has been proactive in many areas to make simple, low-cost improvements when opportunities arise.



## Percent of minorities and females employed-10j

**Result Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Rudolph Nickens, Director of Equal Opportunity and Diversity

### Purpose of the Measure:

This quarterly measure tracks minority and female employment in MoDOT's workforce and compares it with availability data from the Missouri 2000 Census report. Efficient use of people resources provides opportunities for the department to leverage transportation resources with available human capital. By placing the right people in the right place, the department can better serve its customers and help fulfill its responsibilities to taxpayers.

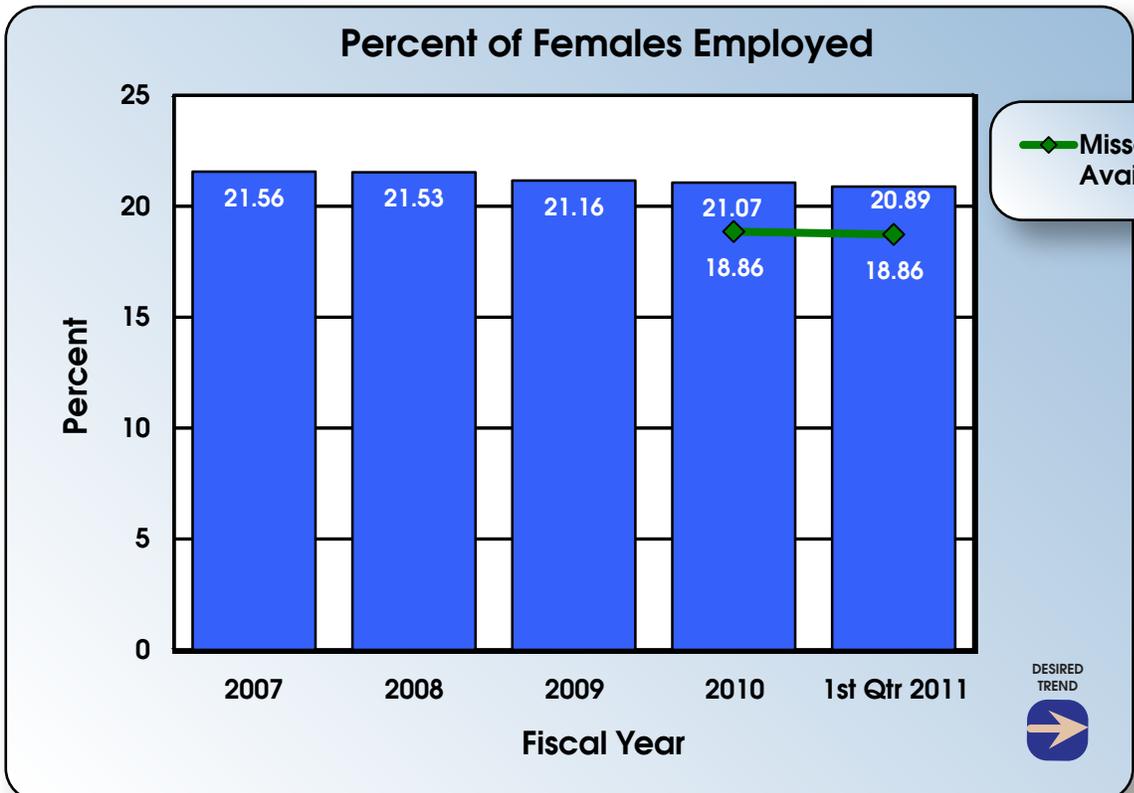
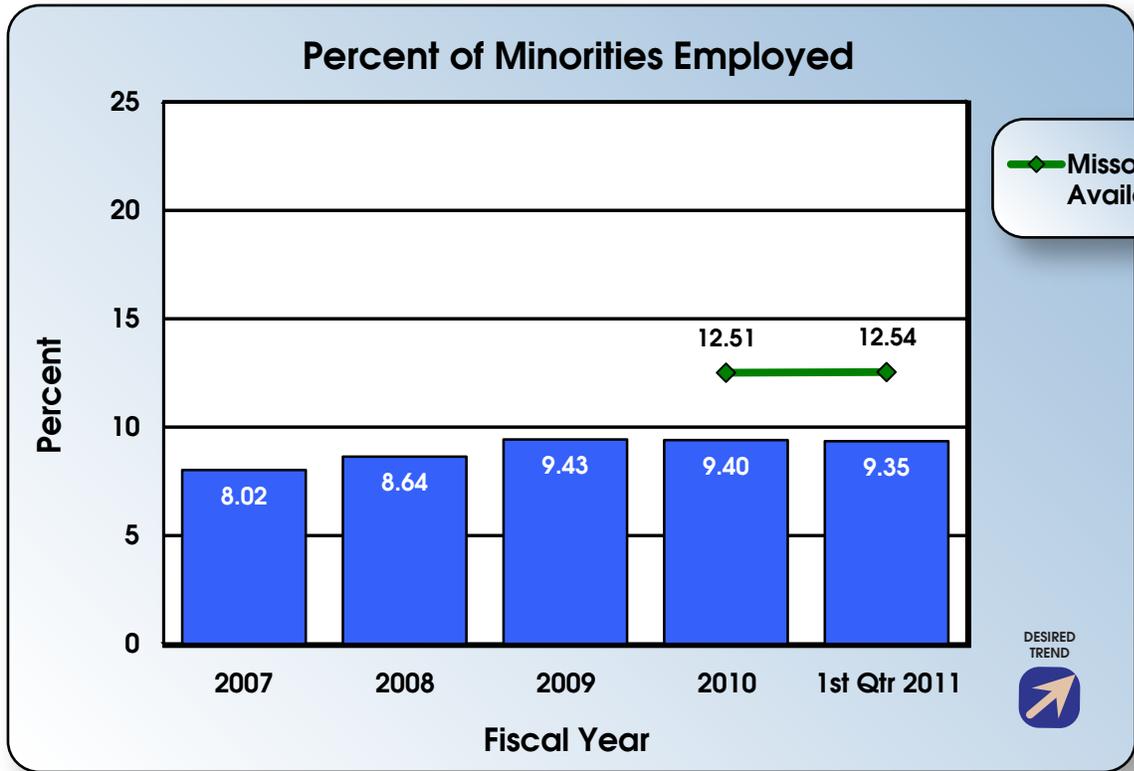
### Measurement and Data Collection:

MoDOT's Affirmative Action software database is used to collect data. The Missouri 2000 Census Data is used as the benchmark for this measurement. This measure is updated quarterly.

### Improvement Status:

The total number of minority employees decreased by .99 percent (577 to 569) from the fourth quarter FY 2010 to first quarter FY 2011. Overall, minority employment decreased from 9.40 percent to 9.35 percent during the above mentioned period. Both the total number (1,294 to 1,271) and percent (21.07 to 20.89) of female employees decreased. During this quarter the department continued working with community partners and participated in community meetings with organizations such as Minorities in Business, NAACP and the Missouri Career Center. In addition, various districts have been proactive in conducting career fairs and informational meetings at high schools throughout Missouri to make students aware of career opportunities with MoDOT.





## Separation rates for minorities and females- 10k

**Result Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Rudolph Nickens, Director of Equal Opportunity and Diversity

### Purpose of the Measure:

The purpose of this measure is to track female and minority separation rates compared to the overall MoDOT separation rate.

As a result, the MoDOT separation rate decreased by 0.3 percent, minority separation rate decreased by 1.9 percent and the female separation rate decreased by 0.2 percent.

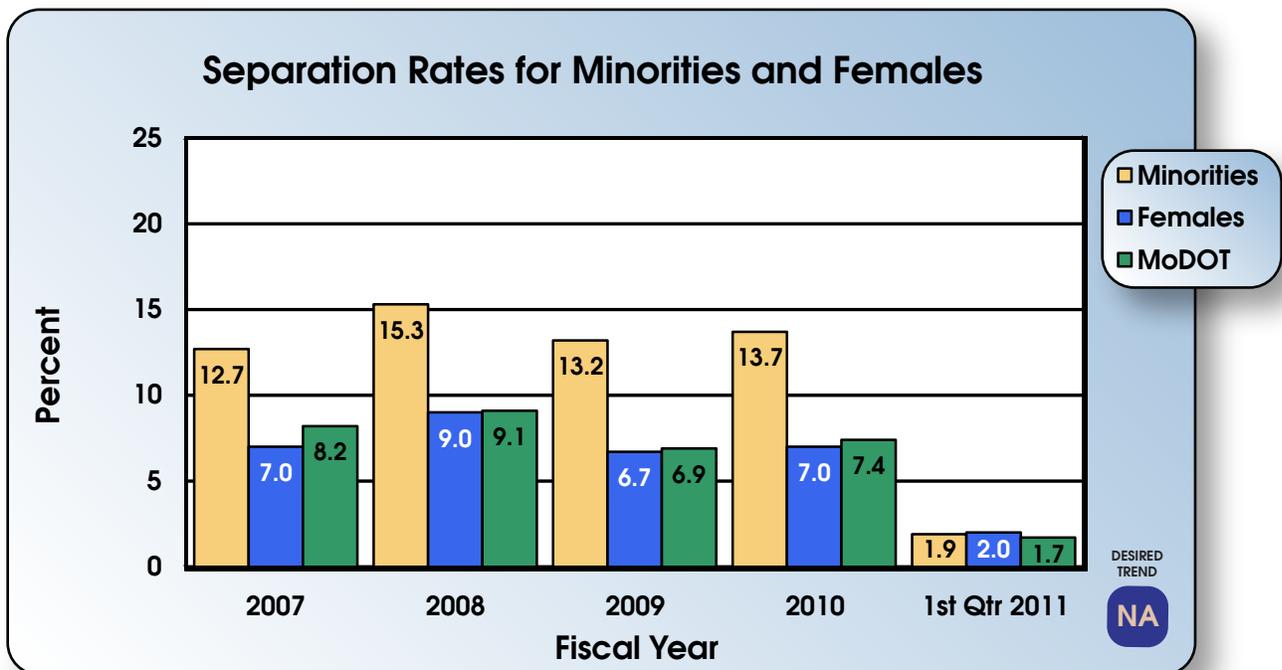
### Measurement and Data Collection:

Data is collected through SAM II Advantage HR, ReportNet and Peopleclick AAPLanner reports. Separations include both voluntary and involuntary separations from the department. This measure is updated quarterly.

The districts and central office use a number of tools to assist in retaining minority and female employees. Human Resources focus on providing resources to new employees to ensure their long term success. EEO refresher training was conducted statewide. An increase in discussion regarding diversity has occurred through Regional Diversity Conferences, workshops, and district EAEC meetings. In addition, MoDOT continues to work with external partners to communicate our commitment to diversity.

### Improvement Status:

The overall number of separations for the first quarter of FY11 decreased by 17 percent (122 to 101) compared to the fourth quarter of FY10. Of this number, minority separations decreased by 50 percent (22 to 11) and female separations decreased by 10.7 percent (28 to 25).



## Promotions of minorities and females-101

**Result Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Rudolph Nickens, Director of Equal Opportunity and Diversity

**Purpose of the Measure:**

This measure tracks minority and female promotions in comparison to all promotions throughout MoDOT. A diverse workforce indicates efficient use of our employees. Just as recruitment and retention are important measures of workforce diversity, promotion is a good indicator of the progress the department makes towards a diverse workforce. By placing the right people in the right place, the department can better serve its customers and help fulfill its responsibilities to taxpayers.

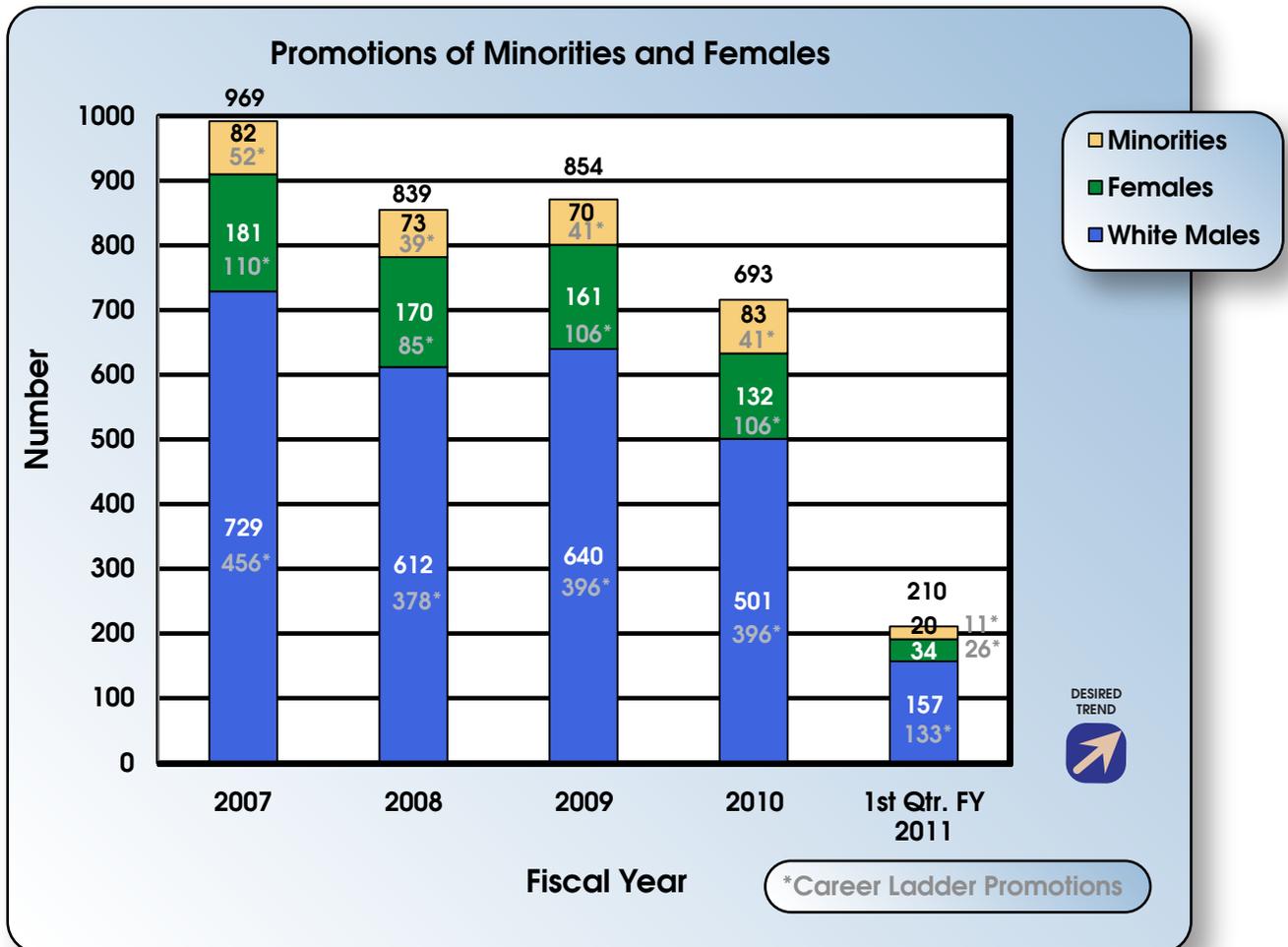
**Measurement and Data Collection:**

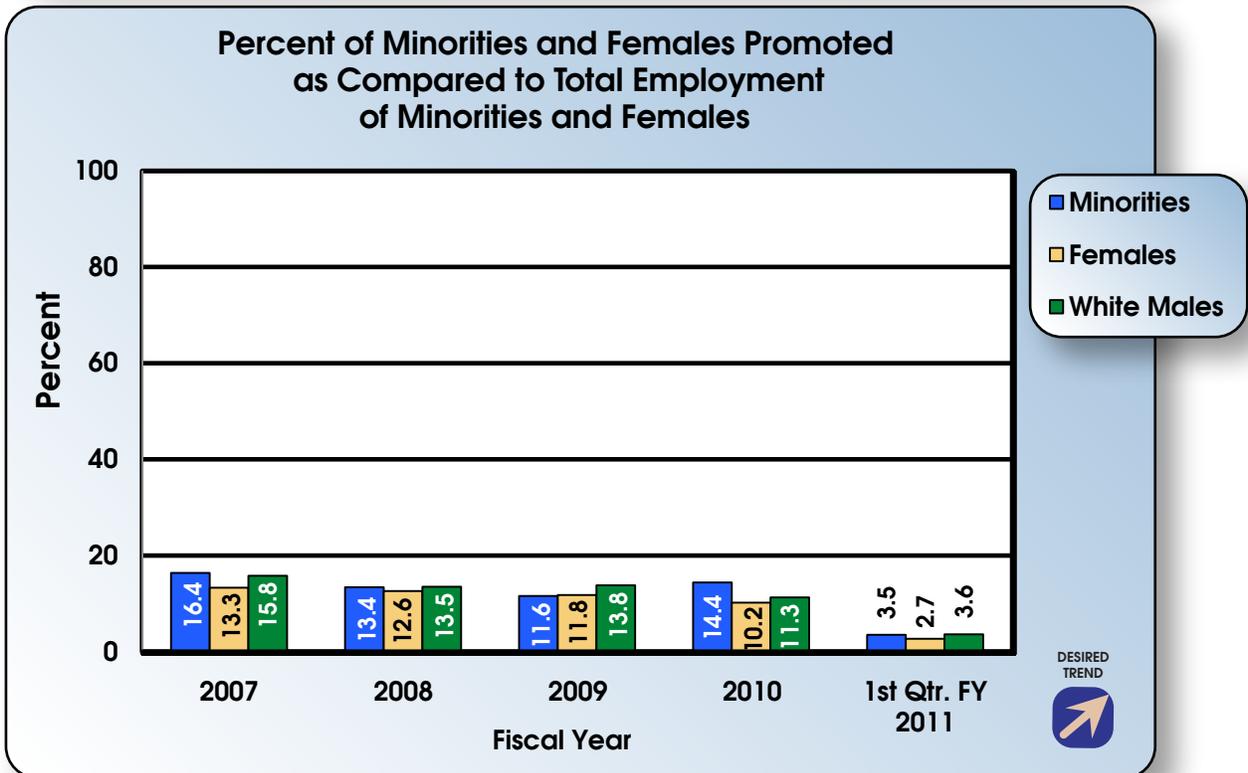
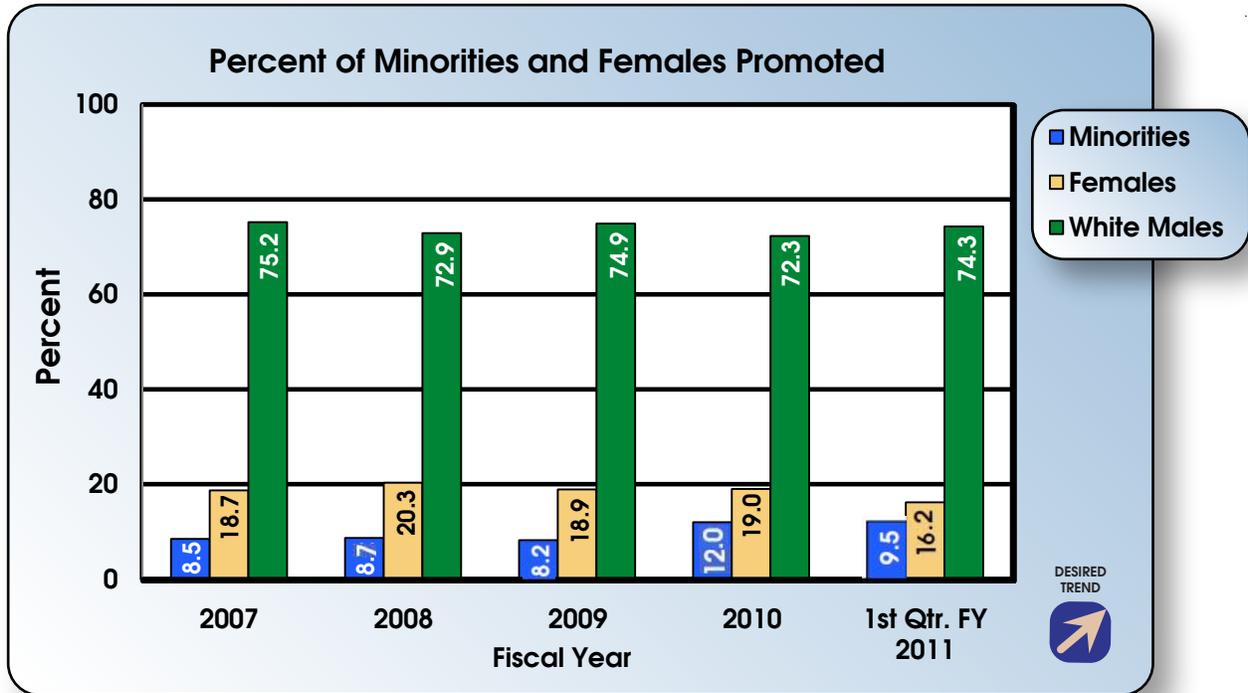
Data is collected using SAM II Advantage HR and Report Net reports. Promotions include all promotions throughout job groups within the department. In the

graph the numbers add up to more than the total at the top of each column because minority women are accounted for in two categories. This is a quarterly measure.

**Improvement Status:**

During the first quarter of fiscal year 2011, there were 210 promotions, 170 of which were career ladder promotions. As a result, 20 (9.5%) of the promotions were minorities and 34 (16.2%) were females. White males received 156 (74.3%) of the promotions. When compared to the total employment of minorities and females, females are slightly behind with only 2.7% promoted, while 3.5% of minorities and 3.6% of white males received promotions.





## Number of active, enrolled and graduated trainees participating in the on-the-job training program- 10m

**Results Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Lester Woods, Jr., External Civil Rights Director

### Purpose of the Measure:

This measure tracks the number of active, enrolled and graduated trainees participating in the on-the-job training (OJT) program. FHWA requires the training of minorities, females and disadvantaged persons on highway projects.

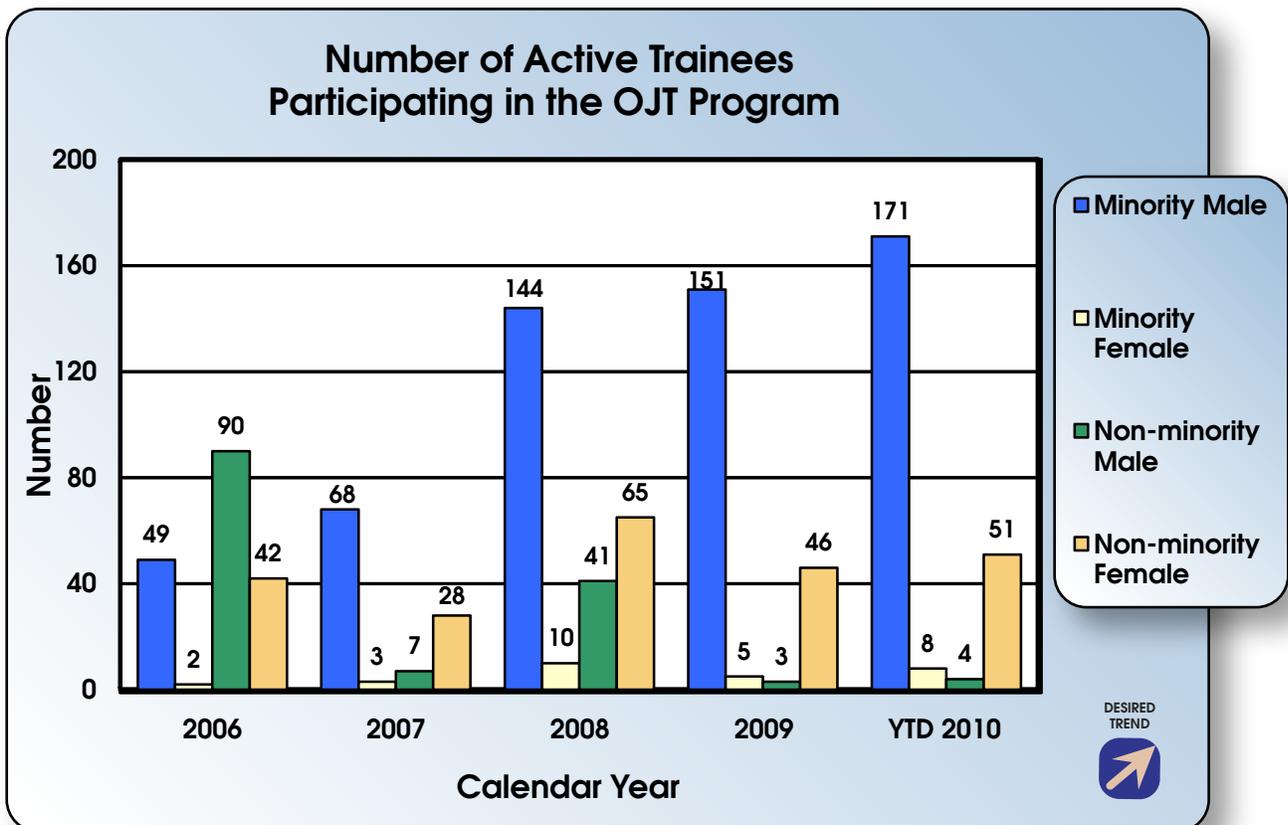
being trained and utilized on highway projects that receive federal funds. Data has a three month lag period. This measure is updated quarterly.

### Measurement and Data Collection:

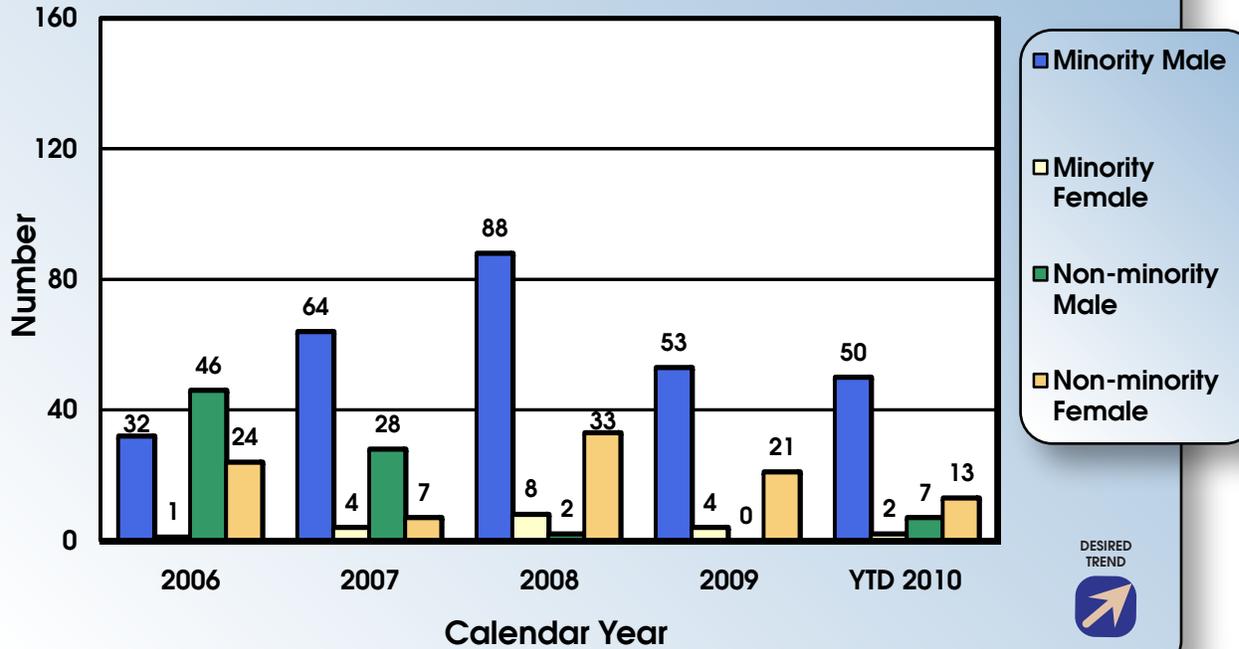
Trainees are tracked to ensure contractors are utilizing minorities, females and disadvantaged individuals on projects where goals are assigned. The data is reported annually to FHWA to demonstrate MoDOT's achievement in ensuring minorities, females and disadvantaged persons are

### Improvement Status:

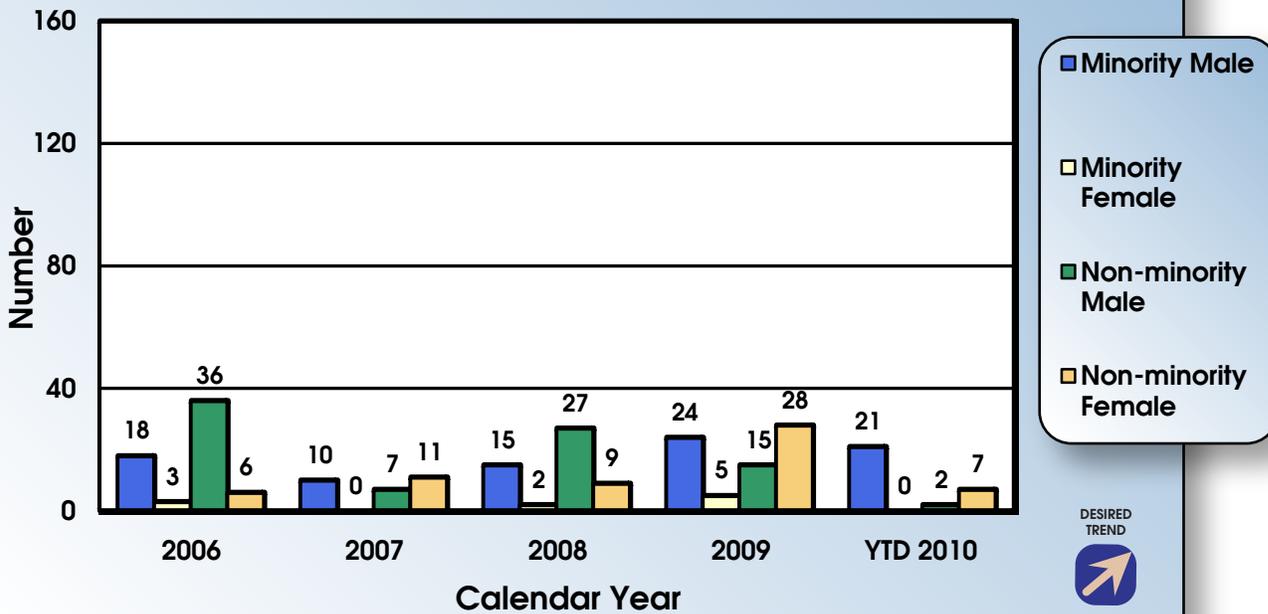
Seventeen new trainees enrolled in the program during the reporting quarter which included 12 minority males, one non-minority male (economically disadvantaged) and four non-minority females. A total of 22 trainees graduated during the reporting quarter.



Number of New Trainees Enrolled in the OJT Program



Number of Graduated Trainees in the OJT Program



## Percent of Disadvantaged Business Enterprise participation-10n

**Results Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Lester Woods, Jr., External Civil Rights Director

### Purpose of the Measure:

This measure tracks the percent of Disadvantaged Business Enterprise (DBE) participation on construction projects. Contractors, subcontractors and suppliers working on construction projects that receive federal-aid or federal financial participation are required to take reasonable steps to ensure DBEs have an opportunity to compete for and participate in the performance on project contracts and subcontracts.

### Measurement and Data Collection:

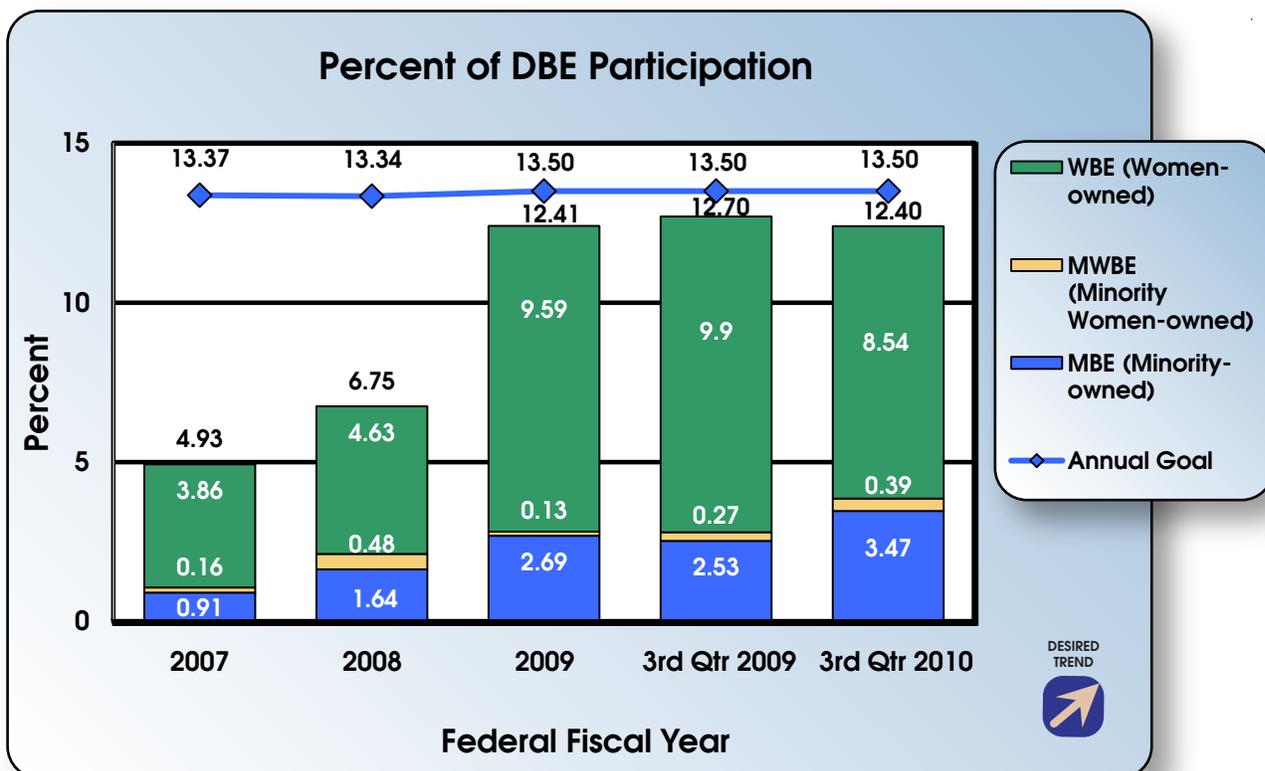
Data is collected through Site Manager for each construction project. The overall DBE goal is a yearly target established by MoDOT and FHWA regarding the expected total DBE participation on all federally funded construction projects. Individual DBE project goals are determined by subcontract opportunity, project location and available DBE firms that can perform the scope of work. DBE participation is tracked for each construction project

identifying the prime contractor, contract amount, the established goal and how the prime contractor fulfilled the goal.

Semi-annual reports are submitted to FHWA in June and December of each year demonstrating our progress in obtaining the overall DBE goal. Data is not always available at the end of each reporting quarter. This measure is based on the federal fiscal year, which is October 1 through September 30. This is a quarterly measure.

### Improvement Status:

The overall DBE goal for FFY 2010 is 13.5%. The total DBE participation for the 3<sup>rd</sup> quarter is 12.40%. Participation by DBE firms that are minority-owned increased 1.06 percent and women-owned firms decreased 1.36 percent from the 3<sup>rd</sup> quarter 2009 to the 3<sup>rd</sup> quarter 2010.



## Minority/women business enterprises bidding and contracting activities for non-construction contracts- 10o

**Result Driver:** Dave Nichols, Director of Program Delivery

**Measurement Driver:** Rebecca Jackson, Central Office General Services Manager

### Purpose of the Measure:

This measure tracks Minority/Women Business Enterprises (M/WBE) bidding and contracting activities for non-construction contracts. It shows MoDOT's contribution toward social responsibility. The first chart indicates the number of solicitations sent and received from M/WBEs. The second chart indicates the number of contracts awarded to M/WBE vendors. The third chart shows the total M/WBE expenditures compared to the MoDOT's total expenditures and the fourth chart provides the M/WBE percentage of total expenditures. Disadvantage Business Enterprises (DBE) participation on construction projects is tracked through the DBE program therefore this measure only includes non-construction contracts.

### Measurement and Data Collection:

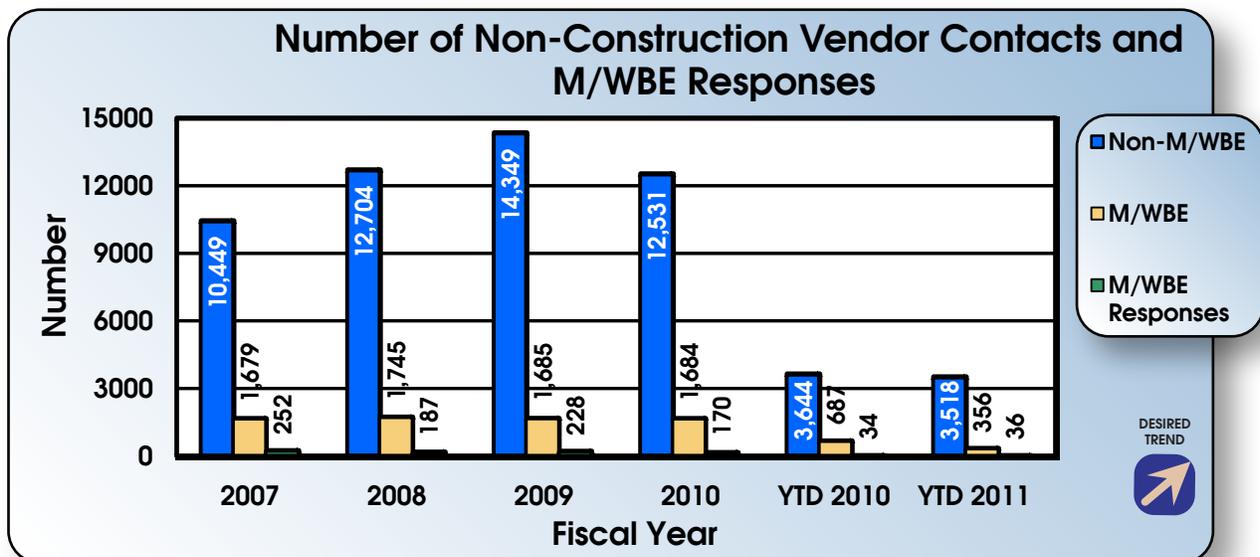
This measure is intended to focus on providing a fair and open procurement process that includes a diverse vendor community. The data for the non-construction solicitations sent to M/WBE is collected by using the information entered into the Procurement Database by the buyer of record. The data for the M/WBE Expenditures is collected from the Office of Administration's M/WBE accounting system (MOBIUS).

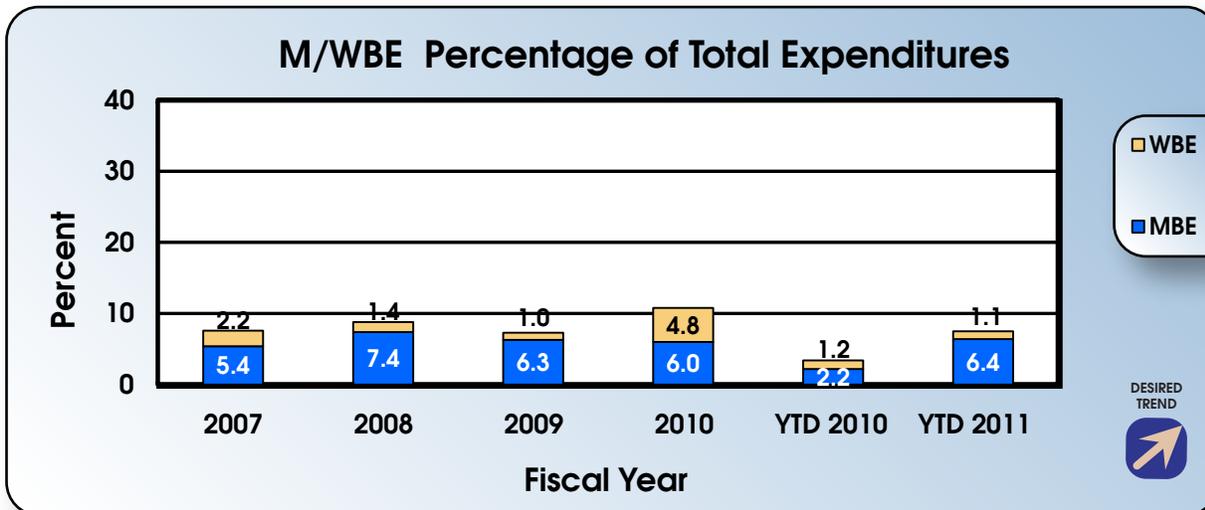
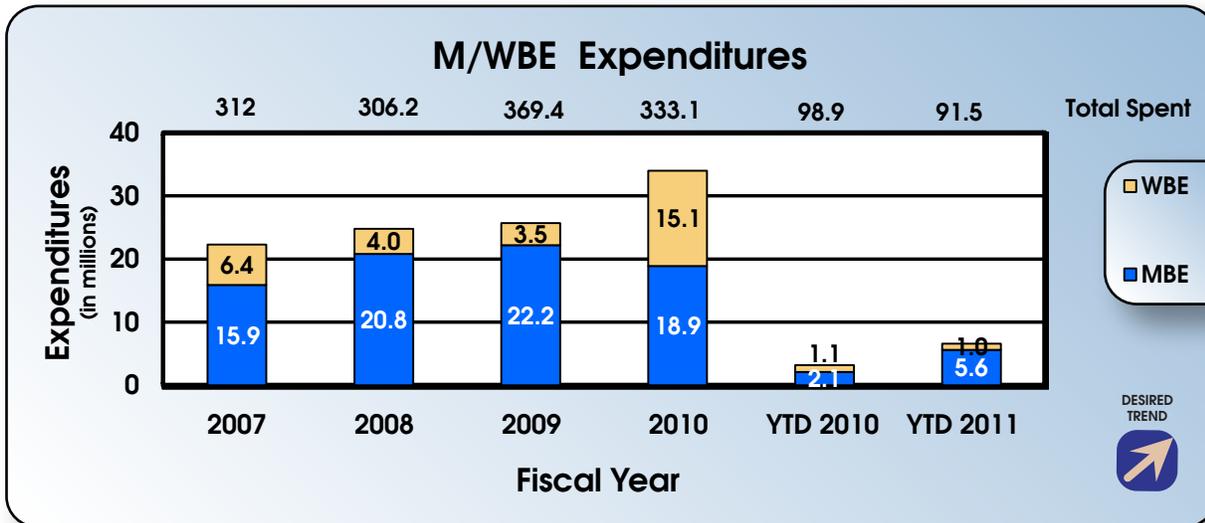
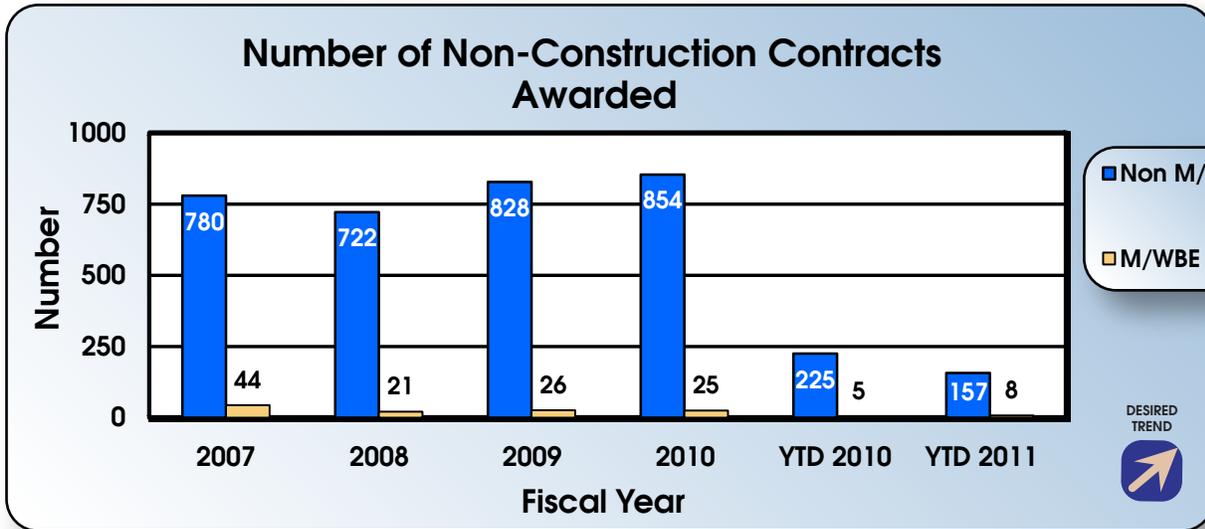
### Improvement Status:

As shown in the first chart, the number of solicitations sent to M/WBE vendors for year-to-date

FY2011 decreased by 330 over the same reporting period in FY2010. The variation between FY2010 and FY2011 is directly related to M/WBE representation for specific commodity and services bidding opportunities (i.e., wood posts, overhead light bars, chain link security fence, and wood boiler system). The second chart indicates, in the first quarter of FY2011, a decrease of 65 contracts awarded and an increase of three contracts awarded to M/WBE vendors for the same reporting period in FY2010. The third chart shows the M/WBE expenditures, which increased by \$3.4 million for the first quarter of FY2011 over the same reporting period in FY2010. Currently, there is no M/WBE representation for high volume commodities such as traffic marking paint and sodium chloride, however the expenditures for these items are included in the total expenditure amount. The fourth chart indicates the percent of M/WBE expenditures, which increased by 4.1 percent for the first quarter of FY2011 compared to the same reporting period in FY2010.

In an effort to improve M/WBE participation, the Central Office Procurement unit has conducted research for certified M/WBE vendors for various commodities and services and added them to the General Services database. To date, 20 additional M/WBE vendors have been added to the database due to these efforts.





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