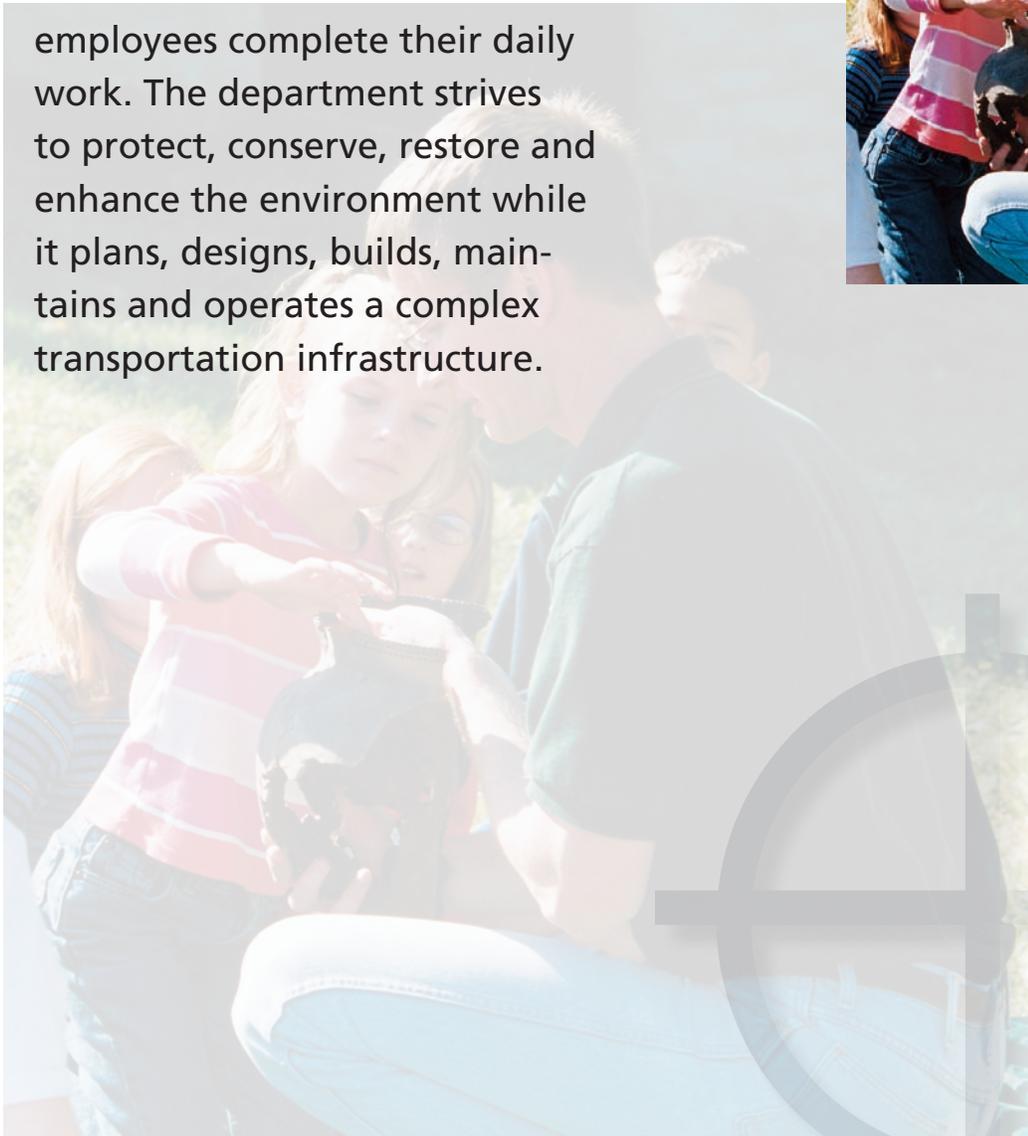

Environmentally Responsible

*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.



Environmentally Responsible

Percent of projects completed without environmental violation

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.

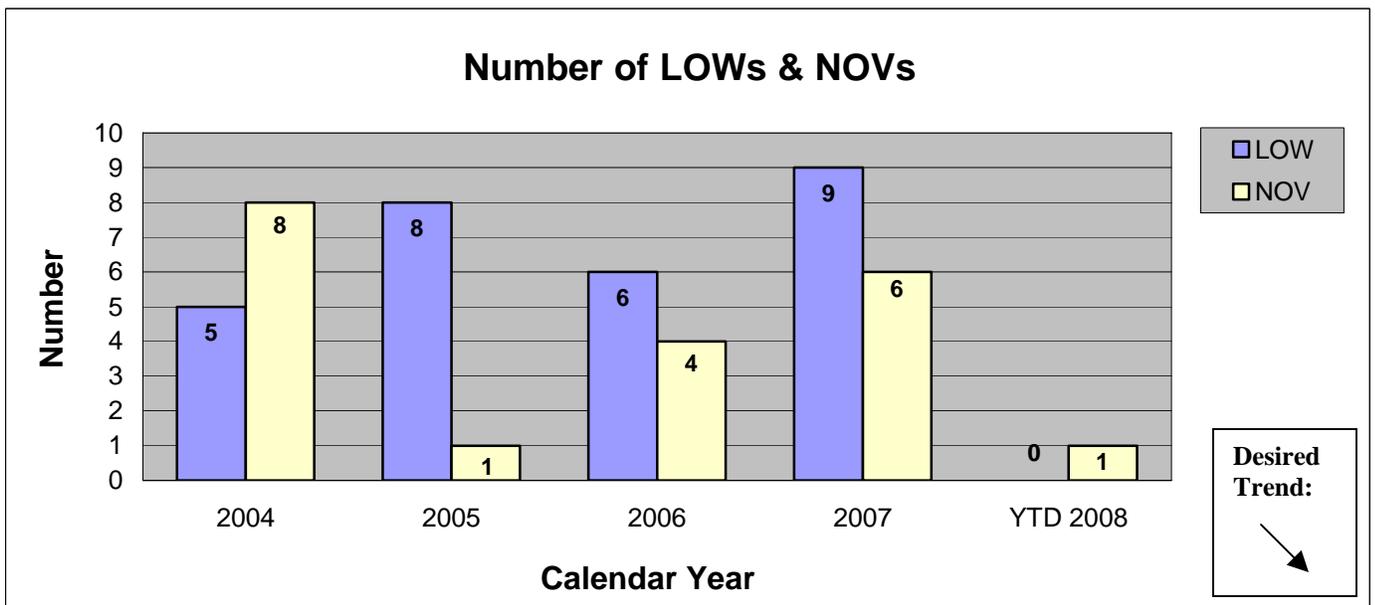
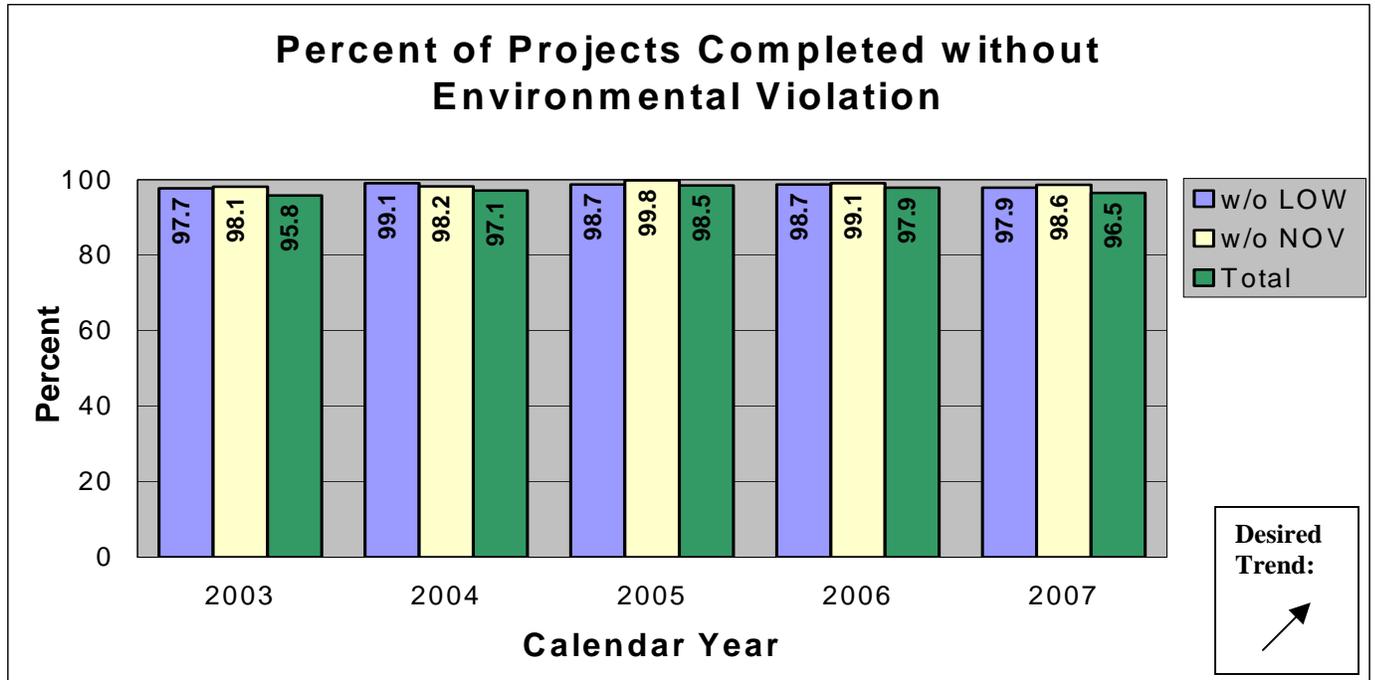
Measurement and Data Collection:

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. However, the number of NOVs and LOWs for 2007 exceeds by a third the total for 2006 – six NOVs and nine LOWs.

In the first quarter of 2008, MoDOT received one NOV for failure to notify the Department of Natural Resources 10 days prior to demolition at three locations.



Note: There is no benchmark data presented with this measure. MoDOT has a zero-tolerance policy towards 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.

Environmentally Responsible

Number of projects MoDOT protects sensitive species or restores habitat

Result Driver: Dave Nichols, Director of Program Delivery

Measurement Driver: Gayle Unruh, Environmental & Historic Preservation Manager

Purpose of the Measure:

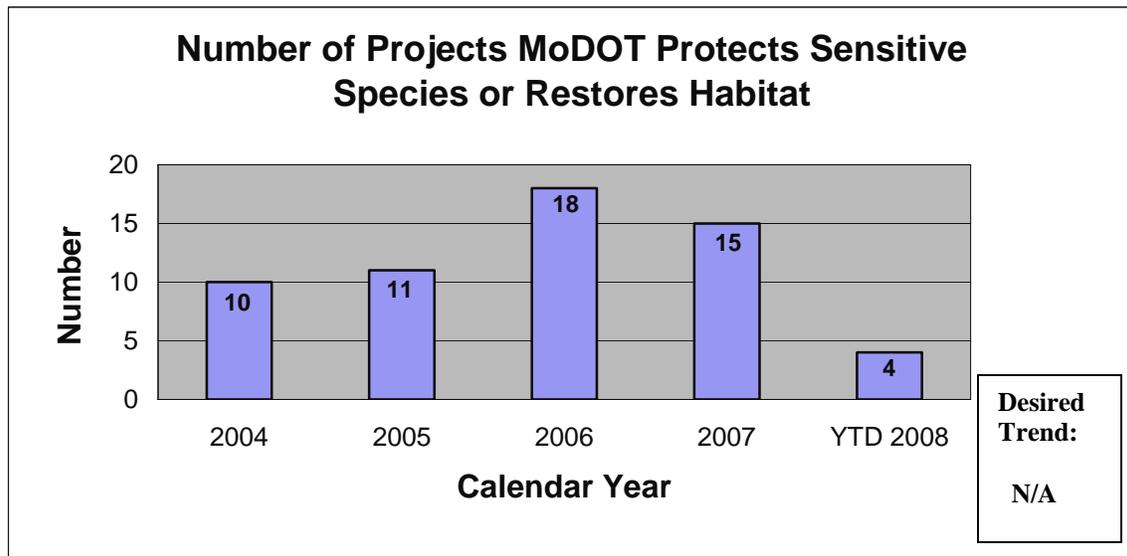
Missouri is home to many rare species of plants and animals, some of which are on the federal endangered species list. The Endangered Species Act of 1973 prohibits harm or harassment of these species. Avoiding or minimizing harm to these species and protecting or restoring their habitat is a fundamental obligation of this organization. Avoidance and/or protection are the first goals of MoDOT's efforts, but under 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 (FWS) of any activity in the vicinity of a known threatened or endangered species or critical habitat. Through consultation with FWS 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.

Improvement Status:

MoDOT has protected sensitive species or restored their habitat on four projects so far this year. These species include the Indiana bat (two projects) and Ozark cavefish (two projects). The environmental section continues educating the southern tier of MoDOT districts regarding maintenance practices and their effect on ground water in areas of caves and karst topography.



Environmentally Responsible

Ratio of acres of wetlands created compared to the number of acres of wetlands impacted

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.

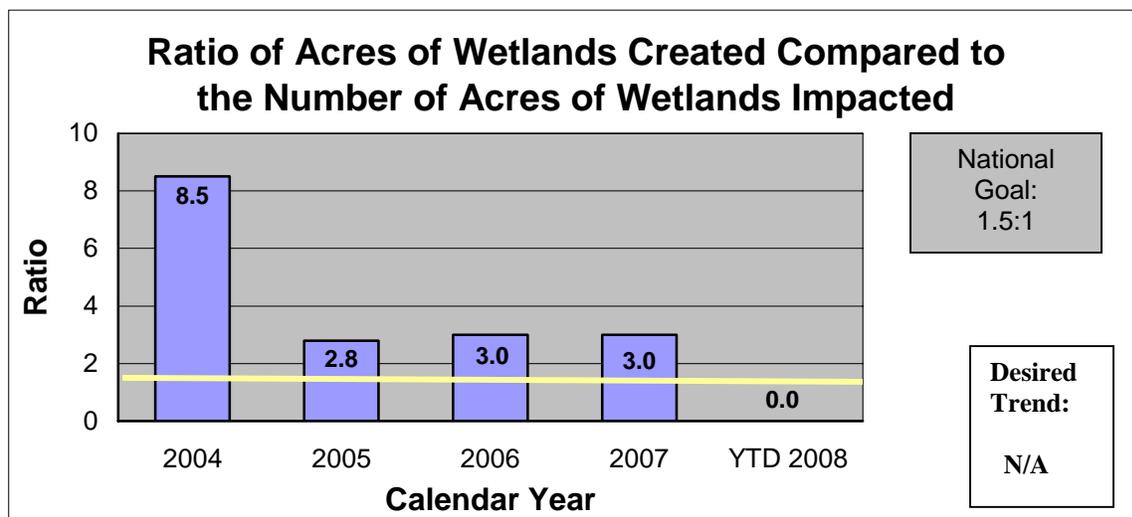
Measurement and Data Collection:

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 lost beneficial functions 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 wetland mitigation impacts in the first quarter of 2008. The environmental section is in the final stages of obtaining resource agency signatures for the Blue Springs Wetland Mitigation Banking Agreement in the Kansas City Area District and the Little Niangua Stream Mitigation Banking Agreement for Central District. With the signatures for these banking agreements, MoDOT will have a total of four mitigation banks, one wetland bank in the Kansas City Area District and the Southeast District and a wetland and a stream bank in the Central District.



Environmentally Responsible

Percent of Missouri's clean air days

Result Driver: Dave Nichols, Director of Program Delivery

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

Purpose of the Measure:

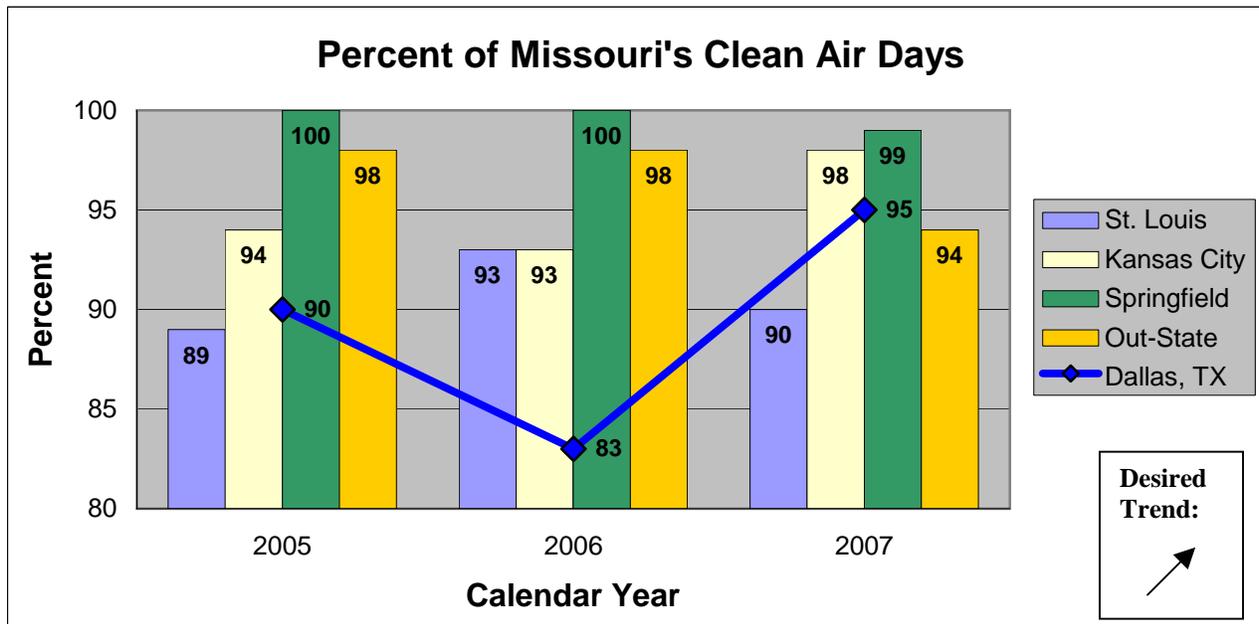
Vehicle emissions are a significant contributor to poor air quality. MoDOT makes every effort to build and operate roads in ways that improve air quality.

Measurement and Data Collection:

The 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:

All areas of the state, except St. Louis, currently meet EPA standards. 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 Forum Committee in Kansas City and the Air Quality Advisory Committee in St. Louis. MoDOT has begun to serve on the new Springfield air quality committee.



Environmentally Responsible

Number of gallons consumed

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 within MoDOT. It shows MoDOT's contribution toward environmental responsibility and conservation of resources.

Measurement and Data Collection:

This measure is intended to focus on the total fuel consumed and how wise choices can impact fuel economy. Data is collected based on the number of gallons of fuel consumed by unit recorded in the statewide financial system.

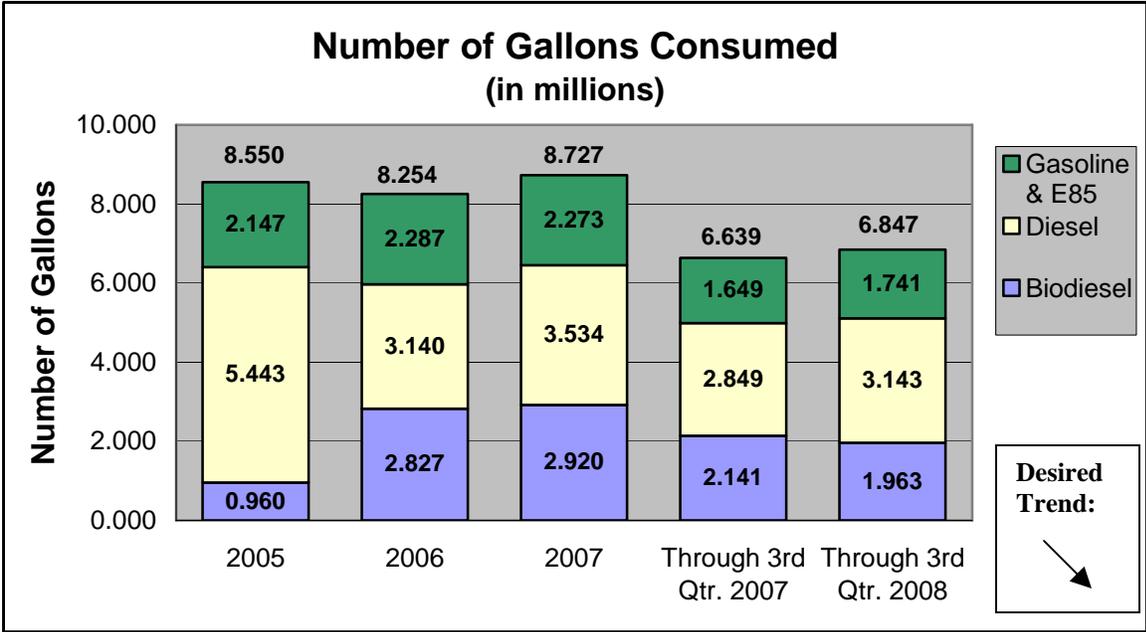
As of January 1, 2008, MoDOT must meet the following state guidelines: 70 percent of the light duty vehicles (<=8,500 GVW) purchased must be alternative fuel capable; 30 percent of the fuel that our light duty alternative fuel fleet uses must be alternative fuel; 75 percent of all diesel fuel burned (off road and on road) must be a minimum of B20 blend (20 percent biodiesel and 80 percent diesel) or higher. MoDOT exceeds the guideline for purchasing equipment. MoDOT does not currently meet the 75 percent B20 requirement due to the seasonal use of B20.

Improvement Status:

The fuel consumed through the third quarter of fiscal year 2008 increased by 208,000 gallons or 3.1 percent compared to the amount of fuel consumed through the third quarter of 2007. Fiscal years 2005 and 2006 were mild winters and this is reflected in the amount of fuel used. However, this was not the case for fiscal year 2007. MoDOT purchased 560,000 more gallons of diesel in the third quarter of fiscal year 2007 compared to the third quarter of fiscal year 2006, largely as a result of snow fights.

Fiscal year 2008 has also seen frequent winter storms. Over half of the overall increase in consumption is due to an increase in diesel. This corresponds to approximately 5 percent more miles driven for diesel units when comparing the first three quarters of fiscal year 2008 to the same period in fiscal year 2007, which led to an additional usage of diesel fuel of 2.6 percent. The remaining increase in fuel consumption can be attributed to E85 and unleaded fuel increases. MoDOT recently installed two additional E85 bulk sites bringing the total number of sites to six. Generally, miles per gallon decreased approximately 30 percent when E85 was used in lieu of conventional unleaded fuel. Another decision which impacted the E85 and unleaded fuel consumption was replacing diesel trucks with flex-fuel pickups.

For fiscal year 2006, 48.9 percent of the diesel fuel MoDOT purchased was B20 while in fiscal year 2007, 45.8 percent of the diesel fuel purchased was B20. The drop in fiscal year 2007 was due to the increased use of diesel during the winter months because of performance issues in cold weather. The use of alternative fuel (E85 and biodiesel) is 30.1 percent of the total fuel consumed through third quarter of fiscal year 2008.



Environmentally Responsible

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

Result Driver: Dave Nichols, Director of Program Delivery

Measurement Driver: Bob Reeder, Historic Preservation Coordinator

Purpose of the Measure:

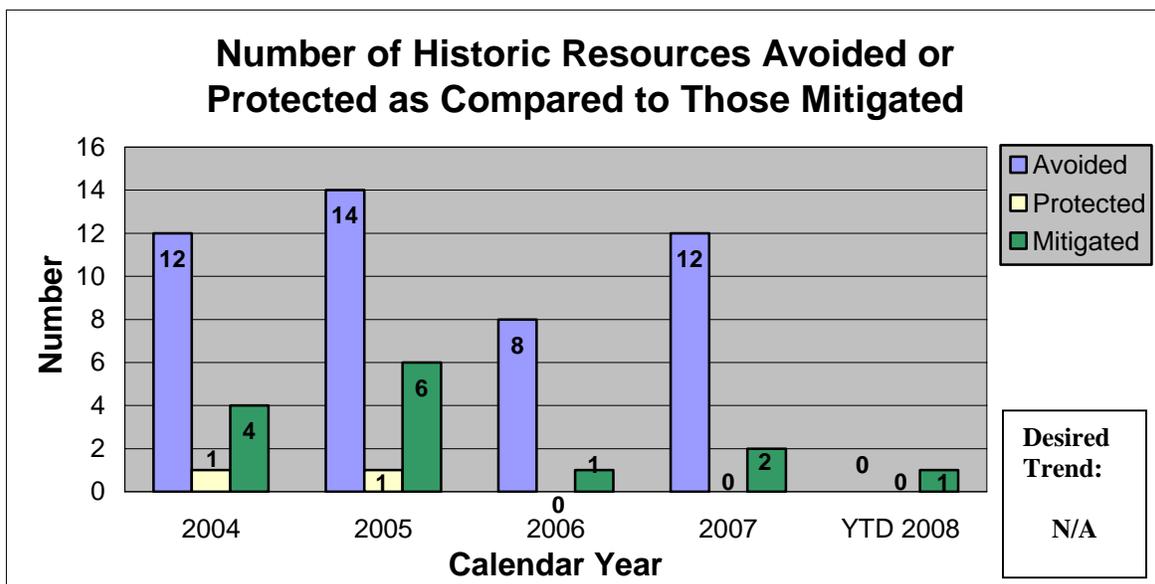
Federal historic preservation laws relating to federally funded projects, gaining public and agency support for particular projects, and general environmental stewardship require MoDOT to avoid, minimize or mitigate project impacts to historic buildings and bridges whenever feasible. Compiling information 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 impacts to all but one historic resource during the first quarter of 2008. The significant historic resource that could not be avoided was Sedalia’s Wheel Inn Drive-In restaurant. Operated since 1947, the drive-in was mitigated through the preparation of detailed photographic and historical documentation. This mitigation was the result of a need to improve the intersection of routes 50 and 63, which would eliminate two of the three entrances to the property. While there is no desired trend, the overall effectiveness of MoDOT’s historic preservation efforts is reflected by all of MoDOT’s activities during the first quarter of 2008 resulting in the required mitigation of project impacts to only one historic resources.



Environmentally Responsible

Number of tons of recycled/waste materials used in construction projects

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 for 2007 is finalized in each April edition.

Improvement Status:

The quantities of recycled materials are slightly lower for the year mainly due to reduced use of flint chat and steel slag that were incorporated as friction aggregate in high traffic asphalt pavements. This is the result of the emphasis switching to lower volume traffic pavements in the Better Roads, Brighter Future program. In 2007, the hot mix asphalt contained 15 percent reclaimed or waste material, which was approximately the same as 2006. One mixture was used in 2006 that contained reclaimed shingles. This rose to 18 asphalt mixtures containing shingles in 2007.

The 2007 increase noted for concrete is the result of concrete pavement crushed and reclaimed as an aggregate base by Maintenance. The North Central District and the St. Louis Area District had piles of concrete from pavement repairs that were crushed into a usable product for shoulder maintenance.

For 2008, additional specifications allow and encourage recycled materials.

