



A close-up photograph of several hands of different skin tones gently touching and feeling dark, rich 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 – 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.

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: Kathy Harvey, State Design Engineer

Measurement Driver: Gayle Unruh, Environmental and Historic Preservation Manager

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 violations is relatively level over the past five years with only 0.5 to 3 percent differences

from year to year. For 2010, 97 percent of projects were completed without environmental violations. Through the third quarter of calendar year 2011, 98.7 percent of the projects were completed without environmental violation.

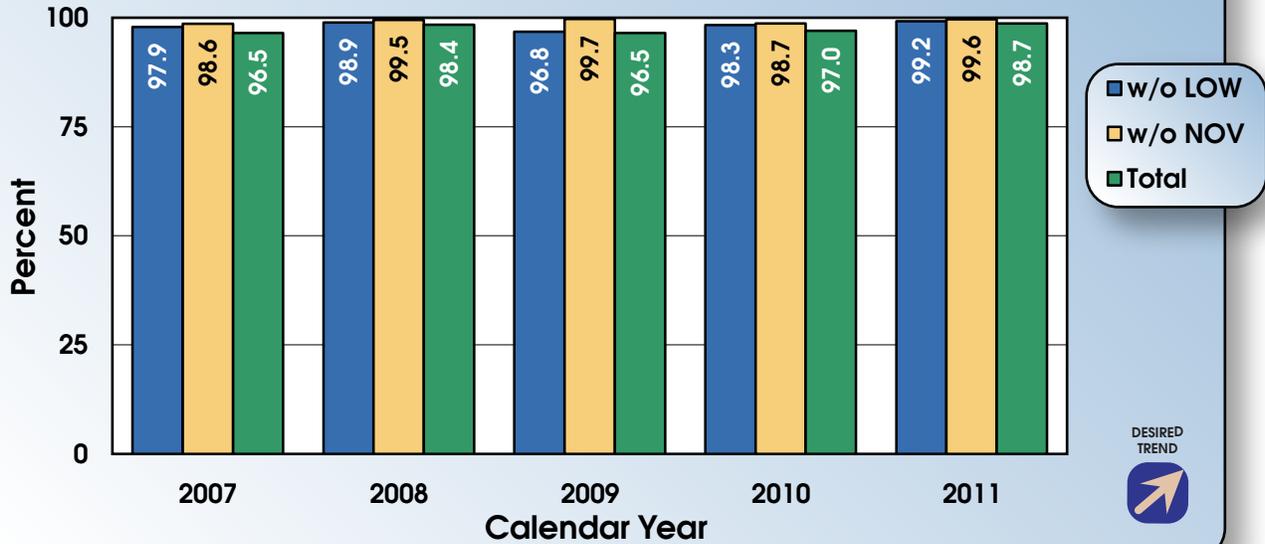
- First Quarter 2011 – MoDOT received no LOWs or NOVs.
- Second Quarter 2011 – MoDOT received one LOW on the Lathrop I-35 Rest Area lagoons for cutting berms and allowing for potential storm water discharge from the site.
- Third Quarter 2011 – MoDOT received three LOWs and two NOVs. One LOW was for potential NPDES permit violations on the Route 67 project for lack of inspections and stabilizing eroding areas. Similarly, a LOW was issued for potential NPDES permit violations on the Route 54 Expressway project for improper operation and maintenance of Best Management Practices. The third LOW was for the Missouri Boulevard Complex regarding air pollution reporting compliance, although the operation was found to be operationally compliant.

One of the two NOVs was on the Route 54 Expressway project for violation of Missouri's Clean Water Law related to sediment erosion control. The other NOV was received on the I-70 Wright City Rest Area for exceeding effluent limits established in the Missouri State Operating Permit for this facility.

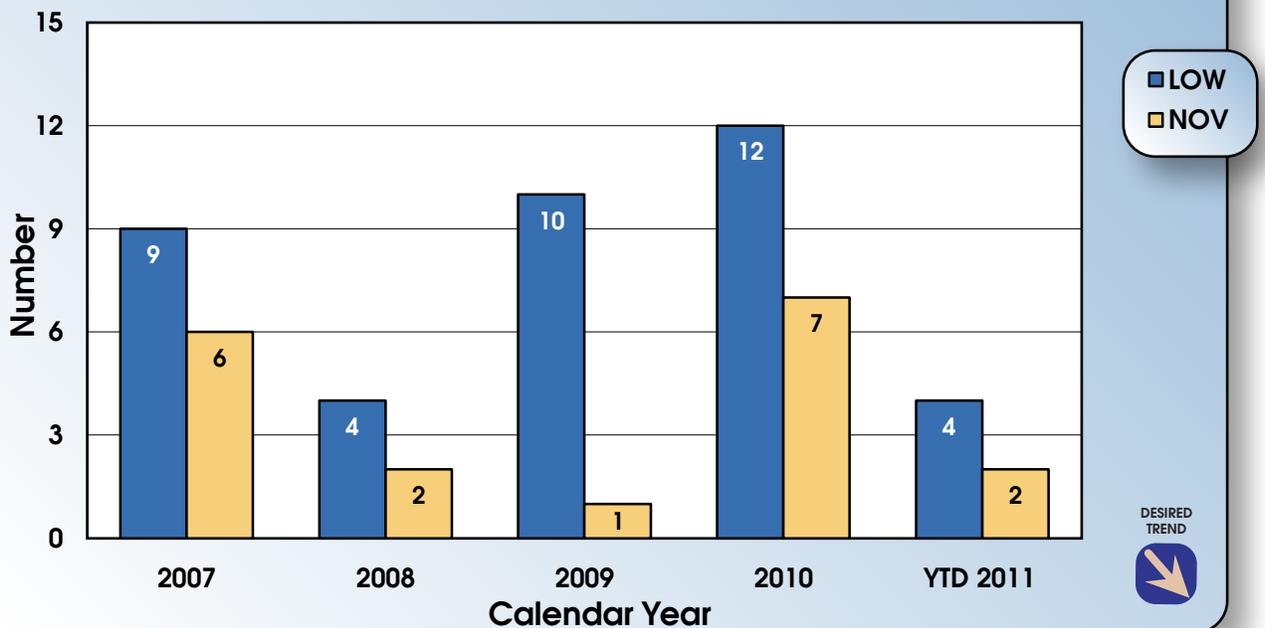
MoDOT received a DNR letter of compliance on an erosion control inspection of the Route H and I-44 interchange project in Phelps County.



Percent of Projects Completed without Environmental Violation



Number of LOWs & NOVs



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: Kathy Harvey, State Design Engineer

Measurement Driver: Gayle Unruh, Environmental and Historic Preservation Manager

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 (VMT) 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 CO₂) x 1.057 (remaining emissions factor) / 2000 (to convert to tons).

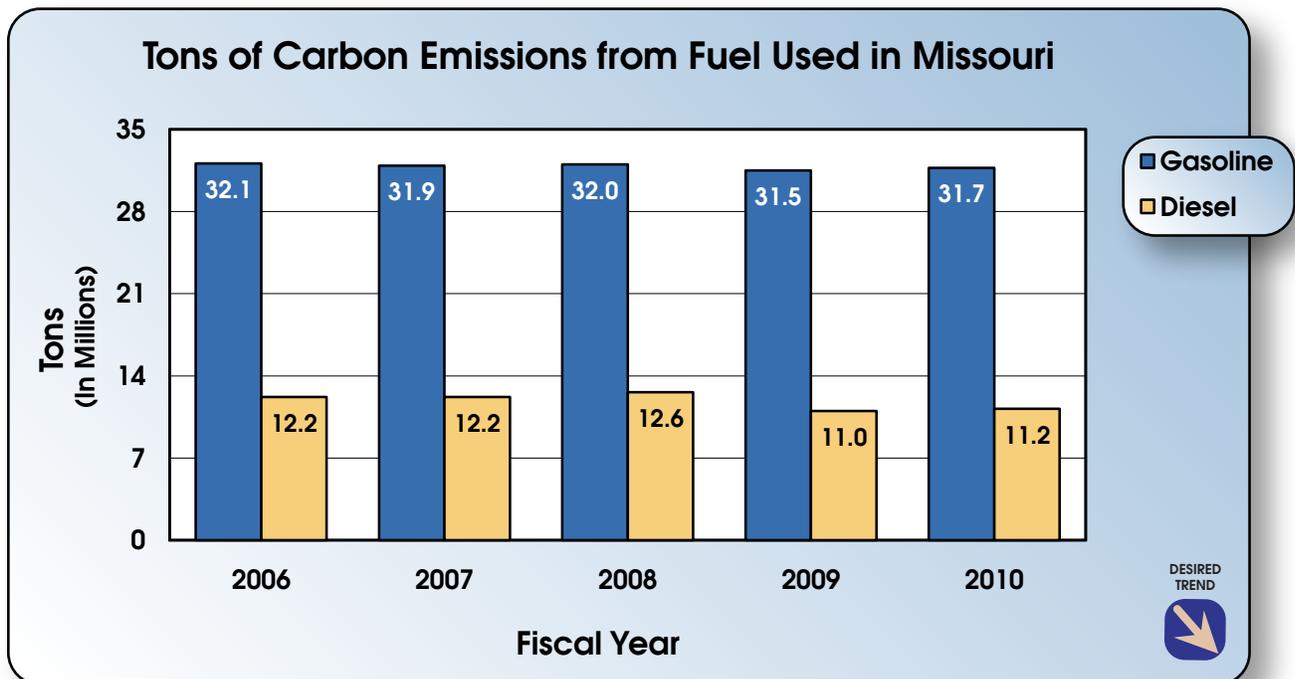
Diesel: number of gallons consumed x 22.38 (to get to pounds of CO₂) x 1.057 (remaining emissions factor) / 2000 (to convert to tons).

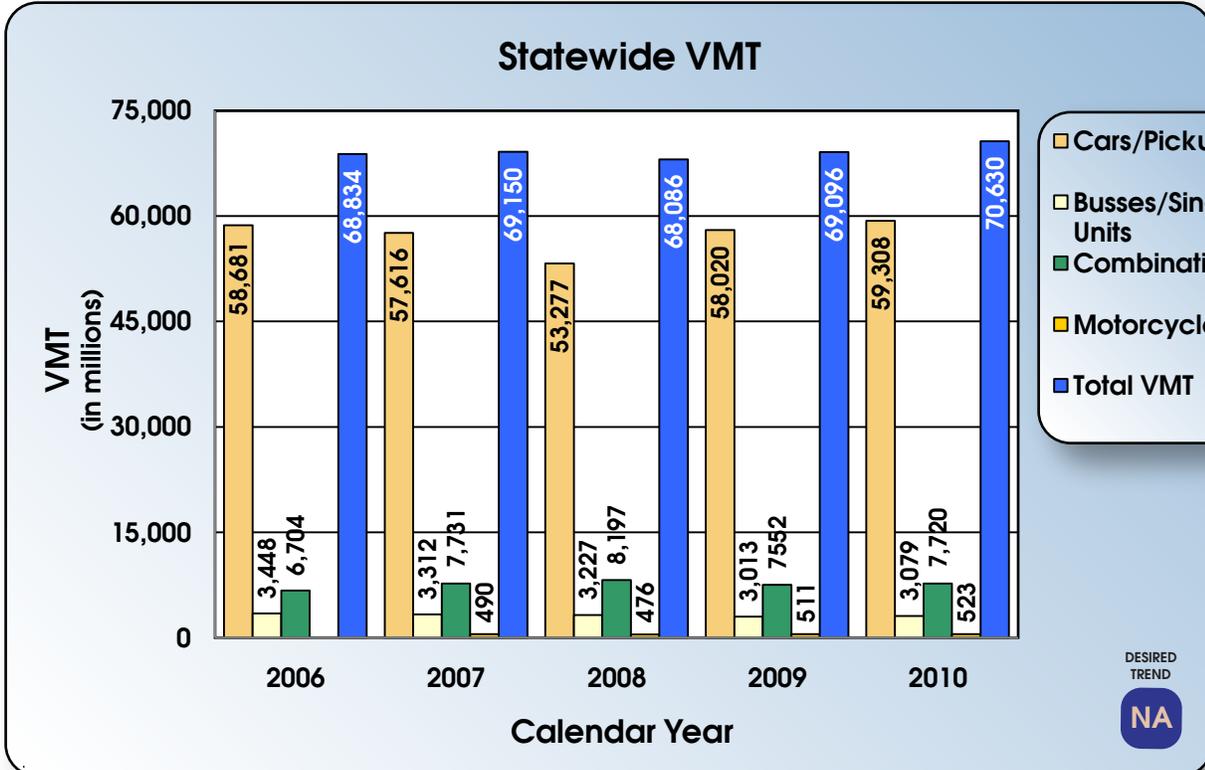
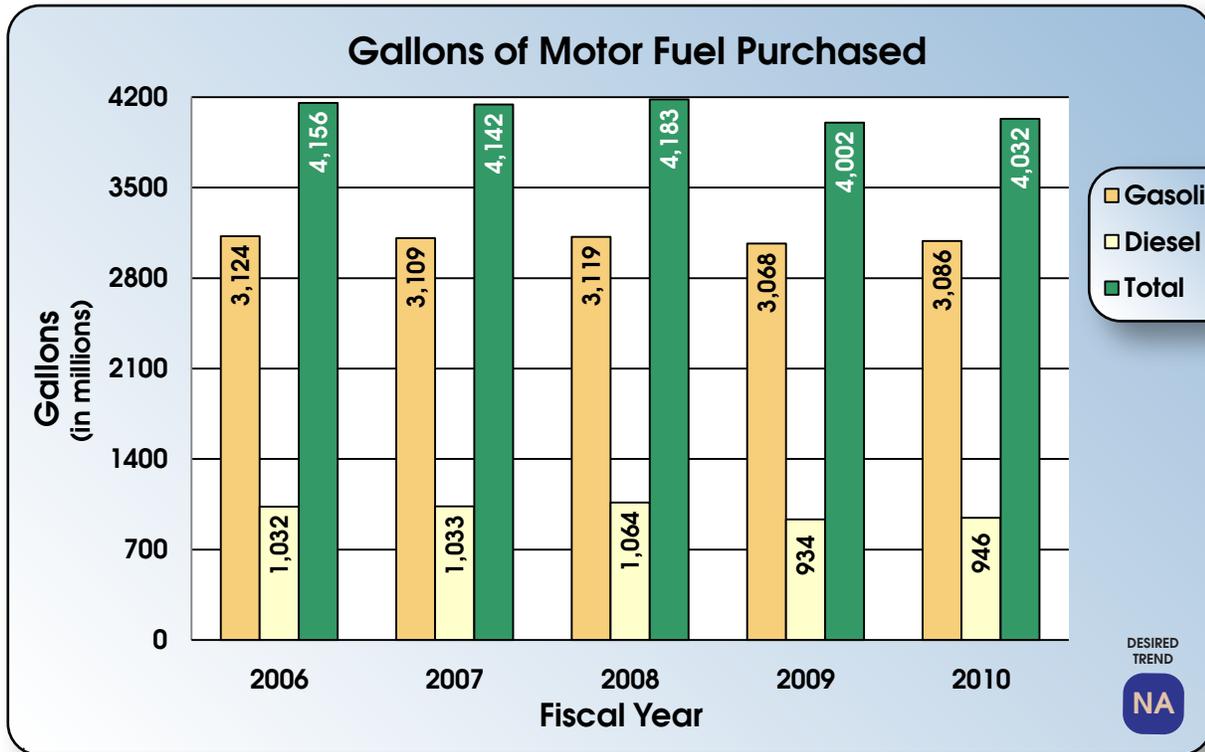
Starting in 2008, total VMT is estimated from the fuel sales using published average mileage for

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 relatively level trend between 2005 and 2010 in tons of carbon emissions and an overall downward trend in gallons of fuel purchased, although 2010 is slightly higher (0.75 percent) than 2009. Statewide VMT in 2010 was up 2.2 percent from 2009. Improved fuel efficiency in the statewide fleet allows for VMT to grow while the fuel purchased remains steady. This information is being used to develop a Missouri baseline for the data.





Metric tons of CO₂ generated from MoDOT activities – 10c

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 effort to reduce its CO₂ emissions through the use of environmentally responsible practices.

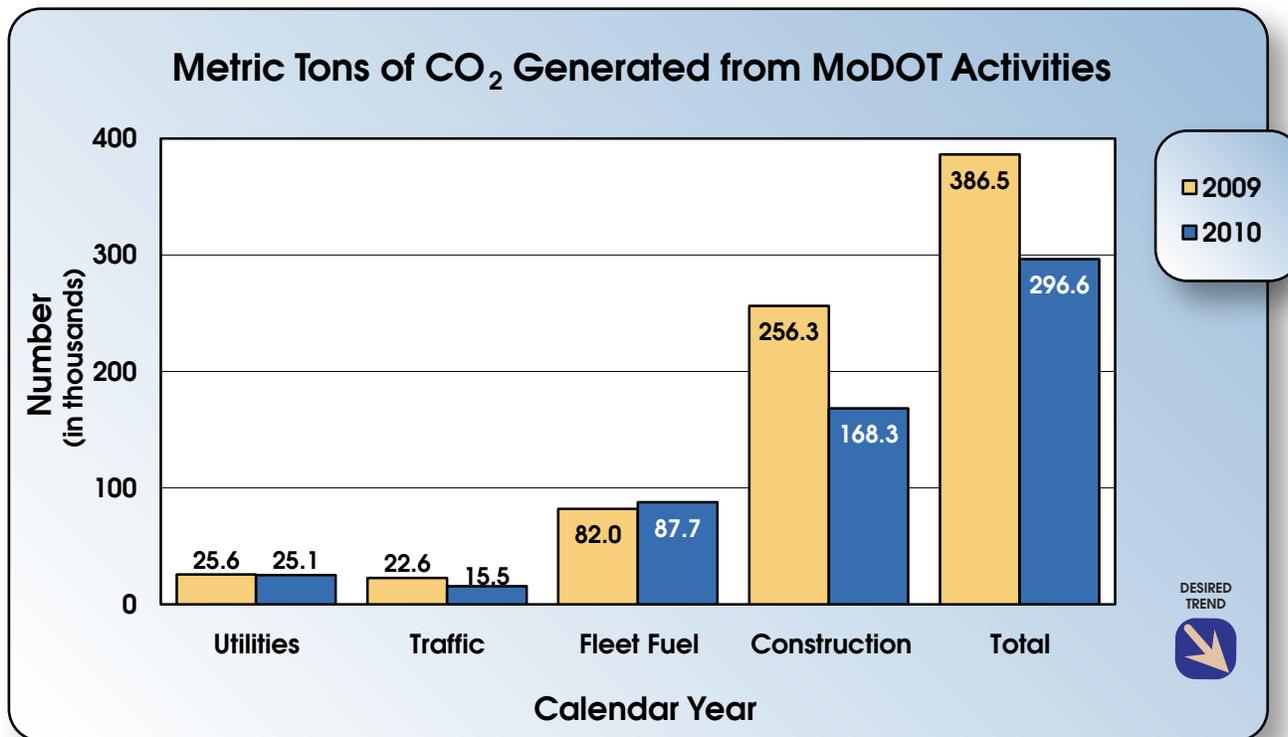
Measurement and Data Collection:

The number of metric tons of CO₂ 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 CO₂. This is an annual measure reported in April.

Improvement Status:

In 2010 MoDOT emitted 296,600 tons of CO₂. The 2010 numbers indicate a reduced amount of emissions primarily due to the reduced amount of asphalt construction work completed.

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 asphalt 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: 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.

Measurement and Data Collection:

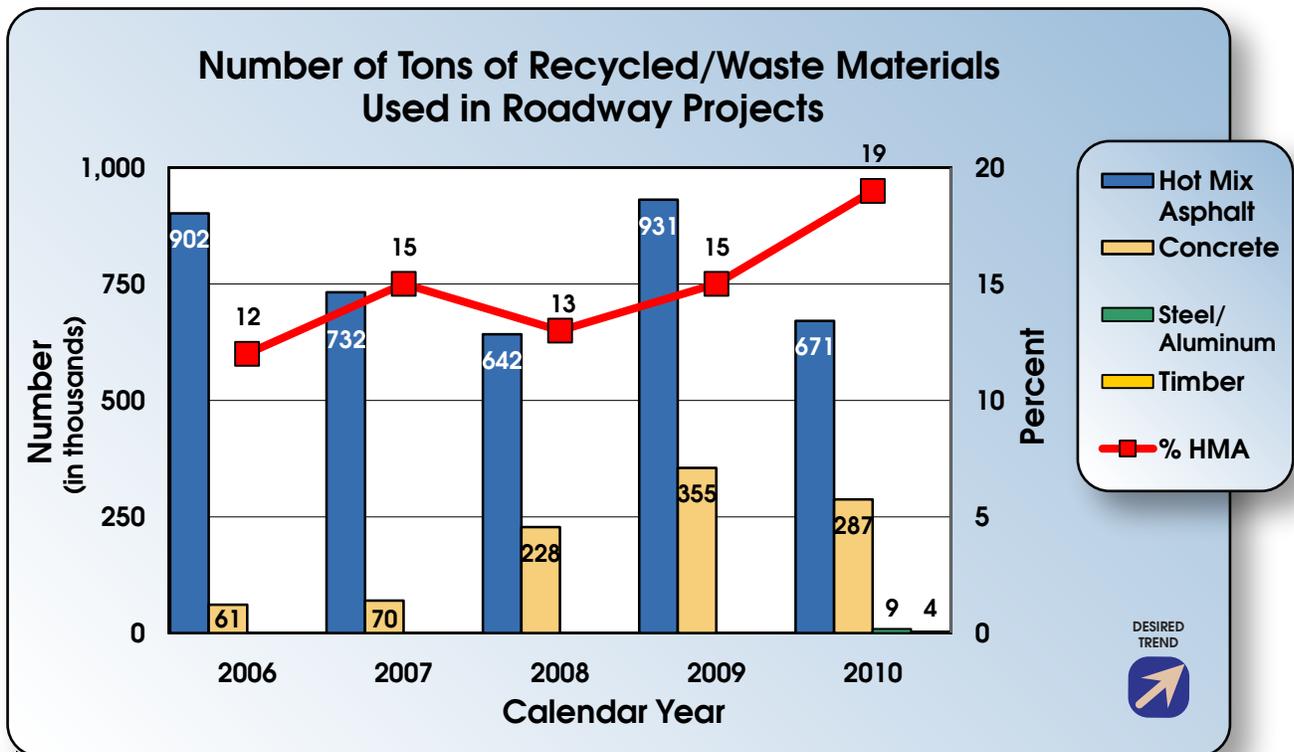
The number of tons of recycled/waste material used in projects is measured through MoDOT’s construction management database, which tracks material incorporated into projects. Data is collected on an annual basis due to the seasonal nature of the construction. This is an annual measure updated in April.

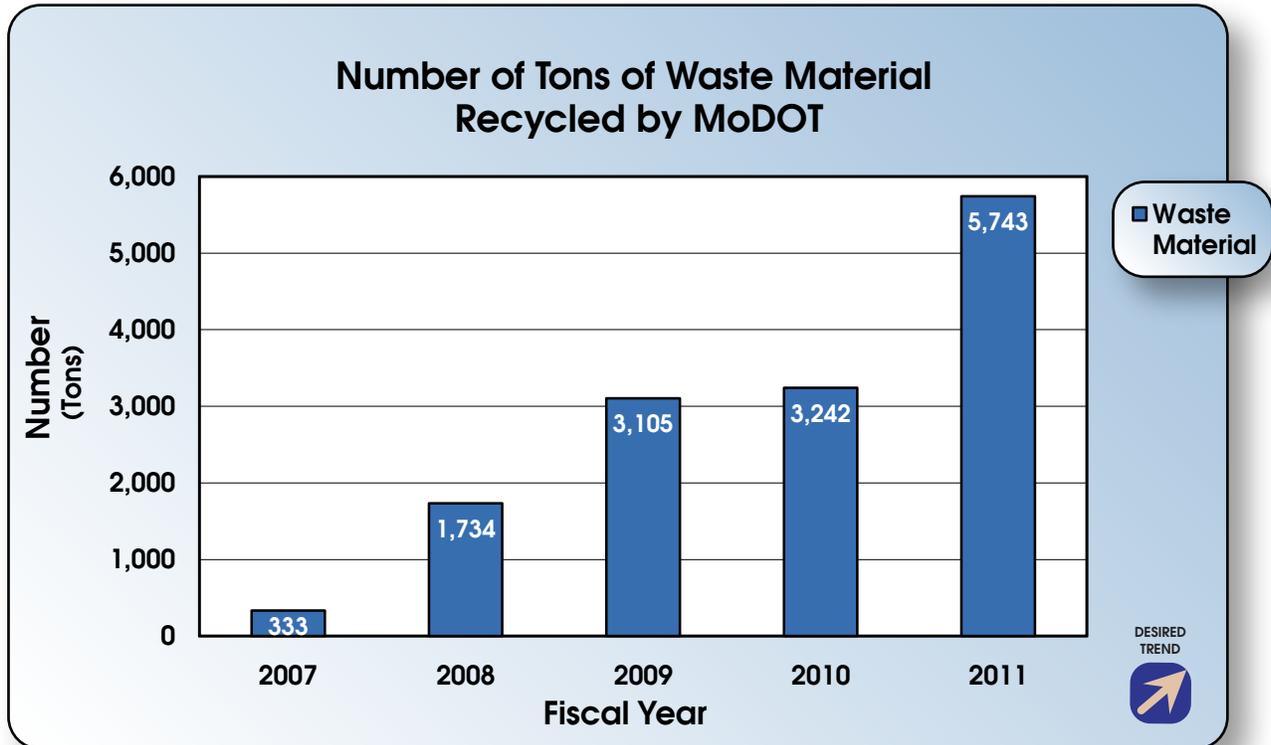
The number of tons of waste material recycled by MoDOT is captured from the annual Missouri State Recycling Program report and from the Maintenance Division. This will be reported in the October edition.

Improvement Status:

For roadway projects, recycled hot mix asphalt (HMA) quantities represent 19 percent of the total HMA placed to date. The largest portion of the steel recycled is from reinforcing steel salvaged from the demolition of concrete bridges. The timber and mulch recycled in 2010 are primarily the result of the tree clearing needed to construct the Route 141 road project in Chesterfield.

The major components of MoDOT’s internal recycling operations consists of 1.5 million pounds of rubber/tires, 8.3 million pounds of steel and over 700,000 pounds of motor oil in FY 2011.





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: Kathy Harvey, State Design Engineer

Measurement Driver: Jim Carney, Maintenance Liaison Engineer

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 measure is updated quarterly.

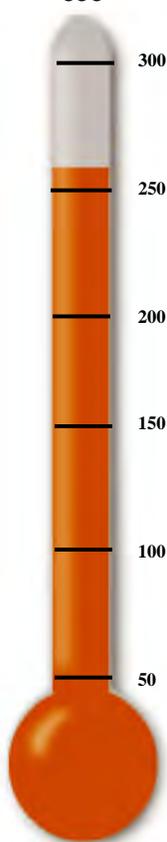
Improvement Status:

At the beginning of fiscal year 2010, MoDOT’s Environmental Steering Committee directed MoDOT facilities to demonstrate environmentally and socially responsible operations. A three-year plan was developed to monitor installation of security, containment for liquids, storm water controls and improvements in equipment washing. Ninety-six percent (2,043) of projects have been completed as of the first quarter of fiscal year 2012.

Measurement and Data Collection:

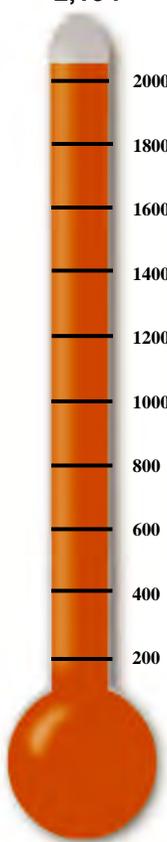
The data is developed from the number of facilities that meet requirements for security, have spill prevention measures in place and properly dispose of waste. Also reflected are the number of maintenance facilities that have completed their environmental improvement plans, budget and projects completed.

Number of Facilities
333



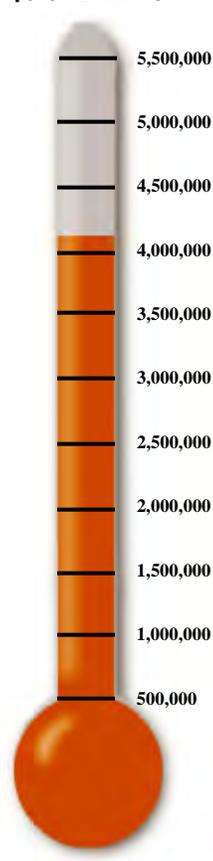
(257 Facilities as of September 30, 2011) Facilities With All Planned Improvements Complete

Planned Projects
2,134



(2,043 Projects as of September 30, 2011) Projects Completed

Budget
\$5.592 Million



(\$4.06 Million as of September 30, 2011) Dollars Spent Against Total Budget



Gallons of fuel consumed and miles per gallon-10f

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 wise choices can impact 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 first quarter fiscal year 2012 to first quarter fiscal year 2011, the total fuel consumed increased approximately 5,000 gallons, or 0.2 percent.

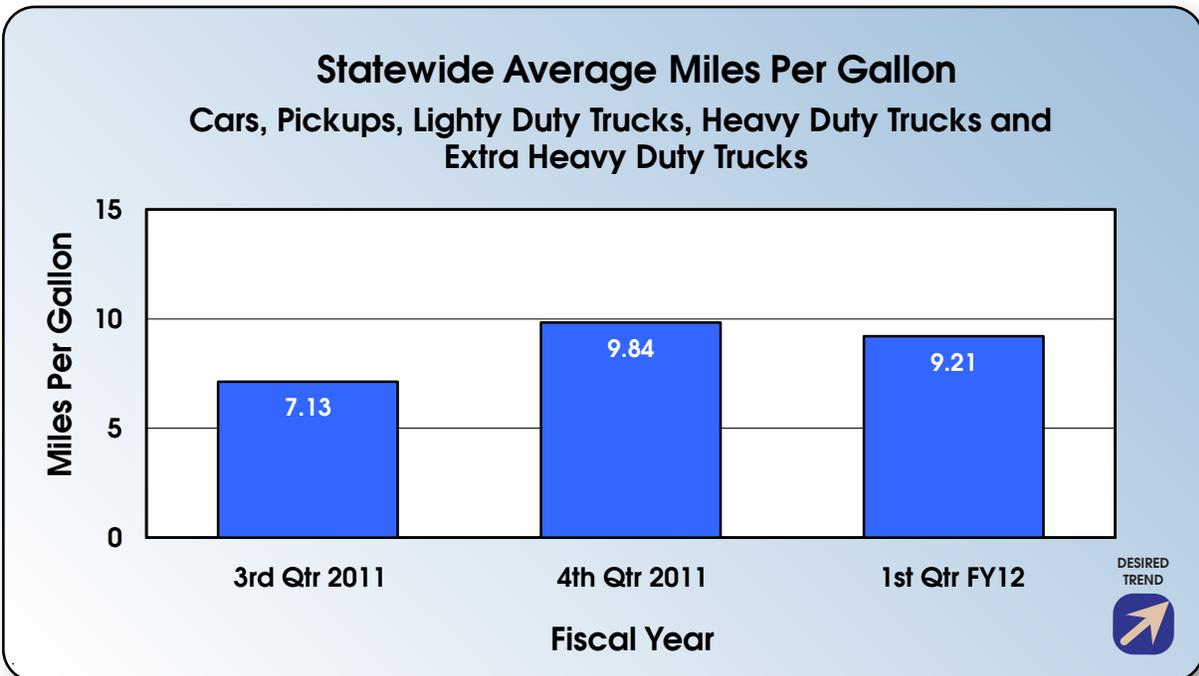
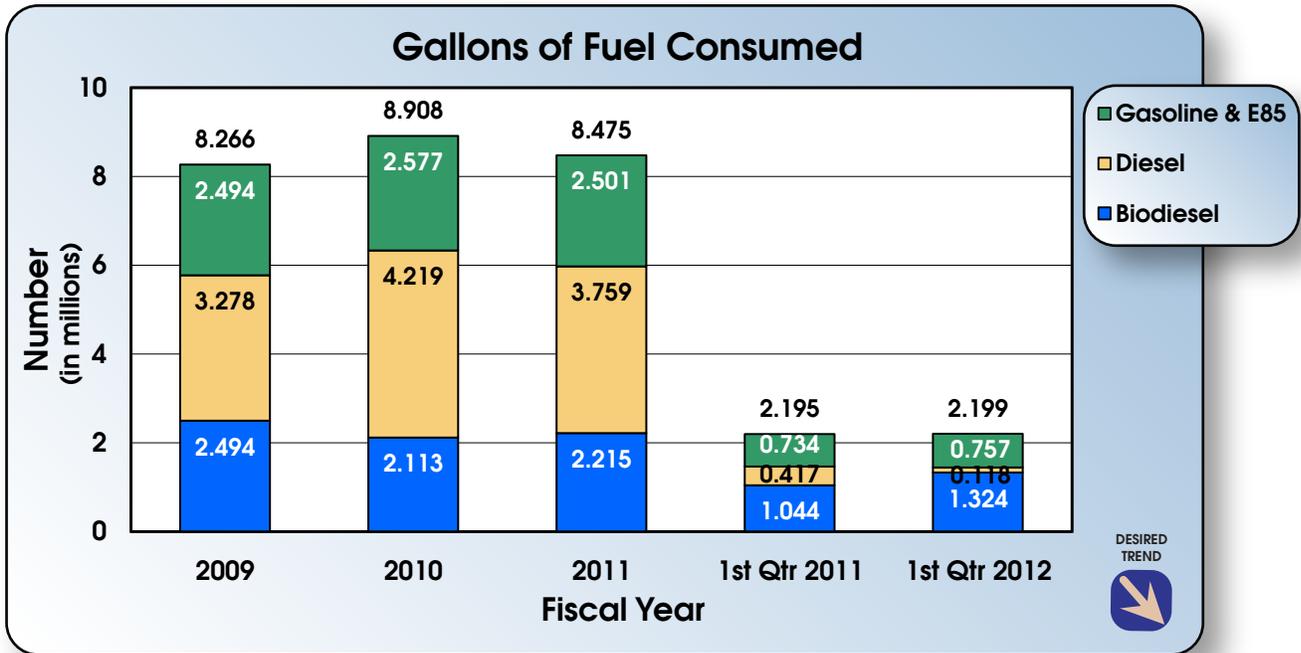
Diesel and biodiesel consumed decreased approximately 19,000 gallons (1.3 percent); while unleaded gasoline and E85 increased approximately 24,000 gallons (3.2 percent).

The statewide miles per gallon is calculated based on the gallons and miles reported when fuel is obtained. This quarter, the miles per gallon for the five main vehicle classes is 9.21. This reflects a 6 percent drop compared to the previous quarter. Activities that required hauling heavy loads increased July-September 2011 compared to April-June. These activities include asphalt repair, chip sealing, and highway/bridge maintenance. The April-June activities were largely flood related.

Effective July 1, 2011, commercial fuel data is received daily. Prior to that, the data was received monthly on the 17th. This change provides more accurate data.

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.





Usage of utilities for facilities-10g

Result Driver: Kathy Harvey, State Design Engineer

Measurement Driver: Doug Record, Central Office General Services Manager

Purpose of the Measure:

This measure tracks the usage of electric and natural gas for occupied department facilities, excluding roadways. It captures the impact of energy efficient improvements in buildings, operations, and facility reductions.

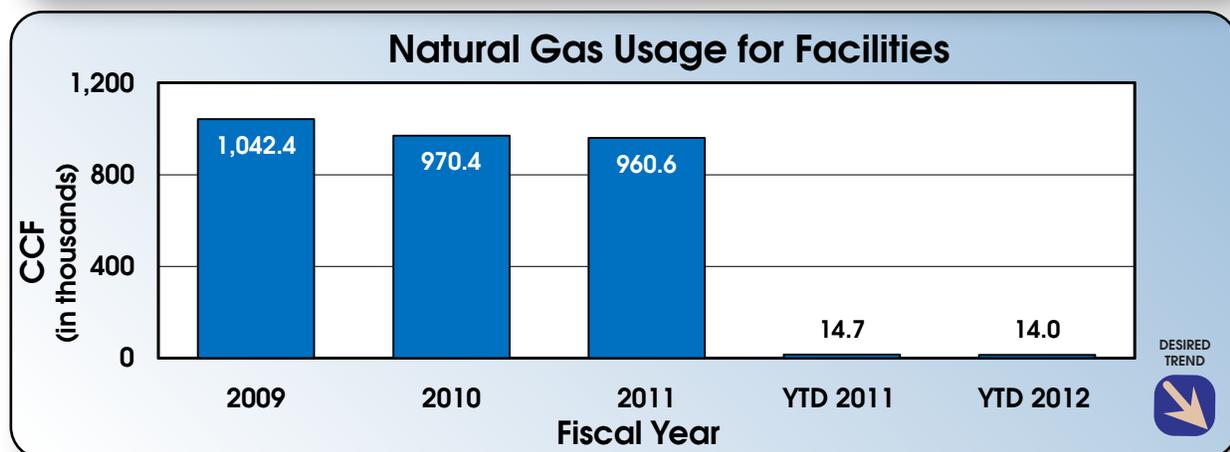
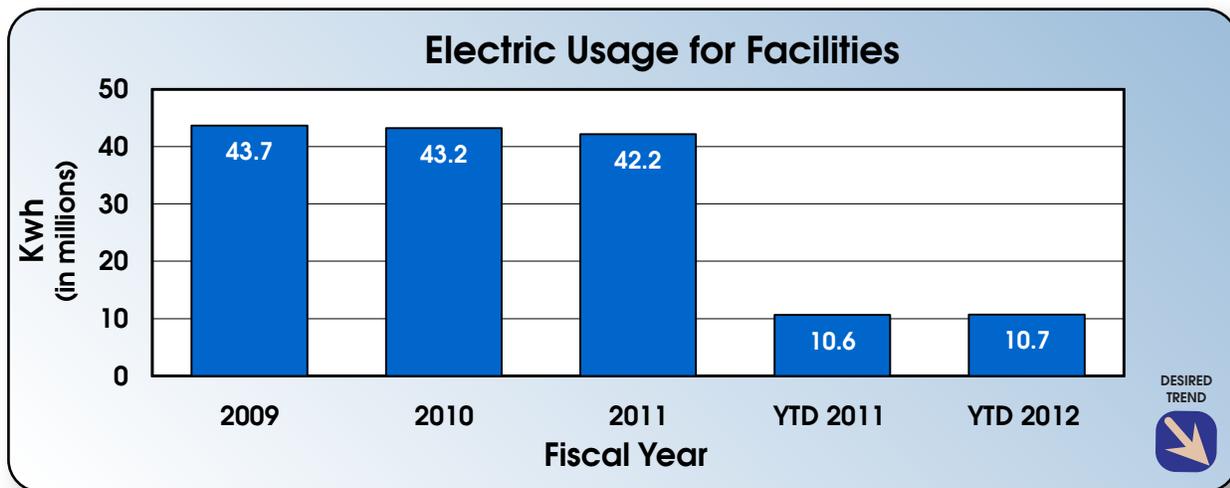
Improvement Status:

This measure was modified to focus on usage for electric and natural gas.

The first graph shows that electric use remained relatively the same for the same time last year. The second graph indicates a 4.8 percent decrease in natural gas use compared to the same time in FY2011.

Measurement and Data Collection:

The data is collected based on utility usage recorded in the statewide financial accounting system. This is a quarterly measure.



Customer satisfaction with non-motorized facilities-10h

Result Driver: Kathy Harvey, State Design Engineer

Measurement Driver: Ron Effland, Non-motorized Transportation Engineer

Purpose of the Measure:

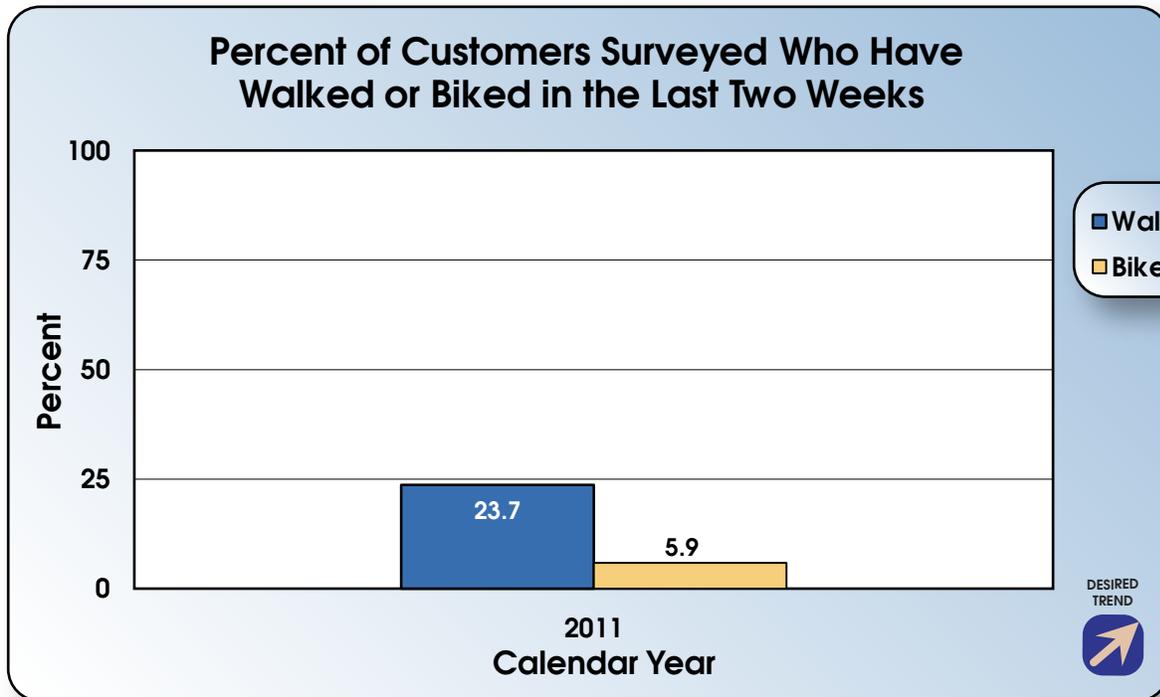
This measure tracks customer satisfaction with transportation facilities for biking and walking, such as sidewalks, traffic signals and crosswalks, bike lanes and bikeable shoulders. It is MoDOT's desire to provide safe, accessible and connected networks that allow customers to have options for meeting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

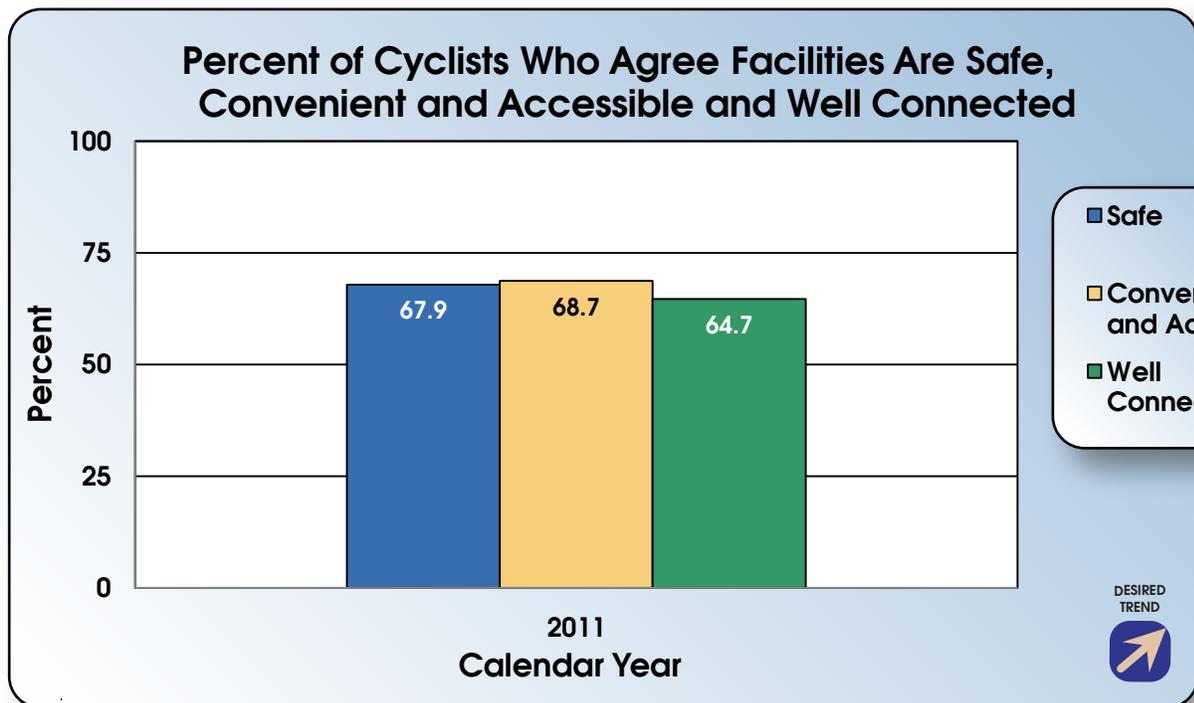
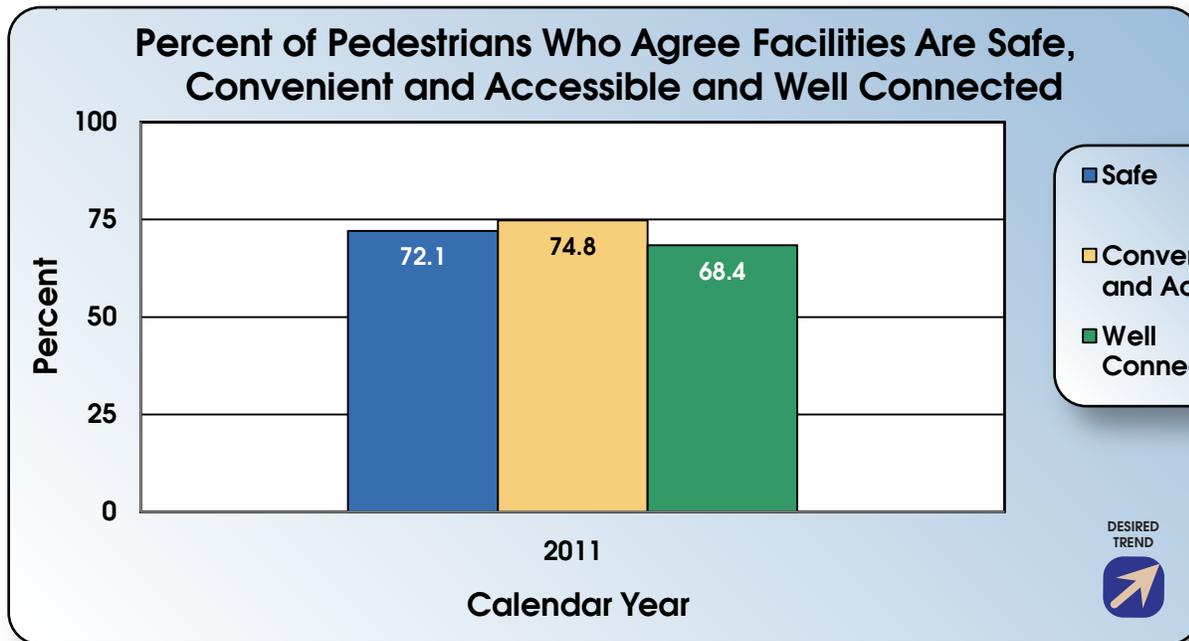
Measurement and Data Collection:

Data is collected in the annual customer survey titled the "Report Card from Missourians." Customers are asked if they have biked or walked along a public road in the past two weeks. 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. Nationally, 10 percent of trips are made by walking and one percent by biking. Though the number of trips may be small, the customer survey shows that the number of people making them is significant. MoDOT is making system improvements in safety, accessibility and network connectivity to meet the expectations of its customers.





Pedestrian and ADA Transition Plan improvements -10i

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 rights 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 based on a better understanding of the software and the investment

in the Jefferson City Bridge attachment has been added to 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 quarterly and reported each April.

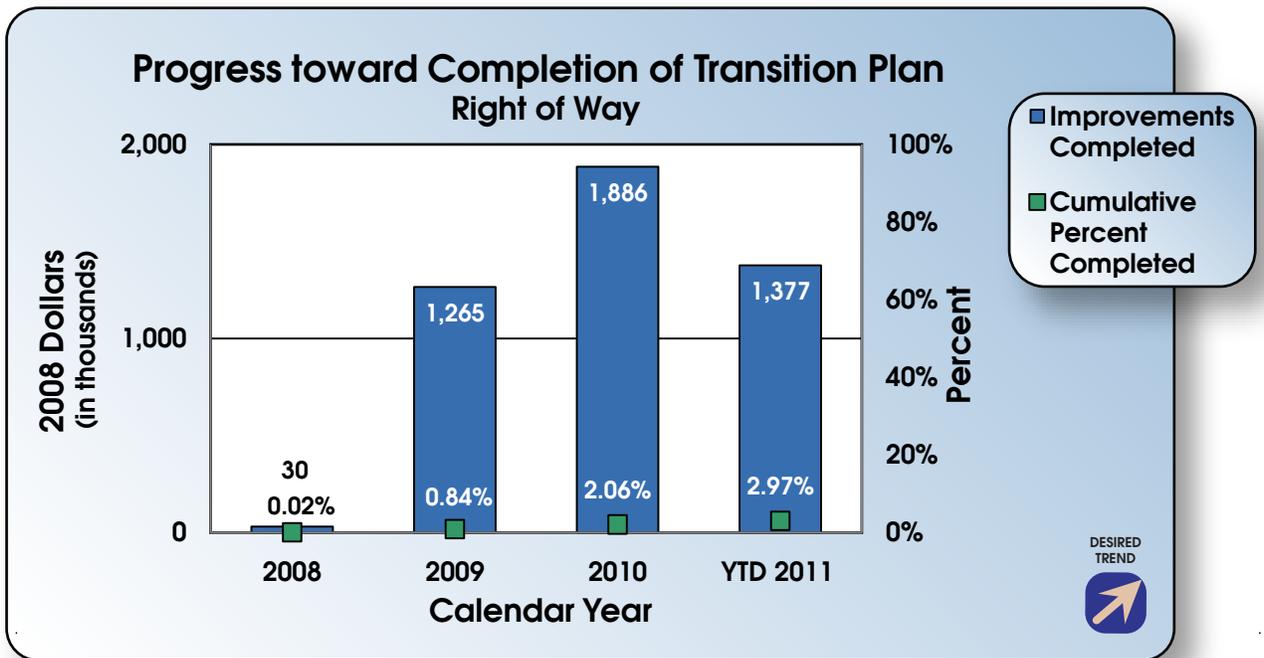
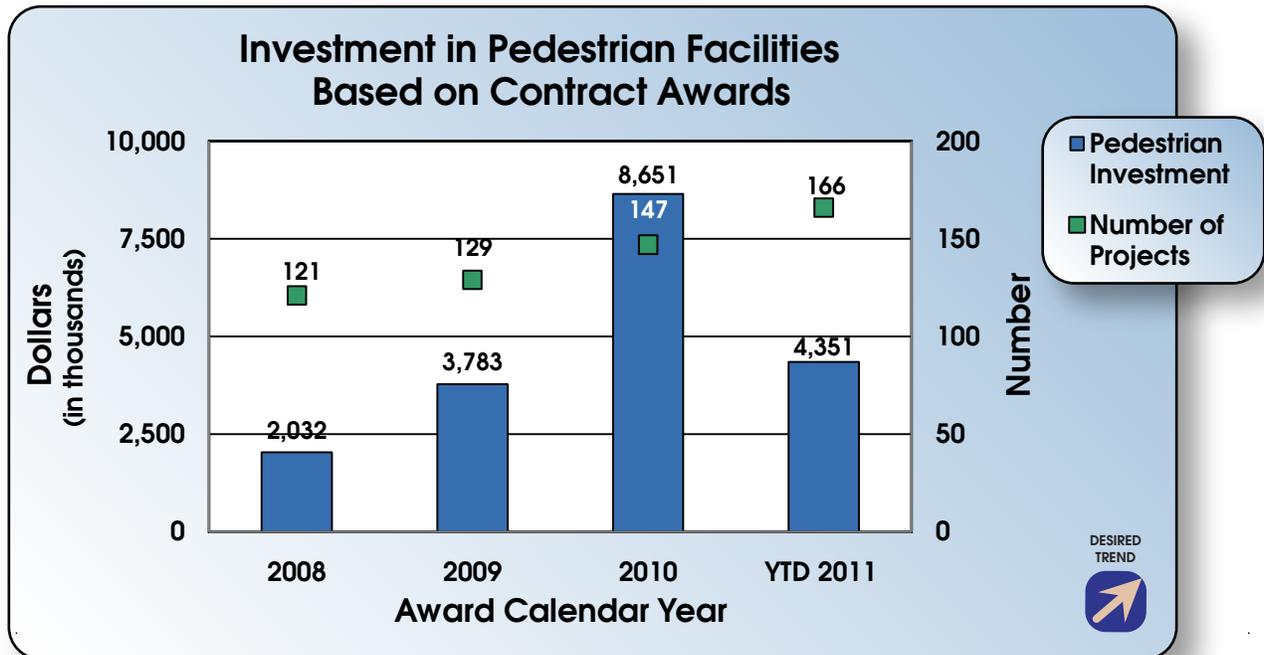
Improvement Status:

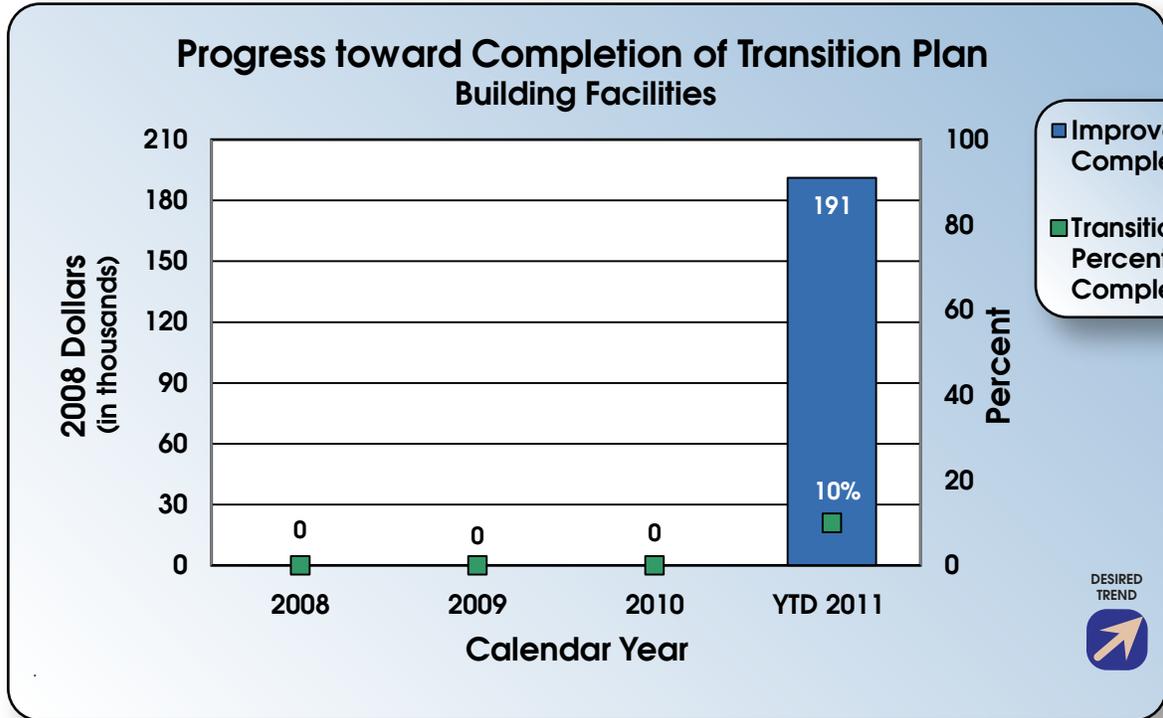
MoDOT's investment in pedestrian facilities reflects its commitment to providing a comprehensive transportation system to meet the needs of all users. Sidewalks are being improved to meet accessibility requirements and network gaps are being filled in. Customers' needs are being met by adding sidewalks, 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 \$4.55 million or 2.97 percent of the estimated \$153.2 million Transition Plan 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.





Percent of minorities and females employed-10j

Result Driver: Kathy Harvey, State Design Engineer

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

Purpose of the Measure:

This 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:

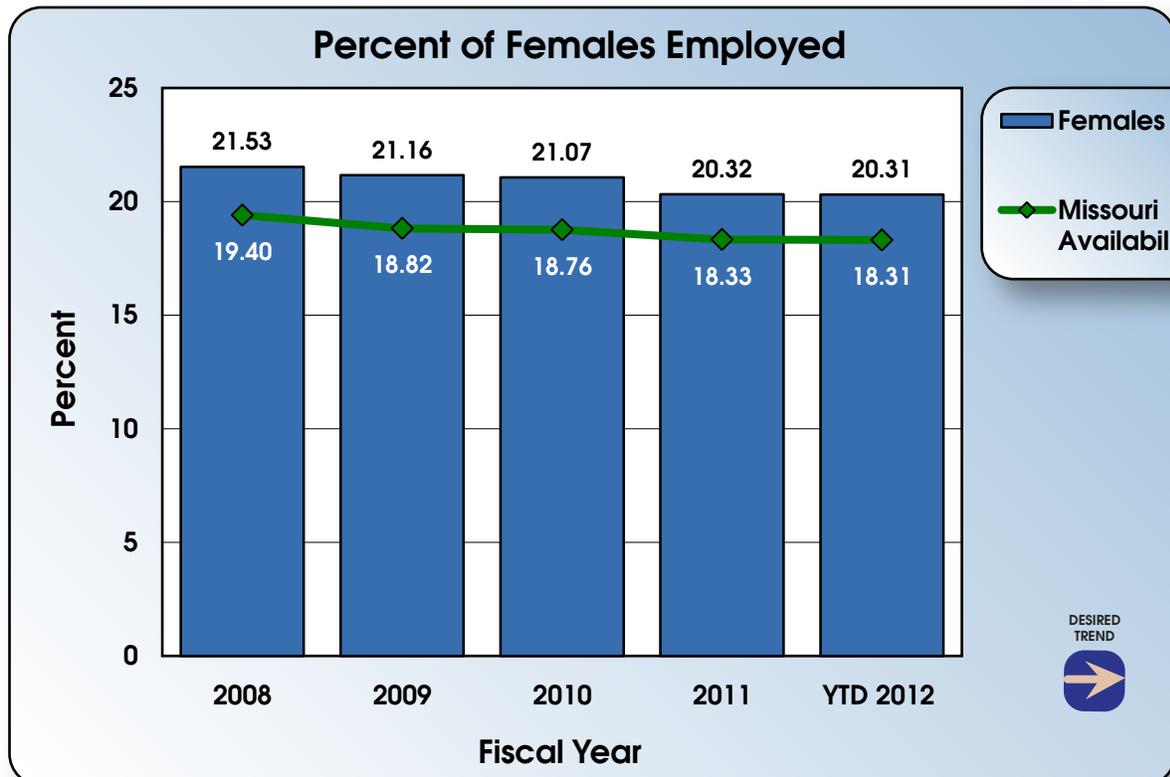
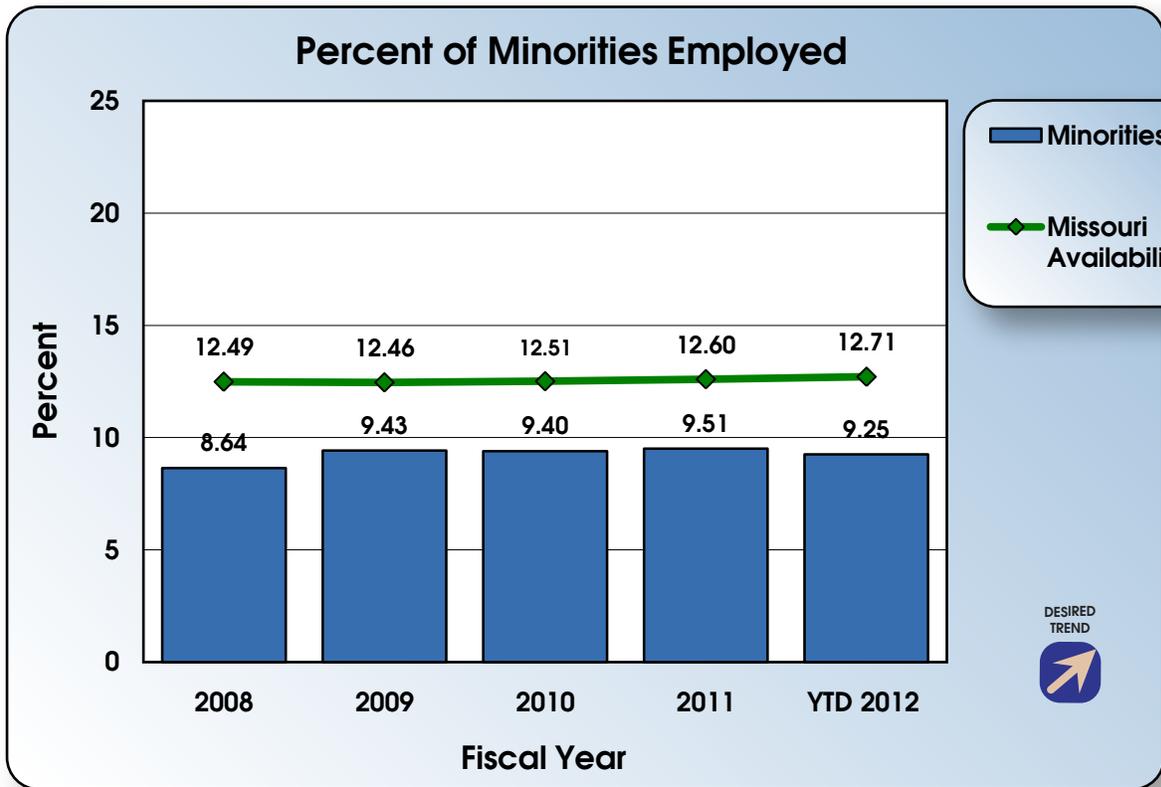
MoDOT's Affirmative Action database is used to collect data. The Missouri 2000 Census data is used as the benchmark for this measurement. This measure is updated quarterly.

Improvement Status:

The total number of minority employees decreased by 5.96 percent (554 to 521) from the fourth quarter of FY 2011 to the first quarter of FY 2012. The percent of minority employment, when compared to overall employment, decreased from 9.51 to 9.25 percent. The total number of female employees also decreased by 3.38 percent from fourth quarter of FY 2011 to first quarter of FY 2012 (1,184 to 1,144), and when compared to overall employment, the percent of females saw a very slight decrease (20.32 to 20.31 percent). Total employment during this time decreased from 5,827 to 5,633.

During this quarter the department made efforts to increase their visibility in the surrounding communities by placing affirmative action ads with local county health departments, newspapers, career centers, and minority churches. Also, several classes on application and interviewing strategies have been held in an effort to prepare employees to compete for internal job vacancies. Some district personnel continue to meet with organizations such as Community Partnership Reconciliation and the NAACP to discuss topics such as diversity, inclusion, and racism. In addition, the Statewide Inclusion Advisory Council continues to meet monthly to discuss, among other things, the employment and retention of minorities and females.





Separations of minorities and females-10k

Result Driver: Kathy Harvey, State Design Engineer

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 separations compared to the overall MoDOT separations.

Measurement and Data Collection:

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

Improvement Status:

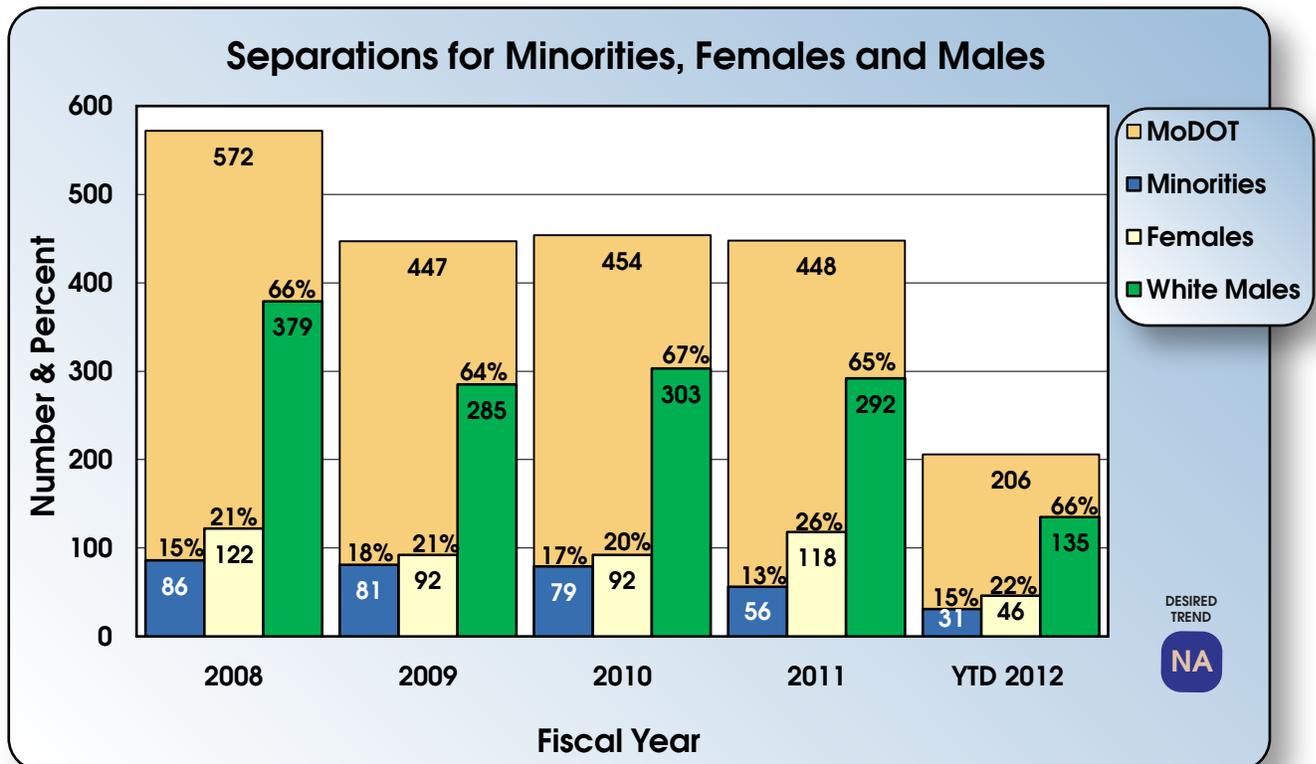
The overall number of separations for the first quarter of FY12 increased by 53.7 percent (134 to 206) compared to the fourth quarter of FY11. Of this number, minority separations increased by 93.8 percent (16 to 31); female separations increased by 35.3 percent (34 to 46); and white male separations increased by 48.4 percent (91 to 135).

MoDOT continues to use a number of tools in retaining minority and female employees. Due to the

Bolder Five Year Direction, districts and divisions have made staffing changes in some areas of concern to help with retention. Human resources staff across the state is holding trainings on interviewing, resume building and completing the application process.

In addition to the current HR trainings, the Kansas City District Work Life Center has also spearheaded a series of training exercises to prepare and equip employees with additional skill sets. To date, over 400 individuals have taken part in this effort.

Monthly trainings are also being held that focus on different diversity topics. The trainings are two hours in length and are open to all interested employees. The topics are designed to increase employees' knowledge of different aspects of diversity while allowing employees to speak freely regarding diversity. MoDOT has also launched affinity groups throughout the state such as the Veteran's Affinity Group.



Promotions of minorities and females-10I

Result Driver: Kathy Harvey, State Design Engineer

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.

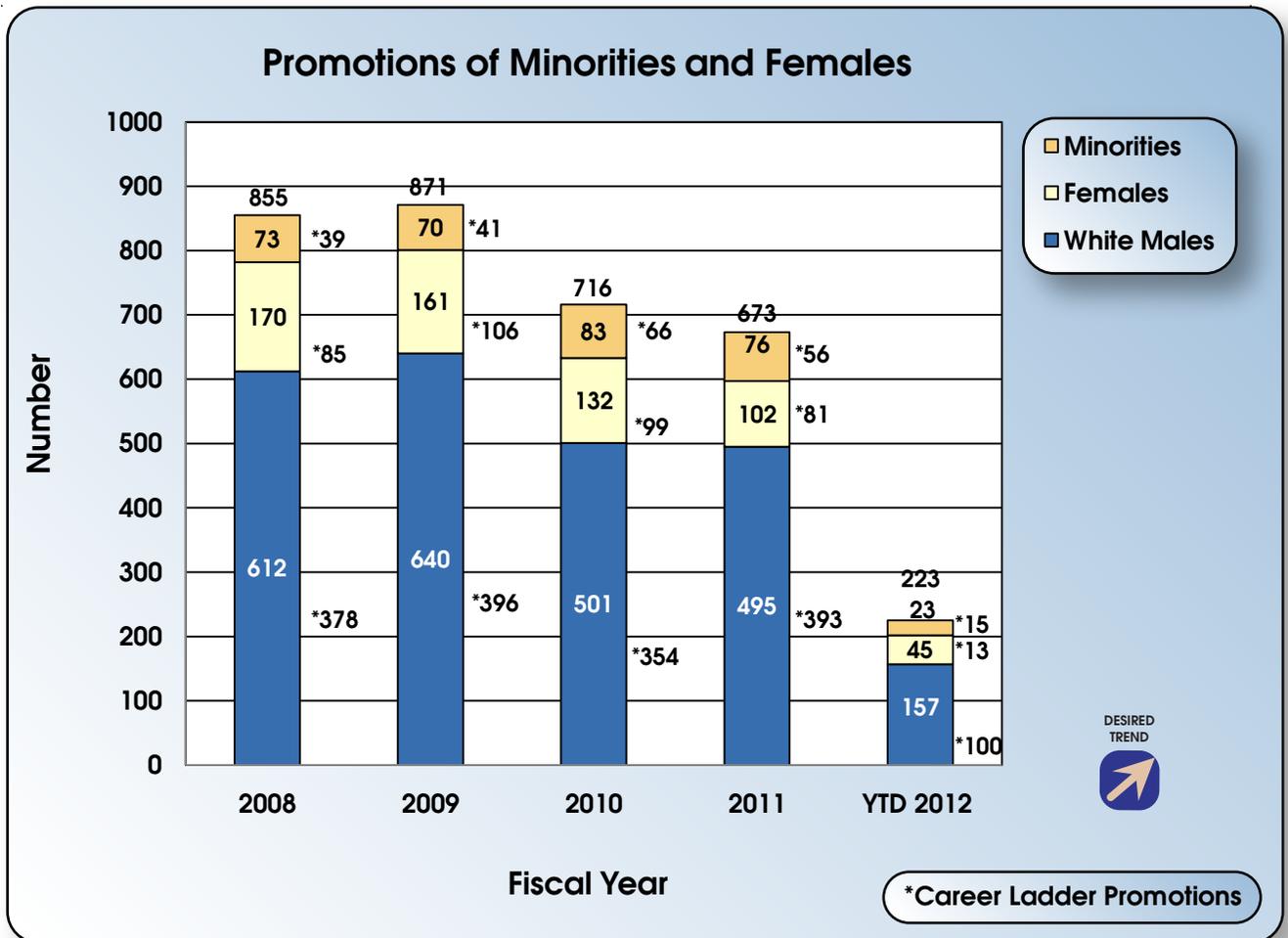
graph the numbers add up to more than the total at the top of each column because minority women are accounted for in two categories. This is a quarterly measure.

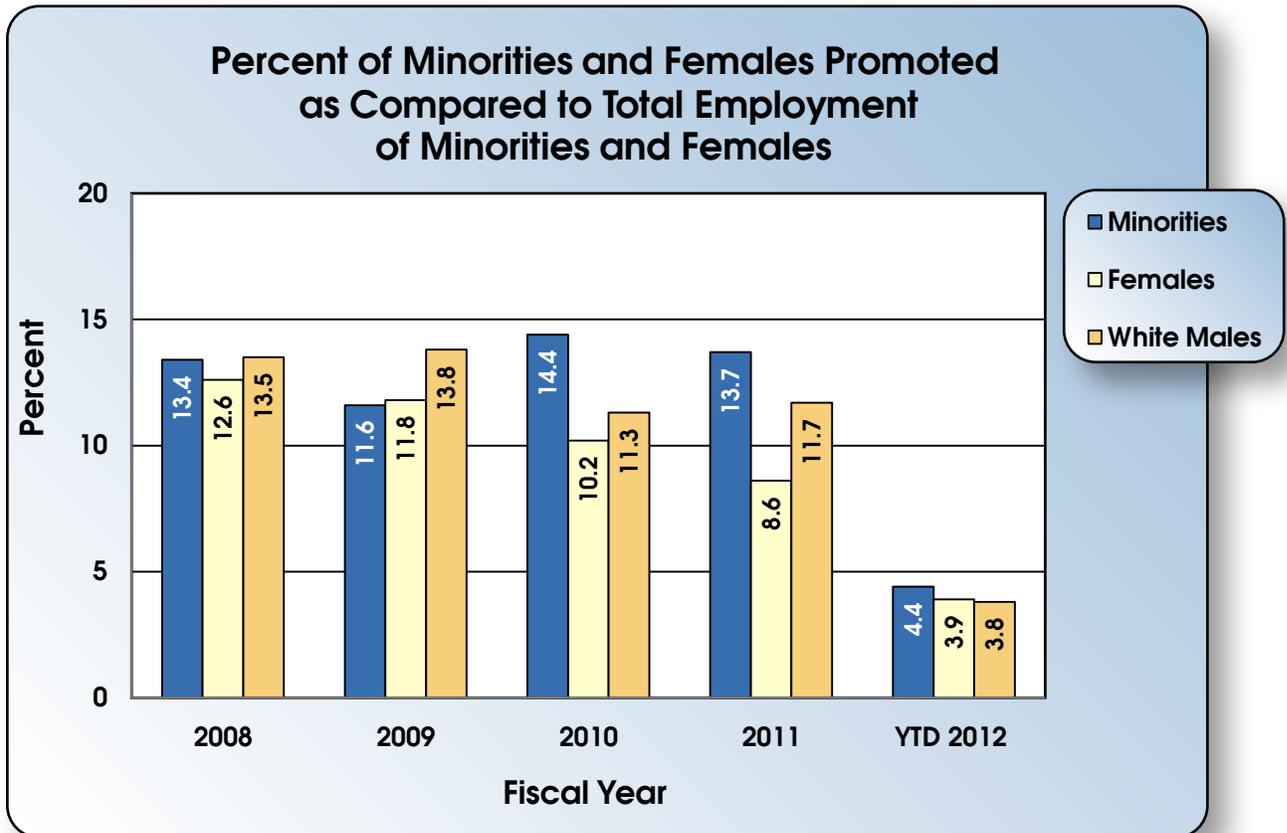
Improvement Status:

During fiscal year 2012 to date, there have been 223 promotions. Of these, 127 (57 percent) were career ladder promotions, 23 (10.3 percent) were minorities, and 45 (20.2 percent) were females. White males received 157 (70.4 percent) of the promotions. When compared to the total employment of females and white males, minorities lead with 4.4 percent promoted, while 3.9 percent of females and 3.8 percent of white males were promoted.

Measurement and Data Collection:

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





The Inside Scoop



What is it like to be a member of the MoDOT Team?

The best way to learn about working at MoDOT is to let our people tell you.

<http://www.modot.mo.gov/jobs/Testimonials.htm>

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

Result Driver: Kathy Harvey, State Design Engineer

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 program. FHWA requires the training of minorities, females and disadvantaged persons on highway projects.

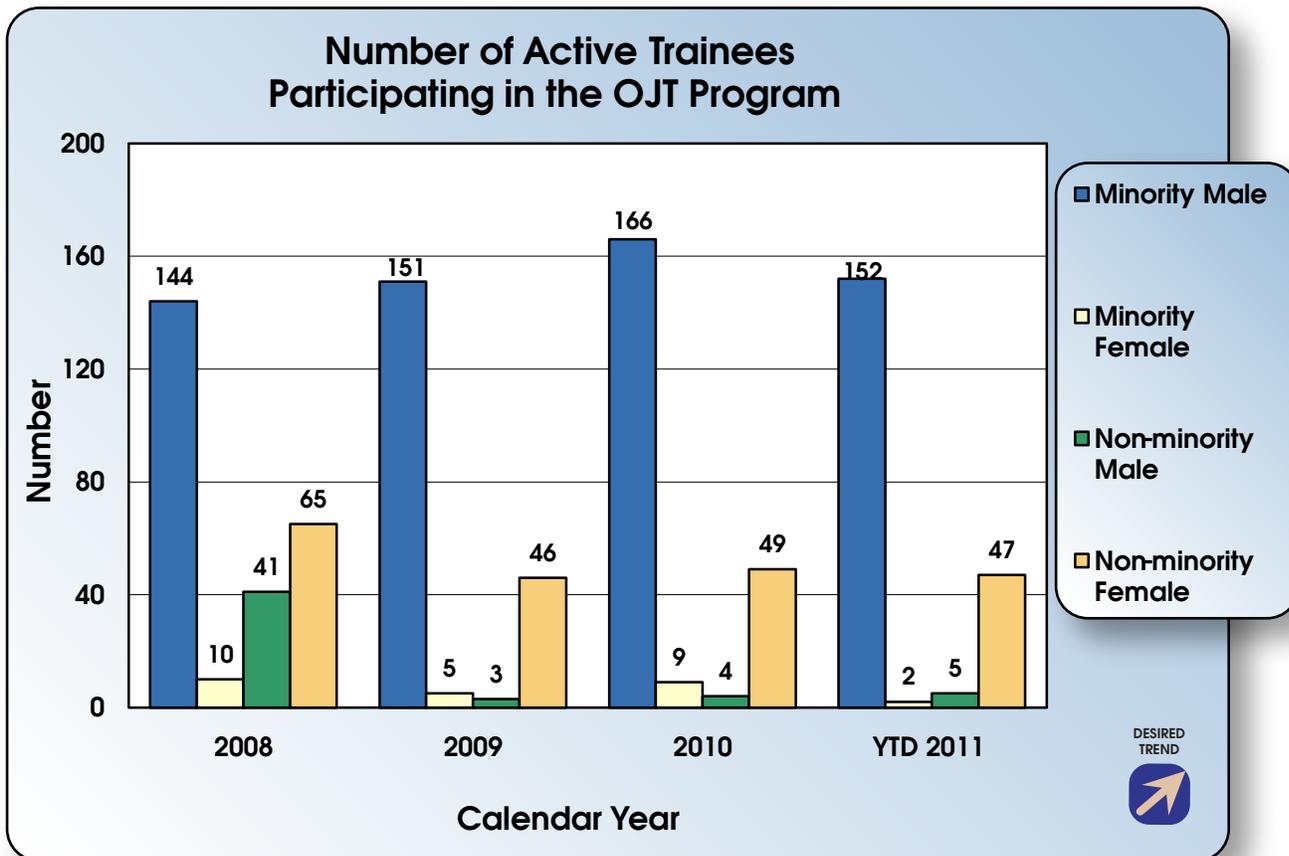
being trained and utilized on highway projects that receive federal funds. This measure is updated quarterly.

Measurement and Data Collection:

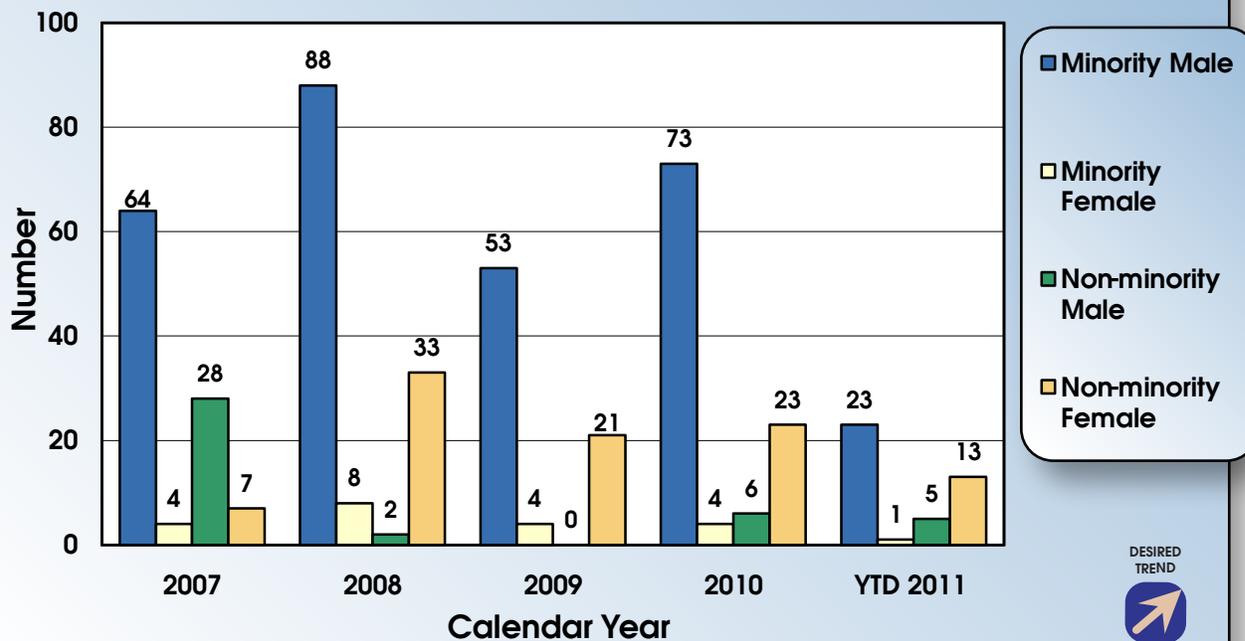
Trainees are tracked to ensure contractors are utilizing minorities, females and disadvantaged individuals on projects where goals are assigned. The data is reported annually to FHWA to demonstrate MoDOT's achievement in ensuring minorities, females and disadvantaged persons are

Improvement Status:

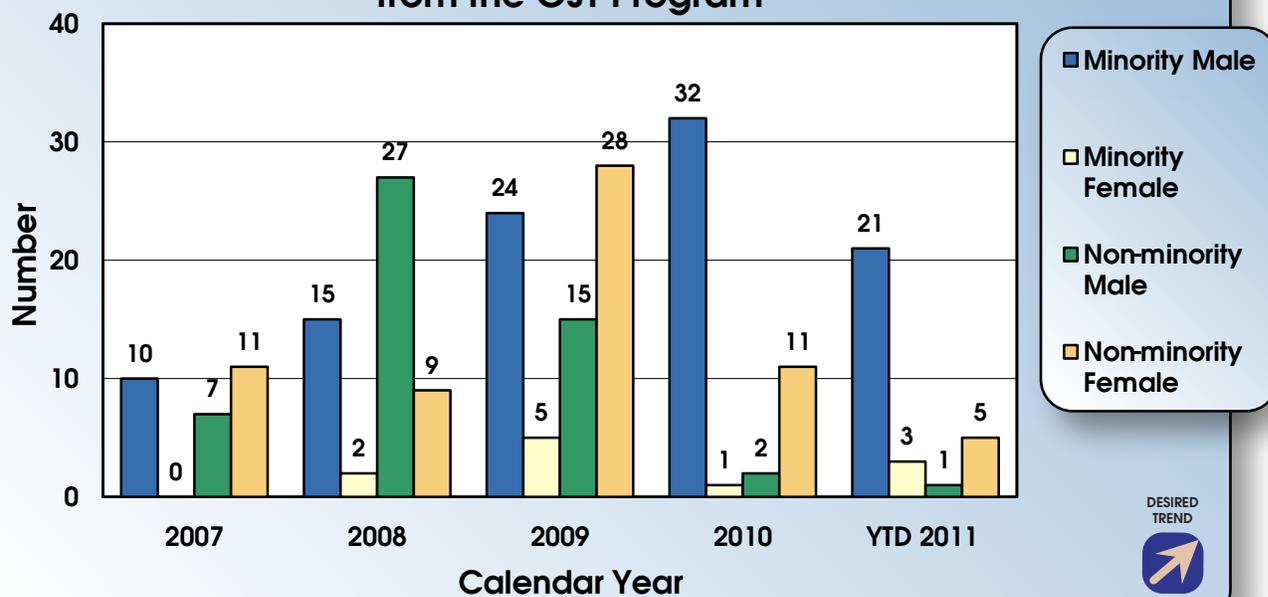
Eight trainees enrolled in the program during this reporting quarter which included four minority males, one non-minority male (economically disadvantaged) and three non-minority females. A total of thirteen trainees graduated during the reporting quarter. Ten of the graduates are currently employed by contractors on MoDOT projects.



Number of New Trainees Enrolled in the OJT Program



Number of Graduated Trainees from the OJT Program



Percent of Disadvantaged Business Enterprise participation - 10n

Result Driver: Kathy Harvey, State Design Engineer

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

Purpose of the Measure:

This measure tracks the percent of intended Disadvantaged Business Enterprise 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 of project contracts and subcontracts.

Measurement and Data Collection:

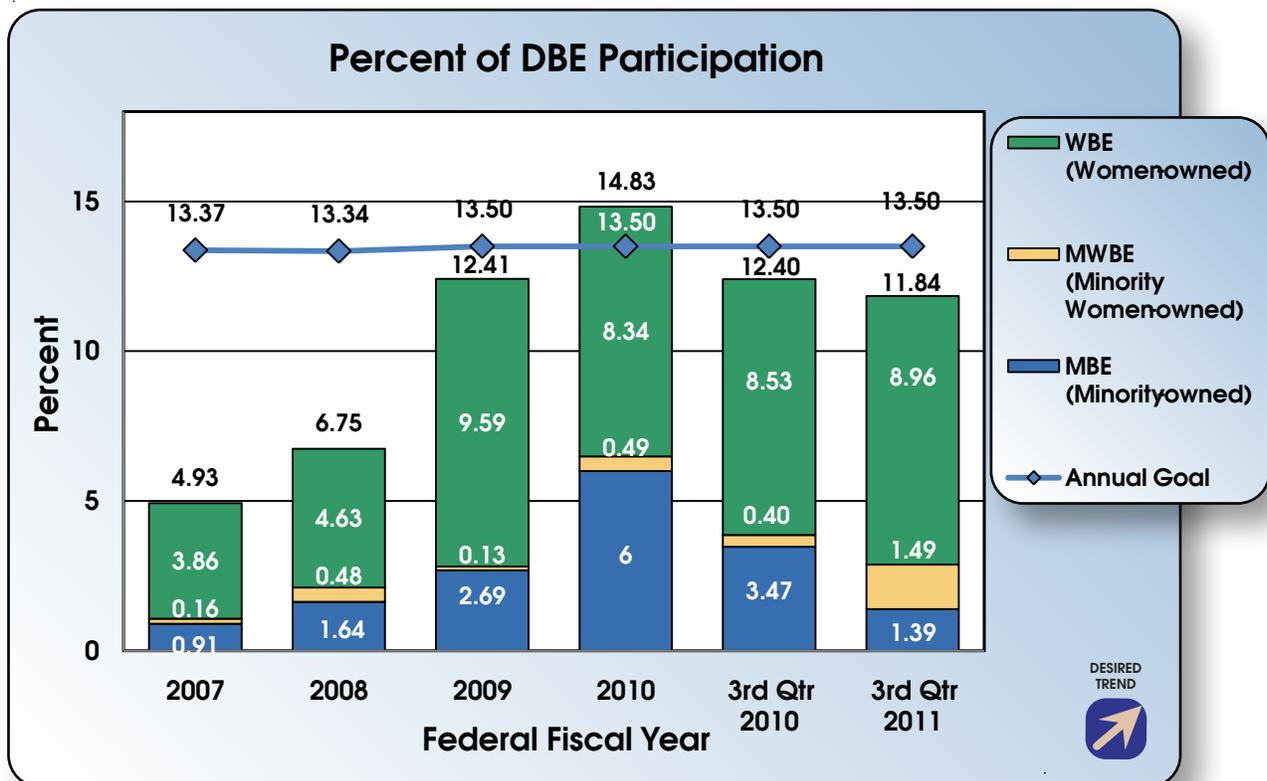
Data are collected through Site Manager for each construction project. The overall DBE goal is a yearly target established by MoDOT and FHWA regarding the expected total DBE participation on all federally funded construction projects. Individual DBE project goals are determined by subcontract opportunity, 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 2011 is 13.5 percent. The total DBE participation for the third quarter was 11.84 percent. Participation by DBE firms that are minority-owned decreased 2.08 percent and women-owned firms increased 1.09 percent from the third quarter 2010 to the third quarter 2011.



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

Result Driver: Kathy Harvey, State Design Engineer

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. Disadvantage Business Enterprises (DBE) participation on construction projects is tracked through the DBE program. Therefore, this measure only includes non-construction contracts and expenditures.

Measurement and Data Collection:

This quarterly measure is intended to focus on providing a fair and open procurement process while supporting a diverse vendor community. The data for the non-construction solicitations sent to M/WBE's is collected using the Procurement Database. The data for the M/WBE Expenditures is collected from the Office of Administration's M/WBE reports. The Office of Administration reports do not include expenditures on procurement cards.

Improvement Status:

As shown in the first chart, there was a 39 percent decrease in the number of vendors contacted in the first quarter of FY2012 compared to the same reporting period in FY2011. The number of M/WBE vendors contacted and the number of responses received decreased by approximately 50 percent in the first quarter of FY2012 compared to the same reporting period in FY2011.

The second chart indicates the number of contracts awarded to M/WBE respondents. The first quarter of FY2012 resulted in one contract award to an M/WBE firm. The other seventeen responses received from M/WBE firms were not the lowest bids.

The third and fourth charts represent non-construction expenditure information as reported by the Office of Administration. While total dollar expenditures decreased by 34 percent, the total percentage of M/WBE expenditures increased slightly.

The M/WBE vendor representation is small when contracting for larger maintenance related commodity contracts. A disparity and availability study would allow MoDOT to establish M/WBE contracting goals.

The Central Office Procurement management staff participated with the Statewide Inclusion Advisory Council to identify opportunities to improve M/WBE vendor representation. Central Office Procurement hosted vendor workshops throughout the state to advise vendors "How to Do Business with MoDOT." Procurement staff identified and communicated M/WBE vendors available for non-competitive spending activities.

