





INNOVATIVE TRANSPORTATION SOLUTIONS

Tangible Result Driver – Mara Campbell, Organizational Results Director

MoDOT values innovation. The department empowers employees and seeks input from stakeholders to generate innovative ideas. Collaboration with staff, academia and industry makes unique concepts come to life so MoDOT can serve its customers better, faster and at less expense to the taxpayer.

Number and percent of research recommendations implemented-8a

Result Driver: Mara Campbell, Organizational Results Director

Measurement Driver: Bill Stone, Organizational Performance Administrator

Purpose of the Measure:

This measure tracks the number of completed research projects, and the percentage of implemented research recommendations. MoDOT realizes the importance of supporting innovation and research and is driven to provide the department with the latest ideas, technologies, and solutions needed to deliver the most efficient, safe, and economical transportation system.

Measurement and Data Collection:

Research projects implemented include any new ideas, methods, policies, processes, standards, equipment or tools introduced for the purpose of improving the department's operation, services, or products. For this measure, research projects are categorized into two areas: 1) Information and policy guidance research, and 2) Technical, product-focused research. Both categories are reported as the number of completed activities and percent of recommendations implemented. Examples of information and policy guidance research products include determining the economic impact of highway construction or smoother pavements, or development of freight planning agendas. Technical, product-focused research projects examples include developing passing lane alternatives, or concrete curing specifications.

For these research products, the definition of implemented includes all solutions that have been or are being applied. "Percent of research recommendations implemented" is determined by dividing the number of research projects producing implementable results by the total number of research projects completed during the reporting period.

MoDOT's elevated emphasis on strategically focused research and its implementation should result in better and more economical transportation products and services delivered. Data for this measure is collected and analyzed annually with updates in the July Tracker edition.

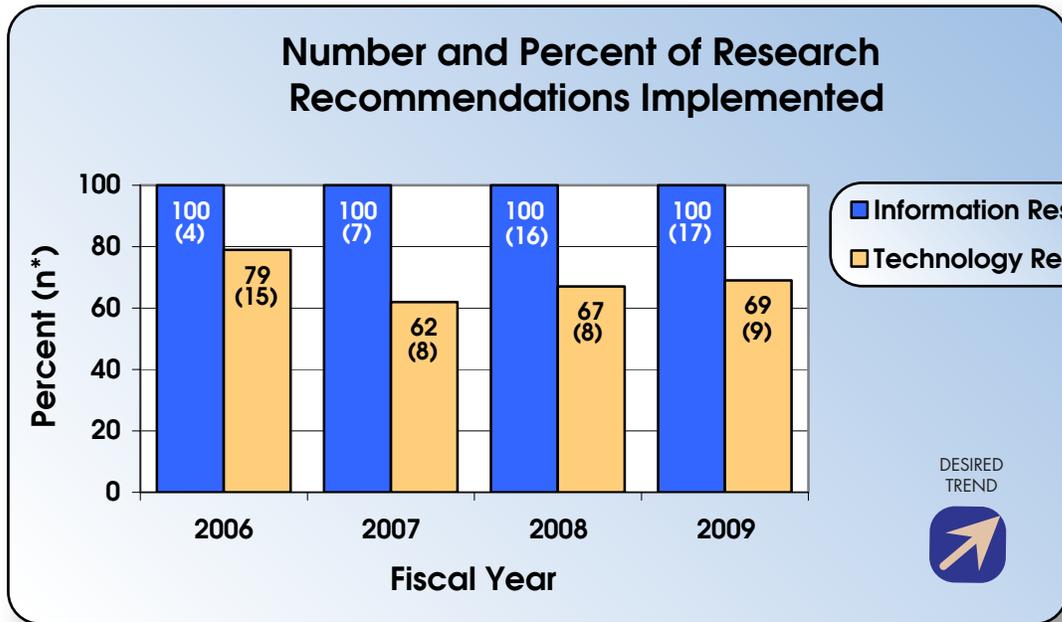
Improvement Status:

During fiscal year 2009, MoDOT's research program completed 30 total research projects. Seventeen projects were categorized as information and policy guidance reports and are considered implemented. Thirteen projects were categorized as technical, product-focused reports. Nine of those projects produced implemented results within the department. This represents a 69 percent implementation rate for the technical report recommendations.

Organizational Results has made a more concerted effort to develop research project work plans that have an implementation element included. This is for both in-house and contract research. Request for proposals (RFPs) for contract research are now required to include implementation as one of the deliverables for each project. This focus leads to more usable solutions and better value. While not all research results or solutions can be implemented, MoDOT recognizes the importance and value of conducting a research program driven to make a difference.

Within the last year, Organizational Results has implemented a project-tracking tool, which has brought a better mechanism to track the progress of projects and their implementation.





*(n) Indicates the number of research recommendations implemented



Number of external awards received-8b

Result Driver: Mara Campbell, Organizational Results Director

Measurement Driver: Bill Stone, Organizational Performance Administrator

Purpose of the Measure:

This measure tracks the number of external awards received by the department. These awards display the department's dedication and efforts towards efficiency, innovation and quality throughout the organization. This information enables the department to measure progress and encourage further participation in award programs. It also provides opportunities for the department to increase public awareness of department activities.

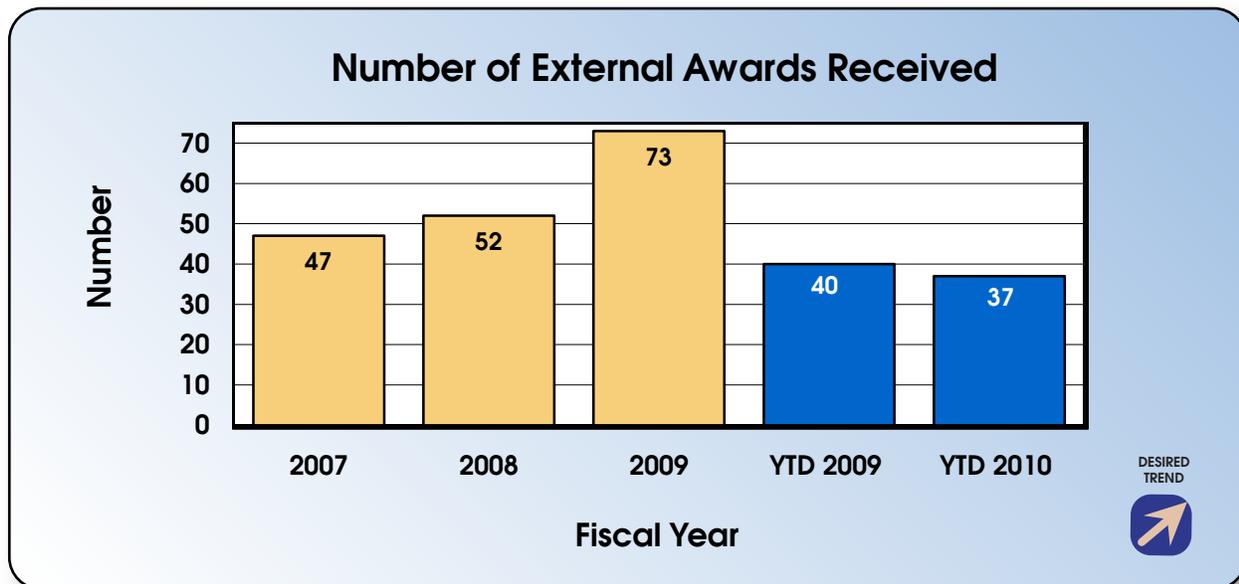
Measurement and Data Collection:

Each district and division office tracks the awards presented to the department by external organizations. This includes all awards presented to individuals, teams, districts, divisions and MoDOT as a whole. Data for this measure is updated quarterly.

Improvement Status:

In the third quarter of fiscal year 2010, MoDOT received 14 awards bringing the year-to-date total to 37. MoDOT received five American Concrete Paving Association (ACPA) awards including multiple Excellence in Paving awards and the Best Portland Cement Concrete for an Urban Divided Highway Paving Project. ACPA recognized various districts and individuals for outstanding work in concrete pavements across the state.

MoDOT continues to enter various competitions to have its work judged against the efforts of other organizations.



Percent of best practices by implementation status-8c

Result Driver: Mara Campbell, Organizational Results Director

Measurement Driver: Bill Stone, Organizational Performance Administrator

Purpose of the Measure:

This measure tracks the percent of best practices implemented within MoDOT. Best practices show how MoDOT employees are applying innovation to improve daily operations.

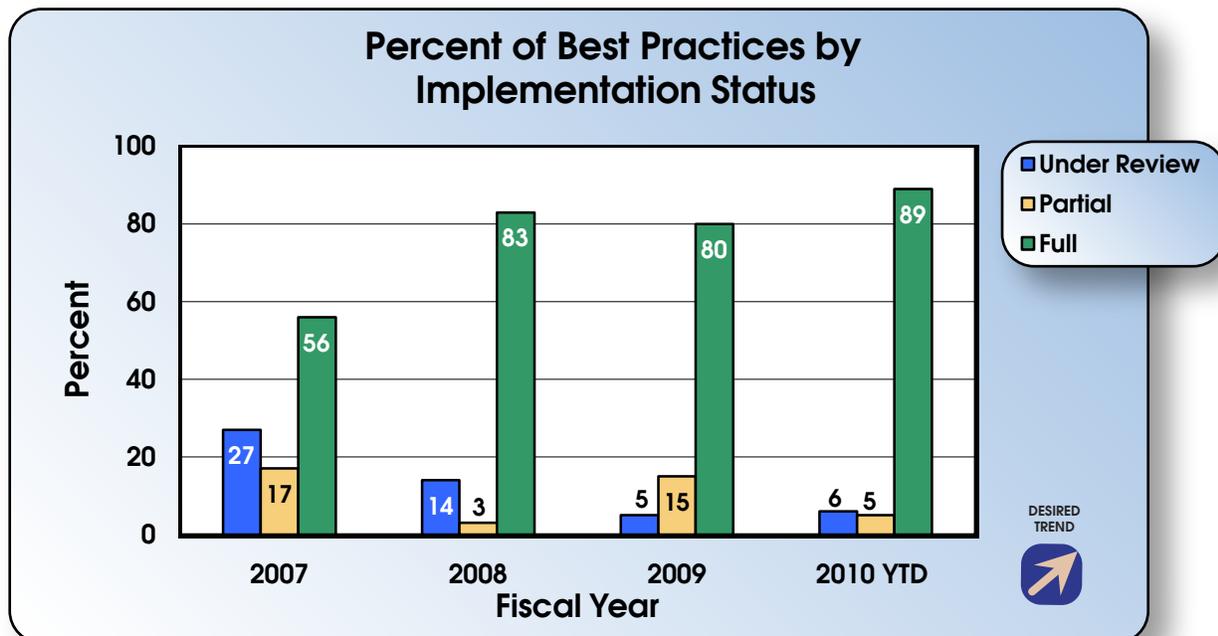
Measurement and Data Collection:

MoDOT uses a simple five-question submission form for employees to share how they have improved the ways of accomplishing daily work. Submissions are evaluated and verified by managerial and technical staff. Those submissions approved as best practices are shared with MoDOT employees through online and printed publications. Every six months, division and district managers report best practice implementation status. This measure will have updates in the July and January Tracker editions.

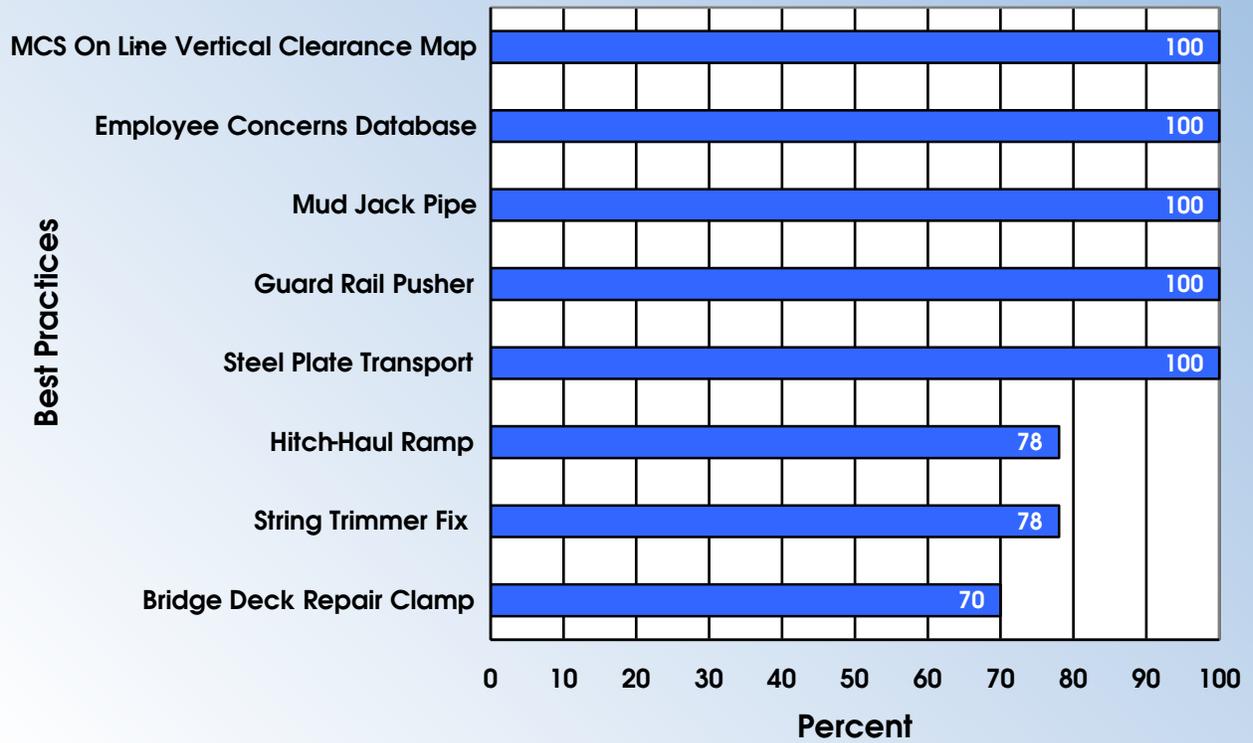
Improvement Status:

In the first six months of fiscal year 2010, MoDOT's Solutions at Work has verified and shared one best

practice with department employees. However, seven best practices from FY 2009 were too recent to be included in the implementation data in July 2009 and will be included in this reporting period. Overall, 89 percent of the best practices have been fully implemented with 5 percent partially implemented and 6 percent still under review. With 94 percent of best practices partially or fully implemented, MoDOT is aggressively taking advantage of best practices. Increased fabrication time during the winter months should push the fully implemented percentage even higher for the July reporting period. The implementation rate for the year to date is 23 percent higher than the mid-year rate for FY 2009. This is a clear indication that implementation of approved best practices has become a priority. This also may be due in part to improved fabrication processes for tool and equipment innovations put in place during 2009.



Percent of Implementation by Best Practice Fiscal Year 2010 YTD



Number of dollars saved by increasing MoDOT's productivity -8d

Result Driver: Mara Campbell, Organizational Results Director

Measurement Driver: Jen Harper, Organizational Performance Engineer

Purpose of the Measure:

This measure enables MoDOT to assess its productivity by tracking cost savings indicative of practical design, value engineering, Performance Plus, and good engineering judgment.

Measurement and Data Collection:

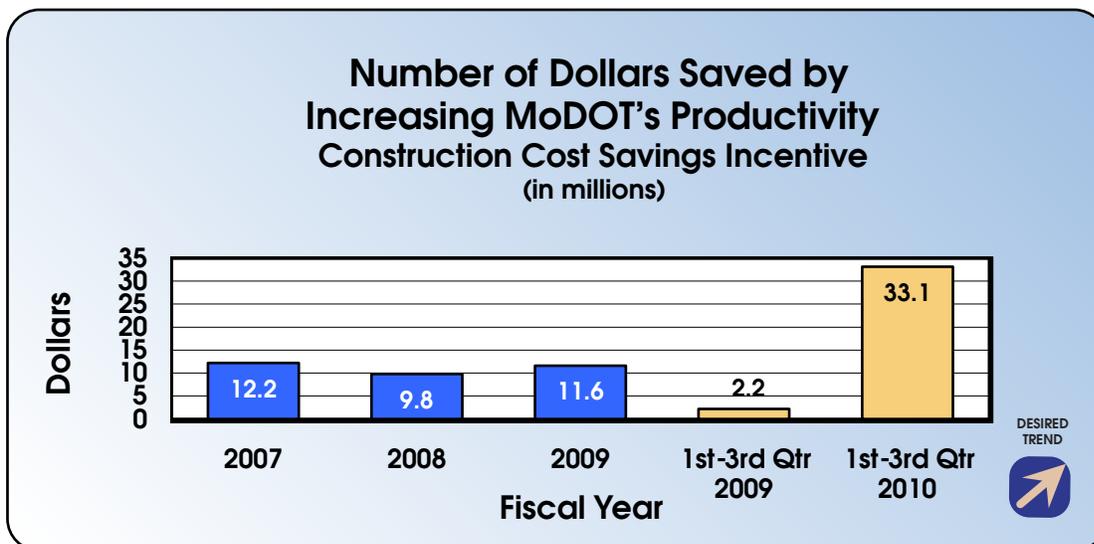
The cost-saving methods used by MoDOT are so broad that this measure focuses on savings measured through the Performance Plus program. The Construction Cost Savings and the Project Scoping and Estimating incentives are verified quarterly, while the Injury Reduction incentive was verified on a semi-annual basis but has been discontinued. The number of dollars saved is calculated for each of the incentives. The amount paid out to employees is no longer subtracted from the reported savings in order to report the data in a timely manner. Note that the Construction Cost Savings incentive is now calculated in the same manner as the Project Scoping

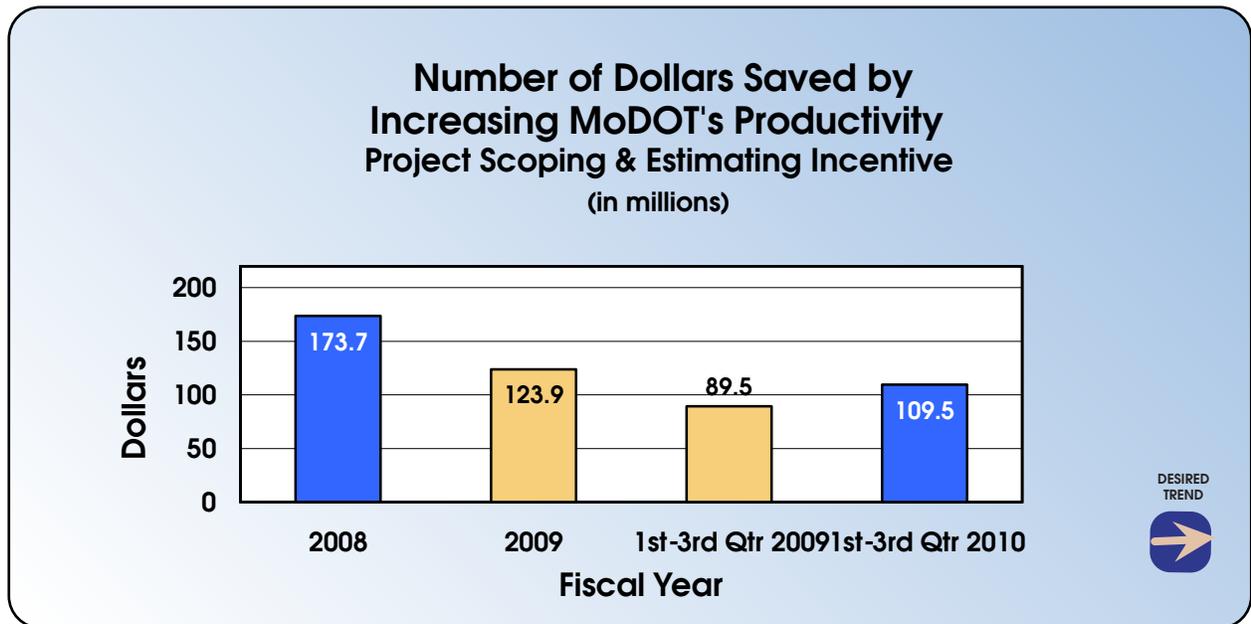
and Estimating incentive, that is, calculations are based on all of the project offices/districts whether or not they qualified. The historical data was recalculated to reflect these changes. Savings are reported in the same quarter the data is measured. For the Construction Cost Savings and Project Estimating and Scoping incentives, the measurement data reflects January to March FY 2010.

Improvement Status:

For the third quarter of fiscal year 2010, MoDOT saved \$18.2 million through the Construction Cost Savings incentive.

In the third quarter of fiscal year 2010, \$14.4 million was saved through the Project Scoping and Estimating incentive.





Note: The desired trend in the Project Scoping and Estimating Incentive is to keep the variance between the STIP estimate and low bid amount to 0 percent.



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