Section 5 – Estimated Financial Summary

Estimated Financial Summary for the 2015-2019 Highway and Bridge Construction Schedule

Overview

Section 5 of the Statewide Transportation Improvement Program explains the sources and projected levels of Missouri's transportation revenues, while also sharing the planned expenditures for the next five years.

The department is proud to be able to cost-effectively maintain a safe and efficient transportation system. Great strides have been made in the past decade to improve the condition of Missouri's roads and bridges while driving down roadway fatalities to their lowest total since the 1940s. However, those improvements were made possible by temporary revenue sources – a bonding program made possible by the passage of Amendment 3 in 2004 and the American Recovery and Reinvestment Act in 2009. And while those funds supported a booming construction program between 2005-2010, since that time MoDOT's construction budget has been on a downward slide that is going to get worse during this STIP cycle.

No matter how carefully finances are managed, there is a problem with how transportation is funded in this state and country. The fuel tax model used for many, many years no longer works. Cars are getting more fuel efficient and people are driving fewer miles. In fact, from 2005-2013, the number of gallons purchased in Missouri has declined six percent and is projected to continue to decline in the next five years. It's very unlikely that fuel tax will ever be a growing revenue stream again.

About 70 percent of every dollar MoDOT receives comes from fuel taxes. But the fuel tax rate at the state level hasn't been changed since 1992, and at the federal level it hasn't changed since 1993. With the cost of concrete tripled, steel prices doubled, and asphalt costing more than twice what it did two decades ago, this means Missouri is trying to fund its current transportation needs with a budget that is almost two decades out of date. What was 17 cents of purchasing power in 1992 is now about 8 cents and decreasing each year.

Other sources of state revenue for transportation include sales and use tax, vehicle and driver licensing fees, interest earned on invested funds and other miscellaneous collections, and a small portion of general revenue funds. Revenue collected through these avenues has remained relatively flat in recent years, and the general trend for the future indicates these sources will remain stagnant.

In the summer of 2012, Congress passed a new federal transportation act titled "Moving Ahead for Progress in the 21st Century Act," or MAP-21. The act reauthorizes federal highway, transit and other surface transportation programs through September 30, 2014. The funding levels require transfers of $2.4 billion from the Leaking Underground Storage Tank Trust Fund and $18.8 billion from the General Fund to the Highway Trust Fund.

MAP-21 reduced the amount of funding for all state transportation departments, and Missouri received $71 million less per year for fiscal years 2012, 2013 and 2014 compared to fiscal year 2011. The federal assumptions for fiscal years 2015 and beyond are based on the reduced funding levels received during MAP-21 and the uncertainty of the Highway Trust Fund balance.

MoDOT continues to be one of the most efficient state agencies in difficult economic times. The department's operating expenses remain flat, outside of minimal increases related to healthcare and retirement costs. In the past ten years, MoDOT has completed 4,553 projects worth $12.1 billon, at 5 percent under budget. Since 2011, MoDOT has reduced its workforce by 20 percent, disposed of more than 750 pieces of equipment, and sold 131 buildings. Those right-sizing efforts have saved more than $500 million and bolstered the construction program to enable critical roadway improvements. But the department cannot cut its way to an improved transportation system and a solution to its funding constraints.

Missouri's 2015-2019 STIP is primarily maintenance-focused with little room for anything else, but that hasn't always been the case. In 2004, Missouri voters approved Amendment 3, which redirected motor vehicle sales taxes to the newly created State Road Bond Fund and directed MoDOT to sell bonds and use the proceeds to improve roads and bridges. With that, Missouri's major roads went from 47 percent in good condition to 88 percent today. Minor, less traveled roads have been maintained at 70 percent in good condition. The condition of Missouri's bridges has steadily improved over the last five years, due to the Safe & Sound Bridge Improvement Program completed in 2012 and dedicated funding through the STIP. Access to bond proceeds has put Missouri's roads and bridges in a good place, and allowed for additional four-lane highways, new interchanges to bring businesses to Missouri, and major bridges like the new Stan Musial Veterans Memorial Bridge in St. Louis and the Christopher S. Bond Bridge in Kansas City. In 2009, the one-time injection of federal stimulus funds through the American Recovery and Reinvestment Act brought millions of dollars for road and bridge projects. But these opportunities are over. Federal stimulus funds are gone and the bond proceeds have been used to make the improvements Missourians wanted. Now the redirected vehicle sales taxes that made it possible are being used to pay off that debt, just like paying the mortgage on your home.

In previous years, the annual contractor awards in the STIP averaged $1.2 billion, with about 50 percent used for taking care of the system. In this STIP, the contractor awards average $461 million, and nearly 80 percent is aimed at taking care of the existing system. To keep Missouri's roads and bridges in the condition they are today requires $485 million per year. During this STIP cycle, Missouri's construction awards are projected to fall far below that – to $325 million. The opportunities to expand the system – widening a busy two-lane road to four lanes to reduce congestion and improve safety, or building a new roadway or interchange to help promote business development and bring jobs to the state – are disappearing.

Looking forward, the percentage of funds needed to simply maintain the existing system will continue to grow, with virtually nothing available to enhance or improve it. Projected funding levels will not keep pace with the money necessary to maintain our roads and bridges. In fact, MoDOT estimates the cost of maintaining roads and bridges to nearly double over the next 20 years. If no change occurs to funding levels, the transportation system will deteriorate.

These facts mean Missourians have some tough choices ahead of them. They rely on a modern and safe transportation system to get to work, school and everywhere in between. A healthy transportation infrastructure ensures businesses can operate and grow. It ensures the state can prosper and jobs can be created. Essentially, transportation is what keeps Missouri moving. Missourians must work together to recognize that investments in transportation are part of the solution for the state's growth and prosperity.

Revenue

Federal

The largest source of transportation revenue is from the **federal government** including the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. The last time either tax was increased was in 1993. Other sources include various taxes on tires, truck and trailer sales, and heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulas prescribed by federal law through transportation funding acts. This revenue source also includes multimodal and highway safety grants (see Section 7 for a summary of all multimodal operations). Approximately 33 percent of Missouri's transportation revenue comes from the federal government.

State

The next largest source of transportation revenue is from the **state fuel tax**. Fuel taxes represent the state share (approximately 27 percent is distributed to cities and counties) of revenue received from the state's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. The last time the gasoline and diesel tax was changed was in 1992. This revenue source also includes a 9-cent per gallon tax on aviation fuel which must be spent on airport projects (see Section 7). These tax revenues provide approximately 30 percent of transportation revenues. The state motor fuel tax is not indexed to keep pace with inflation, and no rate increase has occurred since 1996.

MoDOT receives a portion of the **state sales and use taxes** paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel which is dedicated to airport projects (see Section 7). These tax revenues provide approximately 17 percent of transportation revenues. In November 2004, voters passed constitutional Amendment 3, which set in motion a four-year phase in, redirecting motor vehicle sales taxes previously deposited in the state's general revenue fund to a newly created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in, and the rate of growth in this revenue source slowed dramatically. Starting July 2013, state legislation eliminated the state motor vehicle use tax. The state motor vehicle use tax was replaced with the state motor vehicle sales tax which directs a greater portion of the tax to local government agencies. Future projected growth in this category is less than the rate of increase in construction and maintenance costs; therefore, not keeping pace with inflation.

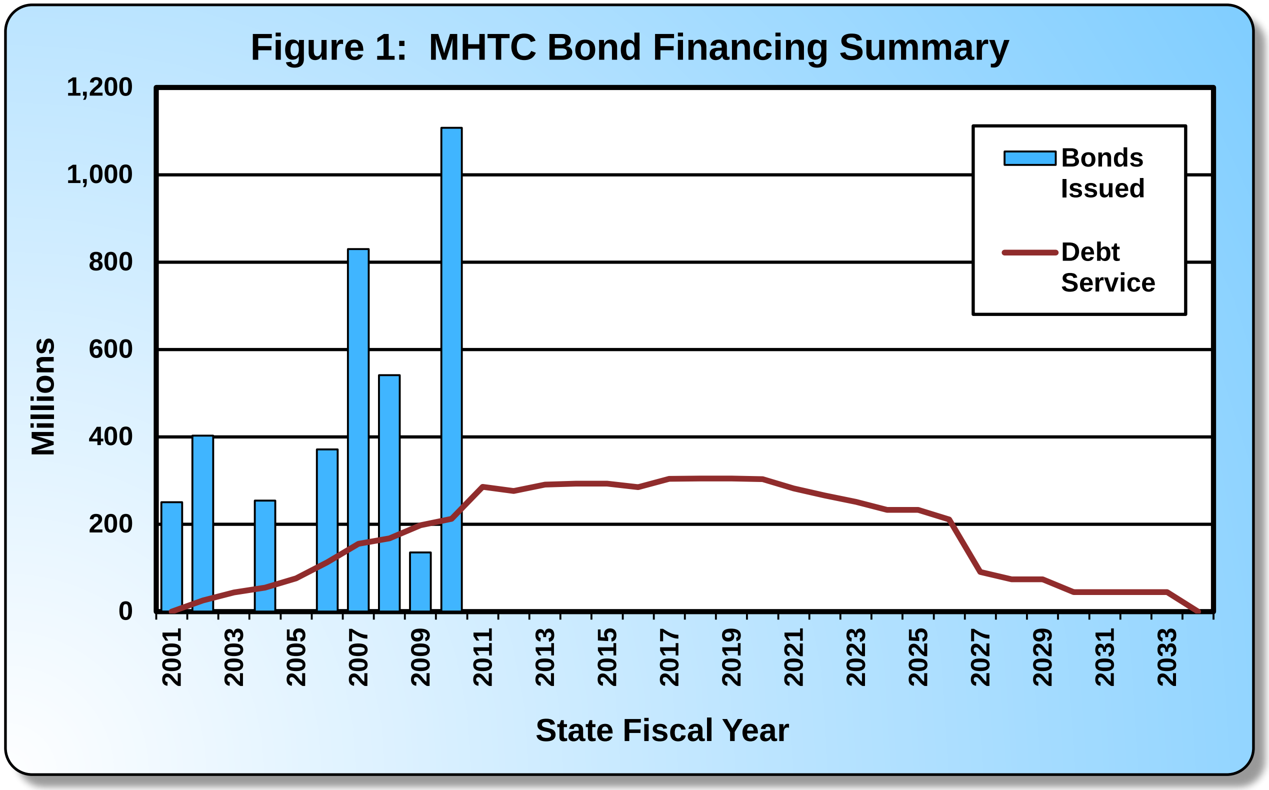
Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multimodal programs (see Section 7). These fees provide approximately 14 percent of transportation revenues. Similar to motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation, and no annual registration fee increases have occurred since 1984.

The **interest earned on invested funds and other miscellaneous collections** provides approximately 5 percent of transportation revenues. Cash balances in state transportation funds have been higher than historic levels. As referenced in Table 1 in Section 5-13, the cash balance of all state transportation funds is expected to decline from $1.0 billion at the beginning of fiscal year 2015 to approximately $116 million by the end of fiscal year 2019. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

The state **General Revenue Fund** provides approximately 1 percent of transportation revenue. The Missouri General Assembly appropriates it for multimodal programs (see Section 7).

Other

While not a true revenue, **bonding** is a method of financing used by the Missouri Highways and Transportation Commission (MHTC) to receive the best value for every dollar spent. Statutory authority was established in May 2000 for the MHTC to begin selling bonds, now called senior lien bonds. The **senior lien** bonds were limited to a total issuance of not more than $2.25 billion. The lien was closed after $907 million was issued from 2000 to 2003. The MHTC will issue no additional bonds under this lien.



In November 2004, Constitutional **Amendment 3** was approved by Missouri voters. Amendment 3 redirects motor vehicle sales taxes to transportation. In accordance with this constitutional change, MoDOT began selling bonds and dedicated the funds to the *Smoother, Safer, Sooner* program. The Amendment 3 revenues are used for principal and interest payments on Amendment 3 debt. MoDOT sold $2 billion of Amendment 3 bonds and has completed all Amendment 3 bond sales.

In fiscal year 2009, MoDOT sold $142 million of bonds for a portion of the new Interstate 64, a design-build project in the St. Louis region. For the first time, MoDOT secured bonds primarily with federal funds, rather than state funds. These bonds are called **Grant Anticipation Revenue Vehicle (GARVEE)** bonds. In fiscal year 2010, MoDOT sold $100 million additional GARVEE bonds for the new Mississippi River Bridge project and $685 million for the Safe and Sound Bridge Improvement Program. The GARVEE principal and interest is scheduled to be repaid through state fiscal year 2033. MoDOT sold $927 million of GARVEE bonds and has completed all planned GARVEE bond sales. See Figure 1 for a summary of the MHTC bond financing program.

Along with federal and state revenue, **existing cash balances** are used each year to remain fiscally constrained. The existing cash balances are made up of federal revenue and state revenue that have been deposited into MoDOT funds such as the State Road Fund, State Highways and Transportation Department Fund, and the State Road Bond Fund. These funds are considered available for funding highway and bridge construction projects.

Expenditures

Missouri's Constitution dictates a portion of state transportation revenues can be appropriated by the General Assembly to **other state agencies**. Appropriations are limited to (1) the Missouri State Highway Patrol (MSHP) to administer and enforce motor vehicle laws and (2) the Missouri Department of Revenue (DOR) to cover the cost of collection. DOR is entitled to the actual cost of collection not to exceed 3 percent of revenues collected. Approximately 92 percent of these expenditures are appropriated to the MSHP, and the remaining 8 percent is appropriated to the DOR. These costs are approximately 12 percent of transportation expenditures.

The state constitution also dictates that **debt service**, which is principal and interest payments on any outstanding state road bonds, must be paid prior to funding MoDOT operations and STIP costs. MoDOT issued $3.8 billion of bonds from state fiscal years 2001 to 2010. The final payment for this debt is scheduled in state fiscal year 2033. These costs are approximately 14 percent of transportation expenditures. See Figure 1, Section 5-5 for a summary of the MHTC bond financing program.

Administration includes activities such as financial planning, accounting, human resources, community and governmental relations, multimodal and legal services. The dollars associated with administering self-insurance plans and contributions to retiree medical plans are included in this disbursement category. These costs are approximately 3 percent of transportation expenditures.

System Management includes maintenance, traffic, highway safety and motor carrier services. Maintenance and traffic costs, approximately 97 percent of system management costs, include funding for activities such as snow removal, signing, striping, litter control, mowing, maintaining roadsides and rest areas, completing routine road and bridge repairs, repairing guardrail and median guard cable, traffic signal operations and system management. The Highway Safety Division, approximately 1 percent of system management costs, implements programs addressing behavioral traffic safety issues. Emphasis areas include high-risk drivers, serious crash types and vulnerable roadway users. Safety strategies include enforcement (manpower, training and equipment), education (promotional materials, campaigns and educational/awareness programs) and engineering (data collection/evaluation and high accident location assessments). Division staff work with safety advocates statewide to implement the Highway Safety Plan, Motor

Carrier Safety Assistance Plan, and the Missouri Blueprint for Safer Roadways to reduce traffic crashes, prevent serious injuries and save lives. This category includes the Highway Safety Program, Motor Carrier Safety Assistance Program, and Motorcycle Safety Trust Fund. The Motor Carrier Services Division, approximately 2 percent of system management costs, is the one-stop shop for commercial vehicle licensing and permits, and works with commercial vehicle safety and compliance. Commercial vehicles include trucks, tractor-trailers, buses, limousines and other vehicles that transport property, passengers or hazardous materials. System management costs are approximately 23 percent of transportation expenditures.

MoDOT's continued investment in the **fleet, facilities and information systems** infrastructure is necessary to support the system management and construction programs. Annual costs to maintain MoDOT's fleet, facilities and information systems are included in this disbursement category. These costs are approximately 4 percent of transportation expenditures.

The **Multimodal** Division works with cities, counties and regional authorities to plan improvements for public transit, railroad, aviation, waterway facilities and freight development in Missouri. These costs are approximately 3 percent of transportation expenditures. See Section 7 for further information on Multimodal Operations.

The **construction program operating costs** are costs associated with implementing MoDOT's construction program which primarily includes in-house preliminary engineering, construction engineering and right of way incidentals as identified in Sections 3 and 4. These costs are approximately 6 percent of the transportation expenditures. After deducting expenditures for other state agencies, debt service and operating costs from MoDOT's funding sources, all remaining revenues are made available for the **highway and bridge construction program.** This category encompasses payments to contractors for construction projects, right of way purchases, consultant engineering, utility relocations and federal funding for local governments that passes through MoDOT's budget. Contractor payments encompass the majority of construction program expenditures. Contractor payments, right of way purchases, consultant engineering, utility relocations and federal pass through payments are approximately 35 percent of the transportation expenditures. The construction program operating costs and highway and bridge construction program disbursements total approximately 41 percent of the transportation expenditures.

Sections 5-1 through 5-7 describe the overview of all revenue and expenditures for the Missouri Department of Transportation, which includes the Highway and Bridge Construction Program, Multimodal and Highway Safety. The remaining Sections contain only projections of future revenue and expenditures for the Highway and Bridge Construction Program. Highway Safety programs not intended for road improvements are included in Section 6. Multimodal programs are included in Section 7.

Projections of future revenues and expenditures for the Highway and Bridge Construction Program as determined by cash flow analysis

Historical highway and bridge data for the previously-described revenue and expenditure categories are combined with detailed statistical models to forecast future revenue and expenditure data. The following provides a description of each revenue and expenditure category and how they are projected.

Revenue

- Federal reimbursements
  - Obligation authority declines from $870 million in 2014 to $703 million for 2015 through 2019, a 19 percent decline compared to 2014 funding levels. Future federal funding is very uncertain and the federal Highway Trust Fund is currently projected to be insolvent in August of 2014.
  - Local public agencies spending down available balances ($69 million from 2015-2019).
  - MoDOT estimates $831 million of federal reimbursements in fiscal year 2015 will decrease to $485 million in fiscal year 2019 due to a declining construction program, resulting from insufficient state revenues, and declining federal funding.
  - Additional detail regarding federal funding starts on Section 5-18.

- Motor fuel taxes
  - Projections are based on gasoline and diesel consumption projections from the US Department of Energy's Annual Energy Outlook 2013 (AEO 2013) for the region (region includes: ND, SD, NE, KS, MO, IA, MN).
  - In fiscal year 2015, MoDOT estimates $481 million of motor fuel tax receipts will decrease to $473 million in fiscal year 2019, as we suspect more Missourians will turn to more fuel-efficient vehicles due to Corporate Average Fuel Economy (CAFÉ) standards that reduce energy consumption by increasing the fuel economy of a vehicle or they may seek out other transportation options they had previously avoided. While good for the environment, these actions erode motor fuel tax revenues.

- Motor vehicle & driver licensing fees
  - Projections are based on estimates of the population over the age of sixteen from the AEO 2013 and drivers licensing renewal data from the Department of Revenue.

- In fiscal year 2015, MoDOT estimates $272 million of motor vehicle and driver licensing fee receipts will grow to $283 million in fiscal year 2019, an average annual growth rate of 1 percent.

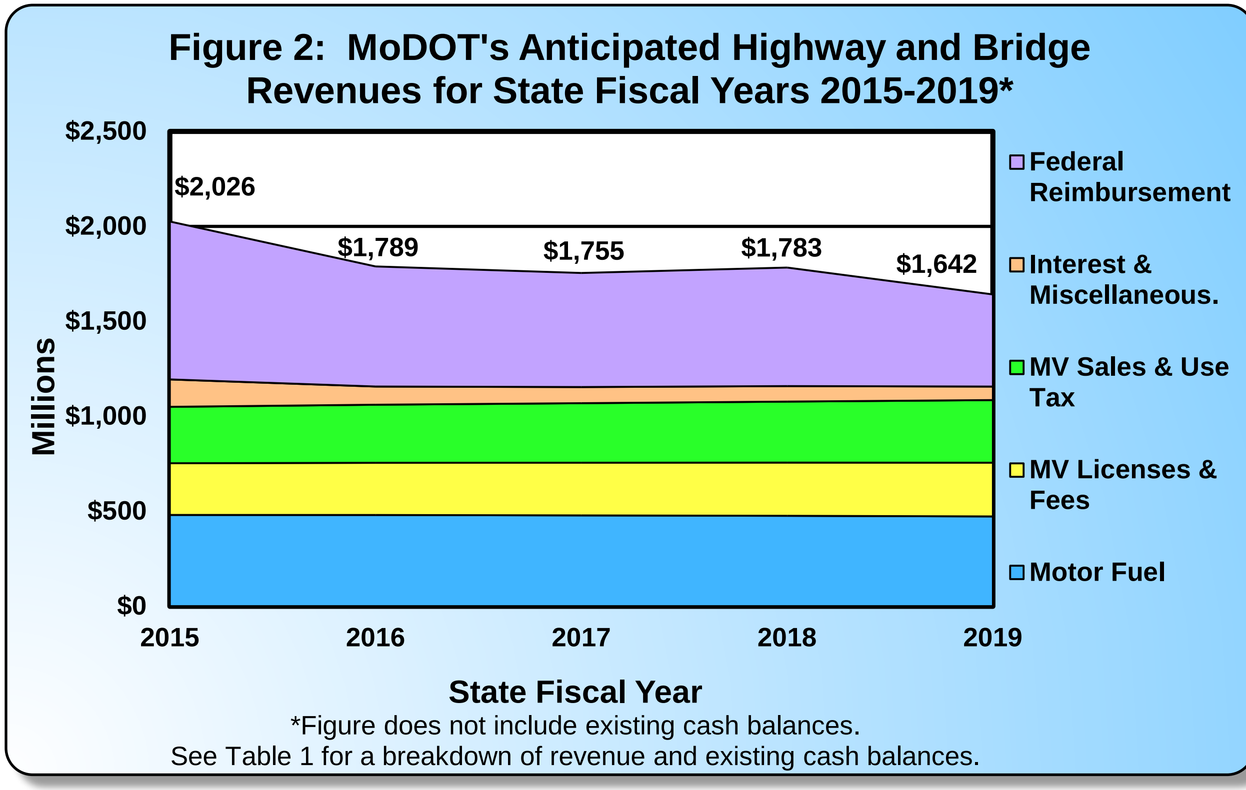
- Motor vehicle sales & use taxes
  - Projections are based on real disposable income estimates from the AEO 2013.
  - In fiscal year 2015, MoDOT estimates $297 million of motor vehicle sales and use tax receipts will grow to $330 million in fiscal year 2019, an average annual growth rate of 3 percent. The average annual growth rate from fiscal years 2010-2013 was five percent. A complicating factor is as consumers look for ways to decrease their personal transportation costs, one option is turning to smaller, more fuel-efficient vehicles. Since these vehicles cost less, sales taxes are lower, resulting in lower transportation revenues. Economic conditions also play a factor in this category. As unemployment remains high, consumer credit problems still exist, and financial institutions continue to have tighter lending standards creating unfavorable conditions for this category.

- Interest and Miscellaneous Revenue
  - Projections are based on 1 percent earnings rate for interest revenue and historic receipts for miscellaneous revenue.
  - MoDOT estimates $144 million of interest earned on invested funds and other miscellaneous receipts in fiscal year 2015 will decrease to $71 million in fiscal year 2019. This category includes construction project cost reimbursements from local governments and other states.

- Bond proceeds
  - No new issuances are planned in fiscal years 2015-2019.

Total revenue

The stability and predictability of future transportation revenues are subject to many variables; however, using the Department of Energy's projections, Figure 2, Section 5-10 provides an estimate of Missouri's transportation revenues for state fiscal years 2015 through 2019. As shown in Figure 2, estimated revenue decreases from $2 billion in state fiscal year 2015 to $1.6 billion in state fiscal year 2019, primarily due to a declining construction program and a pay-as-you-go type of program. See Table 1, Section 5-13 for a breakdown of revenue.



Expenditures

- Other State Agencies
  - Projections are based on fiscal year 2014 appropriation amounts; the personal service growth rate assumption is 0 percent in fiscal years 2016, 2017 and 2019; 2 percent in fiscal years 2015 and 2018; fringe benefit growth rates average 3 percent for fiscal years 2015-2019; and expense and equipment growth rates are 0 percent for fiscal years 2015-2019.
  - In fiscal year 2015, MoDOT estimates $234 million of other state agency expenditures grow to $245 million in fiscal year 2019.

- Debt Service
  - Projections are based on the repayment of outstanding state road bonds.
  - Amounts do not include capital or operating lease payments.
  - In fiscal year 2015, MoDOT estimates $293 million of debt service expenditures grow to $304 million in fiscal year 2019.

- Operating Costs (includes Administration; System Management; Fleet, Facilities and Information Systems; Multimodal; and Construction Program Operating costs)
    - Projections are based on the fiscal year 2014 budget and fiscal year 2015 appropriations request; the personal service growth rate assumption is 0 percent in fiscal years 2016, 2017 and 2019, 2 percent in fiscal years 2015 and 2018; fringe benefit growth rates average 3 percent; and expense and equipment growth rates average 0 percent for fiscal years 2015-2019.
    - In fiscal year 2015, MoDOT estimates $702 million of operating expenditures grow to $729 million in fiscal year 2019, an average annual growth rate of 1 percent.

- Construction Program expenditures
    - Projections are based on a cash flow model that calculates payment schedules of MoDOT's active and future construction projects as provided in Section 4 of the STIP.
    - Contractor payments, right of way purchases, consultant engineering, accelerated program payments, suballocated federal funding for local governments and utility relocation costs are included.
    - In fiscal year 2015, MoDOT estimates $1.1 billion of construction program disbursements that falls to $467 million in fiscal year 2019. See Table 1, Section 5-13 for further details on the Construction program expenditures.

Total expenditures

Consistent with future transportation revenues, future transportation expenditures are also subject to many variables; however, using historical trends and various economic indicators, Figure 3, Section 5-12 provides an estimate of Missouri's transportation expenditures for state fiscal years 2015 through 2019. As shown in Figure 3, estimated transportation expenditures (including costs associated with state advance construction projects, see Section 5-20 through 5-21 for further discussion on state advance construction projects), will decline from $2.3 billion in fiscal year 2015 to $1.7 billion in fiscal year 2019. From fiscal years 2015-2019, total expenditures exceed total revenue by $890 million, which is offset by projected cash balances totaling approximately $1 billion available at the beginning of fiscal year 2015. The construction expenditures are derived from the cash flow analysis on the 2015-2019 Highway and Bridge Construction Schedule (Section 4). These amounts decline primarily due to the end of many larger projects awarded in previous fiscal years. Assumptions for the construction program expenditures are in the next subsection. The remaining expenditures are expected to have inflationary growth as outlined above. See Table 1 in Section 5-13 below for a breakdown of expenditures by each budget category.

Missouri's Statewide Transportation Improvement Program (STIP) includes a five-year plan of highway and bridge construction projects, which is financially constrained for each fiscal year. Table 1 provides the cash flow analysis summary for the fiscal year 2015-2019 STIP. An adequate cash flow balance is maintained as determined by projected monthly cash balances in any given year. MoDOT maintains at least a $100 million cash balance based on debt covenants and cash reserve to manage revenue and expenditure fluctuations. The amounts only include revenues and disbursements dedicated to highways and bridges since Multimodal and a portion of Highway Safety funding cannot be included in the minimum cash balance.

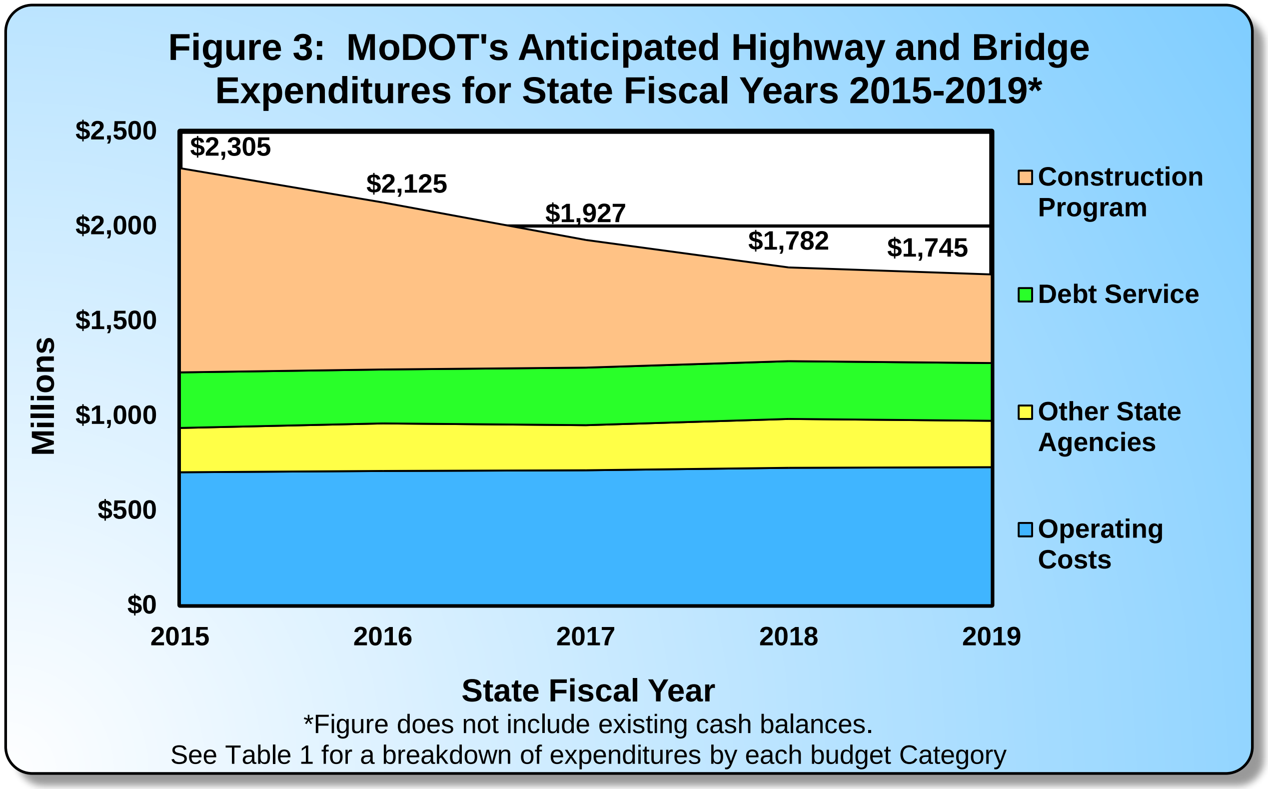


Table 1: MoDOT Construction Cash Flow Projections for Roads and Bridges for Fiscal Years 2015-2019

Dollars in Millions

		Additions to Cash Balance						Subtractions from Cash Balance					
Fiscal Year	**Beginning Cash Balance**	Federal Reimburse-ment*	Motor Fuel Tax Revenue	Motor Vehicle & Drivers Licensing Revenue	Motor Vehicle Sales and Use Tax Revenue	Interest and Misc. Revenue	Other State Agencies	Debt Service	Administ-ration	System Manage-ment	Fleet, Facilities and Inform-ation Systems	Total Construction Disburse**	**Ending Cash Balance**
2015	**$1,006.8**	$831.4	$480.6	$272.3	$296.9	$144.4	$233.7	$293.1	$52.7	$445.4	$78.0	$1,202.6	**$726.9**
2016	**$726.9**	$632.2	$480.4	$274.8	$305.8	$95.8	$250.8	$284.4	$53.8	$449.9	$78.3	$1,007.5	**$391.2**
2017	**$391.2**	$600.5	$478.2	$277.4	$313.3	$85.0	$237.8	$303.5	$56.0	$451.2	$78.4	$799.9	**$218.8**
2018	**$218.8**	$624.1	$476.1	$280.2	$321.1	$81.6	$257.7	$304.7	$57.2	$458.9	$78.9	$624.6	**$219.9**
2019	**$219.9**	$485.0	$472.7	$282.9	$329.7	$71.2	$244.6	$304.5	$58.8	$460.3	$79.1	$597.7	**$116.4**

*Includes regular federal funds, federal advance construction conversions and sub-allocated pass-through funds to local governments.

** Includes engineering, payments (see Section 4) and sub-allocated funds to local governments. See Table 2, Section 5-14 (blue line) for further analysis.

Construction Program

The actual dollar amounts for right of way and construction projects awarded in prior fiscal years, the estimated award amount for right of way and construction projects programmed in the STIP along with estimates for the construction budget based on the cash flow analysis of existing construction contracts and future construction contracts, as provided in Section 4, are summarized in the following discussion. For example, a construction contract awarded today can result in contractor payments over multiple years as the project is completed. The future award amount assumptions and the contractor payments assumptions resulting from the cash flow analysis are summarized in Table 2. Other expenditures are included in the Highway and Bridge Construction Program in addition to awards. These other expenditures include utility relocation payments, right of way payments, MoDOT and Consultant engineering, and accelerated program payments, as well as suballocated federal dollars that pass through MoDOT to local governments. The Total Construction Disbursements in Table 2 below (blue line) match the Construction Disbursements from Table 1 in Section 5-13 (blue column).

Table 2: STIP construction awards versus contractor payments

How we budget for STIP projects (dollars in millions)							
	Award	FY15	FY16	FY17	FY18	FY19	Future FY
Prior FY Remaining Balance	$612.2	$590.3	$21.9	-	-	-	-
FY15	$720.0	$223.3	$477.7	$19.0	-	-	-
FY16	$596.0	-	$184.9	$395.9	$15.2	-	-
FY17	$339.0	-	-	$105.0	$226.6	$7.4	-
FY18	$325.0	-	-	-	$100.8	$217.5	$6.7
FY19	$325.0	-	-	-	-	$100.8	$224.2
Contractor Payments:		$813.6	$684.5	$519.9	$342.6	$325.7	
Utility Relocation Payments		$8.0	$5.0	$2.0	$2.0	$2.0	
Right of Way Payments		$20.0	$11.0	$7.0	$7.0	$7.0	
MoDOT and Consultant Engineering		$154.0	$137.0	$137.0	$140.0	$130.0	
Federal Pass Through		$167.0	$139.0	$120.0	$120.0	$120.0	
Payments* (see Section 4)		$40.0	$31.0	$14.0	$13.0	$13.0	
Total Construction Disbursements		$1,202.6	$1,007.5	$799.9	$624.6	$597.7	

* Payments include dollars to be paid back for accelerating a project or payments to others. Payments do not include GARVEE debt service payments.

Table 3 summarizes the total available funding for the highway and bridge construction program for state fiscal years 2015-2019 based on cash flow projections. These amounts do not include sub-allocated federal funds since they are administered by local governments.

Table 3: Highway and Bridge Construction Funding Summary

Dollars in Millions

State Fiscal Year	2015	2016	2017	2018	2019	Total
Available for Awards	$720.0	$596.0	$339.0	$325.0	$325.0	$2,305.0
Available for Right of Way, Utilities, etc.	$28.0	$16.0	$9.0	$9.0	$9.0	$71.0
Available for Payments (see Section 4)	$104.5	$95.5	$78.5	$77.5	$77.5	$433.5
Available for Engineering	$154.0	$137.0	$137.0	$140.0	$130.0	$698.0
Total Available	$1,006.5	$844.5	$563.5	$551.5	$541.5	$3,507.5

Table 4, Section 5-16 summarizes the programmed levels for state fiscal years 2015-2019. State Fiscal Years 2017, 2018 and 2019 are purposefully under programmed in order to accommodate unforeseen changes.

This STIP does not include adjustments for anticipated award savings, as past STIPs have. While projects awarded since 2007 reflected significant savings when compared to the programmed amounts, that pattern did not continue for projects awarded in 2014.

Table 4, Section 5-16 includes adjustments for additional funding from partnering agencies above what is assumed for State Fiscal Years 2015 and 2016. State Fiscal Year 2015 includes a small adjustment for the net amount of projects delayed from 2014.

Table 4: Highway and Bridge Construction Program Summary

Dollars in Millions

State Fiscal Year	2015	2016	2017	2018	2019	Total
Total Programmed	**$960.7**	**$758.6**	**$313.5**	**$250.8**	**84.5**	**$2,368.1**
Less Programmed for Engineering	$78.1	$51.2	$14.0	$8.2	$1.2	$152.7
Less Programmed for Right of Way, Utilities, etc.	$30.0	$13.7	$1.3	$0.8	$0.1	$45.9
Less Programmed for Payments	$106.3	$93.4	$86.4	$77.3	$64.6	$428.0
Programmed for Awards	**$746.3**	**$600.3**	**$211.8**	**$164.5**	**$18.6**	**$1,741.5**
Less Reasonably Available Due to Award Savings	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Less Additional Funding From Others	$25.1	$0.3	$0.0	$0.0	$0.0	$25.4
Less Net Amount Delayed from 2014	$5.9	$0.0	$0.0	$0.0	$0.0	$5.9
Awards Anticipated with Funding Projected	**$715.3**	**$600.0**	**$211.8**	**$164.5**	**$18.6**	**$1710.2**

Funding Distribution

The Missouri Highways and Transportation Commission approved a funding distribution method in January of 2003 that was modified in June of 2004 and again in February of 2006. A modification in February of 2011 increased the amount set aside for the Cost Share and Economic Development program from $30 million per year to a variable amount which ranges from $35.39 million to $36.15 million in this STIP. A modification in March 2012 increased the base amount set aside for the Cost Share and Economic Development program by $10 million per year plus a variable amount based on project savings. This funding distribution and its subsequent modifications were developed with extensive public involvement and are consistent with MoDOT's Mission, Values and Tangible Results. The following steps outline the distribution of funds for the Highway and Bridge Construction Program.

Of the total funds available, including federally earmarked funds:

Step 1: Deduct federally sub-allocated funds designated for specific purposes (Varies).

Step 2: Deduct funding for other transportation modes (aviation, railways, transit and waterways) appropriated by the state legislature for the designated purposes (Varies). This funding cannot be used for roads and bridges.

Step 3: Deduct the financing cost for projects accelerated through bond financing (Varies).

Step 4: Deduct funding for specific funding sources (Varies). This includes categories such as Statewide Transportation Enhancement/Alternatives funds, special safety funds (Open Container, High Risk Rural Roads, and Repeat Offender), semi-annual reimbursements, Amendment 3 Funds for use on Element 3 of MoDOT's Smoother, Safer, Sooner Program and federal discretionary (above-formula) earmarks for distribution to the related earmarked projects.

Step 5: Deduct funding for the Economic Development and Cost Sharing Program (Varies).

Step 6: Deduct funding contributed by Partnering Agencies (Varies). These are funds dedicated to specific projects such as a city's portion of a cost share project.

Step 7: Deduct funding for project savings (Varies). Savings or debits are credited or debited to specific districts or programs.

Of the remaining funds available for road and bridge improvements:

Step 1: Allocate up to $460 million per year to Taking Care of the System. Less than $460 million is available in 2017, 2018 and 2019. Allocate these funds as follows:

- $125 million for Interstates/Major Bridges (partially funded in 2017, 2018 and 2019)
- $ 25 million for Safety Projects (fully funded)
    - Distribution based on a three-year average accident rate.
- $310 million for remaining Taking Care of System (partially funded in 2017, 2018 and 2019)
    - Distribution based on a formula that averages:
        - Percent of total Vehicles Miles Traveled (VMT) on the National Highway System and remaining arterials.
        - Percent of square feet of state bridge deck on the total state system.
        - Percent of total lane miles of National Highway System and remaining arterials.

Step 2: Allocate up to $131 million per year to Flexible Funds that can be used for either Taking Care of the System or Major Projects and Emerging Needs. This amount may be reduced if funding is not available. No flexible funds are available for 2017, 2018 and 2019.

- Distribution based on the average of:
  - Percent of total population.
  - Percent of total employment.
  - Percent of total VMT on the National Highway System and remaining arterials.

Step 3: Allocate remaining funds, if any, to Major Projects and Emerging Needs. There are no remaining funds to allocate in 2017, 2018 and 2019. These funds are distributed to the three Transportation Management Areas and the rural area based on a formula that averages:

- Percent of total population.
- Percent of total employment.
- Percent of total VMT on the National Highway System and remaining arterials.

Half of the rural area funding is distributed to the districts based on the above factors. The other half of the rural funding will be used for statewide rural projects.

Federal Funding

The current transportation bill, "Moving Ahead for Progress in the 21st Century" (MAP-21), was signed into law by President Obama on July 6, 2012. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 funds surface transportation programs for fiscal years 2013 and 2014. The funding is slightly less than provided in the previous transportation bill, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU). The funding levels require transfers of $2.4 billion from the Leaking Underground Storage Tank Trust Fund and $18.8 billion from the General Fund to the Highway Trust Fund.

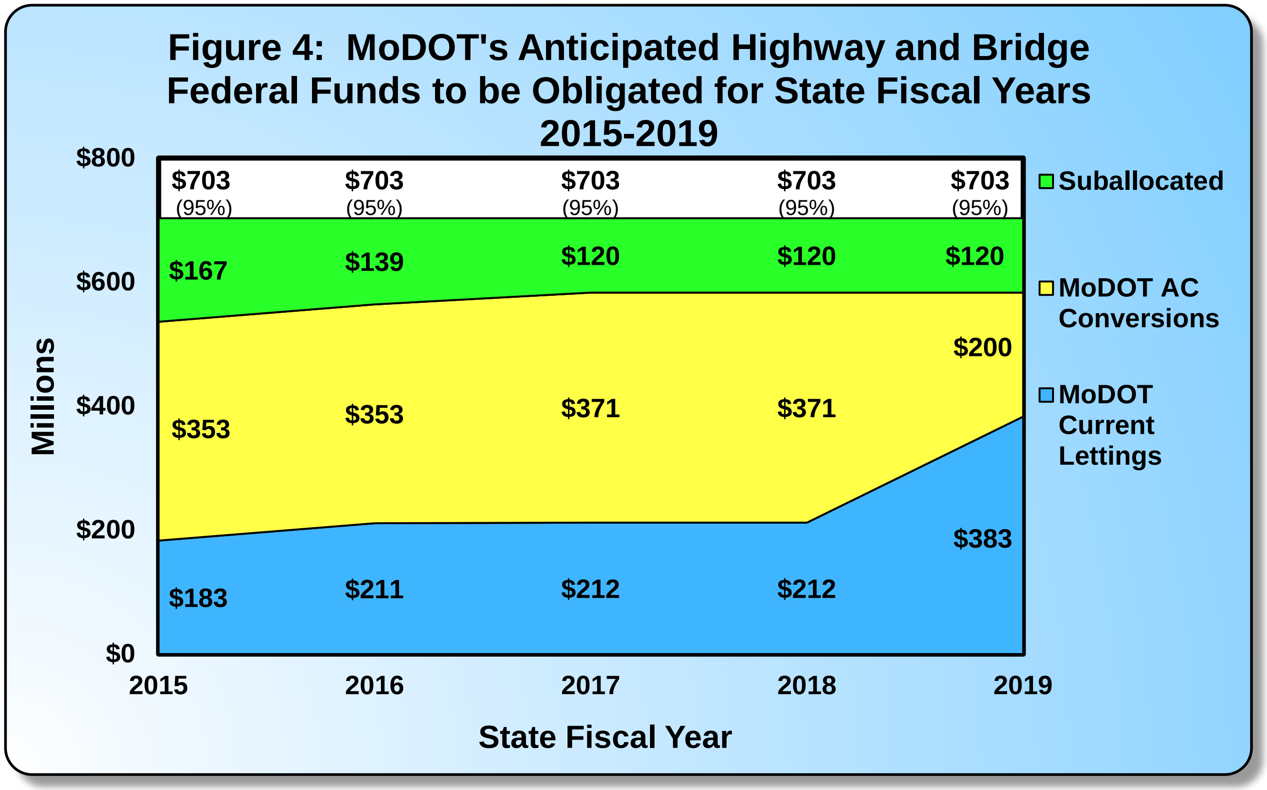
MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program – are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)

- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

It creates two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities – replaces a similarly purposed discretionary program.
- Transportation Alternatives (TA) – a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.



MAP-21 expires on September 30, 2014. Congressional action is required to continue federal funding beyond MAP-21.

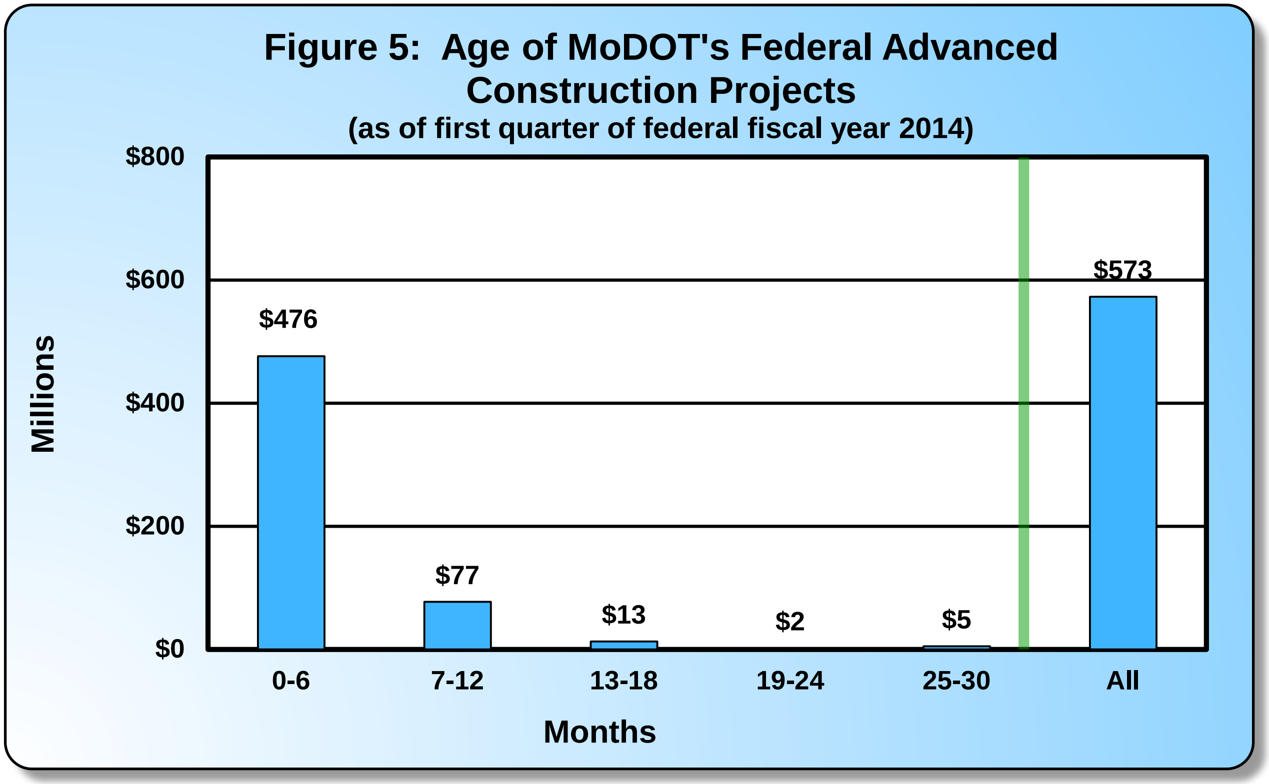
Our forecasted federal revenue is based on our anticipated annual obligation limitation, which is the amount of authorized funding Congress allows states to obligate in any given year. Federal funding for the 2015-2019 STIP will be obligated for the following (1) suballocated funding that flows through MoDOT to local governments, (2) converting advance construction projects and (3) current lettings. First, suballocated federal funds will pass through MoDOT to local governments. Second, MoDOT will convert advance construction projects to regular federal funds (see

Sections 5-20 through 5-21 for further information on advance construction). Lastly, any remaining federal funding will be available for current lettings. See Figure 4, Section 5-19 for federal obligation authority assumptions used for the 2015-2019 STIP.

MoDOT anticipates using the advance construction balance to ensure all federal funds are matched. MoDOT's estimate shows advance construction balances dramatically decrease, which will eventually create a significant challenge for MoDOT to match the anticipated amount of available federal funds.

Advance Construction (AC)

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and seek federal-aid reimbursement in the future.



MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes

AC for National Highway Performance Program (NHPP) and Surface Transportation System (STP) projects or when sufficient obligation limitation is not available. The average number of days as obtained from FHWA's Fiscal Management Information System (FMIS) last transaction date is 196 days as of the first quarter of federal fiscal year 2014. Figure 5, Section 5-20, shows the projects grouped by age in six-month increments and the dollar amount and the number of projects in each group.

MoDOT anticipates sufficient revenue exists to cover new AC projects over the STIP horizon, as shown in Table 1, Section 5-13. Funding sources include existing cash balances, state motor fuel, motor vehicle sales and use tax and motor vehicle licensing and fees revenue, federal reimbursement (includes conversion of AC), interest and miscellaneous revenue as shown in Figure 2, Section 5-10.

Table 5, Section 5-21, provides MoDOT's AC forecast, which shows the projected balance at the end of each fiscal year. State funds pay for new AC project expenditures until federal-aid is available. Once federal-aid is available, the projects are converted to federal funds and previous state expenditures are reimbursed. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement. Which projects are converted also depends on what federal funds are made available. As displayed in Table 5, MoDOT anticipates the AC balance to decline from state fiscal years 2015 to 2019. The AC balance is driven by the relationship between available federal funds and the construction program. For example, if available federal funds are significantly lower than the size of the construction program, the AC balance will increase. The amounts in Table 5 are based on MoDOT's AC forecast. Also included in Table 5 are AC conversions of projects from prior STIPs. The amounts are subject to change based on future federal apportionment amounts and categories.

Table 5: MoDOT's Advance Construction Forecast Estimates

Dollars in Millions

State Fiscal Year	2015	2016	2017	2018	2019
Beginning AC Balance*	$384	$529	$575	$393	$200
Plus: New AC Projects (incl. Unprogrammed)**	$498	$399	$189	$178	$7
AC Subtotal	$882	$928	$764	$571	$207
Less: AC Conversions (prior STIP projects)	$353	$31	$0	$0	$0
Less: AC Conversions (incl. Unprogrammed)**	$0	$322	$371	$371	$200
Estimated Ending AC Balance	$529	$575	$393	$200	$7

*Estimated Beginning AC Balance

**Additional projects will be programmed in outer years of the STIP

Appendix A lists partial AC projects. These projects are shown as AC in Section 4, but part of the projects will be federal, not AC.

Appendix A: 2015 - 2019 STIP Construction Projects
That are Partial Advance Construction Projects

District	County	Route	Job Number	Description	SFY	Federal Amount (x $1,000)
NW	Harrison	136	1P2225	Pavement and shoulder improvements from east of I-35, in Bethany, to the Mercer County line. $771,000 Open Container funds.	2015	771
NW	Clinton	C	1S3088	Thin pavement treatment and shoulder improvements from Rte. 116 in Plattsburg to Clay County line. $760,000 Open Container funds.	2016	760
NE	Lincoln	U	2S3001	Pavement and shoulder improvements from Rte. J to 0.7 mile west of Rte. 61 near Moscow Mills. Includes pavement improvements on Rte. 61 west outer road. $154,000 Open Container, $923,000 Repeat Offender and $14,000 High Risk Rural Roads.	2015	1,091
NE	Marion	79	2S3006B	Pavement improvements from 0.3 mile south of I-72 interchange to 0.1 mile north of Rte. T in Hannibal. Project also includes pedestrian and ADA improvements. $294,000 Statewide Transportation Enhancement funds.	2015	294
NE	Audrain	54	2S3006D	Pedestrian improvements on north and south sides of road from Martin Luther King Drive to Christy Street in Mexico. $93,000 Statewide Transportation Enhancement funds.	2016	93
NE	Ralls	61	3P2206	Pavement and intersection improvements on northbound and southbound lanes from Warren Barrett Drive in Hannibal to 0.5 mile south of Rte. 19 near New London. $872,000 Open Container funds.	2015	872
NE	Audrain	22	3P2207	Pavement improvements from 0.1 mile west of Rte. E in Audrain County near Mexico to Rte. F in Boone County. $800,000 Open Container funds.	2016	800
KC	Pettis	65	3P3037C	Pavement improvements on Rte. 65 from Rte. 765 to Rte. B, Rte. 50 from Rte. MM to Rte. 65, Rte. 765 from Rte. 65 to south Prospect Avenue. $247,000 Statewide Transportation Enhancement funds.	2016	247
KC	Lafayette	23	3S3034	Pavement improvements and sidewalk repair from I-70 to 15th Street in Concordia. $120,000 Statewide Transportation Enhancement funds.	2015	120
KC	Lafayette	131	3S3040	Corridor improvements, including roadway widening and sidewalk improvements, from Rte. 40 to Kelly Street in Odessa. $382,351 Cost Share 2015, $622,000 Odessa, $155,000 Statewide Transportation Enhancement funds.	2015	155
KC	Clay	35	4I3005	Interchange, ramp and auxiliary lane improvements from I-435 interchange to Pleasant Valley Road/South Liberty Parkway/US 69 interchange. $13,194,000 Economic Development, $4,200,000 Liberty, $100,000 Pleasant Valley, $5,000,000 MARC STP-Urban. Project involves bridges A0496 & L0501.	2015	5,000
KC	Clay	435	4I3038	Pavement improvements from I-35 to Rte. 24. $273,000 Statewide Transportation Enhancement funds.	2016	273

District	County	Route	Job Number	Description	SFY	Federal Amount (x $1,000)
KC	Cass	49	4P2247	New interchange at 211th Street from Peculiar Drive to east outer road in Peculiar. $4,778,000 Cost Share, $4,777,000 Peculiar, $165,000 Statewide Transportation Enhancement funds. MoDOT's maximum is $8,164,000.	2015	165
KC	Cass	7	4P2257	Roadway improvements from Independence Street to Stella Avenue in Harrisonville. $2,040,000 MARC STP-Urban funds and $510,000 Harrisonville.	2015	2,040
KC	Jackson	40	4P2387	Intersection improvements at Lee's Summit Road. $983,450 MARC STP-Urban.	2015	983
KC	Jackson	LEES SUMMIT RD	4P2387B	Corridor improvements, including roadway widening, signals, lighting and sidewalks, from south of Rte. 40 to south of Anderson Drive. $7,120,000 MARC STP-Urban and $3,998,000 Jackson County STP-3301(454).	2015	7,120
KC	Clay	291	4P3081C	Pavement improvements from south of Old Rte. 33 to Orchard Drive. $324,000 Statewide Transportation Enhancement funds.	2016	324
KC	Jackson	AA	4S2029B	Roadway, sidewalk and ADA improvements from Walnut Street to Eagles Parkway in Grain Valley. $1,000,000 Cost Share, $976,360 Grain Valley, $443,000 MARC Transportation Enhancement funds, $120,000 STP-Urban funds.	2015	563
KC	Jackson	24	4S3052	Pavement and sidewalk improvements from Ewing Avenue to the Rte. 291 outer road in Independence. $456,000 Statewide Transportation Enhancement funds.	2016	456
KC	Johnson	DD	4S3102Z	Payment to Johnson County for the construction of a shared use trail along Rte. DD from Pembrooke Drive to SE 591 Road. $285,563 Cost Share and $311,121 District Transportation Enhancement funds. To be let by Johnson County as STP-6300 (406).	2015	311
KC	Platte	45	4U1108C	Corridor improvements, including roadway widening and bicycle/pedestrian accommodations, from Rte. K to I-435 in Platte County. $3,163,740 Cost Share, $5,794,000 MARC STP-Urban and $1,448,500 Platte County funds.	2016	5,794
CD	Cole	50	5P0820D	Interchange at Lafayette Street and capacity improvements from Monroe St. to Clark Ave. in Jefferson City and improve Lafayette St. between Miller & McCarty St. $999,829 from FY2010 Approp. Bill Earmark Demo ID MO237, $140,400 Jefferson City & $1,332,834 Cole Co. funds and $25,000 CO Traffic budget.	2015	1,000
CD	Callaway	54	5P3011	Pavement improvements on the eastbound lanes near Kingdom City from Bus. 54 north junction to east of County Road 147. $20,000 Strategic Highway Research Program (SHRP2) funds.	2016	20
CD	Dent	J	5S3008B	ADA improvements in Salem from Rte. 72 to Rte. 32. Includes Rte. 19 from Rte. 32 to East 11th Street. $124,000 Statewide Transportation Enhancement funds.	2015	124
CD	Morgan	Various	5S3008D	ADA improvements in Morgan, Moniteau and Miller Counties. $448,000 Statewide Transportation Enhancement funds.	2015	448

District	County	Route	Job Number	Description	SFY	Federal Amount (x $1,000)
CD	Miller	42	5S3009C	Pavement improvements from Osage Beach to Rte. 133 in Maries County. Includes Rte. 134 in Miller County from Rte. 42 to Camden County. $20,000 Strategic Highway Research Program (SHRP2) funds.	2015	20
SL	St. Charles	94	3S2009K	Shoulder and curve improvements from Rte. H/Rte. 94 intersection to Rte. H/J intersection. $60,000 Open Container funds.	2015	60
SL	St. Louis	44	6I2423	Interchange improvements at I-44/Rte. 141, intersection improvements at Vance Road/Rte. 141 and pavement improvements along Rte. 141 from north of Vance Road to south of I-44. Design/Build project. $2,550,000 Congestion Mitigation and Air Quality Improvement.	2016	2,550
SL	St. Louis	44	6I3034B	Pavement and bridge improvements from Murdoch Avenue to Hampton Avenue. $70,000 Statewide Transportation Enhancement funds. Project involves bridges A2368, A2318, A2394, A1739 and A1733.	2015	70
SL	St. Louis City	100	6S1823	Pavement and ADA facilities improvements from Spring Avenue east to I-55. $170,000 Statewide Transportation Enhancement funds.	2015	170
SL	St. Louis	340	6S1872	Pavement improvements from Ballas Road to Rte. 67 (Lindbergh Boulevard). $828,000 Statewide Transportation Enhancement funds.	2015	828
SL	St. Louis City	D	6S2212	Safety and signal improvements at 14th Street, Jefferson Street, Martin Luther King Drive and Pendleton. $40,000 Statewide Transportation Enhancement funds.	2015	40
SL	St. Louis City	D	6S2213	Signal, lighting and ADA facilities improvements at Hamilton Avenue, Goodfellow Boulevard and Whittier Street. $30,000 Statewide Transportation Enhancement funds.	2015	30
SL	St. Louis	340	6S2426	Pavement improvements from I-170 to Ferguson Avenue. $273,000 Statewide Transportation Enhancement funds.	2015	273
SL	St. Louis	180	6S3009	Pedestrian improvements and ADA accommodations near Rte. 67. $99,000 Statewide Transportation Enhancement funds.	2015	99
SL	Jefferson	Y	6S3010E	Pavement, shoulders and curve improvements from Rte. 30 to Rte. 21. Shoulder and curve improvements funded with $1,376,000 Open Container funds.	2015	1,376
SW	Lawrence	97	7S2210	Pavement and safety improvements on various sections from I-44 to Rte. 86. $851,000 Open Container funds.	2016	851
SW	Barry	248	7S2210B	Pavement and safety improvements on various sections from Rte. 76 to Rte. 39. $604,000 Open Container funds.	2016	604
SW	Greene	60	8P0683D	Interchange improvements at Rtes. NN/J. $911,000 Open Container funds.	2015	911
SW	Greene	65	8P0850B	Relocate Eastgate Avenue (east outer road) intersection east of Rte. 65. $1,179,000 Springfield, $100,000 Greene County STP-Urban.	2018	100

District	County	Route	Job Number	Description	SFY	Federal Amount (x $1,000)
SW	Greene	65	8P2196	Railroad crossing grade separation at Chestnut Expressway and BNSF railway 0.2 mile west of Rte. 65. $4,846,523 Cost Share, $3,190,415 Springfield, $2,400,000 STP-Rail, $2,325,663 Springfield STP-U, $600,000 Grade Crossing Safety Account and $400,000 Greene Co. STP-U.	2016	5,126
SW	Christian	65	8P2356	Interchange improvements at Rtes. CC and J in Ozark. $3,844,152 Cost Share, $1,657,044 Christian County, $2,300,000 Christian County STP-Urban.	2015	2,300
SW	Greene	65	8P3036	Interchange improvements at Rte. YY (Division Street). $1,519,395 Cost Share, $1,823,292 Springfield STP-Urban, $455,823 Springfield.	2017	1,823
SW	Lawrence	39	8S2272	Pavement and safety improvements on various sections of Rte. M from Rte. 96 to Rte. 174; of Rte. 39 from I-44 to Carnation Dr. in Aurora; and add alternate work on Rte. TT from Rte. 39 to Rte. D. $208,000 Open Container funds.	2017	208
SW	Polk	D	8S2343	Pavement and safety improvements on various sections from Rte. 64 to Rte. 32 in Bolivar. $49,000 Open Container funds.	2015	49
SW	Greene	744	8S3019	Intersection improvements at Rte. 744 (Kearney Street) and Packer Road. $582,977 Cost Share, $728,721 Springfield STP-Urban, $182,180 Springfield.	2016	729
SW	Greene	413	8S3025	ADA accommodations at various locations on Rte. 413 (Sunshine Street), Rte. 744 (Kearney Street), Rte. 13 (Kansas Expressway) and Loop 44 (Chestnut Expressway). $35,000 Statewide Transportation Enhancement funds.	2015	35
SW	Greene	65	8U0500	Bridge and interchange improvements at Battlefield Road in Springfield. $3,708,853 Cost Share, $1,189,657 Ozarks Transportation Organization BRM, $4,153,500 Springfield, $2,291,368 Springfield STP-U and $500,000 Greene County.	2015	3,481
SE	Bollinger	34	0P2295	Pavement improvements from east of Rte. DD to Rte. 67. $30,000 High Risk Rural Roads funds.	2015	30
SE	Reynolds	34	0P2306	Pavement improvements from the Reynolds County line to Piedmont. $67,000 Statewide Transportation Enhancement funds.	2015	67
SE	Perry	61	9P3093	New connector road at Perryville Industrial Park from Rte. 61 to Rte. 51. $2,461,571 Cost Share, $1,520,000 Economic Development Administration, $226,389 STP-Urban and $1,580,059 Perryville.	2016	226
SE	Dunklin	412	9S3010	Intersection improvements at Rte. 412 and Rte. 25, Rte. 412 and Rte. 84 in Kennett, Rte. 164 and Rte. 61, Rte. 164 and I-55 in Steele, Rte. 61 and Rte. HH in Sikeston and Rte. $806,000 Statewide Transportation Enhancement funds.	2015	806
SE	Shannon	99	9S3014B	Pavement improvements from Rte. 60 to Rte. 160. $9,000 Statewide Transportation Enhancement funds.	2015	9
SE	Scott	77	9S3014J	Pavement improvements from Rte. 61 to Rte. D. $48,000 Statewide Transportation Enhancement funds.	2015	48

District	County	Route	Job Number	Description	SFY	Federal Amount (x $1,000)
SE	Cape Girardeau	25	9S3014K	Pavement improvements from Rte. 34 in Jackson to Rte. K. $92,000 Statewide Transportation Enhancement funds.	2015	92
SE	Stoddard	J	9S3023	Payment to Bloomfield for ADA improvements. $122,000 Statewide Transportation Enhancement funds (SRTS INF H31H102).	2015	122
SE	New Madrid	T	9S3030	Pavement improvements from Rte. 61 to the end of state maintenance. $57,000 Statewide Transportation Enhancement funds.	2015	57
SE	Butler	WW	9S3062	Pavement improvements from Union Pacific Railroad bridge to Rte. 53 in Poplar Bluff. $15,000 Statewide Transportation Enhancement funds.	2015	15
SE	Scott	K	9S3094	Widening to accommodate two-way left turn lane from Crites Street to Chester Street in Scott City. $247,186 Scott City and $204,417 STP-Urban.	2015	204