

## **Proposed Allocation of Expenditures for remainder of 1992 Plan RSMo 21.795.3(3)**

The information in this section is in accordance with the highlighted portion in the following section of the reporting statute. *"(3) The proposed allocation and expenditure of moneys and the proposed work plan for the current fiscal year, at least the next four years, and for any period of time expressed in any public transportation plan approved by either the general assembly or by the voters of Missouri. This proposed allocation and expenditure of moneys shall include the amounts of proposed allocation and expenditure of moneys in each of the categories listed in subdivision (1) of this subsection; ..."* Section 21.795.3(3), RSMo 2002 (L. 2003 TAFP HB 668). (emphasis added).

The 2007 Proposed Allocation and Expenditure of Moneys for the 1992 15-Year Plan reports that the total construction funds available for the period 1992-2010 are projected to be \$18.0 billion as compared to the original 1992 Plan estimated revenues of \$12.6 billion. The increase in revenue is attributable in part to including incidental revenue in current revenue whereas the 1992 projections did not include incidental income as revenue. Incidental revenue includes cost reimbursements from local governments, the logo program, the sale of surplus property, and the collection of other miscellaneous fees. Federal receipts were also higher than expected due to increased apportionments from TEA-21 and SAFETEA-LU. In addition, \$3.2 billion of bond proceeds and additional motor vehicle sales tax revenues were added to construction funding available. These funds were not anticipated in the original 1992 plan. **The cost of the 1992 Plan projects has more than doubled since 1992.**

**2007 Proposed Allocation and Expenditure of Moneys - 1992 Fifteen Year Plan - RSMo 21.795.3**  
**Millions of Dollars**

	Actual																2008	2009	2010	Total
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007				
<b>Revenue:</b>																				
Motor Fuel Tax Receipts	304	354	374	424	440	499	510	512	536	522	527	531	547	560	561	556	552	565	578	9,452
Less: Fuel Refunds	(27)	(30)	(30)	(37)	(37)	(39)	(46)	(42)	(42)	(44)	(34)	(34)	(35)	(40)	(40)	(41)	(40)	(40)	(40)	(718)
<b>Net Motor Fuel</b>	<b>277</b>	<b>324</b>	<b>344</b>	<b>387</b>	<b>403</b>	<b>460</b>	<b>464</b>	<b>470</b>	<b>494</b>	<b>478</b>	<b>493</b>	<b>497</b>	<b>512</b>	<b>520</b>	<b>521</b>	<b>515</b>	<b>512</b>	<b>525</b>	<b>538</b>	<b>8,734</b>
Licenses, Fees & Permits	195	200	203	215	222	228	229	239	241	274	255	256	257	266	282	252	279	284	289	4,666
M.V. Sales & Use Tax	88	95	114	123	130	136	147	156	178	163	180	171	177	174	170	257	256	296	306	3,317
Incidental Income	23	37	36	55	36	35	34	54	101	101	89	110	97	81	74	115	107	105	75	1,365
Road Fund Interest	4	2	3	5	6	6	8	9	9	16	12	12	7	9	23	37	44	35	29	276
<b>Total State Funds</b>	<b>587</b>	<b>658</b>	<b>700</b>	<b>785</b>	<b>797</b>	<b>865</b>	<b>882</b>	<b>928</b>	<b>1,023</b>	<b>1,032</b>	<b>1,029</b>	<b>1,046</b>	<b>1,050</b>	<b>1,050</b>	<b>1,070</b>	<b>1,176</b>	<b>1,198</b>	<b>1,245</b>	<b>1,237</b>	<b>18,358</b>
Bond Proceeds	0	0	0	0	0	0	0	0	0	256	413	0	263	0	370	830	550	148	360	3,190
Federal Reimbursement to MoDOT Program	270	317	339	373	338	360	372	394	563	551	740	664	594	682	670	696	841	780	729	10,272
<b>Total Funds Available</b>	<b>857</b>	<b>975</b>	<b>1,039</b>	<b>1,158</b>	<b>1,135</b>	<b>1,225</b>	<b>1,254</b>	<b>1,322</b>	<b>1,586</b>	<b>1,839</b>	<b>2,182</b>	<b>1,710</b>	<b>1,907</b>	<b>1,732</b>	<b>2,110</b>	<b>2,702</b>	<b>2,589</b>	<b>2,173</b>	<b>2,326</b>	<b>31,820</b>
<b>Non Construction Disbursements:</b>																				
Administration	27	28	26	27	28	26	24	25	44	53	47	47	41	41	43	45	48	50	52	722
Fleet, Facilities, & Information Systems	0	0	0	0	0	0	0	0	103	101	99	110	105	107	99	108	116	120	125	1,193
Maintenance	244	254	326	301	284	299	273	277	284	291	264	290	339	394	401	417	448	465	482	6,333
Other State Agencies	122	130	139	137	169	173	175	167	171	196	182	176	181	197	170	188	223	220	221	3,337
Article X Refunds	0	0	0	0	0	0	36	31	17	10	0	1	0	0	0	0	0	0	0	95
Debt Service	0	0	0	0	0	0	0	0	0	1	25	44	55	76	114	155	178	219	219	1,086
Accelerated Program Payments	0	0	0	0	0	0	0	1	7	23	21	16	17	24	15	23	14	9	2	172
<b>Total Non Construction</b>	<b>393</b>	<b>412</b>	<b>491</b>	<b>465</b>	<b>481</b>	<b>498</b>	<b>508</b>	<b>501</b>	<b>626</b>	<b>675</b>	<b>638</b>	<b>684</b>	<b>738</b>	<b>839</b>	<b>842</b>	<b>936</b>	<b>1,027</b>	<b>1,083</b>	<b>1,101</b>	<b>12,938</b>
<b>Available For Construction</b>	<b>464</b>	<b>563</b>	<b>548</b>	<b>693</b>	<b>654</b>	<b>727</b>	<b>746</b>	<b>821</b>	<b>960</b>	<b>1,164</b>	<b>1,544</b>	<b>1,026</b>	<b>1,169</b>	<b>893</b>	<b>1,268</b>	<b>1,766</b>	<b>1,562</b>	<b>1,090</b>	<b>1,225</b>	<b>18,883</b>
<b>Construction Program:</b>																				
Preliminary & Construction Engineering	97	108	110	132	124	137	145	167	152	178	210	204	178	179	193	209	183	184	179	3,069
ROW Parcels	39	42	45	51	47	81	63	102	57	69	71	88	53	54	61	84	65	40	15	1,127
Contracts	356	347	400	458	496	488	522	519	698	727	962	917	914	730	1,009	1,112	1,402	984	741	13,782
<b>Total</b>	<b>492</b>	<b>497</b>	<b>555</b>	<b>641</b>	<b>667</b>	<b>706</b>	<b>730</b>	<b>788</b>	<b>907</b>	<b>974</b>	<b>1,243</b>	<b>1,209</b>	<b>1,145</b>	<b>963</b>	<b>1,263</b>	<b>1,405</b>	<b>1,650</b>	<b>1,208</b>	<b>935</b>	<b>17,978</b>
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Funding from Cash Balances	28	(66)	7	(52)	13	(21)	(16)	(33)	(53)	(190)	(301)	183	(24)	70	(5)	(361)	88	118	(290)	(905)
<b>Total Planned For Construction</b>	<b>492</b>	<b>497</b>	<b>555</b>	<b>641</b>	<b>667</b>	<b>706</b>	<b>730</b>	<b>788</b>	<b>907</b>	<b>974</b>	<b>1,243</b>	<b>1,209</b>	<b>1,145</b>	<b>963</b>	<b>1,263</b>	<b>1,405</b>	<b>1,650</b>	<b>1,208</b>	<b>935</b>	<b>17,978</b>

Notes:

- Motor fuel, licenses fees and permits, and m.v. sales and use taxes reflect inclusion of Hancock refund amounts for base revenue projections.
- Original 1992 Plan Projections did not include amounts for incidental income (which includes Local Fund & Innovative Finance construction). Contractor payments reflect amounts funded with incidental income.
- Federal reimbursement/construction contracts do not include federal pass-through work.
- Administration, Fleet, Facilities, & Information Systems, Maintenance, and Preliminary & Construction Engineering include fringe benefits.
- Maintenance includes Motorist Assist expenditures.