

# **Comprehensive Annual Financial Report**

for the fiscal year ended  
**June 30, 2016**

Prepared by the Financial Services Division  
under the direction of  
Roberta Broeker, CPA, Chief Financial Officer  
and Brenda Morris, CPA, Financial Services Director

Missouri Department of Transportation  
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Jefferson City, MO 65102  
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**Missouri Department  
of Transportation**  
an agency of the State of Missouri

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# Introductory Section

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105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, Missouri 65102

**Missouri Department of Transportation**  
*Patrick K. McKenna, Director*

1.888.ASK MODOT (275.6636)

September 28, 2016

The Honorable Jay Nixon, Governor  
Members of the Missouri Legislature  
Members of the Missouri Highways and Transportation Commission  
Citizens of the State of Missouri

The Missouri Department of Transportation (MoDOT or the Department) is pleased to submit the Comprehensive Annual Financial Report (CAFR) of the Department for the fiscal year ended June 30, 2016.

Revised Statutes of Missouri, Section 21.795, require the Department, an agency of the state of Missouri, to have a financial statement audit performed annually by an independent certified public accountant. In fulfillment of this requirement, as well as bond requirements, the Department prepared this CAFR and contracted with the independent auditing firm of RubinBrown, LLP to audit the financial statements.

The objective of the independent audit is to provide reasonable assurance the financial statements are free from material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion and that the Department's financial statements for the fiscal year ended June 30, 2016, are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America (GAAP). Their report is presented as the first component in the financial section of this report.

GAAP requires management provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis. This letter of transmittal is designed to complement Management's Discussion and Analysis, which can be found immediately following the report of the independent auditors, and should be read in conjunction with it.

The CAFR comprises all funds from which MoDOT spends including certain other state agencies' spending as allowed by Missouri law. Only MoDOT appropriations are reported for other state of Missouri funds. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Department.

To provide a reasonable basis for making these representations, the Department has established a comprehensive internal control framework designed to protect the Department's assets from loss, theft or misuse and to compile reliable information for the preparation of the financial statements in conformity with GAAP. The Department's internal control includes both automated controls, which are an integral component of the financial accounting system, and comprehensive policies and procedures. In addition, the Department's Audits and Investigations Division is an independent audit unit that performs audits of the various districts and divisions of the Department.

Because the cost of internal controls should not outweigh their benefits, the Department's comprehensive framework of internal control has been designed to provide reasonable rather than absolute assurance that the financial statements are free from material misstatements.

To the best of our knowledge and belief, this financial report is complete and reliable in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the various funds. All disclosures necessary to enable the reader to gain an understanding of the Department's financial activities have been included.

## **Profile of the Department**

MoDOT works to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. The Department is responsible for designing, building, operating and maintaining Missouri's transportation system - the seventh largest in the United States with approximately 33,873 miles of highway and 10,394 bridges. The Department also works to improve airports, river ports, railroads, public transit systems and pedestrian and bicycle travel.

In 1979, voters of the State passed a constitutional amendment merging the State Highway Department with the Department of Transportation, becoming the Missouri Highways and Transportation Department. In 1996, the Missouri Highways and Transportation Department became the Missouri Department of Transportation by legislative action. The Missouri Highways and Transportation Commission (MHTC or Commission), a six-member bipartisan board, governs the Department. Commission members are appointed by the governor and are confirmed by the Missouri Senate. No more than three commission members may be of the same political party. The Commission appoints the MoDOT director.

The Commission is responsible for the annual update of the Department's five-year Statewide Transportation Improvement Program (STIP) and awards contracts for highway projects. The Commission has authority to issue bonds secured by highway revenues.

As shown on the organizational chart following this letter, the Department is organized by divisions and districts. The divisions represent a variety of disciplines and provide direction and oversight of the activities in the districts and support to the Department. These activities include the design and construction of highways and facilities, transportation planning including the five-year STIP, maintenance and safety of the existing highway system and activities related to other modes of transportation, such as aviation, railways, river ports, freight, transit, and bicycle and pedestrian facilities. The districts represent seven geographical regions of the state of Missouri and are responsible for providing projects and services to the citizens of Missouri.

## **Budgetary Controls**

The Commission approves the appropriation request submitted to the State Legislature for all governmental funds reported by MoDOT with the exception of those funds appropriated to other state agencies and to the Office of Administration for certain fringe benefits. The request is developed with input from the districts and divisions. The legal authority of the State Road Fund budget and any related amendments is the Commission. The legal authority for all other funds rests with the Legislature who takes action on appropriation requests between January and May for the subsequent year's appropriations.

The Department relies on the statewide accounting system to control total expenditures by appropriation utilizing features in the system to ensure budgetary compliance. An additional budgetary control in place includes management using reports to monitor spending by program, division or appropriation.

## **Missouri Economy**

Missouri's transportation system impacts the state's economy. Missouri businesses depend on our roadways, railways, waterways and airports to move their products and services both nationally and globally. An efficient, well-connected transportation system helps attract new businesses to our communities and helps existing businesses maintain a competitive edge with easy customer access, minimal shipping costs and strong links to a diverse workforce. The Department believes investments in transportation should create jobs and provide opportunities for advancement to all Missouri citizens.

Missouri employment continues to show slight growth. Per the Bureau of Labor Statistics, United States Department of Labor, in fiscal year 2016, the unemployment rate continued to decline to 4.7 percent in June 2016. This compares to an unemployment rate of 5.0 percent in June 2015. Compared to the national trend, the Missouri unemployment rate declined less than the United States rate and ended 0.2 percentage points lower in June of 2016 than the national rate of 4.9 percent. Employment gains occurred over the previous year in most areas including construction, finance, professional and business services, educational and health services, leisure and hospitality and government. Personal



income in the first quarter of 2016 is continuing to show steady growth at 4.1 percent over the previous year. Consumer confidence decreased in fiscal year 2016, which indicates that consumers continue to be cautious about making purchases.

MoDOT contributes to the economy in the areas of job creation, personal income growth and new value added to the economy. Based on the 2016-2020 STIP investment of \$3,040.7 million, an analysis estimates that on average, each year the plan creates 2,836 additional jobs with an average salary of \$53,074, \$150.5 million in new personal income and \$188.1 million in new value added to the economy. By comparison, the analysis of the 2015-2019 STIP investment of \$3,468.1 million estimates 3,946 jobs with an average salary of \$51,477, \$203.1 million in new personal income and \$247.8 million in new value added to the economy. The smaller transportation investment in this 2016-2020 STIP supports fewer jobs and has a smaller return per dollar invested. These statistics show the impact to the economy because the STIP has fewer projects and the projects are focused on maintaining the system versus expanding the system. Maintaining the system projects, such as bridge replacements, have a smaller economic impact than expansion projects, such as new interchanges. The 2017-2021 STIP investment will be \$3,970.0 million, which should increase the economic return.

Federal funds are the largest source of transportation revenue. The Department's share of state fuel tax receipts, the second largest revenue source, increased 3.4 percent in 2016. The 2016 state fuel tax receipts are still 1.7 percent lower than in 2008, the year with the highest collections in the last decade. Lower fuel prices have led to people driving more and purchasing more fuel. The motor fuel tax rate was last raised in 1996 and is not indexed to keep pace with inflation. Motor vehicle and driver licensing fees increased 3.4 percent from 2015. Vehicle and driver licensing fees, similar to motor fuel taxes, are not indexed to keep pace with inflation and for most annual registration fees no increases have occurred since 1984. Motor vehicle sales tax receipts increased 4.6 percent from 2015. Overall, state revenues for the Department increased 3.8 percent in 2016 compared to 2015.

In December 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act, which is a five-year, \$305.0 billion transportation bill for the nation's transportation projects. Prior to the FAST Act, Congress had not passed a long-term highway authorization act since 2005. The FAST Act is funded with receipts into the Highway Trust Fund, a transfer of \$24.0 billion from the General Fund and additional funding offsets to pay for the bill. Despite the good news of a five-year transportation bill, Congress still needs to find a long-term source of transportation revenue to support the nation's infrastructure needs.

## **Construction**

Missouri's 2017-2021 STIP was approved by the Commission in July 2016. The STIP totals \$3,970.0 million and remains maintenance-focused, in an effort to maintain Missouri's transportation system in its current condition. The Missouri legislature in 2000, and Missouri voters in 2004, approved bonding authority that directed MoDOT to sell bonds and use the proceeds to improve roads and bridges. Missouri's major roads went from 47.4 percent in good condition in 2004 to 90.4 percent as of December 2015. Minor, less traveled roads are 78.1 percent in good condition as of December 2015, a significant improvement from December 2012 when only 69.3 percent were in good condition. The condition of Missouri's bridges steadily improved during the five years of the Safe and Sound Bridge Improvement Program, a program to replace or rehabilitate 802 bridges throughout the state; however, that trend has reversed as the number of bridges in good condition has been declining since fiscal year 2012.

During 2016, the I-64 Daniel Boone Bridge design-build project costing \$125.0 million was completed. The project was needed to maintain the existing system by constructing a new bridge over the Missouri River between St. Louis and St. Charles counties to replace an aging structure. The bridge being replaced was built in the mid-1930s.

Also completed in 2016 was the Manchester Bridge project. Located in Jackson County, this project replaced the I-70 bridges over Manchester Trafficway, the Blue River and an adjacent rail yard. Built in the late 1950s, the I-70 bridges were among the earliest pieces of interstate construction in western Missouri and needed frequent maintenance and extensive repairs.

In July 2014, construction began to replace the U.S. Route 69 Bridges over the Missouri River between Platte County, Missouri and Wyandotte County, Kansas. The project cost of \$79.0 million will be split with the state of Kansas. The

southbound U.S. Route 69 Bridge, referred to as the Fairfax Bridge, was built in 1933. The northbound U.S. Route 69 Bridge, referred to as the Platte Purchase Bridge, was built in 1957. Both were built for the vehicles used at the time they were constructed, and not for the heavy loads and high volume of truck traffic found today in this industrial zone. The new bridges will be opened for traffic by December 2016.

MoDOT began construction in September 2014 on a project that will convert U.S. Route 60 to a freeway between Greene County Farm Road 241 west of Rogersville and Chicory Road east of Rogersville. This \$35.0 million project was awarded in June 2014 and will be completed by December 2016.

The Columbia I-70 Bridges project cost \$18.0 million to replace three bridges over local streets in Columbia. The I-70 bridges cross over Business Loop 70/West Boulevard, Garth Avenue, and MO Route 763/Rangeline Street. The project was awarded in June 2015, with construction starting in August 2015. The project was completed in August 2016.

The Route 141 at I-44 Improvement Design-Build project costing \$22.0 million was awarded in January 2016. The project will improve connections at the Interstate 44/Route 141 interchange as well as at Route 141 and Vance Road. Construction began in June 2016 and will be completed by June 2018.

### **Long-term Financial Planning**

The Department's 2017 budget, \$2.1 billion, approved by the Commission in June, is approximately \$18.1 million less than the Department's 2016 budget, with amendments. The construction program over the last several years has been smaller than previous years. The fiscal year 2017 budget reflects the cash expenditures associated with that smaller program. Starting in fiscal year 2017 and continuing for the next several years, the program will grow to ensure all federal funds allocated to Missouri are invested in the transportation system. The multi-year FAST Act significantly lessened the federal funds reimbursement risk that Missouri and all states faced during the lengthy period when the nation did not have a long-term federal transportation bill. In the coming years, the Department plans to spend down the cash balance in the State Road Fund to fully match the federal funds allocated to Missouri.

The Department projects the annual construction program will be \$700.0 million in 2017, \$775.0 million in fiscal years 2018 and 2019 and \$860.0 million in subsequent years. As the program increases, the associated budget will also increase. Even with the higher contractor awards, the funds will be focused on maintaining the current transportation system.

### **Other Information**

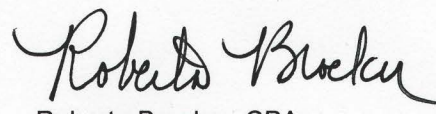
The Department is required to undergo an annual Single Audit in accordance with the provisions of the Single Audit Act Amendments of 1996 and the Office of Management and Budget published 2 CFR (Code of Federal Regulations) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*. The Department's information will be included in the state of Missouri's Single Audit for the fiscal year ended June 30, 2016.

### **Acknowledgements**

This CAFR is published to demonstrate our intention to maintain the highest quality standards of public accountability. This report could not have been published without the dedicated efforts of MoDOT employees. The commitment and professionalism of the Financial Services Division staff contributed significantly to the timely preparation of the 2016 report.

Respectfully submitted,

  
Patrick K. McKenna  
Director

  
Roberta Broeker, CPA  
Chief Financial Officer



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## Principal Officials

as of June 30, 2016

### **Commission**

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Gregg C. Smith	Chairman
Stephen R. Miller*	Vice Chair
Michael B. Pace*	Member
Michael T. Waters, Jr.	Member
Mary E. Nelson	Member
John W. Briscoe	Member
Pamela Harlan	Secretary

### **MoDOT**

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Patrick K. McKenna	Director
Ed Hassinger	Chief Engineer
Roberta Broeker	Chief Financial Officer
Kathy Harvey	Assistant Chief Engineer
Rich Tiemeyer	Chief Counsel
Bill Rogers	Audits and Investigations Director
Dennis Heckman	State Bridge Engineer
David Ahlvers	State Construction and Materials Engineer
Fay Fleming	Communications Director
Eric Schroeter	State Design Engineer
Rudy Nickens	Equal Opportunity and Diversity Director
Lester Woods	External Civil Rights Director
Brenda Morris	Financial Services Director
Debbie Rickard	General Services Director
Jay Wunderlich	Governmental Relations Director
Micki Knudsen	Human Resources Director
Beth Ring	Information Systems Director
Becky Allmeroth	State Maintenance Engineer
Scott Marion	Motor Carrier Services Director
Michelle Teel	Multimodal Operations Director
Jeff Padgett	Risk and Benefits Management Director
Eileen Rackers	State Traffic and Highway Safety Engineer
Machelle Watkins	Transportation Planning Director

### **Districts**

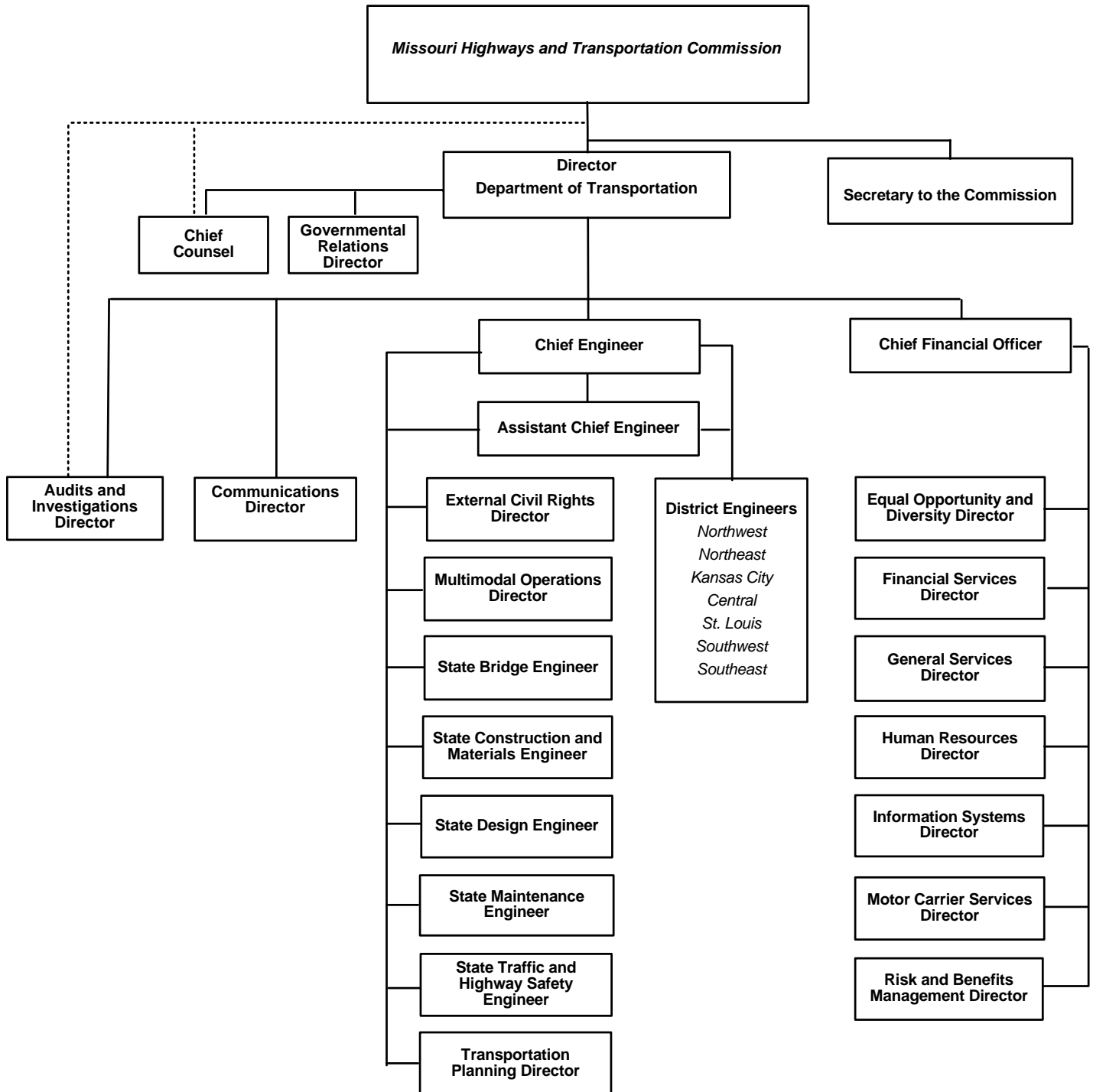
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Don Wichern	Northwest District Engineer
Paula Gough	Northeast District Engineer
Dan Niec	Kansas City District Engineer
Dave Silvester	Central District Engineer
Greg Horn	St. Louis District Engineer
Rebecca Baltz	Southwest District Engineer
Mark Shelton	Southeast District Engineer

\*Commissioner Michael B. Pace was elected Vice Chair at the July 7, 2016 Commission meeting to fill the vacancy left by Commissioner Stephen R. Miller when he resigned on July 1, 2016.

# Organizational Chart

June 30, 2016





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# Financial Section

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## Independent Auditors' Report

Missouri Highways and Transportation Commission  
Missouri Department of Transportation  
Jefferson City, Missouri

### Report On The Financial Statements

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Missouri Department of Transportation (the Department) as of and for the years ended June 30, 2016 and 2015, and the related notes to the financial statements, which collectively comprise the Department's basic financial statements as listed in the table of contents.

### *Management's Responsibility For The Financial Statements*

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### *Auditors' Responsibility*

Our responsibility is to express opinions on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Missouri Department of Transportation as of June 30, 2016 and 2015, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Financial Reporting Entity***

As discussed in Note 1, the financial statements of the Missouri Department of Transportation are intended to present the financial position, the changes in financial position and cash flows, where applicable, of only that portion of the governmental activities, each major fund and the aggregate remaining fund information of the state of Missouri that is attributable to the transactions of the Department. They do not purport to, and do not, present fairly the financial position of the state of Missouri as of June 30, 2016 and 2015, and the changes in its financial position and cash flows, where applicable, for the years then ended in conformity with accounting principles generally accepted in the United States of America.

### ***Emphasis Of Matter Relating To Restatement***

As discussed in Note 14, the 2015 financial statements have been restated to correct errors in infrastructure in progress, infrastructure and infrastructure depreciation. Our opinion is not modified with respect to this matter.

### ***Other Matters***

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages 22 through 33, the Budgetary Comparison Schedules on pages 82 through 84, the Schedule of Proportionate Share of Net Pension Liability and the Schedule of Pension Contributions on page 85, and the Schedule of Funding Progress - Other Post-Employment Benefits on page 86 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

*Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Department's basic financial statements. The combining financial statements, the budgetary comparison schedules and reconciliations – debt service and nonmajor governmental funds and the introductory and statistical sections listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

**Other Reporting Required By *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated September 28, 2016 on our consideration of the Department's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Department's internal control over financial reporting and compliance.

*RubinBrown LLP*

September 28, 2016



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# Management's Discussion and Analysis

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## Management's Discussion and Analysis

The following section of our annual financial report presents our discussion and analysis of the Department's (or MoDOT's) financial performance during the year. It is intended to assist you in understanding how the various statements relate to each other and provide an objective and easily readable analysis of the Department's financial activities based on currently known facts, decisions and conditions. We encourage readers to consider the information presented here in conjunction with the letter of transmittal included in the introductory section and information presented in the Department's financial statements and notes, which follow this section. MoDOT implemented GASB Statement 72, *Fair Value Measurement and Application*, in fiscal year 2016. This statement clarifies the definition of fair value; establishes general principles for measuring fair value; and establishes standards of accounting and reporting assets and liabilities measured at fair value. MoDOT also implemented GASB Statement 82, *Pension Issues – an Amendment of GASB Statements 67, 68, and 73*, in fiscal year 2016. This statement clarifies the definition of covered payroll and requires the presentation of covered payroll within the Required Supplementary Information. The notes to the financial statements provide more detail.

### FINANCIAL HIGHLIGHTS

#### Government-wide Highlights

- The net position of the Department at the close of the fiscal year was \$27.0 billion compared to \$26.6 billion at 2015. The department's net position increased 1.7 percent compared to a decrease of 3.1 percent in fiscal year 2015 from 2014. Of the fiscal year 2016 and 2015 amounts, \$0.4 billion and \$0.5 billion, respectively, are negative unrestricted amounts which are offset by the department's investment in capital assets. The inclusion of the net pension liability starting in fiscal year 2015 is the reason for the negative unrestricted amount.
- The majority of the Department's assets are capital assets, which totaled \$29.9 billion and \$29.7 billion for fiscal years 2016 and 2015, respectively. This represents a 0.7 percent increase for both 2016 from 2015 and 2015 from 2014. A smaller construction program resulted in only a slight increase in capital assets.
- Non-current liabilities of the Department total \$3.9 billion at June 30, 2016 compared to \$4.1 billion at June 30, 2015, a \$0.2 billion decrease. Current bond debt payments are less after the refunding that occurred in fiscal year 2014. Fiscal year 2015 compared to 2014 had a \$0.9 billion increase. This increase is the addition of the net pension liability that was added in fiscal year 2015.

#### Fund Highlights

- As of the close of the fiscal year, the Department's *governmental funds* combined ending fund balances for both fiscal years 2016 and 2015 is \$1.0 billion. From fiscal year 2015 to 2014, a decrease of \$0.1 billion occurred.
- For fiscal years 2016 and 2015, approximately 96.0 percent of the Department's governmental fund balances are available for spending at the Department's discretion in accordance with the purpose of the funds. The nonspendable fund balance related to inventories increased from \$37.6 million in fiscal year 2015 to \$39.6 million in fiscal year 2016. Because of the mild winter, inventory balances for winter materials were higher since less materials were used fighting snow and ice.
- The *proprietary funds* reported combined net position of \$34.1 million at the close of the fiscal year, compared to \$34.0 million in 2015. Restricted investments at the close of both years totaled \$0.3 million, resulting in unrestricted net position of \$33.8 million and \$33.7 million for fiscal years 2016 and 2015, respectively.

### OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is an introduction to the Department's basic financial statements, which include three components: (1) **government-wide financial statements**, (2) **fund financial statements** and (3) **notes to the financial statements**. This section also contains required supplementary information and combining financial statements.

## ***Government-wide Financial Statements (Reporting the Department as a Whole)***

The government-wide financial statements are designed to provide readers an overall picture of the Department's financial position. The statements provide both current and noncurrent information about the Department's financial status, which assists the reader in assessing the Department's economic condition at the end of the fiscal year. These statements are prepared using the economic resources measurement focus and the accrual basis of accounting, which are similar to methods followed by most private-sector businesses. These statements take into account all of the current year's revenues and expenses, even if the related cash has not been received or paid. The government-wide financial statements include two statements: the Statements of Net Position and the Statements of Activities. These statements take a much longer view of the Department's finances than do the fund-level statements.

- The *Statements of Net Position* combine and consolidate all of the Department's assets and deferred outflows and liabilities and deferred inflows, except fiduciary funds, with the difference between the two reported as "net position". This includes current financial resources, capital assets and long-term obligations. Over time, increases or decreases in net position indicate whether the Department's financial health is improving or deteriorating, respectively. Fiduciary fund resources are not reported as they are not available to support Department programs.
- The *Statements of Activities* present information showing how the Department's net position changed during the fiscal year. The Department reports changes in net position as soon as the event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in the statements for some items that will result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused compensated absences).

The Department's basic services are reported as governmental activities, including administration; fleet, facilities and information systems; maintenance; construction; other modal systems; and other activities. Taxes, fees and federal grants finance most of these activities.

This report includes two schedules that reconcile the amounts reported on the governmental fund financial statements (prepared using the modified accrual basis of accounting and current financial resources measurement focus) with the governmental activities on the appropriate government-wide statements (prepared using the accrual basis of accounting and economic resources measurement focus). The following summarizes the impact of utilizing GASB Statement 34 reporting:

- Other long-term assets that are not available to pay for current period expenditures are not reported on governmental fund statements.
- Internal service fund activities are reported as governmental activities on the government-wide statements, but reported separately as proprietary funds in the fund financial statements.
- Unless currently due and payable, long-term liabilities, such as capital lease obligations, compensated absences and others, appear as liabilities only on the government-wide statements.
- Capital outlay spending results in capital assets on the government-wide statements, but is reported as expenditures on the governmental fund statements.
- Bond, note and capital lease issuances result in liabilities on the government-wide statements, but are recorded as other financing sources on the governmental fund statements.
- Certain other outlays represent either increases or decreases in liabilities on the government-wide statements, but are reported as expenditures on the governmental fund statements.

Deferred inflows and outflows of resources are related to transactions that have occurred but are not yet recognized in the financial statements as revenues or expenditures.

## ***Fund Financial Statements (Reporting the Department's Major Funds)***

The fund financial statements provide detailed information about the major individual funds. A fund is an accounting entity with a self-balancing set of accounts the Department uses to keep track of specific sources of funding and spending for a particular purpose. The Department, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal and contractual requirements. All of the funds of the Department can be divided into three categories: governmental funds, proprietary funds and fiduciary funds. It is important to note these fund categories use different accounting approaches and should be interpreted differently.

- **Governmental Funds** Most of the basic services provided by the Department are reported in governmental funds. Reporting focuses on how financial resources flow in and out of the funds, and amounts remaining at year-end for future spending. Governmental funds are accounted for using the modified accrual basis of accounting, which measures cash and other assets that can be readily converted to cash. These statements provide a detailed short-term view of the Department's general governmental operations and the basic services it provides. This information should help determine whether there are more or less current financial resources available for the Department's current needs. Because the focus of governmental fund financial statements is narrower than that of government-wide financial statements, it is useful to compare these statements with the governmental activities information presented in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's short-term financing decisions. Both the governmental fund Balance Sheets and the governmental fund Statements of Revenues, Expenditures and Changes in Fund Balances provide a reconciliation to facilitate a comparison between governmental funds and governmental activities in the government-wide statements. These reconciliations are presented on the page immediately following the governmental fund financial statements.

The Department reports three major governmental funds. Information is presented separately in the governmental funds Balance Sheets and the governmental funds Statements of Revenues, Expenditures and Changes in Fund Balances for the State Highways and Transportation Department Fund (Highway Fund), the State Road Fund (Road Fund) and the State Road Bond Fund. The Highway and Road funds are special revenue funds used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. The State Road Bond Fund is a debt service fund, which was constitutionally established to receive monies from the state's motor vehicle sales tax and is used to fund the repayment of bonds. Data from other funds are combined into a single, aggregated presentation as nonmajor governmental funds. Examples of the nonmajor funds include statutorily established funds for multimodal activities. Individual fund data for each of these nonmajor governmental funds is provided within combining financial statements following the Notes to the Financial Statements.

- **Proprietary Funds** When the Department charges customers for some of the services it provides, whether to outside customers, other agencies, or to units within the Department, these funds are reported in proprietary funds. These funds are used to show activities that operate more like those found in the private sector and utilize full accrual accounting, like the government-wide statements.

The Department has two internal service funds: Missouri Highways and Transportation Commission (MHTC) Self Insurance Plan and the MoDOT and Missouri State Highway Patrol (MSHP) Medical and Life Insurance Plan. Individual data for each of these funds is provided within the combining financial statements following the Notes to the Financial Statements. Internal service fund activities are reported as governmental activities on the government-wide statements with eliminations made to remove the effect of the interfund activity.

- **Fiduciary Funds** Fiduciary funds are used to account for resources held for the benefit of parties outside the Department. These funds are not reflected in the government-wide financial statements because the resources of these funds are not available to support the Department's activities. These agency funds account for monies held on behalf of various political subdivisions and other interested parties.

## Notes to the Financial Statements

The *Notes to the Financial Statements* provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The Notes to the Financial Statements, which discuss particular accounts in more detail, can be found immediately following the fiduciary funds Statements of Assets and Liabilities.

## Required Supplementary Information

A section of *Required Supplementary Information* follows the Notes to the Financial Statements. This section includes budgetary comparisons and a separate reconciliation between the fund balances for budgetary purposes and the fund balances as presented for the major special revenue funds in the governmental fund financial statements. The Budgetary Comparison has been provided for the Department's two major special revenue funds to demonstrate compliance with this budget. The legal authority for approval of the Department's budget and amendments for all funds, except the Road Fund, rests with the State Legislature. The authority for the Road Fund rests with the Commission.

Also included are schedules that report information about the pension plan liability, contributions and the funding progress of the MoDOT and MSHP Medical and Life Insurance Plan.



## Combining Statements

The *Combining Statements* section presents statements reporting individual and total columns for nonmajor governmental funds, proprietary (internal service) funds and fiduciary (agency) funds. This information is presented only in summary form in the basic financial statements.

## Budgetary Comparison Schedules and Reconciliations

The *Budgetary Comparison Schedules and Reconciliations* section includes budgetary comparisons and reconciliations between the fund balances for budgetary purposes and the fund balances as presented for the major debt service and nonmajor special revenue funds in the governmental fund financial statements. The legal authority for approval of these budgets and amendments rests with the State Legislature.

## GOVERNMENT-WIDE FINANCIAL ANALYSIS

### Statements of Net Position

As noted earlier, net position may serve over time as a useful indicator of the Department's financial health. The following tables, graphs and analyses discuss the financial position and changes in financial position for the Department as a whole as of and for the fiscal years ended June 30, 2016, 2015 and 2014. The Department's combined net position increased \$442.0 million over the course of this fiscal year's operations, an increase of 1.7 percent. This compares to a decrease of \$855.0 million in 2015 from 2014. Accounting standards required the total amount of the net pension liability be added to liabilities in fiscal year 2015 to show a better picture of the fiscal position of the entity. The net pension liability of \$1.1 billion caused the decrease in net position in fiscal year 2015.

The following table reflects the condensed financial information derived from the Statements of Net Position as of June 30, 2016, 2015 and 2014:

(Amounts in millions)

	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>Percent Change 2016-2015</u>
<b>Assets</b>				
Current and other assets	\$ 1,318	\$ 1,264	\$ 1,448	4.3%
Capital assets, net	<u>29,872</u>	<u>29,675</u>	<u>29,477</u>	0.7
<b>Total assets</b>	<u>31,190</u>	<u>30,939</u>	<u>30,925</u>	0.8
<b>Deferred Outflows of Resources</b>				
Deferred bond refunding	<u>189</u>	<u>204</u>	<u>91</u>	(7.4)
<b>Total deferred outflows of resources</b>	<u>189</u>	<u>204</u>	<u>91</u>	(7.4)
<b>Liabilities</b>				
Current liabilities	433	399	428	8.5
Noncurrent liabilities	<u>3,864</u>	<u>4,075</u>	<u>3,170</u>	(5.2)
<b>Total liabilities</b>	<u>4,297</u>	<u>4,474</u>	<u>3,598</u>	(4.0)
<b>Deferred Inflows of Resources</b>				
Pension obligations	<u>77</u>	<u>106</u>	<u>---</u>	(27.4)
<b>Total deferred inflows of resources</b>	<u>77</u>	<u>106</u>	<u>---</u>	(27.4)
<b>Net Position</b>				
Net Investment in capital assets	27,429	27,038	26,636	1.4
Restricted (internal service fund requirements and highways and transportation uses)	---	---	782	---
Unrestricted	<u>(424)</u>	<u>(475)</u>	<u>---</u>	(10.7)
<b>Total net position</b>	<u>\$27,005</u>	<u>\$26,563</u>	<u>\$27,418</u>	1.7 %

The total assets of the Department were \$31.2 billion with deferred outflows of \$189.0 million, while total liabilities were \$4.3 billion, with deferred inflows of \$77.0 million, resulting in a net position of \$27.0 billion. Total assets increased \$251.0 million in 2016, compared to a \$14.6 million increase in 2015 from 2014. Total liabilities decreased \$176.8 million in 2016, compared to an \$876.5 million increase in 2015 from 2014. The decrease in total liabilities in 2016 is the decrease in bond related debt while the large increase in fiscal year 2015 was the addition of the net pension liability. The largest portion of the department's net position, \$27.4 billion, is the investment in capital assets (i.e., land, buildings, equipment, infrastructure and other) less any related debt outstanding needed to acquire or construct the asset. The Department uses capital assets to provide services to citizens; consequently, these assets are not available for future spending. The negative unrestricted amount is the net amount of assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the net investment of capital assets. Available cash balances, included in current and other net assets, are used to pay debts and liabilities.

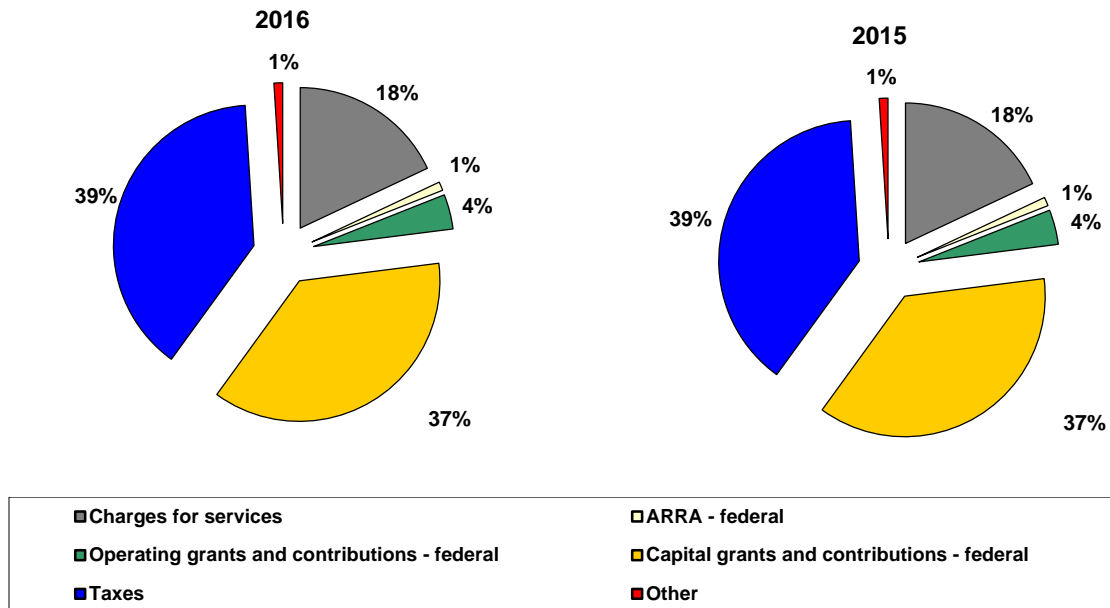
## Statements of Activities

The following condensed financial information was derived from the government-wide Statements of Activities and reflects how the Department's net position changed during the year, compared to the prior years. The information is for the fiscal years ended June 30, 2016, 2015 and 2014:

(Amounts in millions)				Percent Change 2016-2015
	2016	2015	2014	
<b>Revenues</b>				
Program revenues				
Charges for services	\$ 420	\$ 386	\$ 413	8.8%
American Recovery and Reinvestment Act	18	15	29	20.0
Operating grants and contributions – federal government	78	83	88	(6.0)
Capital grants and contributions – federal government	826	764	839	8.1
General revenues				
Taxes	868	828	802	4.8
Investment earnings (loss)	9	11	14	(18.2)
Miscellaneous	7	(1)	(2)	800.0
<b>Total revenues</b>	<u>2,226</u>	<u>2,086</u>	<u>2,183</u>	6.7
<b>Expenses</b>				
Program expenses				
Administration	25	25	33	---
Fleet, facilities and information systems	18	30	33	(40.0)
Maintenance	329	329	420	---
Construction	259	316	194	(18.0)
Multimodal operations	94	84	89	11.9
Interest on debt	104	113	130	(8.0)
Other state agencies	225	227	209	(0.9)
Self insurance (workers' compensation and liability)	22	21	19	4.8
Medical and life insurance	112	106	97	5.7
Pension	78	92	---	(15.2)
Other post-employment benefits	44	50	51	(12.0)
Depreciation on assets	474	454	443	4.4
<b>Total expenses</b>	<u>1,784</u>	<u>1,847</u>	<u>1,718</u>	(3.4)
<b>Changes in net position</b>	442	239	465	84.9
<b>Net position, beginning of year, as previously reported</b>	26,563	27,418	26,953	0.9
<b>Restatement of net position, net pension liability</b>	---	(1,094)	---	100.0
<b>Net position, beginning of year, as restated</b>	<u>26,563</u>	<u>26,324</u>	<u>26,953</u>	1.0
<b>Net position, end of year</b>	<u>\$27,005</u>	<u>\$26,563</u>	<u>\$27,418</u>	1.7 %

## Governmental Activities

The following chart depicts revenues of the governmental activities, as a percent, for the fiscal years ended June 30, 2016 and 2015:



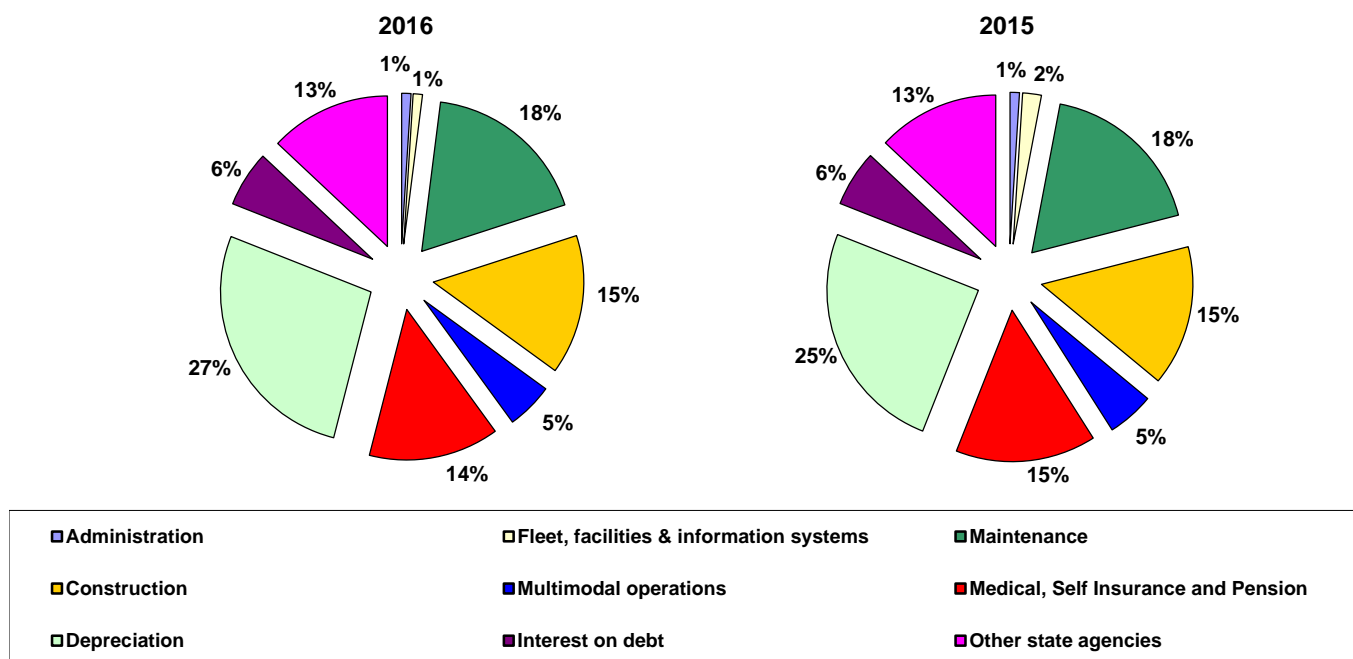
Revenues for the year increased \$140.2 million compared to a decrease of \$97.8 million in 2015 from 2014. Federal grants revenue, including operating grants and contributions and capital grants and contributions, increased \$60.9 million from fiscal year 2015. The increase is from receiving federal reimbursement on preventive maintenance activities such as chipseal, striping and asphalt pavement repairs as well as an increase in advance construction conversions. Advance construction is a Federal Highway Administration financing technique that allows states to initiate a project using non-federal funds and claim reimbursement on the project at a later date, when additional federal funds are available. ARRA federal revenue continues to decline as the program ends and only a rail project is still in progress. The following three revenue sources provided \$2.1 billion, or 95.0 percent, of the Department's revenues:

- Charges for services, including licenses, fees, permits and cost reimbursements: \$420.3 million
- Sales and fuel taxes: \$867.7 million
- Federal Highway Administration capital grants: \$826.3 million

In 2015, these same revenue sources provided \$2.0 billion, or 94.8 percent, of the Department's revenues.

Taxes remained the larger portion of the revenue for the department. Taxes overall increased 4.7 percent with sales tax revenues increasing 4.5 percent in fiscal year 2016 from 2015. The primary components of the increase in revenues are federal revenues discussed above, motor fuel tax receipts, sales tax and motor vehicle and drivers license receipts.

The following chart depicts expenses of the governmental activities for the fiscal years ended June 30, 2016 and 2015:



Expenses for the year decreased \$60.8 million, or 2.7 percent. The overall decrease in expenses is in construction and fleet, facilities and information systems. Construction expenses have decreased as the construction program has gotten smaller. Fleet, facilities and information systems expenses have decreased because more equipment was purchased in fiscal year 2016 and the expenses for equipment are reported as capital outlays.

The Department's expenses for construction and maintenance of the state's highway system totaled \$587.8 million and \$645.0 million in 2016 and 2015, respectively. This represents 33.0 percent and 34.9 percent of the total expenses for 2016 and 2015, respectively.

## FUND FINANCIAL ANALYSIS

As previously mentioned, the Department uses fund accounting to ensure and demonstrate compliance with budgetary and legal requirements. The following is a brief discussion of highlights from the fund financial statements. The purpose of the Department's governmental fund financial statements is to provide information on near-term inflows, outflows and balances of spendable resources.

### Governmental Funds

At the end of the fiscal year, the fund balances of the governmental funds totaled \$1.0 billion, an increase of \$43.5 million from the previous year. This compares to a decrease of \$161.7 million in 2015 from 2014. Revenues from the federal government increased \$65.6 million from 2015. The increase in federal government revenue is from receiving federal reimbursement on preventive maintenance activities such as chipseal, striping and asphalt pavement repairs as well as an increase in advance construction conversions. Advance construction is a Federal Highway Administration financing technique that allows states to initiate a project using non-federal funds and claim reimbursement on the project at a later date, when additional federal funds are available. The Department spent \$60.8 million less in 2016. This change is a combination of: decreases in construction, \$72.4 million, and debt service, \$17.1 million; and increases from capital outlay, \$17.6 million, maintenance, \$1.6 million, and multimodal, \$9.3 million. Administration has a slight increase, while fleet, facilities, and information systems and other state agencies have slight decreases making up the balance of the change in expenses. The largest decreases are contractor payments and debt service. Contractor payments decreased as the construction program became smaller. Debt service continues to decrease as the department pays down the funds borrowed and has not issued any new bonds since 2010 or refunding bonds since 2014.

**State Highways and Transportation Department Fund:** The Highway Fund was established by statute to receive revenues derived from the use of state highways. The fund pays the costs incurred to collect revenues received and to administer and enforce state motor vehicle laws and traffic regulations. As shown on the Balance Sheets, the fund ended the fiscal year with assets of \$121.1 million, liabilities of \$10.6 million, deferred inflows of resources \$1.4 million and a restricted fund balance of \$109.1 million. The Constitution requires the balance of funds remaining after other state agency expenditures be transferred to the Road Fund.

As shown on the Statements of Revenues, Expenditures and Changes in Fund Balances of the governmental funds, the Highway Fund had \$726.3 million in revenues, compared to \$687.0 million from 2015. The increase is motor fuel tax, motor vehicle sales tax and motor vehicle and drivers license receipts. In 2015, revenues were \$1.4 million more than 2014.

**State Road Fund:** The Road Fund was constitutionally established to receive monies from highway user fees transferred from the Highway Fund, the motor vehicle sales tax, the federal government and other revenues. This is the primary operating fund of the Department and pays to construct, improve and maintain the state highway system and to administer the Commission and the Department. The fund ended the year with assets of \$967.6 million, an increase of \$38.5 million from 2015. This compares to a decrease in 2015 of \$171.4 million from 2014. Deferred inflows of resources for the fund was \$17.7 million compared to \$26.1 million in fiscal year 2015. Liabilities totaled \$121.2 million, an increase of \$12.3 million from 2015, and fund balances totaled \$828.7 million, an increase of \$34.5 million from 2015 compared to a decrease of \$157.9 million in 2015 from 2014.

**State Road Bond Fund:** The Road Bond Fund was constitutionally established to receive monies from the state's motor vehicle sales tax. Monies are used to fund the repayment of bonds issued by the Commission. The fund was established in fiscal year 2006 as a debt service fund. At the end of this fiscal year, total assets were \$53.0 million, compared to \$55.9 million in 2015. The American Recovery and Reinvestment Act of 2009 (ARRA) revenue represents the federal government subsidy received for the Build America Bonds issued in 2010. Sales tax revenue increased \$7.7 million in 2016. Expenditures of the Road Bond Fund were \$181.3 million in 2016 compared to \$164.3 million in 2015.

### **Proprietary Funds**

The Department's internal service funds consist of the MHTC Self Insurance Fund (workers' compensation, fleet liability and general liability) and the MoDOT and MSHP Medical and Life Insurance Plan. The self insurance fund receives premiums from the Department for fleet and general liability claims and from the Department, MSHP and MoDOT and Patrol Employees' Retirement System (MPERS) for workers' compensation claims. The Department, MSHP, MPERS and plan members pay premiums to the medical and life insurance fund.

As shown on the Statements of Net Position – Proprietary Funds, total assets increased \$6.3 million in 2016 compared to a decrease of \$3.9 million in 2015. Total current liabilities of the proprietary funds at 2016 were \$43.6 million, a slight increase from 2015. In 2015, total current liabilities of the proprietary funds decreased \$2.0 million from 2014. Total pending self insurance claims and incurred but not reported claims increased \$5.2 million compared to a \$2.1 million increase in 2015 from 2014.

Total net position of the internal service funds increased slightly at the end of the current fiscal year to \$34.1 million, compared to a decrease of \$2.6 million in 2015 from 2014. Highway workers' compensation and general liability expenses decreased \$3.1 million while nonoperating revenues had an increase of \$686.9 thousand due to a positive market value adjustment on investments.

The largest operating expenses of the proprietary funds, medical and prescription drug benefits, totaled \$117.7 million compared to \$114.0 million in 2015. This accounts for 77.3 percent of the total operating expenses, compared to 76.6 percent in 2015. This \$3.7 million increase compares to a \$9.1 million increase in 2015 from 2014. The net income of the Self Insurance Fund was \$4.2 million in fiscal year 2016 compared to \$4.0 million in fiscal year 2015. The change in net position of the medical and life insurance plan was a negative \$4.0 million in fiscal year 2016 compared to a negative change in net position of \$6.6 million in fiscal year 2015. The negative net position is the net effect of an operating loss of \$4.7 million and nonoperating revenue of \$0.7 million. The operating loss can be attributed to an increase in dollar amount of medical and prescription drug claims as well as the change in incurred but not reported claims.

### **Fiduciary Funds**

The Department's agency funds are used to account for monies held on behalf of various political subdivisions and other interested parties. These funds act as clearing accounts and thus do not have a net position.

## SIGNIFICANT EVENTS FOR THE YEAR ENDED JUNE 30, 2016

During 2016, the I-64 Daniel Boone Bridge Design-Build project costing \$125.0 million was completed. The project was needed to maintain the existing system by constructing a new bridge over the Missouri River between St. Louis and St. Charles counties to replace an aging structure. The bridge being replaced was built in the mid-1930s and was not designed for interstate level traffic.

Also completed in 2016 was the Manchester Bridge project. Located in Jackson County, this project was to replace the I-70 bridges over Manchester Trafficway, the Blue River and an adjacent rail yard. This project is a "take care of the system" type project. Built in the late 1950s, the I-70 bridges were among the earliest pieces of interstate construction in western Missouri and needed frequent maintenance and extensive repairs.

In July 2014, a project was awarded and construction began to replace the U.S. 69 Bridges over the Missouri River between Platte County, Missouri and Wyandotte County, Kansas. The project cost of \$79.0 million will be split with the state of Kansas. The southbound U.S. Route 69 Bridge, commonly referred to as the Fairfax Bridge, was built in 1933. The northbound U.S. Route 69 Bridge, commonly referred to as the Platte Purchase Bridge, was built in 1957. Both were built to accommodate the type, size and weight of vehicles at the time they were constructed, and were not designed for the heavy loads and high volume of truck traffic typically found today within the heavy industrial zone where these bridges are located. The new bridges will open to traffic by December 2016.

The Department began construction in September 2014 on a project that will convert U.S. Route 60 to a freeway between Greene County Farm Road 241 west of Rogersville and Chicory Road east of Rogersville. This \$35.0 million project was awarded in June 2014 and will be completed by December 2016.

The Columbia Interstate 70 (I-70) Bridges project cost \$18.0 million to replace three bridges over local streets in Columbia. The I-70 bridges cross over Business Loop 70/West Boulevard, Garth Avenue and MO Route 763/Rangeline Street. The project was awarded in June 2015, with construction starting in August 2015. The project was completed in August 2016.

The Route 141 at I-44 Improvement Design-Build project costing \$22.0 million was awarded in January 2016. The project will improve connections at the Interstate 44/Route 141 interchanges as well as at Route 141 and Vance Road. Construction began in June 2016 and will be completed by June 2018.

In fiscal year 2016, the construction award amount was less than the budgeted amount as it was in fiscal year 2015. The Department has successfully used a variety of innovations, which focus on getting the most value for each tax dollar, to minimize the impacts of rising costs. These innovations include:

- practical design, governed by three ground rules – safety, communication and quality – delivers "good" projects everywhere, instead of "perfect" projects somewhere;
- value engineering, a systematic process to review and provide recommendations to improve value while addressing the project's purpose and need;
- alternate bidding of materials on specific projects;
- alternate technical concepts allowing the bidder to propose design changes with bid submittal; and
- packaging of bids to increase competition among bidders.

The Department is recognized nationally by other departments of transportation for its performance management system and practical design efforts. In fact, the Federal Highway Administration has acknowledged the Department's performance management system as a noteworthy practice because it achieves accountability and transparency, aligns performance measures and strategic goals and is an outcome-based performance management tool.

During the fiscal year 2016 legislative session, the legislature considered legislation that would increase the motor fuel tax. The original bill, requiring only legislative approval, would have increased the gas tax by 1.5 cents per gallon and the diesel tax by 3.5 cents per gallon. During Senate floor debate, a substitute bill was filed that changed the motor fuel tax to a uniform 5.9 cents per gallon increase and added the requirement of voter approval during the November 2016 election cycle. Although the legislation was discussed and passed by the Senate, ultimately nothing was passed.

## CAPITAL ASSETS AND LONG-TERM OBLIGATION ADMINISTRATION

### Capital Assets

The Department's investment in capital assets for its governmental activities as of June 30, 2016, totals \$54.5 billion, with accumulated depreciation of \$24.6 billion and a net value of \$29.9 billion. The net value represents an increase of \$197.2 million from fiscal year 2015, compared to an increase of \$198.5 million in 2015 from 2014. These assets are summarized in the table below. Additional information about the Department's capital assets is presented in the Notes to the Financial Statements.

(Amounts in millions)				Percent Change 2016-2015
	<u>2016</u>	<u>2015</u>	<u>2014</u>	
Land and permanent easements	\$ 2,642	\$ 2,634	\$ 2,486	0.3 %
Software in progress	4	4	3	---
Construction in progress	11	13	159	(15.4)
Infrastructure in progress	1,363	1,640	2,170	(16.9)
Land improvements	16	16	17	---
Buildings	154	160	162	(3.8)
Software	7	6	5	16.7
Vehicles and equipment	188	176	174	6.8
Temporary easements	1	1	1	---
Infrastructure	<u>25,486</u>	<u>25,025</u>	<u>24,300</u>	1.8
<b>Total</b>	<b><u>\$29,872</u></b>	<b><u>\$29,675</u></b>	<b><u>\$29,477</u></b>	<b>0.7 %</b>

As provided by generally accepted accounting principles (GAAP), the Department records its infrastructure assets at actual or estimated historical cost. Included in infrastructure are 33,873 miles of highways and 10,394 bridges that the Department is responsible for maintaining.

The Statewide Transportation Improvement Program (STIP) sets the specific construction projects the Department will undertake in the next five years. It covers highways and bridges, transit, aviation, rail, waterways, enhancements and other projects. The program, updated annually, is dynamic with adjustments made to project plans during the life of the STIP based on needs and goals of the Department. The Commission approves amendments during the fiscal year as circumstances require.

### Long-Term Obligation Administration

The following table presents a summary of the Department's long-term obligations for governmental activities. Additional information about the Department's long-term obligations is presented in the Notes to the Financial Statements.

(Amounts in millions)				Percent Change 2016-2015
	<u>2016</u>	<u>2015</u>	<u>2014</u>	
State road bonds	\$2,341	\$2,510	\$2,679	(6.7)%
Premium on bonds	167	199	230	(16.1)
Advances from other entities	1	7	23	(85.7)
Capital lease obligations*	---	---	---	---
Compensated absences	32	32	33	---
Other liabilities	<u>13</u>	<u>7</u>	<u>3</u>	85.7
<b>Total obligations</b>	<b>2,554</b>	<b>2,755</b>	<b>2,968</b>	<b>(7.3)</b>
Current portion of obligations	<u>224</u>	<u>202</u>	<u>211</u>	10.9
<b>Total noncurrent obligations</b>	<b><u>\$2,330</u></b>	<b><u>\$2,553</u></b>	<b><u>\$2,757</u></b>	<b>(8.7)%</b>

\*Due to rounding, capital lease obligations do not show on this table.



The Department's total noncurrent obligations, excluding pending self insurance claims, incurred but unreported claims, pension and other post-employment benefit obligations decreased \$223.0 million from 2015, compared to a decrease of \$204.0 million in 2015 from 2014. At the end of the current fiscal year, state road bonds total \$2.3 billion, or 91.7 percent, of the total obligations. Revenues collected under Article IV, Section 30(a) and (b) of the Missouri Constitution and revenues collected from federal highway reimbursements secure the bonds. These revenues are state highway user fees, including fuel taxes, sales taxes, licenses and fees and federal highway reimbursements. Principal payments are due on various dates through fiscal year 2033.

The advances from other entities are related to construction projects accelerated to meet the needs of the users. Principal payments are due on various dates through fiscal year 2026.

The Department has entered into various capital lease obligations totaling \$126.6 thousand in fiscal year 2016. The lease agreements provide a means of financing office equipment. Capital lease payments mature on various dates through fiscal year 2020.

## RECENT EVENTS AND FUTURE BUDGETS

The Department's fiscal year 2017 budget for all funds was approved by the Legislature in April 2016 and signed into law by the Governor in May 2016. The fund level is the legal level of control for the State Road Fund, with approval of the State Road Fund budget by the Commission. The Commission approved the budget for all funds in June 2016, with a total spending plan of \$2.1 billion. The fiscal year 2017 budget is less than the fiscal year 2016 budget, and it is significantly smaller than the fiscal year 2011 budget of \$3.0 billion. Program funds over the next several years will continue to focus on taking care of the existing transportation system.

In December 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act, which is a five-year, \$305.0 billion transportation bill for the nation's transportation projects. Prior to the FAST Act, Congress had not passed a long-term highway authorization act since 2005. The FAST Act is funded with receipts into the Highway Trust Fund, a transfer of \$24.0 billion from the General Fund and additional funding offsets to pay for the bill. Despite the good news of a five-year transportation bill, Congress still needs to work on a long-term source of transportation revenue to support the nation's infrastructure needs.

Annually, the Department prepares a financial forecast that is used to develop its STIP. The financial forecast for the 2017-2021 STIP projected higher state revenues. In addition, the passage of the FAST Act created federal funding stability and reduced the federal reimbursement risk with which all state departments of transportation were faced. MoDOT's 2017-2021 STIP presents a multi-year plan that uses available cash balances to meet current federal funding investment levels. The result is an increase in construction awards. Even with the higher contractor awards, the funds available will be focused primarily on maintaining the current transportation system. This means more maintenance-related activities like resurfacing and bridge repair projects rather than expansion projects. The financial forecast will be refreshed in the fall and will determine the projected awards for the upcoming years.

The STIP further illustrates the downturn in MoDOT's construction budget that has been falling since a peak of \$1.3 billion in 2009. In fiscal year 2017, construction awards are projected to be \$700.0 million. Since 1992, concrete and asphalt costs have outpaced fuel tax revenue two-to-one. With no new funding source available in the near future, the Department will work closely with planning partners and other transportation stakeholders to keep the funding conversation going.

MoDOT has always embraced innovative solutions to get projects done better, faster and cheaper. In June 2015, the Commission reached out to the world to bring solutions for I-70 by creating the "Road to Tomorrow" team. MoDOT's "Road to Tomorrow" team has solicited private industry, innovators, entrepreneurs and the general public for innovative techniques, products and funding streams to rebuild I-70 as the first section of the "highway of the future". Ideas have been submitted and several have been selected to be piloted.

## ECONOMIC CONDITIONS

The current economic environment presents government entities, including state transportation departments, with unusual circumstances and challenges. The past year has seen varied improvement in the Missouri economy. Consumer sentiment indices have shown a slight decrease in consumer confidence. Consumers remain cautious about spending. The unemployment rate in Missouri continues to be lower than the previous year. All three major state revenue sources increased in fiscal year 2016. Surprisingly, fuel prices have stayed low in the last year and motor fuel taxes collected was up in fiscal year 2016. A certain amount of uncertainty exists as to the sustainability of the growth from these sources. While the bidding environment for fiscal year 2014 was not favorable, that reversed in fiscal year 2015 and continued in fiscal year 2016. During the previous five fiscal years, 2012-2016, 1,869 highway and bridge construction projects estimated at \$3.5 billion were awarded for \$3.3 billion, a 4.14 percent difference.



## **CONTACTING THE DEPARTMENT'S FINANCIAL MANAGEMENT**

This financial report is designed to provide the Missouri Department of Transportation's interested parties, including citizens, taxpayers, customers, investors and creditors, with a general overview of the Department's finances and to demonstrate the Department's accountability for the money it receives. Questions about this report or requests for additional financial information should be addressed to the Missouri Department of Transportation, Financial Services Division, P.O. Box 270, Jefferson City, MO 65102. This report is also included in the Report to the Joint Committee on Transportation Oversight and is available on the Department's website at [www.modot.org](http://www.modot.org).



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# Government-wide Financial Statements

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## Statements of Net Position

June 30, 2016 and 2015

	<b>Governmental Activities</b>	
	<b>2016</b>	<b>2015</b>
		(as restated)
<b>Assets</b>		
Current assets		
Cash and cash equivalents	\$ 851,668,623	\$ 797,065,572
Investments	12,779,431	2,027,008
Restricted cash and investments	71,178,800	71,154,650
State taxes and fees receivables	142,229,949	131,696,061
Federal government receivables	70,927,120	72,766,961
Miscellaneous receivables, net	15,597,914	17,606,025
Loans receivable	335,522	327,998
Inventories	39,614,030	37,574,480
Total current assets	<u>1,204,331,389</u>	<u>1,130,218,755</u>
Noncurrent assets		
Investments	106,988,131	121,933,202
Restricted cash and investments	200,000	200,000
Miscellaneous receivables, net	5,807,931	10,832,468
Loans receivable	705,904	1,033,374
Capital assets		
Assets not being depreciated	4,020,166,765	4,290,988,574
Assets being depreciated, net	<u>25,852,125,175</u>	<u>25,384,083,835</u>
Total noncurrent assets	<u>29,985,993,906</u>	<u>29,809,071,453</u>
<b>Total assets</b>	<u><b>31,190,325,295</b></u>	<u><b>30,939,290,208</b></u>
<b>Deferred Outflows of Resources</b>		
Bond refunding	65,558,383	79,024,126
Pension related items	<u>123,426,909</u>	<u>124,597,572</u>
<b>Total deferred outflows of resources</b>	<u><b>188,985,292</b></u>	<u><b>203,621,698</b></u>
<b>Liabilities</b>		
Current liabilities		
Accounts payable	96,337,030	94,084,712
Accrued payroll	24,647,420	24,173,234
Accrued interest payable	23,729,154	25,715,853
Deposits	1,444,038	1,332,705
Unearned revenue	29,274,881	17,622,408
Pending self insurance claims	18,319,000	18,365,000
Incurred but not reported claims	15,043,000	15,680,000
Financing and other obligations	<u>224,004,142</u>	<u>202,265,942</u>
Total current liabilities	<u>432,798,665</u>	<u>399,239,854</u>
Noncurrent liabilities		
Pending self insurance claims	52,156,358	48,778,816
Incurred but not reported claims	14,928,000	12,429,000
Net pension liability	1,061,941,581	1,079,844,816
Other post-employment benefit obligations	405,682,013	380,743,798
Financing and other obligations	<u>2,329,683,542</u>	<u>2,552,930,757</u>
Total noncurrent liabilities	<u>3,864,391,494</u>	<u>4,074,727,187</u>
<b>Total liabilities</b>	<u><b>4,297,190,159</b></u>	<u><b>4,473,967,041</b></u>
<b>Deferred Inflows of Resources</b>		
Pension related items	<u>77,129,141</u>	<u>105,957,686</u>
<b>Total deferred inflows of resources</b>	<u><b>77,129,141</b></u>	<u><b>105,957,686</b></u>
<b>Net Position</b>		
Net investment in capital assets	27,429,188,867	27,037,883,090
Restricted for:		
Internal service fund requirements	300,000	300,000
Unrestricted	<u>(424,497,580)</u>	<u>(475,195,911)</u>
<b>Total net position</b>	<u><b>\$27,004,991,287</b></u>	<u><b>\$26,562,987,179</b></u>

The notes to the financial statements are an integral part of these statements.

# Statements of Activities

Years Ended June 30, 2016 and 2015

	<b>Governmental Activities</b>	
	<b>2016</b>	<b>2015</b>
		(as restated)
<b>Transportation Program Expenses</b>		
Administration	\$ 25,373,979	\$ 24,672,341
Fleet, facilities and information systems	18,087,833	29,864,529
Maintenance	328,987,552	329,098,380
Construction	258,845,906	316,038,313
Multimodal operations	93,500,288	84,259,338
Interest	104,189,809	112,690,238
Other state agencies	225,148,535	226,369,722
Self insurance	21,603,919	21,375,544
Medical and life insurance	111,561,195	106,452,874
Pension	78,195,709	91,857,655
Other post-employment benefits	44,004,939	50,179,235
Depreciation	474,319,704	454,219,267
<b>Total transportation program expenses</b>	<b>1,783,819,368</b>	<b>1,847,077,436</b>
<b>Transportation Program Revenues</b>		
Charges for services		
Licenses, fees and permits	310,073,315	290,319,461
Intergovernmental/cost reimbursements/miscellaneous	68,181,024	55,447,636
Interest	18,741	5,315
Member insurance premiums	41,988,794	39,870,440
Total charges for services	420,261,874	385,642,852
Federal government		
American Recovery and Reinvestment Act	18,159,624	14,628,334
Operating	77,468,102	82,520,993
Capital	826,329,207	763,951,868
Total federal government	921,956,933	861,101,195
<b>Total transportation program revenues</b>	<b>1,342,218,807</b>	<b>1,246,744,047</b>
<b>Net expense of transportation program</b>	<b>(441,600,561)</b>	<b>(600,333,389)</b>
<b>General Revenues</b>		
Fuel taxes	517,365,842	493,076,325
Sales taxes	350,372,094	335,419,712
Unrestricted investment earnings (loss)	9,101,047	10,569,229
State appropriations	14,216,345	15,009,755
Gain (loss) on sale of capital assets	(7,450,659)	(15,211,582)
<b>Total general revenues</b>	<b>883,604,669</b>	<b>838,863,439</b>
<b>Changes in Net Position</b>	<b>442,004,108</b>	<b>238,530,050</b>
<b>Net Position, beginning of year, as restated</b>	<b>26,562,987,179</b>	<b>26,324,457,129</b>
<b>Net Position, end of year</b>	<b>\$27,004,991,287</b>	<b>\$26,562,987,179</b>

The notes to the financial statements are an integral part of these statements.



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# Fund Financial Statements

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## Balance Sheets

### Governmental Funds

June 30, 2016 and 2015

	2016				
	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
<b>Assets</b>					
Cash and cash equivalents	\$ 15,081,847	\$756,042,660	\$36,713,588	\$22,072,948	\$ 829,911,043
State taxes and fees receivables	104,483,200	20,966,553	16,217,942	562,254	142,229,949
Federal government receivables	---	64,253,437	---	6,673,683	70,927,120
Miscellaneous receivables, net	1,544,780	15,579,806	69,720	1,213,028	18,407,334
Loans receivable	---	---	---	1,041,426	1,041,426
Due from other funds	---	40,001	---	---	40,001
Inventories	---	39,614,030	---	---	39,614,030
Restricted cash and investments	---	71,078,800	---	---	71,078,800
<b>Total assets</b>	<b>\$121,109,827</b>	<b>\$967,575,287</b>	<b>\$53,001,250</b>	<b>\$31,563,339</b>	<b>\$1,173,249,703</b>
<b>Liabilities, Deferred Inflows of Resources and Fund Balances</b>					
<b>Liabilities</b>					
Accounts payable	\$ 2,741,039	\$ 82,612,096	\$ ---	\$ 8,874,887	\$ 94,228,022
Accrued payroll	7,890,786	16,642,327	---	114,307	24,647,420
Deposits	---	1,444,038	---	---	1,444,038
Unearned revenue	---	20,492,786	---	621,091	21,113,877
Due to other funds	---	---	---	40,001	40,001
<b>Total liabilities</b>	<b>10,631,825</b>	<b>121,191,247</b>	<b>---</b>	<b>9,650,286</b>	<b>141,473,358</b>
<b>Deferred Inflows of Resources</b>					
Deferred Revenues	1,400,916	17,724,896	---	57,207	19,183,019
<b>Total deferred inflows of resources</b>	<b>1,400,916</b>	<b>17,724,896</b>	<b>---</b>	<b>57,207</b>	<b>19,183,019</b>
<b>Fund balances</b>					
Nonspendable – inventories	---	39,614,030	---	---	39,614,030
Restricted – highways and transportation	109,077,086	789,045,114	53,001,250	21,855,846	972,979,296
<b>Total fund balances</b>	<b>109,077,086</b>	<b>828,659,144</b>	<b>53,001,250</b>	<b>21,855,846</b>	<b>1,012,593,326</b>
<b>Total liabilities, deferred inflows of resources and fund balances</b>	<b>\$121,109,827</b>	<b>\$967,575,287</b>	<b>\$53,001,250</b>	<b>\$31,563,339</b>	<b>\$1,173,249,703</b>



2015

State Highways  
and  
Transportation  
Department  
Fund

State Road  
Fund

State  
Road Bond  
Fund

Nonmajor  
Governmental  
Funds

Total  
Governmental  
Funds

\$ 6,761,118	\$ 713,355,794	\$41,015,693	\$24,130,231	\$ 785,262,836
97,565,630	18,895,606	14,746,988	487,837	131,696,061
---	65,767,339	---	6,999,622	72,766,961
2,428,287	22,211,282	95,762	1,214,753	25,950,084
---	---	---	1,361,372	1,361,372
---	242,020	---	---	242,020
---	37,574,480	---	---	37,574,480
---	71,054,650	---	---	71,054,650
<u>\$106,755,035</u>	<u>\$ 929,101,171</u>	<u>\$55,858,443</u>	<u>\$34,193,815</u>	<u>\$1,125,908,464</u>

\$ 2,004,983	\$ 81,474,660	\$ ---	\$ 8,871,005	\$ 92,350,648
7,756,708	16,307,217	---	109,309	24,173,234
---	1,332,705	---	---	1,332,705
---	9,750,252	---	260,438	10,010,690
---	---	---	242,020	242,020
<u>9,761,691</u>	<u>108,864,834</u>	<u>---</u>	<u>9,482,772</u>	<u>128,109,297</u>
<u>2,359,952</u>	<u>26,073,470</u>	<u>---</u>	<u>243,619</u>	<u>28,677,041</u>
<u>2,359,952</u>	<u>26,073,470</u>	<u>---</u>	<u>243,619</u>	<u>28,677,041</u>
---	37,574,480	---	---	37,574,480
<u>94,633,392</u>	<u>756,588,387</u>	<u>55,858,443</u>	<u>24,467,424</u>	<u>931,547,646</u>
<u>94,633,392</u>	<u>794,162,867</u>	<u>55,858,443</u>	<u>24,467,424</u>	<u>969,122,126</u>
<u>\$106,755,035</u>	<u>\$ 929,101,171</u>	<u>\$55,858,443</u>	<u>\$34,193,815</u>	<u>\$1,125,908,464</u>



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# Reconciliation of the Governmental Funds Balance Sheets to the Statements of Net Position

## Governmental Funds

June 30, 2016 and 2015

	<b>Total</b>	
	<b>2016</b>	<b>2015</b>
<b>Fund balances – total governmental funds</b>	\$ 1,012,593,326	\$ 969,122,126
Amounts reported for governmental activities in the statements of net position are different because:		
Capital assets, net of accumulated depreciation of \$24,657,958,757 and \$24,284,524,600 in 2016 and 2015, respectively, used in governmental activities are not financial resources and therefore are not reported in the funds.	29,872,291,940	29,675,072,409
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred outflows of resources, are not reported in the funds.	65,558,383	79,024,126
Some of the Department's tax and other revenue will be collected after the 60-day availability period and is deferred in the fund financial statements. However, revenue from this amount is recognized in the government-wide financial statements, net of allowance for uncollectible amounts.	19,183,019	28,677,041
Internal service funds are used by management to charge the costs of certain activities to individual funds. The assets and liabilities of the internal service funds are included only in the statements of net position.		
Medical and life insurance plan	19,699,741	23,709,834
Self insurance plan	14,407,542	10,242,923
Certain changes in the net pension liability are amortized over time and are not reported in the funds.	46,297,768	18,639,886
Certain liabilities, including bonds payable, are not due and payable in the current period and therefore are not reported in the funds (current and noncurrent).		
Financing and other obligations	(2,553,687,684)	(2,755,196,699)
Net pension liability	(1,061,941,581)	(1,079,844,816)
Other post-employment benefits obligations	(405,682,013)	(380,743,798)
Accrued interest payable	(23,729,154)	(25,715,853)
<b>Total net position – governmental activities</b>	<b>\$27,004,991,287</b>	<b>\$26,562,987,179</b>

# Statements of Revenues, Expenditures and Changes in Fund Balances

## Governmental Funds

Years Ended June 30, 2016 and 2015

	2016				
	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
<b>Revenues</b>					
Fuel taxes	\$ 516,986,442	\$ 108,038	\$ ---	\$ 271,362	\$ 517,365,842
Sales taxes	1,645,590	167,352,857	171,930,722	9,442,925	350,372,094
Licenses, fees and permits	201,373,934	106,613,651	---	2,085,554	310,073,139
Intergovernmental/cost reimbursements/miscellaneous	6,061,285	59,646,822	---	1,857,031	67,565,138
Investment earnings	279,890	5,476,537	476,634	126,162	6,359,223
American Recovery and Reinvestment Act	---	6,886,393	5,992,537	5,280,694	18,159,624
State government	---	---	---	14,216,345	14,216,345
Federal government	---	829,766,092	---	77,654,690	907,420,782
<b>Total revenues</b>	<u>726,347,141</u>	<u>1,175,850,390</u>	<u>178,399,893</u>	<u>110,934,763</u>	<u>2,191,532,187</u>
<b>Expenditures</b>					
Current					
Administration	---	51,364,549	---	---	51,364,549
Fleet, facilities and information systems	---	38,744,419	---	---	38,744,419
Maintenance	---	417,298,473	---	18,665,396	435,963,869
Construction	---	296,945,465	---	---	296,945,465
Multimodal operations	---	878,037	---	93,768,563	94,646,600
Capital outlay	---	689,975,795	---	902,663	690,878,458
Debt service	---	119,119,645	181,257,086	---	300,376,731
Other state agencies	251,143,437	---	---	---	251,143,437
<b>Total expenditures</b>	<u>251,143,437</u>	<u>1,614,326,383</u>	<u>181,257,086</u>	<u>113,336,622</u>	<u>2,160,063,528</u>
<b>Excess of revenues over (under) expenditures</b>	<u>475,203,704</u>	<u>(438,475,993)</u>	<u>(2,857,193)</u>	<u>(2,401,859)</u>	<u>31,468,659</u>
<b>Other Financing Sources (Uses)</b>					
Notes issued	---	---	---	---	---
Capital leases issued	---	113,977	---	---	113,977
Capital asset sales	---	11,883,856	---	4,708	11,888,564
Transfers in	---	460,974,437	---	---	460,974,437
Transfers out	(460,760,010)	---	---	(214,427)	(460,974,437)
<b>Total other financing sources (uses)</b>	<u>(460,760,010)</u>	<u>472,972,270</u>	<u>---</u>	<u>(209,719)</u>	<u>12,002,541</u>
<b>Net Changes in Fund Balances</b>	14,443,694	34,496,277	(2,857,193)	(2,611,578)	43,471,200
<b>Fund Balances, beginning of year</b>	<u>94,633,392</u>	<u>794,162,867</u>	<u>55,858,443</u>	<u>24,467,424</u>	<u>969,122,126</u>
<b>Fund Balances, end of year</b>	<u>\$ 109,077,086</u>	<u>\$ 828,659,144</u>	<u>\$ 53,001,250</u>	<u>\$ 21,855,846</u>	<u>\$ 1,012,593,326</u>

The notes to the financial statements are an integral part of these statements.

2015

State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
\$ 492,700,999	\$ 128,680	\$ ---	\$ 246,646	\$ 493,076,325
1,624,896	159,900,440	164,274,352	9,620,024	335,419,712
187,446,092	100,202,370	---	2,670,999	290,319,461
4,994,890	43,632,172	416	2,388,959	51,016,437
260,640	7,680,363	579,402	134,954	8,655,359
---	7,417,054	5,392,783	1,948,548	14,758,385
---	---	---	15,009,755	15,009,755
---	<u>757,676,085</u>	---	<u>84,178,380</u>	<u>841,854,465</u>
<u>687,027,517</u>	<u>1,076,637,164</u>	<u>170,246,953</u>	<u>116,198,265</u>	<u>2,050,109,899</u>
---	50,713,412	---	---	50,713,412
---	38,980,057	---	---	38,980,057
---	418,005,872	---	16,322,595	434,328,467
---	369,351,715	---	---	369,351,715
---	432,877	---	84,929,842	85,362,719
---	673,097,697	---	214,561	673,312,258
---	152,961,283	164,487,260	---	317,448,543
<u>251,407,679</u>	---	---	---	<u>251,407,679</u>
<u>251,407,679</u>	<u>1,703,542,913</u>	<u>164,487,260</u>	<u>101,466,998</u>	<u>2,220,904,850</u>
<u>435,619,838</u>	<u>(626,905,749)</u>	<u>5,759,693</u>	<u>14,731,267</u>	<u>(170,794,951)</u>
---	3,618,567	---	---	3,618,567
---	18,362	---	---	18,362
---	5,421,571	---	---	5,421,571
---	459,967,612	34,898	---	460,002,510
<u>(446,410,007)</u>	<u>(34,898)</u>	---	<u>(13,557,605)</u>	<u>(460,002,510)</u>
<u>(446,410,007)</u>	<u>468,991,214</u>	<u>34,898</u>	<u>(13,557,605)</u>	<u>9,058,500</u>
(10,790,169)	(157,914,535)	5,794,591	1,173,662	(161,736,451)
<u>105,423,561</u>	<u>952,077,402</u>	<u>50,063,852</u>	<u>23,293,762</u>	<u>1,130,858,577</u>
<u>\$ 94,633,392</u>	<u>\$ 794,162,867</u>	<u>\$ 55,858,443</u>	<u>\$ 24,467,424</u>	<u>\$ 969,122,126</u>



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# Reconciliation of the Governmental Funds Statements of Revenues, Expenditures and Changes in Fund Balances to the Statements of Activities

Years Ended June 30, 2016 and 2015

	<u>2016</u>	<u>2015</u>
<b>Net changes in fund balances – total governmental funds</b>	\$ 43,471,200	\$(161,736,451)
Amounts reported for governmental activities in the statements of activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the statements of activities, the costs of those assets are allocated over their estimated useful lives and reported as depreciation expense. These are the amounts by which capital outlays (\$690,878,458 and \$673,312,258 for 2016 and 2015, respectively) exceeded depreciation (\$474,319,704 and \$454,219,267 for 2016 and 2015, respectively).	216,558,754	219,092,991
In the statements of activities, only the gains (losses) on the sale of the capital assets are reported, whereas in the governmental funds, the proceeds from the sale increase financial resources. Thus, the changes in net position differ from the changes in fund balances by the book value of the assets sold.	(19,339,223)	(20,633,153)
Certain revenues in the statements of activities that do not provide current financial resources are not reported as revenues in the governmental funds.	(9,494,022)	2,358,671
Certain changes in the net pension liability, not applicable to the current period, are not reported in the governmental funds.	123,756,827	124,597,572
Proceeds from the issuance of long-term debt provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statements of net position. Repayment of principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statements of net position. These are the net effects of the differences in the treatment of long-term debt obligations and related items.	174,988,817	185,275,929
Some expenses reported in the statements of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.		
Compensated absences	714,966	1,160,644
Interest expense recognition	21,084,127	15,845,447
Claims and judgments	(6,757,940)	(3,818,115)
Net pension liability	(78,195,709)	(91,857,655)
Other post-employment benefits obligations	(24,938,215)	(29,199,562)
Internal service funds are used by management for the medical and life insurance plan and the self insurance plan. The net revenues of internal service funds are reported with governmental activities.		
Medical and life insurance plan	(4,010,093)	(6,575,132)
Self insurance plan	<u>4,164,619</u>	<u>4,018,864</u>
<b>Changes in net position – governmental activities</b>	<u>\$ 442,004,108</u>	<u>\$ 238,530,050</u>

## Statements of Net Position

### Proprietary Funds

June 30, 2016 and 2015

	<b>Internal Service Funds</b>	
	<b>2016</b>	<b>2015</b>
<b>Assets</b>		
Current assets		
Cash and cash equivalents	\$ 21,757,580	\$ 11,802,736
Investments	12,779,431	2,027,008
Restricted investments	100,000	100,000
Miscellaneous receivables	2,998,511	2,488,409
Total current assets	<u>37,635,522</u>	<u>16,418,153</u>
Noncurrent assets		
Investments	106,988,131	121,933,202
Restricted investments	200,000	200,000
Total noncurrent assets	<u>107,188,131</u>	<u>122,133,202</u>
<b>Total assets</b>	<u>144,823,653</u>	<u>138,551,355</u>
<b>Liabilities</b>		
Current liabilities		
Accounts payable	2,109,008	1,734,064
Unearned revenue	8,161,004	7,611,718
Pending self insurance claims	18,319,000	18,365,000
Incurred but not reported claims	<u>15,043,000</u>	<u>15,680,000</u>
Total current liabilities	<u>43,632,012</u>	<u>43,390,782</u>
Noncurrent liabilities		
Pending self insurance claims	52,156,358	48,778,816
Incurred but not reported claims	<u>14,928,000</u>	<u>12,429,000</u>
Total noncurrent liabilities	<u>67,084,358</u>	<u>61,207,816</u>
<b>Total liabilities</b>	<u>110,716,370</u>	<u>104,598,598</u>
<b>Net Position</b>		
Restricted net position	300,000	300,000
Unrestricted net position	<u>33,807,283</u>	<u>33,652,757</u>
<b>Total net position</b>	<u>\$ 34,107,283</u>	<u>\$ 33,952,757</u>



# Statements of Revenues, Expenses and Changes in Net Position

## Proprietary Funds

Years Ended June 30, 2016 and 2015

	<b>Internal Service Funds</b>	
	<b>2016</b>	<b>2015</b>
<b>Operating Revenues</b>		
Self insurance premiums		
Highway workers' compensation	\$ 7,200,000	\$ 7,200,000
Highway patrol workers' compensation	2,352,989	2,750,000
Highway fleet vehicle liability	1,400,000	1,400,000
Highway general liability	12,500,000	12,500,000
Medical insurance premiums		
State	77,481,522	74,048,522
Member	41,988,794	39,870,440
Other	6,679,183	6,516,813
<b>Total operating revenues</b>	<b>149,602,488</b>	<b>144,285,775</b>
<b>Operating Expenses</b>		
Self insurance programs		
Highway workers' compensation	5,557,142	6,116,125
Highway patrol workers' compensation	2,155,211	2,310,090
Highway fleet vehicle liability	4,456,861	953,547
Highway general liability	8,423,544	10,980,555
Other	1,011,161	1,015,227
Medical and life insurance program		
Insurance premiums	7,146,757	6,854,614
Medical benefits	91,708,347	90,260,350
Prescription drug benefits	24,816,990	23,751,514
Professional fees	1,078,773	934,397
Administrative services	5,877,052	5,631,672
<b>Total operating expenses</b>	<b>152,231,838</b>	<b>148,808,091</b>
<b>Operating income (loss)</b>	<b>(2,629,350)</b>	<b>(4,522,316)</b>
<b>Nonoperating Revenues</b>		
Net appreciation and investment income	2,783,876	1,966,048
<b>Total nonoperating revenues</b>	<b>2,783,876</b>	<b>1,966,048</b>
<b>Changes in Net Position</b>	<b>154,526</b>	<b>(2,556,268)</b>
<b>Net Position, beginning of year</b>	<b>33,952,757</b>	<b>36,509,025</b>
<b>Net Position, end of year</b>	<b>\$ 34,107,283</b>	<b>\$ 33,952,757</b>

The notes to the financial statements are an integral part of these statements.

# Statements of Cash Flows

## Proprietary Funds

### Years Ended June 30, 2016 and 2015

	<b>Internal Service Funds</b>	
	<b>2016</b>	<b>2015</b>
<b>Cash Flows From Operating Activities</b>		
Receipts from interfund services provided	\$ 149,022,351	\$ 144,106,558
Payments for interfund services used	(138,522,021)	(138,988,626)
Payments to suppliers	(7,592,042)	(11,206,661)
Net cash provided by (used in) operating activities	<u>2,908,288</u>	<u>(6,088,729)</u>
<b>Cash Flows From Investing Activities</b>		
Proceeds from sale and maturities of investments	76,270,360	48,273,106
Purchases of investments	(71,542,538)	(60,722,105)
Interest received	2,436,767	2,243,205
Investment fees	(118,033)	(119,334)
Net cash provided by (used in) investing activities	<u>7,046,556</u>	<u>(10,325,128)</u>
<b>Net increase (decrease) in cash and cash equivalents</b>	9,954,844	(16,413,857)
<b>Cash and Cash Equivalents, beginning of year</b>	<u>11,802,736</u>	<u>28,216,593</u>
<b>Cash and Cash Equivalents, end of year</b>	<u>\$ 21,757,580</u>	<u>\$ 11,802,736</u>
<b>Reconciliation of Operating Income (Loss) to Net Cash Provided by (Used in) Operating Activities</b>		
Operating income (loss)	\$ (2,629,350)	\$ (4,522,316)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities		
Receivables	(580,136)	(179,217)
Accounts and claims payable	5,568,488	(1,522,011)
Unearned revenue	549,286	134,815
<b>Net cash provided by (used in) operating activities</b>	<u>\$ 2,908,288</u>	<u>\$ (6,088,729)</u>
<b>Noncash Items Impacting Recorded Assets</b>		
Increase (decrease) in fair value of investments	<u>\$ 535,175</u>	<u>\$ (209,933)</u>

# Statements of Assets and Liabilities

## Fiduciary Funds – Agency

June 30, 2016 and 2015

	<b>Agency Funds</b>	
	<b>2016</b>	<b>2015</b>
<b>Assets</b>		
Restricted cash and cash equivalents	\$ 38,381,651	\$ 65,119,872
Other	<u>774</u>	<u>1,674</u>
<b>Total assets</b>	<b><u>\$ 38,382,425</u></b>	<b><u>\$ 65,121,546</u></b>
<b>Liabilities</b>		
Due to other governments	\$ 4,474,615	\$ 10,765,737
Advances from other governments	<u>33,907,810</u>	<u>54,355,809</u>
<b>Total liabilities</b>	<b><u>\$ 38,382,425</u></b>	<b><u>\$ 65,121,546</u></b>



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# Notes to the Financial Statements

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# INDEX FOR THE NOTES TO THE FINANCIAL STATEMENTS

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## **Note 1: Summary of Significant Accounting Policies**

The State Highway Department was created in 1913 to act as the agent of the state of Missouri (the state) for public roads. The State Highway Commission was created in 1921 with the passage of the Centennial Road Law and was charged with the administration of the network of connecting state highways, including their location, design, construction and maintenance.

In 1979, Missouri voters passed a constitutional amendment merging the State Highway Department with the Department of Transportation. By statute, the resulting department was named the Missouri Highways and Transportation Department. The constitutional amendment gave the Highways and Transportation Commission (the MHTC or Commission) the authority over all state transportation programs and facilities. The Commission is a bipartisan body of six members appointed by the Governor, with the consent of the Senate, for a term of six years. In 1996, by legislative action, the Missouri Highways and Transportation Department became the Missouri Department of Transportation (MoDOT or Department).

In 2002, several functions from other state agencies were combined with MoDOT. This consolidation was the result of legislative action and the Governor's Executive Order, which created the "One-Stop Shop" for motor carrier services (MCS), railroad operators and overdimension and overweight permitting. In 2003, by Governor's Executive Order, the Division of Highway Safety was transferred from the Department of Public Safety to MoDOT. Legislation passed in 2014 to recognize that 2003 reorganization, transferring all the authority, powers, duties, and functions of the Division of Highway Safety relating to the motorcycle safety program, the driver improvement program, the ignition interlock program, and other state highway safety programs from the Department of Public Safety to the Commission and Department. In 2006, the unit that audits motor carrier operators was transferred to MoDOT from the Department of Revenue. This unit is responsible for auditing International Fuel Tax Agreement tax returns and International Registration Plan applications.

### **(A) Financial Reporting Entity**

Governmental Accounting Standards Board (GASB) Statement 14, *The Financial Reporting Entity*, as amended by GASB Statements 39 and 61, establishes the criteria to be used for defining primary governments, component units and related organizations. The Department does not meet the GASB's criteria to be reported as its own primary government or other stand-alone government and is part of the primary government of the state. Like other state agencies, the Department is included in the financial statements of the state. These financial statements report the funds from which MoDOT spends. The nonmajor Multimodal Fund includes only MoDOT appropriations from the state's General fund. The nonmajor MCS Federal Fund is the Motor Carrier Safety Assistance Program.

Certain legally separate organizations are involved in transportation-related projects, such as the Missouri Transportation Finance Corporation (MTFC) and other transportation corporations. Although these organizations cooperate with the Department to meet their objectives and are included in the financial statements of the state as blended or discretely presented component units, they are not part of the Department's defined reporting entity.

The state's Comprehensive Annual Financial Report may be obtained by writing to the state of Missouri, Office of Administration, Division of Accounting, P. O. Box 809, Jefferson City, MO 65102, or may be accessed online at [www.oa.mo.gov/acct](http://www.oa.mo.gov/acct).

### **(B) Government-wide and Fund Financial Statements**

#### **1. Government-wide Financial Statements**

The government-wide statements of net position and statements of activities report the overall financial activities of the Department, except for fiduciary activities. Eliminations have been made to minimize the double-counting of internal activities. The financial activities of the Department consist only of governmental activities, which are primarily supported by state taxes and intergovernmental revenues.

The Department administers a single program – transportation. The statements of activities demonstrate the degree to which the direct expenses of that function are offset by program revenues. Direct expenses are those that are clearly identifiable with the function. Program revenues include (a) charges paid by the recipients of goods or services offered by the program and (b) grants and contributions that are restricted to meeting the operational or capital requirements of the program. Revenues that are not classified as program revenues, including all taxes, are presented as general revenues.



## 2. Fund Financial Statements

The fund financial statements provide information about the Department's funds, including its fiduciary funds. Separate statements for each fund category – governmental, proprietary and fiduciary – are presented. The emphasis of fund financial statements is on major governmental funds, each displayed in a separate column. All remaining governmental funds are aggregated and reported as nonmajor funds.

The Department reports the following governmental funds:

**State Highways and Transportation Department Fund (Highway Fund)** – This special revenue fund was established by Section 226.200, Revised Statutes of Missouri (RSMo.) to receive revenues derived from the use of state highways. This fund pays the costs incurred to collect that revenue, to administer and enforce any state motor vehicle laws or traffic regulations and to provide other related functions.

**State Road Fund (Road Fund)** – This special revenue fund was constitutionally established to receive monies from the state's motor vehicle sales tax, the federal government, transfers from the Highway Fund and other related revenues. Disbursements consist of costs incurred to construct, improve and maintain the state highway system and for debt service payments.

**State Road Bond Fund** – This debt service fund was constitutionally established to receive monies from the state's motor vehicle sales tax. Monies are used for the repayment of bonds issued by the Commission to fund the construction and reconstruction of the state highway system or for refunded bonds.

**Nonmajor Funds** – The remaining funds are considered nonmajor. They are special revenue funds, which account for grants and other resources whose use is restricted for a particular purpose.

The Department reports the following additional fund types:

**Internal Service Funds** – These proprietary funds account for the financing of services provided to other funds within the Department and other participating agencies on a cost-reimbursement basis. These funds are used to account for medical and life insurance coverage and self insurance activities. Department activity comprises the majority of these funds. These funds are included in the government-wide statements by eliminating off-setting revenues and expenses.

**Agency Funds** – These fiduciary funds account for monies held on behalf of various political subdivisions and other interested parties and will be used to reimburse the Department for expenditures incurred by the Department on behalf of the previously mentioned parties and to collect and administer registration, license fees and fuel taxes payable to various states and Canadian provinces. These funds are not included in the government-wide statements, because they are held on behalf of various political subdivisions and other interested parties, and they are not available for Department use.

## (C) Measurement Focus, Basis of Accounting and Financial Statement Presentation

### 1. Government-wide Financial Statements

The government-wide, proprietary and fiduciary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Nonexchange transactions in which the Department gives (or receives) value without directly receiving (or giving) equal value in exchange include fuel taxes, sales taxes, Medicare Part D gap coverage federal subsidies, grants, entitlements and donations. On an accrual basis, revenues from fuel taxes and sales taxes are recognized in the fiscal year in which the underlying exchange transaction occurs. Revenues from Medicare Part D gap coverage, based on the current funding levels from the federal government, are recognized in the fiscal year in which the revenue-generating transactions occur. Because potential retroactive adjustments to the federal subsidies are not measurable, revenue impacts are recognized in the fiscal period in which adjustments are made by the federal government. Revenues from grants, entitlements and donations are recognized in the fiscal year in which all eligibility requirements imposed by the provider have been met.

## **2. Fund Financial Statements**

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, all revenue sources are recognized when measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Department, consistent with the state of Missouri, considers revenues to be available if they are collected within 60 days of the end of the current fiscal year. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on general long-term debt, claims and judgments and compensated absences, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in governmental funds. Proceeds of general long-term debt and acquisitions under capital leases are recorded as other financing sources.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. The Department's operating revenues and expenses generally result from providing services in connection with the internal service funds' principal ongoing operations. The principal operating revenues are charges for insurance premiums. Operating expenses include self insurance claims, benefits claims, insurance premiums and administrative expenses. Investment income is reported as nonoperating revenue.

When both restricted and unrestricted resources are available for use, it is the Department's policy to use restricted resources first, then unrestricted resources as needed.

### **(D) Financial Statement Element Attributes**

#### **1. Cash and Cash Equivalents and Investments**

Cash and cash equivalents include:

- Cash
- Repurchase agreements, which are investments with original maturities of three months or less
- Pooled monies, including pooled investments, with the State Treasurer's Office

Investments are valued at fair value.

#### **2. Inventories**

Inventories, primarily consisting of maintenance materials, are valued at cost using the weighted average method. Inventories are recorded in the governmental funds as expenditures when consumed rather than when purchased.

#### **3. Interfund Transactions**

The Department reports the following types of interfund transactions:

**Interfund services provided and used** – This consists of sales and purchases of goods and services between funds for a price approximating their external exchange value. Interfund services provided and used are reported as revenues in seller funds and as expenditures or expenses in purchaser funds. This internal activity is included in the government-wide statements by eliminating off-setting revenues and expenses.

**Transfers** – This consists of flows of assets (such as cash or goods) without equivalent flows of assets in return and without a requirement for repayment. In governmental funds, transfers are reported as other financing uses in the funds making transfers and as other financing sources in the funds receiving transfers.

#### **4. Capital Assets**

Capital assets, such as land, buildings, equipment and infrastructure assets, are reported at cost (or estimated historical cost) as governmental activities in the government-wide financial statements. Infrastructure assets are those assets that are normally immovable and of value to the citizens of the state of Missouri, such as roads, bridges, streets and sidewalks, drainage systems, lighting systems and similar items. The Department capitalizes assets with an expected useful life of more than one year with a cost greater than \$1,000 for equipment, \$5,000 for software and \$15,000 for buildings and land improvements. No dollar threshold is set for land, easements and infrastructure. Donated capital assets are recorded at their fair value at the date of the donation.

Capital assets utilized in the governmental funds are recorded as expenditures in the governmental fund financial statements. Depreciation expense, including amortization of leased capital and intangible assets, is recorded in the government-wide financial statements.

Capital assets are depreciated or amortized on the straight-line method over the asset's estimated useful life. There is no depreciation recorded for land, permanent easements, software in progress, construction in progress and infrastructure in progress. Generally, estimated useful lives are as follows:

Vehicles, machinery and equipment	1 to 20 years
Buildings and other improvements	10 to 50 years
Infrastructure	12 to 56 years
Software	5 years
Temporary Easements	3 years

## **5. Deferred Outflows of Resources and Deferred Inflows of Resources**

In addition to assets, financial statements may report a separate section for deferred outflows of resources. Deferred outflows of resources consists of the consumption of net position that is applicable to a future reporting period and so will not be recognized as an outflow of resources until then. Deferred outflows of resources related to refunding long-term debt and certain pension contributions and other pension related deferrals are reported in the statements of net position. The deferred bond refunding amount results from the difference in the carrying value of refunded debt and its reacquisition price, and is amortized over the shorter of the life of the refunded or refunding debt. The deferrals related to pension obligations include pension contributions made to the plan between the measurement date of the pension obligations and the end of the fiscal year and the change in proportional share of MoDOT's participation in the plan.

In addition to liabilities, financial statements may report a separate section for deferred inflows of resources. Deferred inflows of resources consists of the acquisition of net position that is applicable to a future reporting period and so will not be recognized as inflow of resources until then. Deferred inflows of resources in the fund financial statements are reported as receivables, when the corresponding revenues are unavailable. Deferred inflows of resources includes federal reimbursements, cost reimbursements and other miscellaneous receivables. For the government-wide financial statements, deferred inflows of resources relate to certain changes in pension obligations that are amortized over future periods.

## **6. Deposits and Unearned Revenue**

Deposits consist of amounts held to ensure permit work, such as driveway installations, is completed to MoDOT specifications. Upon approval, the deposits are returned.

Unearned revenue consists of amounts collected in advance of the year in which earned. In the government-wide and governmental funds, local shares of project costs and property sales down-payments are held until work or contract completion. In the internal service funds, employee and employer medical insurance premiums received a month in advance are held for the subsequent month's coverage.

## **7. Compensated Absences**

Under the terms of the Department's personnel policy, Department employees are granted 10 to 14 hours of annual leave per month. Additionally, certain employees can accrue a maximum of 240 hours of compensatory time for unpaid overtime. Employees have accrued annual leave and compensatory time available amounting to \$31,557,228 and \$32,272,194 as of June 30, 2016 and 2015, respectively, recorded in the government-wide financial statements. Because employees are not paid for accumulated sick leave upon retirement or termination, no liability has been recorded for this leave.

## **8. Bond Premiums, Discounts and Issuance Costs**

In the government-wide financial statements, bond premiums and discounts are amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of the applicable bond premium or discount.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums on debt issuances are reported as other financing sources and discounts are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

## **9. Pollution Remediation Obligations**

MoDOT estimates the components of expected pollution remediation activities and determines whether expected outlays for those components should be accrued as a liability and expensed or, if appropriate, capitalized. Pollution remediation obligations are measured at the current cost of future activities and are valued using the expected cash flow method, which measures the liability based on probability-weighted amounts. The determined liabilities could change over time due to changes in costs of goods and services, changes in remediation technology or changes in laws and regulations governing the remediation efforts.

## **10. Pensions**

Pension-related expenses, liabilities, deferred outflows of resources and deferred inflows of resources have been determined on the same basis as they are reported by the MoDOT and Patrol Employees' Retirement System (MPERS). For this purpose, benefit payments are recognized when due and payable in accordance with the benefit term. Investments are reported at fair value.

## **11. Fund Balances**

In the fund financial statements, fund balances are displayed as follows:

**Nonspendable** – This consists of State Road Fund balances of \$39,614,030 and \$37,574,480 at June 30, 2016 and 2015, respectively, representing inventories held.

**Restricted** – This consists of fund balances that are legally restricted by outside parties or by law through constitutional provisions or enabling legislation. Total restricted fund balances of \$972,979,296 and \$931,547,646 at June 30, 2016 and 2015, respectively, were restricted by enabling legislation.

## **12. Net Position**

In the government-wide and proprietary fund financial statements, net position is displayed as follows:

**Net Investment in Capital Assets** – This consists of capital assets, net of accumulated depreciation, less the outstanding balances of any bonds, notes or other borrowings that are attributable to the acquisition, construction or improvement of those assets.

**Restricted** – This consists of assets that are legally restricted by outside parties or by law through constitutional provisions or enabling legislation. Total restricted net position at June 30, 2016 and 2015, \$300,000 and \$300,000, respectively, were restricted by enabling legislation or by outside parties.

**Unrestricted** – This consists of the net amount of assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position. The unrestricted net position deficits at June 30, 2016 and June 30, 2015, \$424,497,580 and \$475,195,911, respectively, were a result of the inclusion of the net pension liability.

## **13. Use of Estimates**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America (GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues, expenses or expenditures and other changes in net position or fund balances during the reporting period. Actual results could differ from those estimates.

## **14. Reclassifications**

Certain reclassifications have been made to the 2015 financial statements to conform to the 2016 financial statement presentation. This had no effect on net position.

## Note 2: Deposits and Investments

Cash and investments include amounts held by the State Treasurer's Office as required by the state constitution for all state funds of the primary government. Interest income earned on cash and investments in the State Treasury is allocated to the funds based on the respective investment and cash balances. In addition, cash and investments also include funds held in depository banks, as allowed by state statute.

By policy, investments may include linked deposits, certificates of deposit, commercial paper, bankers' acceptances, repurchase agreements and reverse repurchase agreements, U.S. Treasury obligations and federal agency securities. The Department's investments are reported at fair value. While the majority of the Department's investments are pooled in the State Treasury or with the Department of Revenue, a portion is held at banks outside those state agencies. At June 30, 2016 and 2015, the Department's portfolio of non-pooled funds had \$119,967,562 and \$124,160,210, respectively, of uninsured, unregistered investments held in the Commission's or State's name. Also at June 30, 2016 and 2015, the Department had book balances of \$21,748,106 and \$11,639,443, respectively, and bank balances of \$22,156,169 and \$14,033,465, respectively, of repurchase agreements. All repurchase agreements were collateralized by securities held by a financial institution's trust department in the Commission's or State's name.

**Interest Rate Risk** – The State Treasurer's Office policy states it will minimize the risk that the market value of investments will fall due to changes in general interest rates by maintaining an effective duration of less than 2.5 years and holding at least 25.0 percent of the portfolio's total market value in securities with a maturity of 12 months or less. MoDOT's policy for the investment portfolios of non-pooled funds states they are to be structured so securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities on the open market prior to maturity. Of the total non-pooled investments, \$119,749,143 is highly sensitive to interest rate changes because the investments are callable or subject to prepayment. The effective maturities are disclosed based on assumptions provided by the Department's investment advisor.

**Credit Risk** – The State Treasurer's Office policy states it will minimize the risk of loss due to the failure of a security issuer or backer by pre-approving financial institutions, companies, brokers and dealers and conducting regular credit monitoring and due diligence. MoDOT's policy for the investment portfolios of non-pooled funds states they are to be limited to the safest types of securities, as described above. The policies for both portfolios require diversification so potential losses on individual securities will be minimized.

**Concentration of Credit Risk** – The policies of both the State Treasurer's Office and the Department state investments are to be diversified and limits are set to minimize the risk of loss resulting from excess concentration in a specific maturity, issuer or class of security. The asset allocation is periodically reviewed by the State Treasurer and the Department's investment advisor. At June 30, 2016 and 2015, no investments in any one organization (other than those issued or sponsored by the U.S. Government and those in pooled investments) represented 5.0 percent of total investments.

At June 30, 2016, the Department's cash and investments consisted of the following:

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>	<b>State Road Bond Fund</b>	<b>Nonmajor Funds</b>	<b>Internal Service Funds</b>	<b>Agency Funds</b>
Cash and investments:						
Cash and investments pooled in the State Treasury	\$15,081,847	\$756,042,660	\$36,713,588	\$22,072,948	\$ ---	\$ ---
Cash deposited with banks	---	---	---	---	9,474	---
U.S. agency obligations	---	---	---	---	119,749,143	---
U.S. Treasury obligations	---	---	---	---	18,419	---
Repurchase agreements	---	---	---	---	21,748,106	---
Total	<u>\$15,081,847</u>	<u>\$756,042,660</u>	<u>\$36,713,588</u>	<u>\$22,072,948</u>	<u>\$141,525,142</u>	<u>\$ ---</u>
Restricted assets:						
Cash and investments pooled in the State Treasury	\$ ---	\$ 71,078,800	\$ ---	\$ ---	\$ ---	\$ ---
Cash and investments pooled with the Mo. Dept. of Revenue	---	---	---	---	---	4,473,841
Cash deposited with banks	---	---	---	---	---	33,907,810
U.S. Treasury obligations	---	---	---	---	200,000	---
Certificate of deposit	---	---	---	---	100,000	---
Total	<u>\$ ---</u>	<u>\$ 71,078,800</u>	<u>\$ ---</u>	<u>\$ ---</u>	<u>\$ 300,000</u>	<u>\$38,381,651</u>

At June 30, 2015, the Department's cash and investments consisted of the following:

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>	<b>State Road Bond Fund</b>	<b>Nonmajor Funds</b>	<b>Internal Service Funds</b>	<b>Agency Funds</b>
Cash and investments:						
Cash and investments pooled in the State Treasury	\$6,761,118	\$713,355,794	\$41,015,693	\$24,130,231	\$ ---	\$ ---
Cash deposited with banks	---	---	---	---	163,293	---
U.S. agency obligations	---	---	---	---	123,943,346	---
U.S. Treasury obligations	---	---	---	---	16,864	---
Repurchase agreements	---	---	---	---	11,639,443	---
Total	<u>\$6,761,118</u>	<u>\$713,355,794</u>	<u>\$41,015,693</u>	<u>\$24,130,231</u>	<u>\$135,762,946</u>	<u>\$ ---</u>
Restricted assets:						
Cash and investments pooled in the State Treasury	\$ ---	\$ 71,054,650	\$ ---	\$ ---	\$ ---	\$ ---
Cash and investments pooled with the Mo. Dept. of Revenue	---	---	---	---	---	10,764,063
Cash deposited with banks	---	---	---	---	---	54,355,809
U.S. Treasury obligations	---	---	---	---	200,000	---
Certificate of deposit	---	---	---	---	100,000	---
Total	<u>\$ ---</u>	<u>\$ 71,054,650</u>	<u>\$ ---</u>	<u>\$ ---</u>	<u>\$ 300,000</u>	<u>\$65,119,872</u>

The maturities of mortgage-backed investments have been estimated based on the weighted average life of the investment type. Estimated maturities will differ from actual maturities because issuers may have the right to call or prepay obligations.

The Department categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs comprised of quoted prices for similar assets or liabilities in active markets. Level 3 inputs are significant unobservable inputs. The Department's participation in the State Treasurer's Office cash and investment pool is valued based on the Department's proportional share of the pool's assets, which is the equivalent of net asset value. Accordingly, the cash and investments within the State Treasurer's Office pool are not categorized as being level 1, 2 or 3.

At June 30, 2016, MoDOT's investments have the following average maturities and ratings:

Investment by Type	Rating		Total Investments	Investment Maturities (in years)			Fair Value Measurements	
	Moody's	S&P		Less than 1 year	1-5 years	6-10 years	Level 1	Level 2
Repurchase agreements	Aaa	AA+	\$ 21,748,106	\$21,748,106	\$ ---	\$ ---	\$ ---	\$ 21,748,106
U.S. Treasury obligations	Aaa	AA+	218,419	---	218,419	---	218,419	---
U.S. agency obligations	Aaa	AA+	<u>119,749,143</u>	<u>12,779,431</u>	<u>105,284,593</u>	<u>1,685,119</u>	---	<u>119,749,143</u>
			<u>\$141,715,668</u>	<u>\$34,527,537</u>	<u>\$105,503,012</u>	<u>\$1,685,119</u>	<u>\$218,419</u>	<u>\$141,497,249</u>

At June 30, 2015, MoDOT's investments have the following average maturities and ratings:

Investment by Type	Rating		Total Investments	Investment Maturities (in years)			Fair Value Measurements	
	Moody's	S&P		Less than 1 year	1-5 years	6-10 years	Level 1	Level 2
Repurchase agreements	Aaa	AA+	\$ 11,639,443	\$11,639,443	\$ ---	\$ ---	\$ ---	\$ 11,639,443
U.S. Treasury obligations	Aaa	AA+	216,864	---	216,864	---	216,864	---
U.S. agency obligations	Aaa	AA+	<u>123,943,346</u>	<u>2,027,008</u>	<u>112,989,131</u>	<u>8,927,207</u>	---	<u>123,943,346</u>
			<u>\$135,799,653</u>	<u>\$13,666,451</u>	<u>\$113,205,995</u>	<u>\$8,927,207</u>	<u>\$216,864</u>	<u>\$135,582,789</u>

**Note 3: Receivables**

Reimbursement receivables consist of billings to outside entities for repayment of expenditures incurred by MoDOT. Also included are miscellaneous receivables from contractors and others. Reimbursement receivables are shown net of an allowance for doubtful accounts of \$2,005,350 and \$2,957,672 at June 30, 2016 and 2015, respectively. The Department provides an allowance based upon a review of the outstanding receivables, historical collection information and existing economic conditions.

Contributions receivable consists of amounts due from participating employers and members in the Department's insurance and risk management plans. The federal government receivable represents funds to be received on federally-participating projects. Loans receivable represents loans to cities and counties for nonhighway-related projects, such as airport improvements.

Receivables at June 30, 2016 for the government's individual major funds, nonmajor funds and internal service funds were as follows:

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>	<b>State Road Bond Fund</b>	<b>Nonmajor Funds</b>
State taxes and fees	\$104,483,200	\$ 20,966,553	\$16,217,942	\$ 562,254
Federal government	---	64,253,437	---	6,673,683
Miscellaneous:				
Reimbursements	1,484,876	14,541,134	---	1,189,532
Interest	59,904	1,038,672	69,720	23,496
Contributions	---	---	---	---
Total miscellaneous	<u>1,544,780</u>	<u>15,579,806</u>	<u>69,720</u>	<u>1,213,028</u>
Loans	---	---	---	<u>1,041,426</u>
Total receivables	<u>\$106,027,980</u>	<u>\$100,799,796</u>	<u>\$16,287,662</u>	<u>\$ 9,490,391</u>

Receivables at June 30, 2015 for the government's individual major funds, nonmajor funds and internal service funds were as follows:

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>	<b>State Road Bond Fund</b>	<b>Nonmajor Funds</b>
State taxes and fees	\$ 97,565,630	\$ 18,895,606	\$14,746,988	\$ 487,837
Federal government	---	65,767,339	---	6,999,622
Miscellaneous:				
Reimbursements	2,367,153	21,018,051	---	1,184,980
Interest	61,134	1,193,231	95,762	29,773
Contributions	---	---	---	---
Total miscellaneous	<u>2,428,287</u>	<u>22,211,282</u>	<u>95,762</u>	<u>1,214,753</u>
Loans	---	---	---	<u>1,361,372</u>
Total receivables	<u>\$ 99,993,917</u>	<u>\$106,874,227</u>	<u>\$14,842,750</u>	<u>\$10,063,584</u>



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<u>Internal Service Funds</u>	<u>Total</u>	<u>Due Within One Year</u>
\$ ---	\$ 142,229,949	\$ 142,229,949
---	70,927,120	70,927,120
664,603	17,880,145	12,072,214
245,682	1,437,474	1,437,474
<u>2,088,226</u>	<u>2,088,226</u>	<u>2,088,226</u>
<u>2,998,511</u>	<u>21,405,845</u>	<u>15,597,914</u>
---	<u>1,041,426</u>	<u>335,522</u>
<u>\$2,998,511</u>	<u>\$235,604,340</u>	<u>\$229,090,505</u>

<u>Internal Service Funds</u>	<u>Total</u>	<u>Due Within One Year</u>
\$ ---	\$ 131,696,061	\$ 131,696,061
---	72,766,961	72,766,961
595,615	25,165,799	14,333,331
315,716	1,695,616	1,695,616
<u>1,577,078</u>	<u>1,577,078</u>	<u>1,577,078</u>
<u>2,488,409</u>	<u>28,438,493</u>	<u>17,606,025</u>
---	<u>1,361,372</u>	<u>327,998</u>
<u>\$2,488,409</u>	<u>\$234,262,887</u>	<u>\$222,397,045</u>

**Note 4: Capital Assets**

Changes in capital assets for the year ended June 30, 2016 are summarized below:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions/ Retirements</u>	<u>Transfers</u>	<u>Ending Balance</u>
Nondepreciable capital assets					
Land and permanent easements	\$ 2,633,659,470	\$ 382,727	\$ 4,748,798	\$ 12,624,474	\$ 2,641,917,873
Software in progress	3,891,104	809,167	---	(126,298)	4,573,973
Construction in progress	12,974,826	12,872,959	---	(15,038,430)	10,809,355
Infrastructure in progress	<u>1,640,463,174</u>	<u>628,975,148</u>	<u>---</u>	<u>(906,572,758)</u>	<u>1,362,865,564</u>
Total nondepreciable capital assets	<u>4,290,988,574</u>	<u>643,040,001</u>	<u>4,748,798</u>	<u>(909,113,012)</u>	<u>4,020,166,765</u>
Depreciable/amortizable capital assets					
Land improvements	29,863,040	331,283	71,943	292,820	30,415,200
Buildings	272,895,909	2,688,759	5,642,948	2,121,136	272,062,856
Software	24,117,972	3,120,683	184,500	126,298	27,180,453
Equipment and vehicles	509,212,565	40,725,957	28,443,270	---	521,495,252
Temporary easements	1,617,932	971,775	796,244	---	1,793,463
Infrastructure	<u>48,830,901,017</u>	<u>---</u>	<u>80,337,067</u>	<u>906,572,758</u>	<u>49,657,136,708</u>
Total depreciable/amortizable capital assets	<u>49,668,608,435</u>	<u>47,838,457</u>	<u>115,475,972</u>	<u>909,113,012</u>	<u>50,510,083,932</u>
Accumulated depreciation/amortization					
Land improvements	13,078,976	1,212,402	18,267	---	14,273,111
Buildings	112,841,639	8,330,075	2,905,729	---	118,265,985
Software	18,190,122	2,519,369	184,500	---	20,524,991
Equipment and vehicles	333,373,497	27,406,545	27,019,445	---	333,760,597
Temporary easements	703,770	539,227	796,244	---	446,753
Infrastructure	<u>23,806,336,596</u>	<u>434,312,086</u>	<u>69,961,362</u>	<u>---</u>	<u>24,170,687,320</u>
Total accumulated depreciation/amortization	<u>24,284,524,600</u>	<u>474,319,704</u>	<u>100,885,547</u>	<u>---</u>	<u>24,657,958,757</u>
Total depreciable/amortizable capital assets, net	<u>25,384,083,835</u>	<u>(426,481,247)</u>	<u>14,590,425</u>	<u>909,113,012</u>	<u>25,852,125,175</u>
Total net capital assets	<u>\$ 29,675,072,409</u>	<u>\$ 216,558,754</u>	<u>\$ 19,339,223</u>	<u>\$ ---</u>	<u>\$ 29,872,291,940</u>

Changes in capital assets for the year ended June 30, 2015, as restated, are summarized below:

<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions/ Retirements</u>	<u>Transfers</u>	<u>Ending Balance</u>
\$ 2,486,248,707	\$ 1,219,839	\$ 8,746,631	\$ 154,937,555	\$ 2,633,659,470
3,424,179	1,463,061	---	(996,136)	3,891,104
158,653,614	17,710,756	---	(163,389,544)	12,974,826
<u>2,170,081,897</u>	<u>619,488,309</u>	<u>---</u>	<u>(1,149,107,032)</u>	<u>1,640,463,174</u>
<u>4,818,408,397</u>	<u>639,881,965</u>	<u>8,746,631</u>	<u>(1,158,555,157)</u>	<u>4,290,988,574</u>
28,965,221	---	139,068	1,036,887	29,863,040
268,496,309	170,373	3,185,875	7,415,102	272,895,909
21,028,559	2,208,505	115,228	996,136	24,117,972
500,025,957	30,748,799	21,562,191	---	509,212,565
2,160,208	302,616	844,892	---	1,617,932
<u>47,728,369,915</u>	<u>---</u>	<u>46,575,930</u>	<u>1,149,107,032</u>	<u>48,830,901,017</u>
<u>48,549,046,169</u>	<u>33,430,293</u>	<u>72,423,184</u>	<u>1,158,555,157</u>	<u>49,668,608,435</u>
11,974,607	1,233,466	129,097	---	13,078,976
106,157,122	8,743,124	2,058,607	---	112,841,639
15,901,929	2,403,158	114,965	---	18,190,122
326,483,629	27,468,469	20,578,601	---	333,373,497
828,676	719,986	844,892	---	703,770
<u>23,429,496,032</u>	<u>413,651,064</u>	<u>36,810,500</u>	<u>---</u>	<u>23,806,336,596</u>
<u>23,890,841,995</u>	<u>454,219,267</u>	<u>60,536,662</u>	<u>---</u>	<u>24,284,524,600</u>
<u>24,658,204,174</u>	<u>(420,788,974)</u>	<u>11,886,522</u>	<u>1,158,555,157</u>	<u>25,384,083,835</u>
<u>\$ 29,476,612,571</u>	<u>\$ 219,092,991</u>	<u>\$ 20,633,153</u>	<u>\$ ---</u>	<u>\$ 29,675,072,409</u>

**Note 5: Risk Management**

The Department is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; injuries to employees; and natural disasters. In addition, various lawsuits against the Department arise incident to the Department's normal operations. These risks have been classified as workers' compensation, vehicle liability, general liability, condemnation and inverse condemnation, contractor suits, employment suits, environmental regulatory liability and levy and drainage district suits. It is the policy of the Department to manage its risks internally, with the exception of purchased earthquake and major building insurance policies. No insurance settlements exceeded coverage in the last three years. In addition, all state employees and officers are covered by the state's Legal Expense Fund.

**(A) Workers' Compensation, Vehicle and General Liabilities**

The Department sets aside assets for the settlement of workers' compensation, vehicle liability and general liability claims in an internal service fund, the MHTC Self Insurance Fund. Section 537.610, RSMo. limits the liability of the state and its public entities on claims within the scope of Sections 537.600 to 537.650, RSMo., except for those claims governed by the provisions of the Missouri Workers' Compensation Law, Chapter 287, RSMo. The limits were \$2,734,567 and \$2,727,489 for all claims arising out of a single accident or occurrence, and \$410,185 and \$409,123 for any one person in a single accident or occurrence, at June 30, 2016 and 2015, respectively, as set by the Missouri Department of Insurance.

Estimated pending self insurance claims represent the expected losses to be realized on known claims pending and include minor non-incremental claims adjustment expenses. Estimated unreported claims represent expected losses or claims incurred but not reported. Amounts are reported based on actuarial calculations. Liabilities for incurred losses related to workers' compensation and general and vehicle liability claims are reported at their discounted value, assuming an investment yield of 2.0 percent.

Changes in pending self insurance claims and incurred but not reported claims for workers' compensation, vehicle and general liability during the past two years are:

	<u>Beginning Balance</u>	<u>Current Claims and Estimate Changes</u>	<u>Claim Payments</u>	<u>Ending Balance</u>
2016	\$84,252,816	\$20,592,758	\$14,199,216	\$90,646,358
2015	83,149,461	20,360,317	19,256,962	84,252,816

**(B) Other Claims**

Claims for condemnation and inverse condemnation, contractor suits, levy and drainage district suits, environmental regulatory liability and employment suits are paid from the State Road Fund. Liabilities are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. As listed in the Financing and Other Obligations note disclosure, the Department has approximately \$13,469,000 and \$6,711,060 in claims and judgments payable at June 30, 2016 and 2015, respectively. The Department is involved in other such suits for which no liability has been recorded, as a probable loss has not occurred. The aggregate potential liability of all claims deemed probable or possible to result in a loss was estimated to be approximately \$17,574,000 and \$15,740,060 as of June 30, 2016 and 2015, respectively. These estimates are within a range of \$5,209,000 to \$121,935,751 and \$2,988,105 to \$115,584,105 as of June 30, 2016 and 2015, respectively.

**Note 6: Medical and Life Insurance Plan**

The MoDOT and Missouri State Highway Patrol (MSHP) Insurance Plan (the Medical and Life Insurance Plan) Internal Service Fund accounts for the medical coverage provided on a self insured basis and life insurance benefits underwritten by commercial insurance companies. These benefits are available to employees, retirees, certain disabled employees, spouses, certain dependents and survivors of deceased employees and retirees of the Department, the MSHP and the MoDOT and Patrol Employees' Retirement System (MPERS). Changes to plan benefits and funding are required to be approved by the Commission. Incurred but not reported claims of \$9,800,000 and \$11,000,000 were reported in the Medical and Life Insurance Plan as of June 30, 2016 and 2015, respectively.

Claims incurred but not reported represent estimated unreported claims. This liability is established from an actuarial report, which is based on data provided by the Department and claims administrators. Changes in the incurred but not reported claims liability during the past two years are:

	<u>Beginning Balance</u>	<u>Current Claims and Estimate Changes</u>	<u>Claim Payments</u>	<u>Ending Balance</u>
2016	\$11,000,000	\$116,525,337	\$117,725,337	\$ 9,800,000
2015	10,000,000	114,011,864	113,011,864	11,000,000

## Note 7: Pension Plan

### (A) General Information about the Pension Plan

#### 1. Plan Description

MPERS provides retirement, death, and disability benefits. MPERS was established in accordance with Section 104.020, RSMo., and is administered by an 11-member Board of Trustees. The plan is administered in accordance with the requirements of a cost sharing, multiple-employer, public employee retirement plan under the Revised Statutes of Missouri. MPERS is a part of the state of Missouri financial reporting entity and is included in the State's financial reports as a component unit shown as a pension trust fund. As a separate legal entity, MPERS issues its own stand-alone financial report, which provides detailed information regarding actuarial assumptions and funding progress. Copies may be requested from the MoDOT and Patrol Employees' Retirement System, P.O. Box 1930, Jefferson City, Missouri 65102, or can be found online at [www.mpers.org](http://www.mpers.org).

#### 2. Benefits Provided

Employees eligible to be members of MPERS are those working in a position that normally requires the performance of duties for at least 1,040 hours annually. Benefits are designated by state statute. Any amendments to the plan require changes in state statute. MPERS has three benefit structures known as the Closed Plan, the Year 2000 Plan, and the Year 2000 Plan - 2011 Tier.

**Closed Plan** - Employees covered by the Closed Plan are fully vested for benefits upon receiving five years of creditable service. The base benefit in the Closed Plan is equal to 1.6 percent multiplied by the final average pay multiplied by years of creditable service. For members employed prior to August 28, 1997, Cost of Living Allowances (COLAs) are provided annually based on 80.0 percent of the increase in the Consumer Price Index for all urban consumers for the United States (CPI-U). The minimum rate is 4.0 percent and the maximum rate is 5.0 percent, until the cumulative amount of COLAs equals 65.0 percent of the original benefit. Thereafter, the 4.0 percent minimum rate is eliminated and the annual COLA rate will be equal to 80.0 percent of the increase in the CPI-U (annual maximum of 5.0 percent). For members employed on or after August 28, 1997, COLAs are provided annually based on 80.0 percent of the increase in the CPI-U, up to a maximum rate of 5.0 percent. This benefit structure is closed to new entrants.

**Year 2000 Plan** - Employees covered by the Year 2000 Plan are fully vested for benefits upon earning five years of creditable service. The base benefit in the Year 2000 Plan is equal to 1.7 percent multiplied by the final average pay multiplied by years of creditable service. Members retiring under the Rule of 80 receive an additional temporary benefit until age 62. The temporary benefit is equivalent to 0.8 percent multiplied by final average pay multiplied by years of creditable service. COLAs are provided annually based on 80.0 percent of the increase in the CPI-U, up to a maximum rate of 5.0 percent. This benefit structure is closed to new entrants.

**Year 2000 Plan - 2011 Tier** - Employees covered by the Year 2000 Plan – 2011 Tier are fully vested for benefits upon earning 10 years of creditable service. The base benefit in the 2011 Tier is equal to 1.7 percent multiplied by the final average pay multiplied by years of creditable service. Members retiring under the Rule of 90 receive an additional temporary benefit until age 62. The temporary benefit is equivalent to 0.8 percent multiplied by final average pay multiplied by years of creditable service. COLAs are provided annually based on 80.0 percent of the change in the CPI-U, up to a maximum rate of 5.0 percent.

### 3. Contributions

Employer contributions paid to the system are determined by an actuary and are set by the Board. Annual contribution amounts are designed to fund in advance the benefits designated by state statute. Employee contribution amounts are designated by state statute. New employees hired for the first time on or after January 1, 2011 (Year 2000 Plan-2011 Tier) contribute 4.0 percent of their pay. The Department's contributions to MPERS for fiscal years 2016 and 2015 were 58.05 percent and 58.76 percent, respectively, of eligible (covered) payroll. Required employer contributions totaling \$123,196,057 and \$124,597,572 for fiscal years 2016 and 2015, respectively, represent funding of normal costs and amortization of the unfunded accrued liability. Actual contributions made were 100.0 percent of required contributions. The fiscal year 2016 contribution rate was based on a 10-year closed amortization period for unfunded retiree liabilities and a 25-year closed amortization period for other unfunded liabilities.

#### (B) Actuarial Information

The total pension liability was determined by actuarial valuations as of June 30, 2015 and 2014, using the following actuarial assumptions, applied to all prior periods included in the measurements:

Inflation	3.0%
Salary increases	3.5% to 11%
Investment rate of return	7.75%
Cost-of-living adjustments	2.40% compound

The mortality tables for post-retirement mortality, used in evaluating allowances to be paid to non-disabled pensioners, were the RP2000 Combined Healthy Mortality Tables projected 16 years and set back one year for males and females. Pre-retirement mortality used was 70 percent for males and 50 percent for females of the postretirement tables, set back one year for males and females. Disabled pension mortality was based on Pension Benefit Guaranty Corporation's Disabled Mortality Tables. The healthy mortality tables include a margin for mortality improvement. The margin is in the 16-year projection. The disabled mortality tables do not include a margin for mortality improvement.

The actuarial assumptions used in the 2015 and 2014 valuations were based on the results of an actuarial experience study for the period July 1, 2007 – June 30, 2012.

The Board of Trustees establishes MPERS' policy in regard to the allocation of invested assets, and may amend the policy. The following is MPERS' asset allocation policy as of June 30, 2015 and 2014:

<u>Asset Class</u>	<u>Target Allocation</u>
Global equity	30 %
Private equity	15
Fixed income	25
Real assets	5
Real estate	10
Hedge funds	15
Cash	0

The long-term (30-year) expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return were adopted by the plan's trustees after considering input from the plan's investment consultant(s) and actuary(ies). The estimated long-term expected real rates of return for each major asset class included in MPERS' target asset allocation as of June 30, 2015 and 2014 are summarized in the following table:

<u>Asset Class</u>	<u>2015</u>	<u>2014</u>
Global equity	4.80%	5.05%
Private equity	6.50	6.75
Fixed income	0.50	0.59
Real assets	4.75	4.75
Real estate	2.75	2.75
Hedge funds	3.00	3.00

A single discount rate of 7.75 percent was used to measure the total pension liability. This single discount rate was based on the expected rate of return on pension plan investments of 7.75 percent. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Regarding the sensitivity of the net pension liability to changes in the single discount rate, the following presents the Department's proportional share of the plan's net pension liability, calculated using a single discount rate of 7.75 percent, as well as what the Department's proportional share of the plan's net pension liability would be if it were calculated using a single discount rate that is one-percentage point lower or one-percentage point higher for the valuations as of June 30, 2015 and 2014.

	<u>1 Percent Decrease (6.75%)</u>	<u>Current Discount Rate (7.75%)</u>	<u>1 Percent Increase (8.75%)</u>
2016	\$1,327,528,345	\$1,061,941,581	\$826,700,939
2015	1,357,138,116	1,079,844,816	848,581,820

**(C) Liabilities, Expenses, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions**

The Department reported a liability of \$1,061.9 million and \$1,079.8 million for its proportionate share of the net pension liability at June 30, 2016 and 2015, respectively. The net pension liability was measured as of June 30, 2015 and June 30, 2014, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of those dates. The Department's proportion of the net pension liability was based on a projection of the Department's long-term share of contributions to the pension plan relative to the projected contributions of all participating departments, actuarially determined. At June 30, 2015 and 2014, the Department's proportion was 62.23 percent and 63.79 percent. The Department recognized pension expense of \$78.2 million and \$91.9 million for the years ended June 30, 2016 and 2015, respectively.

The Department reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>2016</u>		<u>2015</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between expected and actual experience	\$ ---	\$12,301,354	\$ ---	\$ 8,663,279
Changes in proportion and differences between employer contributions and share of contributions	230,852	22,257,871	---	---
Net difference between projected and actual investment earnings on pension plan investment	---	42,569,916	---	97,294,407
Contributions subsequent to measurement date	<u>123,196,057</u>	<u>---</u>	<u>124,597,572</u>	<u>---</u>
Total	<u>\$123,426,909</u>	<u>\$77,129,141</u>	<u>\$124,597,572</u>	<u>\$105,957,686</u>

Deferred outflows and inflows of resources resulting from contributions subsequent to the measurement date will be recognized as a change to the net pension liability in each subsequent year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

<u>Year Ending</u>	<u>2016 Net Deferred Inflows of Resources</u>	<u>2015 Net Deferred Inflows of Resources</u>
2016	\$ ---	\$ 26,896,675
2017	27,705,413	26,896,675
2018	27,705,413	26,896,675
2019	26,116,264	25,267,661
2020	<u>(4,628,801)</u>	<u>---</u>
Total	<u>\$ 76,898,289</u>	<u>\$105,957,686</u>

**Note 8: Other Post-Employment Benefits (OPEB)**

The Department provides a portion of healthcare insurance through the Medical and Life Insurance Plan, as discussed in the prior Note, in accordance with Section 104.270, RSMo. For purposes of reporting OPEB costs and obligations in accordance with GASB Statement 45, the Insurance Plan is disclosed within the state of Missouri reporting entity as a single employer plan. However, it is disclosed for the Department's reporting purposes as an agent, multiple-employer plan, as it includes employees of MoDOT, MSHP and MPERS, and is not a separate legal entity. These other post-employment benefit costs are included in the Medical and Life Insurance Plan Internal Service Fund.

Eligible members are employees who retire from the Department participating in the Medical and Life Insurance Plan with a minimum of five years of creditable service if hired before January 1, 2011 or ten years of creditable service if hired on or after January 1, 2011. Premiums vary by coverage categories, which include retirees, certain disabled employees, spouses, certain dependents and survivors of deceased employees and retirees. Subscribers' and the Department's required contribution rates average approximately 31.7 percent and 68.3 percent, respectively, of total premiums. Plan subscriber contributions range from \$88 to \$921 per month. The medical insurance benefits, and employer and member contribution amounts, are recommended by the Medical and Life Insurance Plan's Board of Trustees and are approved by the Commission. Medical premiums for employees who retire on or after January 1, 2015, are based on total years of service, with the Commission contributing 2.0 percent per year of service, not to exceed 50.0 percent of the total premium. The Insurance Plan is financed on a pay-as-you-go basis.

	<u>Plan Total</u>			<u>Department Portion</u>		
	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Annual OPEB cost	\$ 65,104,839	\$ 72,601,215	\$ 73,230,318	\$ 44,004,939	\$ 50,179,235	\$ 50,586,458
Net OPEB obligations at year end	584,624,842	544,582,647	499,473,379	405,682,013	380,743,798	351,544,236
Percent cost contributed	n/a	n/a	n/a	43 %	42 %	42 %

The Department contributed \$19.1 million and \$21.0 million, including implicit rate subsidies, during each of the fiscal years 2016 and 2015, respectively. Payments for OPEB liabilities are made from the Road Fund. Although funding is not related to payroll amounts, an equivalent Annual Required Contribution (ARC) rate would be 20.7 percent and 23.7 percent of annual covered payroll of \$212,224,044 and \$212,044,881 for fiscal years 2016 and 2015, respectively. MoDOT's share of the changes in the Plan's net OPEB obligation at June 30, 2016 and 2015 is as follows:

	<u>2016</u>	<u>2015</u>
Normal cost	\$ 17,017,050	\$ 17,238,832
Amortization payment	31,012,901	35,406,639
Interest on net OPEB obligation	17,150,950	18,188,537
Adjustment to ARC	<u>(21,175,962)</u>	<u>(20,654,773)</u>
Annual OPEB cost	44,004,939	50,179,235
Contributions	<u>(19,066,724)</u>	<u>(20,979,673)</u>
Increase in net OPEB obligation	24,938,215	29,199,562
Net OPEB obligation – beginning of year	<u>380,743,798</u>	<u>351,544,236</u>
Net OPEB obligation – end of year	<u>\$ 405,682,013</u>	<u>\$ 380,743,798</u>

Based on an actuarial valuation report as of July 1, 2015, the Plan's total actuarial accrued liability is \$793.2 million. Because the Plan is an internal service fund of the Department, the Plan's assets have not been set aside; therefore, there is no actuarial value of assets. The Department's portion of the actuarial accrued liability at year-end was as follows:

Actuarial accrued liability (AAL)	\$557,611,967
Actuarial value of assets	---
Unfunded actuarial accrued liability (UAAL)	<u>\$557,611,967</u>
Funded ratio (actuarial value of plan assets/AAL)	0 %
Fiscal Year 2016 covered payroll	\$212,224,044
UAAL as a percentage of covered payroll	263 %



Actuarial valuations reflect a long-term perspective and involve estimates of the value of reported amounts and assumptions about the probability of events far into the future. These calculations are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. A Schedule of Funding Progress, presented as Required Supplementary Information, follows the Notes to the Financial Statements. The actuarial calculations have been based on the substantive plan in place at the time of valuation and on the pattern of cost sharing between the employers and members at that point. The actuarial methods and assumptions utilized in the valuation were as follows:

Actuarial cost method	projected unit credit
UAAL amortization method	level dollar amount
UAAL amortization period, closed/open	30 years, open
Investment return (discount) rate	4.0%
Healthcare cost trend rate	7.0%, decreasing to 4.5% in 2017

## Note 9: Financing and Other Obligations

Changes in long-term obligations for the year ended June 30, 2016 were as follows:

<u>Obligation</u>	<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
State road bonds	\$2,509,620,000	\$ ---	\$168,470,000	\$2,341,150,000	\$190,770,000
Notes issued	7,229,834	---	6,585,335	644,499	---
Capital leases	60,118	113,977	47,459	126,636	45,965
Claims and judgments	6,711,060	13,459,000	6,701,060	13,469,000	13,469,000
Compensated absences	32,272,194	19,004,211	19,719,177	31,557,228	19,719,177
Pollution remediation	---	---	---	---	---
	<u>\$2,555,893,206</u>	<u>\$32,577,188</u>	<u>\$201,523,031</u>	<u>\$2,386,947,363</u>	<u>\$224,004,142</u>
Amortization of financing activity:					
Discount				\$ (13,150)	
Premium				<u>166,753,471</u>	
				<u>\$2,553,687,684</u>	

Changes in long-term obligations for the year ended June 30, 2015 were as follows:

<u>Obligation</u>	<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
State road bonds	\$2,679,170,000	\$ ---	\$ 169,550,000	\$2,509,620,000	\$168,470,000
Notes issued	22,923,199	3,618,567	19,311,932	7,229,834	6,585,335
Capital leases	92,683	18,362	50,927	60,118	38,697
Claims and judgments	2,892,945	5,223,332	1,405,217	6,711,060	5,243,560
Compensated absences	33,432,838	20,767,706	21,928,350	32,272,194	21,928,350
Pollution remediation	---	2,980	2,980	---	---
	<u>\$2,738,511,665</u>	<u>\$ 29,630,947</u>	<u>\$ 212,249,406</u>	<u>\$2,555,893,206</u>	<u>\$202,265,942</u>
Amortization of financing activity:					
Discount				\$ (18,534)	
Premium				<u>199,322,027</u>	
				<u>\$2,755,196,699</u>	

Information related to claims and judgments and compensated absences can be found in the Summary of Significant Accounting Policies Note and the Risk Management Note.

Payments on State Road bonds are made from the Road Fund and the Road Bond Fund. Compensated absences are made by the governmental funds from which the related salaries are paid. All other long-term obligation payments are liquidated from the Road Fund.

House Bill 1742, signed by the Governor on May 30, 2000, authorized the Department to issue bonds of \$2.25 billion through 2006, with no more than \$500.0 million issued in any one year. Under Constitutional Amendment 3, approved by Missouri voters on November 2, 2004, the authority of the Commission to issue State Road bonds is not subject to statutory provisions.

**(A) State Road Bonds****1. Bonded Debt Detail**

	<b>2016</b>	<b>2015</b>
Series A 2006 State Road bonds, originally issued for \$296,670,000, to finance projects pursuant to the Smoother, Safer, Sooner road and bridge program; due in annual installments of \$10,000,000 to \$49,085,000; beginning in 2009 through 2021; interest varying from 3.75 percent to 5.00 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	\$ ---	\$ 22,520,000
Series 2006 Refunding State Road bonds, originally issued for \$394,870,000, to advance refund certain portions of Series A 2000 through 2003 State Road bonds; due in annual installments of \$13,110,000 to \$61,200,000 beginning February 1, 2013 through 2022; interest varying from 4.00 percent to 5.00 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	251,745,000	291,045,000
Series A 2007 State Road bonds, originally issued for \$526,800,000, to finance projects pursuant to the Smoother, Safer, Sooner road and bridge program due in annual installments of \$1,600,000 to \$69,765,000 beginning in 2009 through 2027; interest varying from 4.00 percent to 5.25 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	86,515,000	143,175,000
Series A 2008 Federal Reimbursement State Road bonds, originally issued for \$142,735,000, to finance federally-eligible projects, including the new I-64 project in St. Louis, due in annual installments of \$7,140,000 to \$12,870,000 beginning in 2011 through 2025; interest varying from 3.00 percent to 5.00 percent; secured by revenues collected from federal highway reimbursements.	96,385,000	104,805,000
Series A 2009 Federal Reimbursement State Road bonds, originally issued for \$195,625,000, to finance federally-eligible projects, including the Safe and Sound bridge program, due in annual installments of \$14,505,000 to \$21,870,000 beginning in 2011 through 2021; interest varying from 2.00 percent to 5.00 percent; secured by revenues collected from federal highway reimbursements.	99,905,000	117,365,000
Series B 2009 Federal Reimbursement State Road bonds, originally issued for \$404,375,000, to finance federally-eligible projects, including the Safe and Sound bridge program, due in annual installments of \$23,175,000 to \$43,250,000 beginning in 2022 through 2033; interest varying from 4.80 percent to 5.45 percent, exclusive of expected U.S. Treasury subsidy; secured by revenues collected from federal highway reimbursements.	404,375,000	404,375,000
Series C 2009 State Road bonds, originally issued for \$300,000,000, to finance projects pursuant to Amendment 3 due in annual installments of \$19,070,000 to \$28,015,000 beginning in 2017 through 2029; interest varying from 4.31 percent to 5.63 percent, exclusive of expected U.S. Treasury subsidy; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	300,000,000	300,000,000
Series A 2010 Federal Reimbursement State Road bonds, originally issued for \$128,865,000, to finance federally-eligible projects, including the new Mississippi River Bridge in St. Louis and the Safe and Sound bridge program, due in annual installments of \$2,745,000 to \$13,610,000 beginning in 2011 through 2022; interest varying from 1.50 percent to 5.00 percent; secured by revenues collected from federal highway reimbursements.	66,015,000	77,460,000
Series B 2010 Federal Reimbursement State Road bonds, originally issued for \$56,135,000, to finance federally-eligible projects, including the new Mississippi River Bridge in St. Louis and the Safe and Sound bridge program, due in annual installments of \$11,290,000 to \$15,425,000 beginning in 2022 through 2025; interest varying from 4.72 percent to 5.02 percent, exclusive of expected U.S. Treasury subsidy; secured by revenues collected from federal highway reimbursements.	56,135,000	56,135,000
Series C 2010 Refunding State Road bonds, originally issued for \$130,390,000, to advance refund certain portions of Series A 2001 through 2003 State Road bonds; due in annual installments of \$1,205,000 to \$31,145,000 beginning February 1, 2013 through 2023; interest varying from 3.00 percent to 5.00 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.	79,085,000	91,750,000

Series A 2014 First Lien Refunding State Road bonds, originally issued for \$589,015,000, to advance refund certain portions of Series A & B 2006 First Lien State Road bonds; due in annual installments of \$18,810,000 to \$104,510,000 beginning May 1, 2017 through 2026; interest varying from 2.00 percent to 5.00 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.

589,015,000 589,015,000

Series B 2014 Second Lien Refunding State Road bonds, originally issued for \$311,975,000, to advance refund certain portions of Series 2007 Second Lien State Road bonds; due in annual installments of \$3,130,000 to \$68,350,000 beginning May 1, 2018 through 2025; interest varying from 3.00 percent to 5.00 percent; secured by revenues collected under Article IV, Section 30(b) of the Missouri Constitution.

311,975,000 311,975,000  
\$2,341,150,000 \$2,509,620,000

## 2. Tax Status of Bonds

Tax-Exempt issuances: The Series Refunding 2006 and 2010 bonds are Senior Bonds and would take priority in payment over other bonds. The Series A and B 2006 and Refunding Series A 2014 bonds are First Lien bonds. The Series A 2007 bonds and Refunding Series B 2014 are Second Lien bonds. The Series A 2008, A 2009 and A 2010 bonds are liens on federal highway reimbursement revenues. As tax-exempt issuances, these bonds are subject to federal arbitrage regulations.

Taxable issuances: The Series B 2009 and B 2010 bonds are liens on federal highway reimbursement revenues. The Series C 2009 bonds are Third Lien bonds. These bonds are taxable Build America Bonds as established under the American Recovery and Reinvestment Act of 2009.

## 3. Bond Debt Maturity

Annual debt service requirements to maturity are indicated in the following schedule. The interest amounts for the demand obligation bonds reflect the year-end rate of 0.18 percent and are based upon the current debt service schedule. The interest payments for the Build America Bonds are shown excluding the expected receipt of interest subsidy payments from the U.S. Treasury.

<u>Fiscal Year</u>	<u>Principal Due</u>	<u>Interest Due</u>	<u>Total Due</u>
2017	\$ 190,770,000	\$116,788,687	\$ 307,558,687
2018	200,185,000	107,954,523	308,139,523
2019	209,355,000	98,351,723	307,706,723
2020	218,270,000	88,317,734	306,587,734
2021	212,500,000	77,732,263	290,232,263
2022-2026	939,640,000	238,510,852	1,178,150,852
2027-2031	285,415,000	64,679,176	350,094,176
2032-2036	<u>85,015,000</u>	<u>6,984,029</u>	<u>91,999,029</u>
	<u>\$2,341,150,000</u>	<u>\$799,318,987</u>	<u>\$3,140,468,987</u>

## 4. Defeased Debt – Fiscal Year 2014

In June 2014, the Commission defeased \$977.8 million in State Road Bonds by placing funds into an irrevocable trust to provide for future debt service payments of portions of the Series A 2006, B 2006, and 2007 bonds. As result, the trust account assets and those portions of the bonds are excluded from the Department's financial statements. The amounts of outstanding bonds considered defeased at June 30, 2016 are as follows:

<u>Bond Series</u>	<u>Principal Defeased</u>
2007	<u>\$325,290,000</u>

**(B) Notes Issued**

**1. Notes Issued Detail**

	<u>2016</u>	<u>2015</u>
City of O'Fallon; to accelerate a portion of the Route 364 (Page Avenue Extension) project, which consists of constructing a south outer road; principal due July 1, 2015; no interest will accrue.	\$ ---	\$6,585,335
County of St. Charles; to provide a location, needs and cost study of a river crossing on Highway 40 between St. Louis County and St. Charles County; principal due July 1, 2020; no interest will accrue.	<u>644,499</u>	<u>644,499</u>
	<u>\$ 644,499</u>	<u>\$7,229,834</u>

**2. Notes Issued Debt Maturity**

Annual debt service requirements to maturity for all notes issued are indicated in the following schedule. In addition to the notes described in Notes Issued Detail, the Commission is responsible for loan interest payments to make improvements to Highway 36, due in annual installments beginning in fiscal year 2011 through 2020, at an interest rate of 3.99 percent. The U.S. Highway 36 – Interstate 72 Corridor Transportation Development District is responsible for principal payments.

<u>Fiscal Year</u>	<u>Principal Due</u>	<u>Interest Due</u>	<u>Total Due</u>
2017	\$ ---	\$ 506,783	\$ 506,783
2018	---	382,894	382,894
2019	---	259,403	259,403
2020	---	155,065	155,065
2021	<u>644,499</u>	---	<u>644,499</u>
	<u>\$ 644,499</u>	<u>\$1,304,145</u>	<u>\$1,948,644</u>

**(C) Capital Lease Obligations**

The Department is committed under several capital leases to finance the acquisition of equipment. Lease-purchase agreements for equipment grant a security interest in the related capital assets. The assets acquired through these capital leases are included in capital assets as follows:

	<u>2016</u>	<u>2015</u>
Equipment	\$179,617	\$176,431
Less: accumulated depreciation	<u>51,276</u>	<u>118,239</u>
Capital leased assets, net	<u>\$128,341</u>	<u>\$ 58,192</u>

The following schedule presents the future minimum lease payments under the capital leases and the present value of the future minimum lease payments as of June 30, 2016:

<u>Year Ending</u>	<u>Future Minimum Lease Payments</u>
2017	\$ 47,782
2018	47,224
2019	34,693
2020	<u>161</u>
Total minimum lease payments	129,860
Less: amount representing interest	<u>3,224</u>
Present value of minimum lease payments	<u>\$126,636</u>

**(D) Pollution Remediation Obligations**

MoDOT is involved in remediation activities related to buildings and grounds caused by contamination and a fuel leak. The potential for additional pollution remediation exists; however, any future remediation obligations are not yet estimable.

**Note 10: Tax Revenues**

Tax revenues for the fiscal years 2016 and 2015 were as follows:

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>	<b>State Road Bond Fund</b>	<b>Nonmajor Funds</b>	<b>Total 2016</b>
Fuel taxes	\$516,986,442	\$ 108,038	\$ ---	\$ 271,362	\$517,365,842
Sales taxes	<u>1,645,590</u>	<u>167,352,857</u>	<u>171,930,722</u>	<u>9,442,925</u>	<u>350,372,094</u>
Total tax revenue	<u>\$518,632,032</u>	<u>\$167,460,895</u>	<u>\$171,930,722</u>	<u>\$9,714,287</u>	<u>\$867,737,936</u>

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>	<b>State Road Bond Fund</b>	<b>Nonmajor Funds</b>	<b>Total 2015</b>
Fuel taxes	\$492,700,999	\$ 128,680	\$ ---	\$ 246,646	\$493,076,325
Sales taxes	<u>1,624,896</u>	<u>159,900,440</u>	<u>164,274,352</u>	<u>9,620,024</u>	<u>335,419,712</u>
Total tax revenue	<u>\$494,325,895</u>	<u>\$160,029,120</u>	<u>\$164,274,352</u>	<u>\$ 9,866,670</u>	<u>\$828,496,037</u>

Taxes are remitted by the Missouri Department of Revenue to the Department subsequent to collection. The Department receives the following taxes:

- **Fuel taxes** are paid on the sale of gasoline, aviation fuel used in propelling aircraft with reciprocating engines and diesel fuel. The taxes are authorized by Sections 142.010 – 142.350, 155.080 and 155.090, and 142.362 – 142.621, RSMo. The tax rate on gasoline and diesel fuels is \$0.17 per gallon. The State receives 75.0 percent of the first \$0.11 and 70.0 percent of the next \$0.06. The remaining tax is distributed to cities and counties. In addition, the Department receives the entire tax on aviation fuel of \$0.09 per gallon.
- **Sales taxes** are paid on the purchase of any new or used motor vehicle or trailer, on vehicles purchased out of state and titled in Missouri and on the sale of a vehicle between individuals within Missouri. The taxes are authorized by Sections 144.070 and 144.440, RSMo. The general sales tax rate is 3.0 percent and Proposition C tax (Section 144.701, RSMo.) is 1.0 percent, for a total of 4.0 percent. The Department receives 75.0 percent of the motor vehicle sales voter-approved Constitutional Amendment 3 tax. The remainder is distributed to cities, counties and school districts. In addition, the Department receives sales tax on jet fuel, limited to a maximum of \$10.0 million annually.

**Note 11: Interfund Transactions**

State statute (226.200, RSMo.) requires the transfer of unspent monies in the Highway Fund to the State Road Fund on a monthly basis. Transfers for the years ended June 30, 2016 and 2015 were as follows:

	<b>2016</b>		<b>2015</b>	
	<u>Transfers In</u>	<u>Transfers Out</u>	<u>Transfers In</u>	<u>Transfers Out</u>
State Highways and Transportation Department Fund	\$ ---	\$ 460,760,010	\$ ---	\$ 446,410,007
State Road Fund	460,974,437	---	459,967,612	34,898
State Road Bond Fund	---	---	34,898	---
Nonmajor Funds	---	214,427	---	13,557,605
Total transfers	<u>\$ 460,974,437</u>	<u>\$ 460,974,437</u>	<u>\$ 460,002,510</u>	<u>\$ 460,002,510</u>

The due to/from amounts in the Road Fund and non-major funds represent interfund services provided and used. Amounts receivable/payable as of June 30, 2016 and 2015 were as follows:

	<b>2016</b>		<b>2015</b>	
	<u>Receivable</u>	<u>Payable</u>	<u>Receivable</u>	<u>Payable</u>
State Road Fund	\$ 40,001	\$ ---	\$ 242,020	\$ ---
Nonmajor Funds	---	40,001	---	242,020
Total due to/from	<u>\$ 40,001</u>	<u>\$ 40,001</u>	<u>\$ 242,020</u>	<u>\$ 242,020</u>

**Note 12: Commitments and Contingencies****(A) Unemployment Benefits**

The Department is subject to the Missouri Employment Security Law. Department employees who qualify are entitled to benefit payments during periods of unemployment. The Department is required to reimburse the Division of Employment Security for benefit payments made to its former employees. The Department has identified no practical method of estimating the amount of future benefit payments that may be made to former employees for wage credits earned prior to June 30, 2016 and 2015. Consequently, this potential obligation is not included in the accompanying basic financial statements. Total reimbursements made by the Department were \$110,309 and \$206,258 for fiscal years 2016 and 2015, respectively.

**(B) Construction Commitments**

The State Road Fund had construction awards outstanding for both state and federal participating projects at June 30, 2016 and 2015 amounting to approximately \$431,325,606 and \$590,272,914, respectively. The federal portion of this total was \$362,465,024 and \$491,575,358, or approximately 84.04 percent and 83.28 percent, for 2016 and 2015, respectively.

**(C) Loan Commitments**

The State Transportation Assistance Revolving Fund had loan commitments at June 30, 2016, amounting to \$489,260 that were approved and executed, but not disbursed.

**(D) Operating Leases**

The Department is committed under operating leases for buildings, as well as various office and maintenance equipment. Lease expenditures for the years ended June 30, 2016 and 2015 amounted to \$2,344,656 and \$1,986,136, respectively. Future minimum lease payments for these leases are as follows:

Year ending:	<u>2016</u>	<u>2015</u>
2016	\$ ---	\$221,570
2017	315,675	55,044
2018	88,919	14,319
2019	14,014	744
2020	5,544	744
2021	5,544	---
	<u>\$429,696</u>	<u>\$292,421</u>

**(E) Federal Funding**

The Department receives federal grants that are subject to review and audit by federal grantor agencies. This could result in requests for reimbursement by the grantor agency for any expenditures disallowed under grant terms. The Department believes such disallowances, if any, would be immaterial.

**Note 13: Accounting Pronouncements**

MoDOT implemented GASB Statement 72, *Fair Value Measurement and Application*, in fiscal year 2016. This statement clarifies the definition of fair value, establishes general principles for measuring fair value, and establishes standards of accounting and reporting assets and liabilities measured at fair value. Under the new requirements, the expanded note disclosure includes a reclassification of the investments held by the Medical & Life Insurance Plan, Self-Insurance Plan, and the MTFC. The measurement of these investments has not changed.

MoDOT implemented GASB Statement 82, *Pension Issues – an Amendment of GASB Statements 67, 68, and 73*, in fiscal year 2016. This statement clarifies the definition of covered payroll and requires the presentation of covered payroll within the Required Supplementary Information.

**Note 14: Restatements**

The Department has restated its 2015 financial statements to correct several errors that the Department identified in the recording of capital assets, primarily infrastructure. The impact of this restatement as of June 30, 2015 is as follows:

<u>Financial Statement Line Item</u>	<u>As Originally Stated</u>	<u>Restatement</u>	<u>As Restated</u>
Government-wide financial statements:			
Capital assets not being depreciated	\$ 4,301,866,993	\$(10,878,419)	\$ 4,290,988,574
Capital assets being depreciated	25,410,492,694	(26,408,859)	25,384,083,835
Net position, end of year	26,600,274,457	(37,287,278)	26,562,987,179
Construction expense	274,932,657	41,105,656	316,038,313
Depreciation expense	457,406,357	(3,187,090)	454,219,267
Gain (loss) on sale of capital assets	(15,842,870)	631,288	(15,211,582)
Fund financial statements:			
State Road Fund			
Construction expenditures	328,246,059	41,105,656	369,351,715
Capital outlay expenditures	713,572,065	(40,474,368)	673,097,697
Capital asset sales	4,790,283	631,288	5,421,571

The restatement had no impact on net position as of July 1, 2014 or on fund balance within the respective funds.



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# Required Supplementary Information

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**Required Supplementary Information**  
**Budgetary Comparison Schedules – State Highways**  
**and Transportation Department Fund**  
**Year Ended June 30, 2016**  
**With Summarized Financial Information for 2015**

	<b>Budgeted Amounts</b>		<b>Actual</b>	<b>Variances Between Final Budget and Actual</b>	
	<b>Original</b>	<b>Final</b>		<b>2016</b>	<b>2015</b>
<b>Budgetary fund balance, beginning of year</b>	\$ 6,753,967	\$ 6,753,967	\$ 6,753,967	\$ ---	\$ ---
Resources (inflows)					
Fuel taxes	469,330,379	469,330,379	511,677,580	42,347,201	14,076,033
License, fees and permits	189,711,046	189,711,046	199,754,087	10,043,041	5,692,108
Vehicle sales taxes	---	---	1,656,729	1,656,729	1,647,752
Interest	207,558	207,558	271,461	63,903	(12,685)
Intergovernmental/cost reimbursements/miscellaneous	<u>2,924,526</u>	<u>2,924,526</u>	<u>5,984,527</u>	<u>3,060,001</u>	<u>1,255,852</u>
<b>Amount available for appropriation</b>	<u>668,927,476</u>	<u>668,927,476</u>	<u>726,098,351</u>	<u>57,170,875</u>	<u>22,659,060</u>
Charges to appropriations (outflows)					
Appropriations spent by other state agencies	<u>274,878,342</u>	<u>274,878,342</u>	<u>250,271,738</u>	<u>24,606,604</u>	<u>13,915,996</u>
<b>Total charges to appropriations</b>	<u>274,878,342</u>	<u>274,878,342</u>	<u>250,271,738</u>	<u>24,606,604</u>	<u>13,915,996</u>
Transfers to State Road Fund	<u>(528,000,000)</u>	<u>(528,000,000)</u>	<u>(460,760,010)</u>	<u>67,239,990</u>	<u>(29,821,089)</u>
<b>Budgetary fund balance, end of year</b>	<u>\$(133,950,866)</u>	<u>\$(133,950,866)</u>	<u>\$ 15,066,603</u>	<u>\$ 149,017,469</u>	<u>\$ 6,753,967</u>

## Required Supplementary Information

### Budgetary Comparison Schedules – State Road Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Budgeted Amounts		Actual	Variances Between Final Budget and Actual	
	Original	Final		2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$ 784,058,231	\$ 784,058,231	\$ 784,058,231	\$ ---	\$ ---
Resources (inflows)					
Fuel taxes	153,817	153,817	108,038	(45,779)	(24,320)
License, fees and permits	87,470,954	87,470,954	106,051,087	18,580,133	15,660,604
Vehicle sales taxes	160,168,000	160,168,000	165,848,942	5,680,942	10,607,938
Interest	4,890,918	4,890,918	4,915,521	24,603	(798,573)
Intergovernmental/cost reimbursements/miscellaneous	77,863,474	78,177,474	87,998,165	9,820,691	(57,297,328)
Federal government	<u>885,185,000</u>	<u>885,185,000</u>	<u>827,843,108</u>	<u>(57,341,892)</u>	<u>(71,770,475)</u>
<b>Amount available for appropriation</b>	<u>1,999,790,394</u>	<u>2,000,104,394</u>	<u>1,976,823,092</u>	<u>(23,281,302)</u>	<u>(103,622,154)</u>
Charges to appropriations (outflows)					
Administration					
Personal service	17,962,606	18,182,830	17,601,507	581,323	710,953
Fringe benefits	29,436,108	29,436,108	28,150,792	1,285,316	1,163,107
Expense and equipment	6,446,711	6,884,136	5,811,949	1,072,187	538,247
Maintenance					
Personal service	137,053,085	135,461,870	130,514,571	4,947,299	2,500,754
Fringe benefits	122,059,631	122,059,631	115,366,108	6,693,523	7,317,110
Expense and equipment	206,665,776	193,705,525	184,179,672	9,525,853	3,033,084
Construction					
Personal service	60,489,415	62,857,085	59,896,079	2,961,006	2,355,272
Fringe benefits	48,793,021	50,675,481	47,320,584	3,354,897	3,419,435
Expense and equipment	13,134,972	19,967,802	18,785,030	1,182,772	1,237,345
Contracts	933,758,485	948,728,472	809,636,065	139,092,407	283,209,680
Right of way purchase	15,000,000	10,300,000	9,358,262	941,738	6,729,823
Fleet, facilities and information systems					
Personal service	11,003,425	11,000,466	10,444,571	555,895	342,313
Fringe benefits	9,047,361	9,047,361	8,375,134	672,227	518,857
Expense and equipment	56,059,577	64,462,368	60,034,777	4,427,591	11,776,559
Multimodal operations					
Personal service	462,873	462,393	469,684	(7,291)	(9,539)
Fringe benefits	424,382	424,382	336,454	87,928	101,094
Expense and equipment	215,852	215,852	72,599	143,253	(448,434)
Program	176,000	176,000	175,999	1	3
Bond principal and interest payments	<u>113,459,000</u>	<u>105,049,451</u>	<u>104,971,467</u>	<u>77,984</u>	<u>48,893</u>
<b>Total charges to appropriations</b>	<u>1,781,648,280</u>	<u>1,789,097,213</u>	<u>1,611,501,304</u>	<u>177,595,909</u>	<u>324,542,382</u>
Transfers from Highway Fund	528,000,000	528,000,000	460,760,010	(67,239,990)	1,521,089
Transfers from Highway Safety Fund	<u>7,000,000</u>	<u>7,000,000</u>	<u>195,736</u>	<u>(6,804,264)</u>	<u>(8,833,183)</u>
<b>Budgetary fund balance, end of year</b>	<u>\$ 753,142,114</u>	<u>\$ 746,007,181</u>	<u>\$ 826,277,534</u>	<u>\$ 80,270,353</u>	<u>\$213,608,134</u>

## Required Supplementary Information

### Budget Basis to GAAP Reconciliations and Disclosure

#### Years Ended June 30, 2016 and 2015

The following are reconciliations of the differences between the State's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis for 2016:

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>
Fund balance, budgetary basis	\$ 15,066,603	\$826,277,534
Receivables	106,027,980	100,799,796
Due from other funds	---	40,001
Inventories	---	39,614,030
Payables	(10,631,825)	(99,254,423)
Deposits	---	(1,444,038)
Unearned revenue	---	(20,492,786)
Deferred revenues	(1,400,916)	(17,724,896)
Change in fair value of investments	<u>15,244</u>	<u>843,926</u>
Fund balance, GAAP basis	<u>\$109,077,086</u>	<u>\$828,659,144</u>

The following are reconciliations of the differences between the State's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis for 2015:

	<b>State Highways and Transportation Department Fund</b>	<b>State Road Fund</b>
Fund balance, budgetary basis	\$ 6,753,967	\$ 784,058,231
Receivables	99,993,917	106,874,228
Due from other funds	---	242,020
Inventories	---	37,574,480
Payables	(9,760,163)	(98,090,348)
Deposits	---	(1,332,705)
Unearned revenue	---	(9,750,252)
Deferred revenues	(2,359,952)	(26,073,470)
Change in fair value of investments	<u>5,623</u>	<u>660,683</u>
Fund balance, GAAP basis	<u>\$ 94,633,392</u>	<u>\$ 794,162,867</u>

### Budgetary Principles and Presentation

The budgetary comparison schedules are presented on the State's budgetary basis of accounting. Under this basis, revenues are recognized when cash is received. Expenditures are recognized for cash disbursements made during the fiscal year and for cash adjustments made in the lapse period, as defined by the Office of Administration.

All governmental funds reported by MoDOT have legally adopted annual budgets. The legal authority for approval of the Department's budget and amendments for the State Highways and Transportation Department Fund rests with the State Legislature. The Commission approves the State Road Fund budget and amendments. The fund level is the legal level of control for the State Road Fund. However, at any time, the Commission may approve the Department to spend more or less than the State Legislature or the fund level of the State Road Fund, which will drive the Department's budget to be higher or lower than the other legal limits.

The Department develops its budget through processes involving the districts and the central office divisions. Upon Commission approval, the legislative budget request is sent to the Office of Administration on October 1 and is forwarded to the Governor's Office. The Governor develops a recommendation regarding the budget and forwards both the budget request and the recommendation to the Legislature. The Legislature generally acts on budget matters between January and May. The Governor has veto authority and generally acts on those matters in June. Upon Commission approval in June, the Department then internally distributes available funds based on input and feedback from the districts and the central office divisions.

## Required Supplementary Information

### Schedule of Proportionate Share of Net Pension Liability (NPL)\*

<u>Actuarial Valuation Date</u>	<u>MoDOT's Proportion of NPL</u>	<u>MoDOT's Share of NPL</u>	<u>MoDOT's Covered Payroll</u>	<u>MoDOT's NPL as a Percentage of Covered Payroll</u>	<u>Plan Fiduciary Net Position as a Percentage of Total Pension Liability</u>
6/30/2015	62.23 %	\$1,061,941,581	\$212,044,881	500.81 %	54.08 %
6/30/2014	63.79	1,079,844,816	213,845,536	504.96	53.63

\*This schedule will ultimately present ten years of data when available.

## Required Supplementary Information

### Schedule of Pension Contributions

<u>Fiscal Year</u>	<u>Actuarially Determined Contributions</u>	<u>Actual Contributions</u>	<u>Contribution Deficiency (Excess)</u>	<u>Covered Payroll</u>	<u>Contributions as of Percentage of Covered Payroll</u>
2016	\$123,196,057	\$123,196,057	\$ ---	\$212,224,044	58.05 %
2015	124,597,572	124,597,572	---	212,044,881	58.76
2014	116,000,251	116,000,251	---	213,845,536	54.24
2013	107,190,383	107,190,383	---	210,507,429	50.92
2012	102,014,954	102,014,954	---	224,455,344	45.45
2011	99,109,317	99,109,317	---	251,164,672	39.46
2010	83,667,034	83,667,034	---	266,455,521	31.40
2009	82,112,149	82,112,149	---	267,292,152	30.72
2008	81,450,011	81,450,011	---	262,657,307	31.01
2007	80,949,952	80,949,952	---	260,289,235	31.10

There were no changes to the plan's benefit terms or to assumptions used in the valuation for the plan year ended June 30, 2015.

## Required Supplementary Information

### Schedule of Funding Progress for Other Post-Employment Benefits\*

<u>Actuarial Valuation Date</u>	<u>Actuarial Value of Assets</u>	<u>Actuarial Accrued Liability (AAL)</u>	<u>Unfunded AAL (UAAL)</u>	<u>Funded Ratio</u>	<u>Covered Payroll</u>	<u>UAAL as a Percentage of Covered Payroll</u>
7/1/2015	---	\$557,611,967	\$557,611,967	0 %	\$212,244,044	263 %
7/1/2013	---	602,620,999	602,620,999	0	213,845,536	282
7/1/2011	---	783,896,843	783,896,843	0	224,455,344	349
7/1/2009	---	798,601,629	798,601,629	0	266,455,521	300
7/1/2007	---	686,992,459	686,992,459	0	262,657,307	262

\*This schedule will ultimately present ten years of data when available.

Actuarial valuations are performed biennially. The Department is the majority employer participating in the MoDOT and MSHP Medical and Life Insurance Plan. The Insurance Plan's total actuarial accrued liability is \$793.2 million.

Because the Insurance Plan is an internal service fund of the Department, the net assets have not been set aside; therefore, there is no actuarial value of assets. This results in a calculated funded ratio of zero percent. The Insurance Plan is financed on a pay-as-you-go basis. The Plan's funding is not based on covered payroll; the required information is displayed for information purposes. Refer to the Medical and Life Insurance Plan and Other Post-Employee Benefits disclosures in the Notes to the Financial Statements for further information on the Insurance Plan.

# Combining Financial Statements Nonmajor Governmental Funds

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# Combining Balance Sheets

## Nonmajor Governmental Funds – Special Revenue

June 30, 2016  
With Summarized Financial Information for 2015

	<b>Multimodal Federal and State Fund</b>	<b>State Transportation Fund</b>	<b>Aviation Trust Fund</b>	<b>State Transportation Assistance Revolving Fund</b>	<b>MCS Federal Fund</b>
<b>Assets</b>					
Cash and cash equivalents	\$ 1,958,023	\$4,429,968	\$ 9,063,440	\$ 3,014,718	\$ 125,084
State taxes and fees receivable	---	432,433	26,033	---	---
Federal government receivable	4,614,701	---	---	---	13,958
Miscellaneous receivables, net	1,132,325	---	10,255	13,241	---
Loans receivable	---	---	---	1,041,426	---
<b>Total assets</b>	<b><u>\$7,705,049</u></b>	<b><u>\$4,862,401</u></b>	<b><u>\$ 9,099,728</u></b>	<b><u>\$ 4,069,385</u></b>	<b><u>\$ 139,042</u></b>
<b>Liabilities, Deferred Inflows of Resources and Fund Balances</b>					
<b>Liabilities</b>					
Accounts payable	\$6,428,544	\$ 3,834	\$ 301,228	\$ 2,961	\$ 13,958
Accrued payroll	22,329	11,116	33,888	---	---
Unearned revenue	621,091	---	---	---	---
Due to other funds	8,822	4,356	13,854	---	---
<b>Total liabilities</b>	<b><u>7,080,786</u></b>	<b><u>19,306</u></b>	<b><u>348,970</u></b>	<b><u>2,961</u></b>	<b><u>13,958</u></b>
<b>Deferred Inflows of Resources</b>					
Deferred revenues	---	---	---	---	---
<b>Total deferred inflows of resources</b>	<b><u>---</u></b>	<b><u>---</u></b>	<b><u>---</u></b>	<b><u>---</u></b>	<b><u>---</u></b>
<b>Fund Balances</b>					
Restricted – highways and transportation	624,263	4,843,095	8,750,758	4,066,424	125,084
<b>Total fund balances</b>	<b><u>624,263</u></b>	<b><u>4,843,095</u></b>	<b><u>8,750,758</u></b>	<b><u>4,066,424</u></b>	<b><u>125,084</u></b>
<b>Total liabilities, deferred inflows of resources and fund balances</b>	<b><u>\$7,705,049</u></b>	<b><u>\$4,862,401</u></b>	<b><u>\$ 9,099,728</u></b>	<b><u>\$ 4,069,385</u></b>	<b><u>\$ 139,042</u></b>



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<b>Grade Crossing Safety Fund</b>	<b>Railroad Expense Fund</b>	<b>Highway Safety Fund</b>	<b>Motorcycle Safety Fund</b>	<b>Total</b>	
				<b>2016</b>	<b>2015</b>
\$ 2,425,542	\$602,881	\$ 226,825	\$226,467	\$22,072,948	\$24,130,231
103,788	---	---	---	562,254	487,837
---	---	2,045,024	---	6,673,683	6,999,622
57,207	---	---	---	1,213,028	1,214,753
---	---	---	---	1,041,426	1,361,372
<u>\$ 2,586,537</u>	<u>\$602,881</u>	<u>\$ 2,271,849</u>	<u>\$226,467</u>	<u>\$31,563,339</u>	<u>\$34,193,815</u>
\$ 156,918	\$ 3,978	\$ 1,963,466	\$ ---	\$ 8,874,887	\$ 8,871,005
---	26,718	20,256	---	114,307	109,309
---	---	---	---	621,091	260,438
---	12,969	---	---	40,001	242,020
<u>156,918</u>	<u>43,665</u>	<u>1,983,722</u>	<u>---</u>	<u>9,650,286</u>	<u>9,482,772</u>
<u>57,207</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>57,207</u>	<u>243,619</u>
<u>57,207</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>57,207</u>	<u>243,619</u>
<u>2,372,412</u>	<u>559,216</u>	<u>288,127</u>	<u>226,467</u>	<u>21,855,846</u>	<u>24,467,424</u>
<u>2,372,412</u>	<u>559,216</u>	<u>288,127</u>	<u>226,467</u>	<u>21,855,846</u>	<u>24,467,424</u>
<u>\$ 2,586,537</u>	<u>\$602,881</u>	<u>\$ 2,271,849</u>	<u>\$226,467</u>	<u>\$31,563,339</u>	<u>\$34,193,815</u>

# Combining Statements of Revenues, Expenditures and Changes in Fund Balances

## Nonmajor Governmental Funds – Special Revenue

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Multimodal Federal and State Fund	State Transportation Fund	Aviation Trust Fund	State Transportation Assistance Revolving Fund	MCS Federal Fund
<b>Revenues</b>					
Fuel taxes	\$ ---	\$ ---	\$ 271,362	\$ ---	\$ ---
Sales taxes	---	4,584,097	4,858,828	---	---
Licenses, fees and permits	---	---	---	780	---
Intergovernmental/cost reimbursements/miscellaneous	1,810,009	42,914	---	---	38
Investment earnings	---	---	68,774	57,388	---
American Recovery and Reinvestment Act	5,280,694	---	---	---	---
State government	14,216,345	---	---	---	---
Federal government	<u>59,089,052</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>1,649,218</u>
<b>Total revenues</b>	<u>80,396,100</u>	<u>4,627,011</u>	<u>5,198,964</u>	<u>58,168</u>	<u>1,649,256</u>
<b>Expenditures</b>					
Current					
Maintenance	---	---	---	---	1,649,256
Multimodal operations	79,639,118	3,421,792	7,437,173	733	---
Capital outlay	<u>902,663</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
<b>Total expenditures</b>	<u>80,541,781</u>	<u>3,421,792</u>	<u>7,437,173</u>	<u>733</u>	<u>1,649,256</u>
<b>Excess of revenues over (under) expenditures</b>	<u>(145,681)</u>	<u>1,205,219</u>	<u>(2,238,209)</u>	<u>57,435</u>	<u>---</u>
<b>Other Financing Sources (Uses)</b>					
Capital asset sales	---	---	---	---	4,688
Transfers out	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
<b>Total other financing sources (uses)</b>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>4,688</u>
<b>Net Changes in Fund Balances</b>	(145,681)	1,205,219	(2,238,209)	57,435	4,688
<b>Fund Balances, beginning of year</b>	<u>769,944</u>	<u>3,637,876</u>	<u>10,988,967</u>	<u>4,008,989</u>	<u>120,396</u>
<b>Fund Balances, end of year</b>	<u>\$ 624,263</u>	<u>\$4,843,095</u>	<u>\$ 8,750,758</u>	<u>\$4,066,424</u>	<u>\$ 125,084</u>

<u>Grade Crossing Safety Fund</u>	<u>Railroad Expense Fund</u>	<u>Highway Safety Fund</u>	<u>Motorcycle Safety Fund</u>	<u>Total</u>	
				<u>2016</u>	<u>2015</u>
\$ ---	\$ ---	\$ ---	\$ ---	\$ 271,362	\$ 246,646
---	---	---	---	9,442,925	9,620,024
1,348,965	421,507	---	314,302	2,085,554	2,670,999
1,255	---	2,815	---	1,857,031	2,388,959
---	---	---	---	126,162	134,954
---	---	---	---	5,280,694	1,948,548
---	---	---	---	14,216,345	15,009,755
---	---	<u>16,916,420</u>	---	<u>77,654,690</u>	<u>84,178,380</u>
<u>1,350,220</u>	<u>421,507</u>	<u>16,919,235</u>	<u>314,302</u>	<u>110,934,763</u>	<u>116,198,265</u>
---	---	16,723,686	292,454	18,665,396	16,322,595
2,481,413	788,334	---	---	93,768,563	84,929,842
---	---	---	---	902,663	214,561
<u>2,481,413</u>	<u>788,334</u>	<u>16,723,686</u>	<u>292,454</u>	<u>113,336,622</u>	<u>101,466,998</u>
<u>(1,131,193)</u>	<u>(366,827)</u>	<u>195,549</u>	<u>21,848</u>	<u>(2,401,859)</u>	<u>14,731,267</u>
---	---	20	---	4,708	---
<u>(18,691)</u>	<u>---</u>	<u>(195,736)</u>	<u>---</u>	<u>(214,427)</u>	<u>(13,557,605)</u>
<u>(18,691)</u>	<u>---</u>	<u>(195,716)</u>	<u>---</u>	<u>(209,719)</u>	<u>(13,557,605)</u>
(1,149,884)	(366,827)	(167)	21,848	(2,611,578)	1,173,662
<u>3,522,296</u>	<u>926,043</u>	<u>288,294</u>	<u>204,619</u>	<u>24,467,424</u>	<u>23,293,762</u>
\$ <u>2,372,412</u>	\$ <u>559,216</u>	\$ <u>288,127</u>	\$ <u>226,467</u>	\$ <u>21,855,846</u>	\$ <u>24,467,424</u>



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# Combining Financial Statements Proprietary Funds

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# Combining Statements of Net Position

## Proprietary Funds – Internal Service

June 30, 2016

With Summarized Financial Information for 2015

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total	
			2016	2015
<b>Assets</b>				
Current assets				
Cash and cash equivalents	\$ 9,214,457	\$ 12,543,123	\$ 21,757,580	\$ 11,802,736
Investments	4,283,570	8,495,861	12,779,431	2,027,008
Restricted investments	100,000	---	100,000	100,000
Miscellaneous receivables	2,607,473	391,038	2,998,511	2,488,409
Total current assets	<u>16,205,500</u>	<u>21,430,022</u>	<u>37,635,522</u>	<u>16,418,153</u>
Noncurrent assets				
Investments	23,531,353	83,456,778	106,988,131	121,933,202
Restricted investments	---	200,000	200,000	200,000
Total noncurrent assets	<u>23,531,353</u>	<u>83,656,778</u>	<u>107,188,131</u>	<u>122,133,202</u>
<b>Total assets</b>	<u>39,736,853</u>	<u>105,086,800</u>	<u>144,823,653</u>	<u>138,551,355</u>
<b>Liabilities</b>				
Current liabilities				
Accounts payable	2,076,108	32,900	2,109,008	1,734,064
Unearned revenue	8,161,004	---	8,161,004	7,611,718
Pending self insurance claims	---	18,319,000	18,319,000	18,365,000
Incurred but not reported claims	<u>9,800,000</u>	<u>5,243,000</u>	<u>15,043,000</u>	<u>15,680,000</u>
Total current liabilities	<u>20,037,112</u>	<u>23,594,900</u>	<u>43,632,012</u>	<u>43,390,782</u>
Noncurrent liabilities				
Pending self insurance claims	---	52,156,358	52,156,358	48,778,816
Incurred but not reported claims	---	<u>14,928,000</u>	<u>14,928,000</u>	<u>12,429,000</u>
Total noncurrent liabilities	---	<u>67,084,358</u>	<u>67,084,358</u>	<u>61,207,816</u>
<b>Total liabilities</b>	<u>20,037,112</u>	<u>90,679,258</u>	<u>110,716,370</u>	<u>104,598,598</u>
<b>Net Position</b>				
Restricted net position	100,000	200,000	300,000	300,000
Unrestricted net position	<u>19,599,741</u>	<u>14,207,542</u>	<u>33,807,283</u>	<u>33,652,757</u>
<b>Total net position</b>	<u>\$19,699,741</u>	<u>\$ 14,407,542</u>	<u>\$ 34,107,283</u>	<u>\$ 33,952,757</u>

# Combining Statements of Revenues, Expenses and Changes in Net Position

Proprietary Funds – Internal Service

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total	
			2016	2015
<b>Operating Revenues</b>				
Self insurance premiums				
Highway workers' compensation	\$ ---	\$ 7,200,000	\$ 7,200,000	\$ 7,200,000
Highway patrol workers' compensation	---	2,352,989	2,352,989	2,750,000
Highway fleet vehicle liability	---	1,400,000	1,400,000	1,400,000
Highway general liability	---	12,500,000	12,500,000	12,500,000
Medical insurance premiums				
State	77,481,522	---	77,481,522	74,048,522
Member	41,988,794	---	41,988,794	39,870,440
Other	6,428,221	250,962	6,679,183	6,516,813
<b>Total operating revenues</b>	<u>125,898,537</u>	<u>23,703,951</u>	<u>149,602,488</u>	<u>144,285,775</u>
<b>Operating Expenses</b>				
Self insurance programs				
Highway workers' compensation	---	5,557,142	5,557,142	6,116,125
Highway patrol workers' compensation	---	2,155,211	2,155,211	2,310,090
Highway fleet vehicle liability	---	4,456,861	4,456,861	953,547
Highway general liability	---	8,423,544	8,423,544	10,980,555
Other	---	1,011,161	1,011,161	1,015,227
Medical and life insurance program				
Insurance premiums	7,146,757	---	7,146,757	6,854,614
Medical benefits	91,708,347	---	91,708,347	90,260,350
Prescription drug benefits	24,816,990	---	24,816,990	23,751,514
Professional fees	1,078,773	---	1,078,773	934,397
Administrative services	5,877,052	---	5,877,052	5,631,672
<b>Total operating expenses</b>	<u>130,627,919</u>	<u>21,603,919</u>	<u>152,231,838</u>	<u>148,808,091</u>
<b>Operating income (loss)</b>	<u>(4,729,382)</u>	<u>2,100,032</u>	<u>(2,629,350)</u>	<u>(4,522,316)</u>
<b>Nonoperating Revenues</b>				
Net appreciation and investment income	719,289	2,064,587	2,783,876	1,966,048
<b>Total nonoperating revenues</b>	<u>719,289</u>	<u>2,064,587</u>	<u>2,783,876</u>	<u>1,966,048</u>
<b>Changes in Net Position</b>	(4,010,093)	4,164,619	154,526	(2,556,268)
<b>Net Position, beginning of year</b>	<u>23,709,834</u>	<u>10,242,923</u>	<u>33,952,757</u>	<u>36,509,025</u>
<b>Net Position, end of year</b>	<u>\$ 19,699,741</u>	<u>\$ 14,407,542</u>	<u>\$ 34,107,283</u>	<u>\$ 33,952,757</u>

## Combining Statements of Cash Flows

### Proprietary Funds – Internal Service

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	<b>MoDOT &amp; MSHP Medical and Life Insurance Plan</b>	<b>MHTC Self Insurance Plan</b>	<b>Total</b>	
			<b>2016</b>	<b>2015</b>
<b>Cash Flows From Operating Activities</b>				
Receipts from interfund services provided	\$ 125,468,630	\$ 23,553,721	\$ 149,022,351	\$ 144,106,558
Payments for interfund services used	(124,322,805)	(14,199,216)	(138,522,021)	(138,988,626)
Payments to suppliers	(6,581,214)	(1,010,828)	(7,592,042)	(11,206,661)
Net cash provided by (used in) operating activities	(5,435,389)	8,343,677	2,908,288	(6,088,729)
<b>Cash Flows From Investing Activities</b>				
Proceeds from sale and maturities of investments	11,992,559	64,277,801	76,270,360	48,273,106
Purchases of investments	(6,423,620)	(65,118,918)	(71,542,538)	(60,722,105)
Interest received	650,110	1,786,657	2,436,767	2,243,205
Investment fees	(30,223)	(87,810)	(118,033)	(119,334)
Net cash provided by (used in) investing activities	6,188,826	857,730	7,046,556	(10,325,128)
<b>Net increase (decrease) in cash and cash equivalents</b>	753,437	9,201,407	9,954,844	(16,413,857)
<b>Cash and Cash Equivalents, beginning of year</b>	<u>8,461,020</u>	<u>3,341,716</u>	<u>11,802,736</u>	<u>28,216,593</u>
<b>Cash and Cash Equivalents, end of year</b>	<u>\$ 9,214,457</u>	<u>\$ 12,543,123</u>	<u>\$ 21,757,580</u>	<u>\$ 11,802,736</u>
<b>Reconciliation of Operating Income (Loss) to Net Cash Provided by (Used in) Operating Activities</b>				
Operating income (loss)	\$ (4,729,382)	\$ 2,100,032	\$ (2,629,350)	\$ (4,522,316)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities				
Receivables	(429,906)	(150,230)	(580,136)	(179,217)
Accounts and claims payable	(825,387)	6,393,875	5,568,488	(1,522,011)
Unearned revenue	549,286	---	549,286	134,815
<b>Net cash provided by (used in) operating activities</b>	<u>\$ (5,435,389)</u>	<u>\$ 8,343,677</u>	<u>\$ 2,908,288</u>	<u>\$ (6,088,729)</u>
<b>Noncash Items Impacting Recorded Assets</b>				
Increase (decrease) in fair value of investments	\$ 135,786	\$ 399,389	\$ 535,175	\$ (209,933)



# Combining Financial Statements Fiduciary Funds

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## Combining Statements of Assets and Liabilities

### Fiduciary Funds – Agency

June 30, 2016

With Summarized Financial Information for 2015

	<u>Local Fund</u>	<u>MCS Agency Fund</u>	<u>Total</u>	
			<u>2016</u>	<u>2015</u>
<b>Assets</b>				
Restricted cash and cash equivalents	\$33,907,810	\$ 4,473,841	\$38,381,651	\$65,119,872
Other	---	774	774	1,674
<b>Total assets</b>	<u>\$33,907,810</u>	<u>\$ 4,474,615</u>	<u>\$38,382,425</u>	<u>\$65,121,546</u>
<b>Liabilities</b>				
Due to other governments	\$ ---	\$ 4,474,615	\$ 4,474,615	\$ 10,765,737
Advances from other governments	<u>33,907,810</u>	---	<u>33,907,810</u>	<u>54,355,809</u>
<b>Total liabilities</b>	<u>\$33,907,810</u>	<u>\$ 4,474,615</u>	<u>\$38,382,425</u>	<u>\$65,121,546</u>

## Combining Statements of Changes in Assets and Liabilities

### Fiduciary Funds – Agency

Years ended June 30, 2016 and 2015

	2016			
	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deductions</u>	<u>Ending Balance</u>
<b>Local Fund</b>				
Assets				
Restricted cash and cash equivalents	\$54,355,809	\$ 3,327,830	\$ 23,775,829	\$33,907,810
Restricted investments	---	---	---	---
Other	---	---	---	---
<b>Total assets</b>	<u>\$54,355,809</u>	<u>\$ 3,327,830</u>	<u>\$ 23,775,829</u>	<u>\$33,907,810</u>
Liabilities				
Advances from other governments	\$54,355,809	\$ 2,889,846	\$ 23,337,845	\$33,907,810
<b>Total liabilities</b>	<u>\$54,355,809</u>	<u>\$ 2,889,846</u>	<u>\$ 23,337,845</u>	<u>\$33,907,810</u>
<b>MCS Agency Fund</b>				
Assets				
Restricted cash and cash equivalents	\$10,764,063	\$207,203,236	\$213,493,458	\$ 4,473,841
Other	1,674	28,623	29,523	774
<b>Total assets</b>	<u>\$10,765,737</u>	<u>\$207,231,859</u>	<u>\$213,522,981</u>	<u>\$ 4,474,615</u>
Liabilities				
Due to other governments	\$10,765,737	\$207,231,859	\$213,522,981	\$ 4,474,615
<b>Total liabilities</b>	<u>\$10,765,737</u>	<u>\$207,231,859</u>	<u>\$213,522,981</u>	<u>\$ 4,474,615</u>
<b>Totals</b>				
Assets				
Restricted cash and cash equivalents	\$65,119,872	\$210,531,066	\$237,269,287	\$38,381,651
Restricted investments	---	---	---	---
Other	1,674	28,623	29,523	774
<b>Total assets</b>	<u>\$65,121,546</u>	<u>\$210,559,689</u>	<u>\$237,298,810</u>	<u>\$38,382,425</u>
Liabilities				
Due to other governments	\$10,765,737	\$207,231,859	\$213,522,981	\$ 4,474,615
Advances from other governments	54,355,809	2,889,846	23,337,845	33,907,810
<b>Total liabilities</b>	<u>\$65,121,546</u>	<u>\$210,121,705</u>	<u>\$236,860,826</u>	<u>\$38,382,425</u>

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2015			
<u>Beginning Balance</u>	<u>Additions</u>	<u>Deductions</u>	<u>Ending Balance</u>
\$38,974,282	\$ 95,286,240	\$ 79,904,713	\$54,355,809
21,444,033	44,501,261	65,945,294	---
48,745	---	48,745	---
<u>\$60,467,060</u>	<u>\$139,787,501</u>	<u>\$145,898,752</u>	<u>\$54,355,809</u>
<u>\$60,467,060</u>	<u>\$ 29,163,613</u>	<u>\$ 35,274,864</u>	<u>\$54,355,809</u>
<u>\$60,467,080</u>	<u>\$ 29,163,613</u>	<u>\$ 35,274,864</u>	<u>\$54,355,809</u>
\$ 4,696,041	\$206,683,043	\$200,615,021	\$10,764,063
1,600	23,439	23,365	1,674
<u>\$ 4,697,641</u>	<u>\$206,706,482</u>	<u>\$200,638,386</u>	<u>\$10,765,737</u>
<u>\$ 4,697,641</u>	<u>\$206,706,482</u>	<u>\$200,638,386</u>	<u>\$10,765,737</u>
<u>\$ 4,697,641</u>	<u>\$206,706,482</u>	<u>\$200,638,386</u>	<u>\$10,765,737</u>
\$43,670,323	\$301,969,283	\$280,519,734	\$65,119,872
21,444,033	44,501,261	65,945,294	---
50,345	23,439	72,110	1,674
<u>\$65,164,701</u>	<u>\$346,493,983</u>	<u>\$346,537,138</u>	<u>\$65,121,546</u>
\$ 4,697,641	\$206,706,482	\$200,638,386	\$10,765,737
<u>60,467,060</u>	<u>29,163,613</u>	<u>35,274,864</u>	<u>54,355,809</u>
<u>\$65,164,701</u>	<u>\$235,870,095</u>	<u>\$235,913,250</u>	<u>\$65,121,546</u>



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# Budgetary Comparison Schedules and Reconciliations Debt Service and Nonmajor Governmental Funds

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## Budgetary Comparison Schedule and Reconciliation

### Debt Service – State Road Bond Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$ 40,982,580	\$ 40,982,580	\$ ---	\$ ---
Resources (inflows)				
Vehicle sales taxes	163,032,000	170,459,768	7,427,768	12,853,873
Interest	<u>223,524</u>	<u>499,592</u>	<u>276,068</u>	<u>188,837</u>
<b>Amount available for appropriation</b>	<u>204,238,104</u>	<u>211,941,940</u>	<u>7,703,836</u>	<u>13,042,710</u>
Charges to appropriations (outflows)				
Bond principal and interest payments	<u>175,265,549</u>	<u>175,265,549</u>	<u>---</u>	<u>3,023,833</u>
<b>Total charges to appropriations</b>	<u>175,265,549</u>	<u>175,265,549</u>	<u>---</u>	<u>3,023,833</u>
<b>Budgetary fund balance, end of year</b>	<u>\$ 28,972,555</u>	<u>\$ 36,676,391</u>	<u>\$(7,703,836)</u>	<u>\$16,066,543</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$36,676,391
Receivables	16,287,662
Change in fair value of investments	<u>37,197</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$53,001,250</u>



## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental – Multimodal Federal and State Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$ 1,542,438	\$ 1,542,438	\$ ---	\$ ---
Resources (inflows)				
State government	19,544,129	14,153,305	(5,390,824)	(3,090,000)
Intergovernmental/cost reimbursement/miscellaneous	---	2,228,634	2,228,634	2,278,610
American Recovery and Reinvestment Act	13,000,000	6,101,540	(6,898,460)	(12,688,816)
Federal government	<u>62,503,736</u>	<u>58,065,188</u>	<u>(4,438,548)</u>	<u>2,808,572</u>
<b>Amount available for appropriation</b>	<u>96,590,303</u>	<u>82,091,105</u>	<u>(14,499,198)</u>	<u>(10,691,634)</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	267,919	276,674	(8,755)	(57,743)
Fringe benefits	228,885	222,576	6,309	(15,815)
Expense and equipment	358,100	76,283	281,817	36,939
Program	<u>93,739,129</u>	<u>79,557,549</u>	<u>14,181,580</u>	<u>18,102,780</u>
<b>Total charges to appropriations</b>	<u>94,594,033</u>	<u>80,133,082</u>	<u>14,460,951</u>	<u>18,066,161</u>
<b>Budgetary fund balance, end of year</b>	<u>\$ 1,996,270</u>	<u>\$ 1,958,023</u>	<u>\$ (38,247)</u>	<u>\$ 7,374,527</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$ 1,958,023
Receivables	5,747,026
Payables	(6,450,873)
Unearned revenues	(621,091)
Due to other funds	<u>(8,822)</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$ 624,263</u>

## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental - State Transportation Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$3,270,047	\$3,270,047	\$ ---	\$ ---
Resources (inflows)				
Reimbursements/miscellaneous	---	42,914	42,914	---
Sales taxes	<u>4,361,597</u>	<u>4,542,730</u>	<u>181,133</u>	<u>403,467</u>
<b>Amount available for appropriation</b>	<u>7,631,644</u>	<u>7,855,691</u>	<u>224,047</u>	<u>403,467</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	129,844	129,259	585	(11,210)
Fringe benefits	104,597	101,695	2,902	1,154
Expense and equipment	61,220	28,281	32,939	(7,166)
Program	<u>3,185,353</u>	<u>3,166,488</u>	<u>18,865</u>	<u>69,431</u>
<b>Total charges to appropriations</b>	<u>3,481,014</u>	<u>3,425,723</u>	<u>55,291</u>	<u>52,209</u>
<b>Budgetary fund balance, end of year</b>	<u>\$4,150,630</u>	<u>\$4,429,968</u>	<u>\$279,338</u>	<u>\$ 455,676</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$4,429,968
Receivables	432,433
Payables	(14,950)
Due to other funds	<u>(4,356)</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$4,843,095</u>

## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental - Aviation Trust Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$11,817,745	\$11,817,745	\$ ---	\$ ---
Resources (inflows)				
Fuel taxes	197,459	251,316	53,857	(23,334)
Sales taxes	6,101,609	4,351,566	(1,750,043)	605,687
Interest	48,407	54,500	6,093	42,340
<b>Amount available for appropriation</b>	<u>18,165,220</u>	<u>16,475,127</u>	<u>(1,690,093)</u>	<u>624,693</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	491,217	459,508	31,709	18,885
Fringe benefits	373,432	354,120	19,312	12,839
Expense and equipment	167,686	164,337	3,349	(11,195)
Program	<u>10,350,000</u>	<u>6,429,399</u>	<u>3,920,601</u>	<u>1,895,248</u>
<b>Total charges to appropriations</b>	<u>11,382,335</u>	<u>7,407,364</u>	<u>3,974,971</u>	<u>1,915,777</u>
<b>Budgetary fund balance, end of year</b>	<u>\$ 6,782,885</u>	<u>\$ 9,067,763</u>	<u>\$ 2,284,878</u>	<u>\$ 2,540,470</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$ 9,067,763
Receivables	36,288
Payables	(335,116)
Due to other funds	(13,854)
Change in fair value of investments	<u>(4,323)</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$ 8,750,758</u>

## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental – State Transportation Assistance Revolving Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$2,634,003	\$2,634,003	\$ ---	\$ ---
Resources (inflows)				
Interest	---	55,357	55,357	63,601
License fees, and permits	---	780	780	740
Intergovernmental/cost reimbursements/miscellaneous	<u>500,733</u>	<u>323,902</u>	<u>(176,831)</u>	<u>(52,179)</u>
<b>Amount available for appropriation</b>	<u>3,134,736</u>	<u>3,014,042</u>	<u>(120,694)</u>	<u>12,162</u>
Charges to appropriations (outflows)				
Multimodal operations				
Expense and equipment	733	733	---	---
Program	<u>500,000</u>	<u>994</u>	<u>499,006</u>	---
<b>Total charges to appropriations</b>	<u>500,733</u>	<u>1,727</u>	<u>499,006</u>	---
<b>Budgetary fund balance, end of year</b>	<u>\$2,634,003</u>	<u>\$3,012,315</u>	<u>\$378,312</u>	<u>\$ 12,162</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$3,012,315
Receivables	1,054,667
Payables	(2,961)
Change in fair value of investments	<u>2,403</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$4,066,424</u>

## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental – MCS Federal Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$ 118,419	\$ 118,419	\$ ---	\$ ---
Resources (inflows)				
Intergovernmental/cost				
reimbursements/miscellaneous	---	4,726	4,726	841
Federal government	<u>1,999,725</u>	<u>1,726,720</u>	<u>(273,005)</u>	<u>(635,136)</u>
<b>Amount available for appropriation</b>	<u>2,118,144</u>	<u>1,849,865</u>	<u>(268,279)</u>	<u>(634,295)</u>
Charges to appropriations (outflows)				
Maintenance				
Program	<u>1,999,725</u>	<u>1,724,781</u>	<u>274,944</u>	<u>632,318</u>
<b>Total charges to appropriations</b>	<u>1,999,725</u>	<u>1,724,781</u>	<u>274,944</u>	<u>632,318</u>
<b>Budgetary fund balance, end of year</b>	\$ <u>118,419</u>	\$ <u>125,084</u>	\$ <u>6,665</u>	\$ <u>(1,977)</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$125,084
Receivables	13,958
Payables	<u>(13,958)</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$125,084</u>

## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental – Grade Crossing Safety Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$3,878,017	\$3,878,017	\$ ---	\$ ---
Resources (inflows)				
License, fees and permits	1,323,143	1,336,137	12,994	(6,094)
Intergovernmental/cost reimbursements/miscellaneous	---	1,079	1,079	3,999
<b>Amount available for appropriation</b>	<u>5,201,160</u>	<u>5,215,233</u>	<u>14,073</u>	<u>(2,095)</u>
Charges to appropriations (outflows)				
Multimodal operations				
Expense and equipment	12,991	12,991	---	1
Program	4,000,000	2,775,275	1,224,725	1,250,457
<b>Total charges to appropriations</b>	<u>4,012,991</u>	<u>2,788,266</u>	<u>1,224,725</u>	<u>1,250,458</u>
<b>Budgetary fund balance, end of year</b>	<u>\$1,188,169</u>	<u>\$2,426,967</u>	<u>\$1,238,798</u>	<u>\$1,248,363</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$2,426,967
Receivables	160,995
Payables	(158,343)
Deferred revenues	<u>(57,207)</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$2,372,412</u>

## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental – Railroad Expense Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$ 976,830	\$ 976,830	\$ ---	\$ ---
Resources (inflows)				
License, fees and permits	1,130,841	422,007	(708,834)	224,686
Intergovernmental/cost reimbursements/miscellaneous	---	---	---	65
<b>Amount available for appropriation</b>	<u>2,107,671</u>	<u>1,398,837</u>	<u>(708,834)</u>	<u>224,751</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	399,544	354,177	45,367	98,496
Fringe benefits	330,340	276,225	54,115	98,699
Expense and equipment	<u>203,951</u>	<u>165,554</u>	<u>38,397</u>	<u>(9,874)</u>
<b>Total charges to appropriations</b>	<u>933,835</u>	<u>795,956</u>	<u>137,879</u>	<u>187,321</u>
<b>Budgetary fund balance, end of year</b>	<u>\$1,173,836</u>	<u>\$ 602,881</u>	<u>\$(570,955)</u>	<u>\$412,072</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$602,881
Payables	(30,696)
Due to other funds	<u>(12,969)</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$559,216</u>

## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental – Highway Safety Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$ 208,328	\$ 208,328	\$ ---	\$ ---
Resources (inflows)				
Intergovernmental/cost				
reimbursements/miscellaneous	---	3,066	3,066	3,118
Federal government	<u>19,568,339</u>	<u>17,181,479</u>	<u>(2,386,860)</u>	<u>15,420,598</u>
<b>Amount available for appropriation</b>	<u>19,776,667</u>	<u>17,392,873</u>	<u>(2,383,794)</u>	<u>15,423,716</u>
Charges to appropriations (outflows)				
Maintenance				
Personal service	287,116	255,231	31,885	35,015
Fringe benefits	249,710	209,084	40,626	60,534
Expense and equipment	54,393	54,393	---	76
Program	<u>18,977,120</u>	<u>16,451,604</u>	<u>2,525,516</u>	<u>5,591,308</u>
<b>Total charges to appropriations</b>	<u>19,568,339</u>	<u>16,970,312</u>	<u>2,598,027</u>	<u>5,686,933</u>
Transfers to Road Fund	<u>(7,000,000)</u>	<u>(195,736)</u>	<u>6,804,264</u>	<u>8,833,183</u>
<b>Budgetary fund balance, end of year</b>	<u>\$ (6,791,672)</u>	<u>\$ 226,825</u>	<u>\$ 7,018,497</u>	<u>\$ 18,569,966</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
<b>Budgetary fund balance, end of year</b>	\$ 226,825
Receivables	2,045,024
Payables	<u>(1,983,722)</u>
<b>GAAP basis fund balance, end of year</b>	<u>\$ 288,127</u>



## Budgetary Comparison Schedule and Reconciliation

### Nonmajor Governmental – Motorcycle Safety Fund

Year Ended June 30, 2016

With Summarized Financial Information for 2015

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2016	2015
<b>Budgetary fund balance, beginning of year</b>	\$204,619	\$204,619	\$ ---	\$ ---
Resources (inflows)				
License, fees and permits	<u>324,725</u>	<u>314,302</u>	<u>(10,423)</u>	<u>(101,076)</u>
<b>Amount available for appropriation</b>	<u>529,344</u>	<u>518,921</u>	<u>(10,423)</u>	<u>(101,076)</u>
Charges to appropriations (outflows)				
Maintenance				
Expense and equipment	3,559	3,559	---	---
Program	<u>425,000</u>	<u>288,895</u>	<u>136,105</u>	<u>197,980</u>
<b>Total charges to appropriations</b>	<u>428,559</u>	<u>292,454</u>	<u>136,105</u>	<u>197,980</u>
<b>Budgetary fund balance, end of year</b>	<u>\$100,785</u>	<u>\$226,467</u>	<u>\$125,682</u>	<u>\$ 96,904</u>

The following reconciliation is the difference between the state's budgetary basis and accounting principles generally accepted in the United States of America (GAAP) basis:

Reconciliation to GAAP	Actual 2016
Budgetary fund balance, end of year	<u>\$226,467</u>
GAAP basis fund balance, end of year	<u>\$226,467</u>



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# Statistical Section

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## Index and Overview

### Statistical Section

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*These schedules are intended to assist in understanding and assessing the Department's financial performance over time.*

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*These schedules are intended to assist in understanding the environment in which the Department's financial activities take place.*

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*These schedules are intended to provide information about the Department's services and infrastructure.*

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#### *Sources:*

Unless otherwise stated, information in the following tables is derived from the Missouri Department of Transportation (MoDOT) annual financial reports for the years shown.

#### *Note:*

The objective of this statistical section is to provide users with historical perspective by presenting information for multiple years. Schedules originate with the year that the Department began tracking the information, the tracking process or data collection system changed, or it became administratively feasible to report retroactively.



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## Financial Trends

### Net Position – Government-wide

Years Ended June 30

(Amounts in Thousands)

<u>Year</u>	<u>Net Investment in Capital Assets</u>	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>
2016	\$27,429,189	\$ 300	\$ (424,498)	\$27,004,991
2015	27,037,883	300	(475,196)	26,562,987
2014	26,636,056	782,346	---	27,418,402
2013	26,077,114	875,904	---	26,953,018
2012	25,383,369	1,027,111	---	26,410,480
2011	24,603,720	1,390,363	---	25,994,083
2010	24,396,695	985,705	---	25,382,400
2009	24,461,090	678,643	---	25,139,733
2008	23,945,040	1,061,821	---	25,006,861
2007	24,016,417	788,665	---	24,805,082

*Notes:*

Amounts for 2009 include the restatement of beginning balances due the to implementation of GASB 51, *Accounting and Financial Reporting for Intangible Assets*.

Amounts for fiscal year 2012, 2013 and 2014 were restated due to the implementation of GASB 65, *Items Previously Reported as Assets and Liabilities*, and to correct errors related to infrastructure in progress, infrastructure and infrastructure depreciation.

Amounts for 2015 include restatement of beginning balances due to the implementation of GASB 68, *Accounting and Financial Reporting for Pensions*, and to correct errors related to infrastructure in progress, infrastructure and infrastructure depreciation.

## Financial Trends

### Changes in Net Position – Government-wide

Years Ended June 30

(Amounts in Thousands)

	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>Transportation Program Expenses</b>				
Administration	\$ 25,374	\$ 24,672	\$ 32,791	\$ 32,244
Fleet, facilities and information systems	18,088	29,865	32,790	34,905
Maintenance	328,987	329,098	420,000	398,274
Construction	258,846	316,038	194,552	222,767
Multimodal operations	93,500	84,259	89,148	89,184
Interest	104,190	112,690	129,873	136,493
Other state agencies	225,148	226,370	208,610	199,660
Self insurance	21,604	21,376	19,407	15,336
Medical and life insurance	111,561	106,453	97,483	94,695
Pension obligations	78,196	91,858	---	---
Other post-employment benefit obligations	44,005	50,179	50,586	75,152
Depreciation	<u>474,320</u>	<u>454,219</u>	<u>442,734</u>	<u>413,382</u>
<b>Total transportation program expenses</b>	<u>1,783,819</u>	<u>1,847,077</u>	<u>1,717,974</u>	<u>1,712,092</u>
<b>Transportation Program Revenues</b>				
Charges for services				
Licenses, fees and permits	310,073	290,319	290,153	283,022
Member insurance premiums	41,989	39,870	38,169	37,328
Other	<u>68,200</u>	<u>55,454</u>	<u>85,389</u>	<u>108,043</u>
Total charges for services	420,262	385,643	413,711	428,393
Federal government				
American Recovery and Reinvestment Act	18,160	14,628	28,765	49,912
Operating	77,468	82,521	87,531	87,689
Capital	<u>826,329</u>	<u>763,952</u>	<u>839,912</u>	<u>892,031</u>
Total federal government	<u>921,957</u>	<u>861,101</u>	<u>956,208</u>	<u>1,029,632</u>
<b>Total transportation program revenues</b>	<u>1,342,219</u>	<u>1,246,744</u>	<u>1,369,919</u>	<u>1,458,025</u>
<b>Net expense of transportation program</b>	<u>(441,600)</u>	<u>(600,333)</u>	<u>(348,055)</u>	<u>(254,067)</u>
<b>General Revenues</b>				
Fuel taxes	517,366	493,076	489,984	486,529
Sales and use taxes	350,372	335,420	311,761	304,163
Unrestricted investment earnings	9,101	10,569	13,755	(1,157)
State appropriations	14,216	15,010	14,347	11,630
Donated assets	---	---	---	---
Gain (loss) on sale of capital assets	<u>(7,451)</u>	<u>(15,212)</u>	<u>(16,408)</u>	<u>(4,560)</u>
<b>Total general revenues</b>	<u>883,604</u>	<u>838,863</u>	<u>813,439</u>	<u>796,605</u>
<b>Changes in Net Position</b>	<u>\$ 442,004</u>	<u>\$ 238,530</u>	<u>\$ 465,384</u>	<u>\$ 542,538</u>

Notes:

Government-wide financial statements are prepared on a full accrual basis and include transactions related to capital assets and long-term obligations. These statements also include the effects of eliminating off-setting revenues and expenses related to the Department's internal service funds.

Amounts for fiscal year 2012, 2013 and 2014 were restated due to the implementation of GASB 65, Items Previously Reported as Assets and Liabilities, and to correct errors related to infrastructure in progress, infrastructure and infrastructure depreciation.

Amounts for 2015 includes restatements to correct errors related to infrastructure in progress, infrastructure and infrastructure depreciation.



---

<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>
\$ 30,040	\$ 33,168	\$ 33,648	\$ 34,834	\$ 33,645	\$ 38,887
37,268	44,866	55,543	54,464	56,721	54,400
389,803	412,469	433,729	424,327	406,374	378,902
321,048	318,551	268,009	257,943	240,821	273,086
68,282	64,873	110,151	85,999	74,128	71,268
140,710	147,720	138,106	106,538	102,344	75,228
214,696	198,814	177,646	174,587	178,319	169,906
13,894	29,222	31,967	19,210	32,103	7,854
97,137	94,472	90,644	89,774	87,710	102,642
---	---	---	---	---	---
75,896	79,025	83,132	65,804	69,731	---
<u>323,238</u>	<u>747,674</u>	<u>876,501</u>	<u>751,246</u>	<u>746,456</u>	<u>849,957</u>
<u>1,712,012</u>	<u>2,170,854</u>	<u>2,299,076</u>	<u>2,064,726</u>	<u>2,028,352</u>	<u>2,022,130</u>
284,677	274,673	284,337	290,399	291,843	259,086
35,636	32,591	30,868	29,047	26,534	25,369
<u>131,371</u>	<u>150,871</u>	<u>108,214</u>	<u>160,013</u>	<u>86,719</u>	<u>67,816</u>
451,684	458,135	423,419	479,459	405,096	352,271
99,266	248,894	298,421	28,279	---	---
73,930	57,953	84,212	76,569	62,179	78,588
<u>860,754</u>	<u>1,228,181</u>	<u>974,391</u>	<u>833,839</u>	<u>907,956</u>	<u>797,196</u>
<u>1,033,950</u>	<u>1,535,028</u>	<u>1,357,024</u>	<u>938,687</u>	<u>970,135</u>	<u>875,784</u>
<u>1,485,634</u>	<u>1,993,163</u>	<u>1,780,443</u>	<u>1,418,146</u>	<u>1,375,231</u>	<u>1,228,055</u>
<u>(226,379)</u>	<u>(177,691)</u>	<u>(518,633)</u>	<u>(646,580)</u>	<u>(653,121)</u>	<u>(794,075)</u>
496,608	499,416	503,488	499,506	514,908	517,648
291,279	269,336	250,432	233,810	272,039	275,259
13,309	13,950	12,123	27,607	51,581	49,301
11,130	11,132	12,111	16,634	13,257	12,283
---	---	---	---	---	441
<u>(3,223)</u>	<u>(4,460)</u>	<u>(16,854)</u>	<u>(1,928)</u>	<u>3,115</u>	<u>1,034</u>
<u>809,103</u>	<u>789,374</u>	<u>761,300</u>	<u>775,629</u>	<u>854,900</u>	<u>855,966</u>
\$ <u>582,725</u>	\$ <u>611,683</u>	\$ <u>242,667</u>	\$ <u>129,049</u>	\$ <u>201,779</u>	\$ <u>61,891</u>

## Financial Trends

### Changes in Fund Balances – Governmental Funds

Years Ended June 30

(Amounts in Thousands)

	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
<b>Revenues</b>				
Fuel taxes	\$ 517,366	\$ 493,076	\$ 489,984	\$ 486,529
Sales and use taxes	350,372	335,420	311,761	304,163
Licenses, fees and permits	310,073	290,319	290,158	283,022
Intergovernmental/cost reimbursements/miscellaneous	67,565	51,017	84,753	138,732
Investment earnings	6,359	8,655	11,679	(1,149)
American Recovery and Reinvestment Act	18,160	14,758	28,635	49,912
State government	14,216	15,010	14,346	11,630
Federal government	<u>907,421</u>	<u>841,855</u>	<u>926,170</u>	<u>985,071</u>
<b>Total revenues</b>	<u>2,191,532</u>	<u>2,050,110</u>	<u>2,157,486</u>	<u>2,257,910</u>
<b>Expenditures</b>				
Administration	51,365	50,713	48,547	46,936
Fleet, facilities and information systems	38,744	38,980	35,904	38,058
Maintenance	435,964	434,328	450,577	454,740
Construction	296,946	369,352	216,563	241,931
Multimodal operations	94,647	85,363	89,332	89,404
Capital outlay	690,878	673,312	849,897	956,489
Debt service - principal	175,103	188,913	178,903	165,332
Debt service - interest	125,274	128,536	148,936	150,721
Other state agencies	<u>251,143</u>	<u>251,408</u>	<u>233,470</u>	<u>226,683</u>
<b>Total expenditures</b>	<u>2,160,064</u>	<u>2,220,905</u>	<u>2,252,129</u>	<u>2,370,294</u>
<b>Excess of revenues over (under) expenditures</b>	31,468	(170,795)	(94,643)	(112,384)
<b>Other Financing Sources (Uses)</b>				
Notes issued	---	3,619	13,240	9,493
Bonds issued	---	---	---	---
Refunding bonds issued	---	---	900,990	---
Refunding bonds escrow payment	---	---	(1,082,245)	---
Bond interest rate swap	---	---	---	---
Premium on bonds	---	---	185,693	---
Discount on bonds	---	---	---	---
Capital leases issued	114	18	(2,044)	116
Refinancing capital leases issued	---	---	---	---
Capital lease termination payment	---	---	---	---
Capital asset sales	11,889	5,422	7,488	13,301
Transfers in	460,974	460,003	476,745	511,732
Transfers out	<u>(460,974)</u>	<u>(460,003)</u>	<u>(476,745)</u>	<u>(511,732)</u>
<b>Total other financing sources (uses)</b>	<u>12,003</u>	<u>9,059</u>	<u>23,122</u>	<u>22,910</u>
<b>Net Changes in Fund Balances</b>	<u>\$ 43,471</u>	<u>\$ (161,736)</u>	<u>\$ (71,521)</u>	<u>\$ (89,474)</u>
<b>Debt service as a percentage of noncapital expenditures</b>	20 %	21 %	23 %	22 %
<b>Debt service as a percentage of total revenues</b>	14 %	15 %	15 %	14 %

**Notes:**

Governmental fund financial statements are prepared on a modified accrual basis to report changes in net current financial resources. These statements differ from cash-based budget reports primarily because revenues are recognized if they are collected within 60 days of the end of the fiscal year and expenditures are recorded when the related liability is incurred, except that certain long-term obligations are recognized to the extent they have matured.

Some amounts have been recategorized for comparability and implementation of GASB 54, *Fund Balance Reporting and Governmental Fund Type Definitions* in fiscal year 2011.

Amounts for 2015 includes restatements of capital outlay and construction expenses related to adjustments made to infrastructure.

<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>
\$ 496,608	\$ 499,416	\$ 503,488	\$ 499,506	\$ 514,908	\$ 517,648
291,279	269,336	251,343	234,599	270,339	275,259
284,614	274,709	284,909	290,925	290,709	259,086
138,629	131,809	128,160	139,105	80,668	89,997
11,011	11,548	8,957	23,417	46,890	44,388
99,265	248,834	298,333	28,279	---	---
11,131	11,132	12,111	16,634	13,257	12,283
<u>928,718</u>	<u>1,283,838</u>	<u>1,059,348</u>	<u>909,634</u>	<u>970,135</u>	<u>877,795</u>
<u>2,261,255</u>	<u>2,730,622</u>	<u>2,546,649</u>	<u>2,142,099</u>	<u>2,186,906</u>	<u>2,076,456</u>
46,636	48,833	49,247	49,224	46,822	45,797
41,133	49,110	59,586	56,986	58,933	58,759
440,357	450,103	471,740	466,143	433,653	436,796
354,259	338,482	293,021	273,099	264,693	300,579
68,481	65,112	110,412	86,202	74,303	71,485
1,112,769	1,249,787	1,405,741	1,307,318	1,143,496	1,248,304
143,582	166,854	102,261	103,123	88,097	105,630
155,534	162,911	146,006	115,468	109,730	89,997
<u>240,086</u>	<u>223,667</u>	<u>201,472</u>	<u>197,248</u>	<u>199,237</u>	<u>189,409</u>
<u>2,602,837</u>	<u>2,754,859</u>	<u>2,839,486</u>	<u>2,654,811</u>	<u>2,418,964</u>	<u>2,546,756</u>
(341,582)	(24,237)	(292,837)	(512,712)	(232,058)	(470,300)
9,097	10,095	10,910	1,856	4,539	406
---	---	1,085,000	142,735	526,800	800,000
---	130,390	---	---	---	394,870
---	(150,477)	---	---	---	(432,408)
---	---	---	---	(11,118)	---
---	20,972	30,631	2,835	27,808	73,180
---	---	---	---	(170)	---
12	4,869	3,284	581	763	1,355
---	---	---	---	22,985	---
---	---	---	---	(22,559)	---
10,591	9,358	7,252	6,830	8,705	8,679
496,854	515,181	536,864	527,110	574,864	523,744
<u>(496,854)</u>	<u>(515,181)</u>	<u>(536,864)</u>	<u>(527,110)</u>	<u>(574,864)</u>	<u>(523,744)</u>
<u>19,700</u>	<u>25,207</u>	<u>1,137,077</u>	<u>154,837</u>	<u>557,753</u>	<u>846,082</u>
\$ <u>(321,882)</u>	\$ <u>970</u>	\$ <u>844,240</u>	\$ <u>(357,875)</u>	\$ <u>325,695</u>	\$ <u>375,782</u>
20 %	22 %	17 %	16 %	16 %	15 %
13 %	12 %	10 %	10 %	9 %	9 %

## Financial Trends

### Fund Balances – Governmental Funds

Years Ended June 30

(Amounts in Thousands)

<u>Year</u>	<u>Nonspendable - Inventories</u>	<u>Restricted - Highways and Transportation</u>	<u>Unassigned</u>	<u>Total</u>
2016	\$39,614	\$ 972,979	\$ ---	\$ 1,012,593
2015	37,574	931,548	---	969,122
2014	29,135	1,103,299	(1,576)	1,130,858
2013	34,841	1,167,773	(234)	1,202,380
2012	45,790	1,248,963	(2,899)	1,291,854
2011	46,731	1,567,005	---	1,613,736
2010	43,711	1,569,055	---	1,612,766
2009	47,693	1,210,523	(489,690)	768,526
2008	42,443	1,083,957	---	1,126,400
2007	40,366	760,339	---	800,705

*Notes:*

Amounts were reclassified in fiscal year 2011 due to implementation of GASB 54, *Fund Balance Reporting and Governmental Fund Type Definitions*.

## Financial Trends

### Expenditures of Federal Awards

Years Ended June 30

(Amounts in Thousands)

<u>Year</u>	<u>Roads and Bridges</u>	<u>Multimodal</u>	<u>Motor Carriers</u>	<u>Highway Safety</u>	<u>Total</u>
2015	\$ 761,537	\$56,573	\$3,925	\$35,039	\$ 857,074
2014	843,571	65,095	3,374	31,199	943,239
2013	912,736	61,776	3,225	40,381	1,018,118
2012	940,436	44,769	2,838	24,523	1,012,566
2011	1,459,615	43,409	1,576	18,517	1,523,117
2010	1,244,642	69,158	1,701	21,925	1,337,426
2009	858,715	52,741	1,207	25,377	938,040
2008	909,643	46,440	1,410	17,208	974,701
2007	800,933	47,658	1,327	34,637	884,555
2006	764,803	45,148	1,434	28,596	839,981

Source:

MoDOT Schedule of Expenditures of Federal Awards prepared for inclusion in the State Auditor's single audit report for the state of Missouri

Notes:

Expenditures include State Emergency Management Agency amounts.

Fiscal year 2016 data is not yet available.

## Revenue Capacity

### Revenue Base – State Motor Fuel Taxes

Years Ended June 30

(Amounts in Thousands)

<u>Year</u>	<u>Gallons</u>	<u>Net State Receipts</u>	<u>Distribution</u>		
			<u>Cities</u>	<u>Counties</u>	<u>MoDOT</u>
2016	4,107,558	\$697,580	\$104,130	\$81,663	\$511,787
2015	4,009,046	680,045	103,909	81,487	494,649
2014	3,925,826	667,361	100,077	78,484	488,800
2013	3,919,121	666,106	99,433	77,980	488,693
2012	3,976,007	676,601	100,994	79,206	496,401
2011	4,033,033	685,447	103,065	80,851	501,531
2010	4,032,237	684,164	102,113	80,085	501,966
2009	4,002,068	680,862	101,685	79,750	499,427
2008	4,182,599	710,246	106,357	83,418	520,471
2007	4,141,906	704,071	105,875	83,036	515,160

Source:

MoDOT Financial Services Division

Notes:

Amounts are provided on a cash basis.

Dollar amounts are shown net of motor fuel tax refunds.

## Revenue Capacity

### Revenue Rates – State Motor Fuel Taxes

Years Ended June 30

(Cents per Gallon)

<u>Year</u>	<u>Total Fuel Tax Rate</u>	<u>Local Governments</u>	<u>MoDOT</u>
2016	17.00	4.55	12.45
2015	17.00	4.55	12.45
2014	17.00	4.55	12.45
2013	17.00	4.55	12.45
2012	17.00	4.55	12.45
2011	17.00	4.55	12.45
2010	17.00	4.55	12.45
2009	17.00	4.55	12.45
2008	17.00	4.55	12.45
2007	17.00	4.55	12.45

*Source:*

MoDOT Financial Services Division

*Note:*

Motor fuel tax rates are established by Chapter 142, RSMo. Increases in these rates require a statutory change.

## Revenue Capacity

### Principal Revenue Suppliers – State Motor Fuel Taxes

Year Ended June 30

(Amounts in Thousands)

	<u>2016</u>	<u>2007</u>
Gallons from top ten suppliers	3,548,114	3,447,494
Net revenue from top ten suppliers	\$ 603,179	\$ 586,074
Net revenue from all suppliers	\$ 697,580	\$ 745,269
Percentage from top ten suppliers	86 %	79 %

*Sources:*

Net revenue from top ten suppliers: Missouri Department of Revenue

Net revenue from all suppliers: MoDOT Financial Services Division

Remainder of information is extrapolated

*Notes:*

Top ten supplier information is released by the Department of Revenue only in the aggregate. Information on individual suppliers is not available. There are 115 total suppliers.





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## Debt Capacity Ratios of Outstanding Debt

Years Ended June 30

(Amounts in Thousands Except Per Capita)

Debt Outstanding at June 30				
<u>Year</u>	<u>Road Bonds</u>	<u>Notes Issued</u>	<u>Capital Leases</u>	<u>Total</u>
2016	\$2,341,150	\$ 644	\$ 127	\$2,341,921
2015	2,509,620	7,230	60	2,516,910
2014	2,679,170	22,923	93	2,702,186
2013	2,918,000	26,404	2,269	2,946,673
2012	3,071,525	28,405	2,466	3,102,396
2011	3,204,715	23,678	8,476	3,236,869
2010	3,352,640	32,707	14,322	3,399,669
2009	2,355,925	27,164	19,646	2,402,735
2008	2,298,080	34,042	28,443	2,360,565
2007	1,833,795	46,453	35,225	1,915,473

*Sources:*

Personal Income: United States Department of Commerce, Bureau of Economic Analysis

Population: United States Department of Commerce, Census Bureau

*Notes:*

Personal income and population are reported on a calendar year basis within the applicable fiscal year.

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<u>Ratio of Debt to Income</u>		<u>Ratio of Debt to Population</u>	
<u>Personal Income</u>	<u>Percentage of Personal Income</u>	<u>Population</u>	<u>Per Capita</u>
\$263,751,000	0.89 %	6,084	\$385
255,748,000	0.98	6,064	415
238,095,000	1.13	6,044	447
223,049,000	1.32	6,022	490
229,986,000	1.35	6,011	516
217,486,000	1.49	6,012	538
213,238,000	1.59	5,987	568
205,288,000	1.17	5,912	406
198,757,000	1.19	5,878	402
188,399,000	1.02	5,838	328

## Debt Capacity Pledged Revenue Coverage Related to Revenue Bonds

Years Ended June 30

(Amounts in Thousands Except Coverage)

				<u>Senior Lien Bonds</u>		
<u>Year</u>	<u>Senior Bond Revenues (1)</u>	<u>Operating Expenses (2)</u>	<u>Senior Net Pledged Revenues Available</u>	<u>Principal</u>	<u>Interest</u>	<u>Coverage</u>
2016	\$968,300	\$372,800	\$595,500	\$51,965	\$19,090	8.38
2015	934,340	373,739	560,601	50,395	21,555	7.79
2014	914,514	348,537	565,977	47,815	23,877	7.89
2013	937,165	333,327	603,838	44,255	25,467	8.66
2012	935,399	342,240	593,159	31,790	26,868	10.11
2011	929,143	324,416	604,727	56,795	28,443	7.09
2010	916,929	281,320	635,609	41,280	32,386	8.63
2009	906,977	279,971	627,006	39,540	34,339	8.49
2008	965,169	279,823	685,346	38,005	36,118	9.25
2007	959,049	269,210	689,839	36,740	38,899	9.12

				<u>Federal Reimbursement</u>		
<u>Year</u>	<u>Federal Reimbursement Revenues (5)</u>	<u>Expenses</u>	<u>Federal Reimbursement Bonds Net Pledged Revenues</u>	<u>Principal</u>	<u>Interest (6)</u>	<u>Coverage</u>
2016	\$ 692,366	\$ ---	\$ 692,366	\$37,325	\$29,840	10.31
2015	624,417	---	624,417	36,000	31,203	9.29
2014	708,726	---	708,726	34,825	32,453	10.53
2013	771,710	---	771,710	33,450	33,161	11.59
2012	719,532	---	719,532	32,725	33,889	10.80
2011	1,226,128	---	1,226,128	30,595	36,026	18.40
2010	749,825	---	749,825	---	19,476	38.50
2009	712,574	---	712,574	---	2,596	274.44
2008	---	---	---	---	---	---
2007	---	---	---	---	---	---

**Sources:**

MoDOT Financial Services Division

**Notes:**

(1) Senior Bond Revenues consist of various percentages of the state motor fuel tax, sales and use taxes and motor vehicle fees, as set by the state's constitution and statutes. Revenues are reported net of refunds and exclude sales tax revenue deposited into the State Road Bond Fund.

(2) Operating Expenses consist of retirement benefit costs, the cost of enforcement of motor vehicle laws and the cost of collection of taxes and fees. The cost of collection reflects actual expenditures and does not reflect any Missouri Department of Revenue refunds associated with spending over the three percent cap during previous years.

(3) First, Second, Third Lien Revenues consist of sales taxes deposited into the State Road Bond Fund.

(4) First, Second, Third Lien Net Pledged Revenues consist of excess Senior Net Pledged Revenues and sales tax deposited into the State Road Bond Fund.

(5) Federal Reimbursement Revenues exclude American Recovery and Reinvestment Act revenue and amounts passed through to other political entities. For debt service coverage calculation purposes, excess First, Second, Third Lien Net Revenues are not included.

(6) Federal reimbursement interest is reported net of federal subsidies associated with Build America Bonds.

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First, Second, Third Lien Revenues (3)	First, Second, Third Lien Net Pledged Revenues (4)	First Lien			Second Lien			Third Lien		
		<u>Principal</u>	<u>Interest</u>	<u>Coverage</u>	<u>Principal</u>	<u>Interest</u>	<u>Coverage</u>	<u>Principal</u>	<u>Interest</u>	<u>Coverage</u>
\$170,460	\$694,905	\$22,520	\$30,039	13.22	\$56,660	\$22,507	5.28	\$ ---	\$10,276	4.89
162,858	651,509	53,940	30,044	7.76	13,555	21,768	5.46	15,660	10,308	4.48
149,793	644,078	52,330	38,643	7.08	12,055	25,316	5.02	15,025	10,352	4.19
113,443	647,559	50,805	41,111	7.05	10,605	25,798	5.05	14,410	9,974	4.24
106,451	640,952	49,385	43,432	6.91	5,465	26,024	5.16	13,825	9,989	4.33
100,945	620,434	48,025	45,721	6.62	1,600	26,088	5.11	---	10,048	4.72
93,744	655,687	41,725	47,609	7.34	5,280	26,299	5.42	---	4,785	5.22
91,013	644,140	35,575	49,140	7.60	9,775	26,690	5.32	---	668	5.29
84,476	695,699	24,510	50,204	9.31	---	16,978	7.59	---	1,654	7.45
65,738	679,938	23,530	40,651	10.60	---	---	---	13,080	2,339	8.55

## Demographic and Economic Information

### Population, Personal Income and Unemployment Rate

Years Ended December 31

(Amounts in Thousands)

<u>Year</u>	<u>Population</u>	<u>Personal Income</u>	<u>Per Capita Personal Income</u>	<u>Unemployment Rate</u>
2015	6,084	\$263,751,000	\$43	3.9 %
2014	6,064	255,748,000	42	5.1
2013	6,044	238,095,000	39	7.4
2012	6,022	223,049,000	39	7.6
2011	6,011	229,986,000	38	7.7
2010	6,012	217,486,000	36	9.2
2009	5,988	213,238,000	36	9.2
2008	5,912	205,288,000	35	6.0
2007	5,878	198,757,000	34	5.1
2006	5,838	188,399,000	32	5.2

Sources:

Population: United States Department of Commerce, Census Bureau

Personal Income, Per Capita Personal Income and Unemployment Rate: United States Department of Commerce, Bureau of Economic Analysis

## Demographic and Economic Information

### Employment Sectors

Years Ended December 31

(Amounts in Thousands)

	<u>2015</u>			<u>2006</u>		
	<u>Employees</u>	<u>Rank</u>	<u>Percentage</u>	<u>Employees</u>	<u>Rank</u>	<u>Percentage</u>
Trade, transportation and utilities	540	1	20 %	561	1	20 %
Education and health services	452	2	16	384	3	14
Government	442	3	16	446	2	16
Professional and business services	373	4	13	339	4	12
Leisure and hospitality	276	5	10	272	6	10
Manufacturing	260	6	9	307	5	11
Financial activities	166	7	6	166	7	6
Construction, natural resources and mining	121	8	4	150	8	5
Other services	115	9	4	120	9	4
Information	<u>53</u>	10	<u>2</u>	<u>64</u>	10	<u>2</u>
<b>Total</b>	<u>2,798</u>		<u>100 %</u>	<u>2,809</u>		<u>100 %</u>

Source:

United States Department of Labor, Bureau of Labor Statistics

Note:

Information on employers is provided at the more general level of employment sectors, rather than the top ten specific employers of the state of Missouri. This data is more relevant to the mission of a transportation system.

## Demographic and Economic Information

### Licensed Drivers with Population Data

Years Ended June 30

(Amounts in Thousands)

<u>Year</u>	<u>Licensed Drivers</u>	<u>Change in Licensed Drivers</u>	<u>Population</u>	<u>Change in Population</u>
2015	4,213	(82)	6,064	20
2014	4,295	15	6,044	22
2013	4,280	(8)	6,022	11
2012	4,288	11	6,011	(1)
2011	4,277	31	6,012	24
2010	4,246	28	5,988	76
2009	4,218	21	5,912	34
2008	4,197	35	5,878	40
2007	4,162	22	5,838	50
2006	4,140	5	5,788	43

*Sources:*

Licensed Drivers: Missouri Department of Revenue for federal reporting

Population: United States Department of Commerce, Census Bureau

*Notes:*

Fiscal year 2016 licensed drivers' data is not yet available.

Population is reported on a calendar year basis within the applicable fiscal year.



## Demographic and Economic Information

### Vehicle Registrations with Fuel Tax Receipts

Years Ended June 30

(Amounts in Thousands Except Fuel Tax Receipts per Registration)

<u>Fiscal Year</u>	<u>Registrations</u>	<u>Percentage Change in Registrations</u>	<u>Net State Fuel Tax Receipts</u>	<u>Percentage Change in Fuel Tax Receipts</u>	<u>Fuel Tax Receipts per Registration</u>
2015	6,689	4.7 %	\$680,045	2.6 %	104
2014	6,390	(6.1)	667,361	1.9	106
2013	6,807	2.2	666,106	0.2	98
2012	6,659	8.7	676,601	(2.8)	100
2011	6,124	(8.5)	685,447	0.2	112
2010	6,691	10.5	684,164	0.5	102
2009	6,057	1.6	680,862	(4.1)	112
2008	5,961	(0.6)	710,246	0.9	119
2007	5,997	(0.7)	704,071	(0.5)	117
2006	6,040	7.7	707,856	(0.4)	117

*Sources:*

Registrations: Missouri Department of Revenue, Missouri State Highway Patrol and MoDOT for federal reporting

Fuel Tax Receipts: MoDOT Financial Services Division, cash basis

*Note:*

Fiscal year 2016 registrations data is not yet available.

## Operating Information

### Demand and Level of Service Indicators

Years Ended December 31

<u>Year</u>	<u>Daily Vehicle Miles Traveled (Amounts in Thousands)</u>			<u>Population (Amounts in Thousands)</u>	<u>Average Daily Miles Per Capita</u>
	<u>State Highways</u>	<u>Non-State Highways</u>	<u>Total Public Highways</u>		
2015	136,129	60,849	196,978	6,084	32.4
2014	134,056	60,293	194,349	6,064	32.1
2013	131,064	58,871	189,935	6,044	31.4
2012	130,518	56,887	187,405	6,022	31.1
2011	129,512	58,948	188,460	6,011	31.4
2010	130,628	62,879	193,507	6,012	32.2
2009	130,047	59,257	189,304	5,988	31.6
2008	130,703	55,834	186,537	5,912	31.6
2007	134,149	55,303	189,452	5,878	32.2
2006	132,758	55,828	188,586	5,838	32.3

*Sources:*

Daily Vehicle Miles Traveled: MoDOT Transportation Planning Division

Population: United States Department of Commerce, Census Bureau



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## Operating Information

### Demand and Level of Service Indicators

Years Ended June 30

Freight Tonnage By Mode (Amounts In Thousands) (1) (2)					Travel Information by Mode		
<u>Year</u>	<u>Port (4)</u>	<u>Motor Carrier</u>	<u>Aviation</u>	<u>Rail</u>	<u>Number of Transit Passengers</u>	<u>Number of River Runner Rail Passengers</u>	<u>Number of Airline Passengers (Amounts in Millions) (2)</u>
2016	n/a-cy	n/a-cy	n/a-cy	n/a-cy	n/a-src	172,000	n/a-cy
2015	37,000	485,000	186	397,000	62,800,000	185,600	n/a-src
2014	39,000	485,000	196	431,000	63,100,000	189,200	11.9
2013	35,000	464,000	198	420,000	62,500,000	197,000	11.6
2012	30,000	409,000	195	438,000	63,400,000	193,000	11.6
2011	33,000	400,000	197	449,000	58,600,000	191,000	11.7
2010	33,000	398,000	182	441,000	56,300,000	165,000	11.5
2009	24,000	368,000	190	416,000	68,400,000	153,000	11.5
2008	26,000	361,000	240	412,000	68,600,000	138,000	13.0
2007	29,000	470,000	260	410,000	64,800,000	144,312	13.4

Source:

MoDOT Tracker – Measures of Departmental Performance

Notes:

(1) Data is estimated and provides generalized trends and movements.

(2) Measured on a calendar year basis.

(3) Negative numbers mean final project cost was less than the amount budgeted for the project.

(4) Prior years data may be updated for information received in subsequent years.

n/a-cy: Not available - calendar year basis.

n/a-src: Not available - external source provides data.

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<u>Road and Bridge Projects</u>		<u>Safety</u>		
<u>Percent of Programmed Project Cost As Compared To Final Project Cost (3)</u>	<u>Percent of Projects Completed on Time</u>	<u>Number of Fatalities from Traffic Crashes (2) (4)</u>	<u>Number of Serious Injuries from Traffic Crashes (2) (4)</u>	<u>Percent of Stripes on Major Roads In Good Condition (2)</u>
(2.65) %	68 %	n/a-cy	n/a-cy	n/a-cy
(5.56)	67	870	4,402	53.8 %
(7.70)	73	766	4,657	83.0
(12.47)	80	757	4,938	92.1
(10.43)	75	826	5,506	96.4
(15.37)	74	786	5,643	92.4
(11.48)	79	821	6,096	91.3
0.31	67	878	6,540	91.0
(2.27)	71	960	6,931	96.4
(2.57)	74	992	7,744	95.7

## Operating Information

### Capital Asset Indicators <sup>(1)</sup>

Years Ended December 31

<u>Year</u>	<u>Centerline Miles</u>	<u>Percentage of Major Highways In Good Condition</u>	<u>Number of Bridges in Poor Condition (2)</u>
2015	33,873	90.4 %	1,898
2014	33,892	89.2	1,914
2013	33,890	89.7	1,966
2012	33,885	88.5	2,081
2011	33,845	88.1	2,208
2010	33,702	85.8	2,486
2009	33,639	86.5	2,679
2008	33,676	83.4	2,838
2007	33,685	78.0	2,844
2006	33,681	74.0	2,836

*Sources:*

MoDOT Tracker – Measures of Departmental Performance

Centerline miles provided by Transportation Planning Division

*Notes:*

(1) Assets of non-highway modes are not owned by the state. MoDOT administers funds to those entities, primarily through federal and state grants.

(2) The Safe and Sound Bridge Improvement program, completed in October 2012, rehabilitated 248 and replaced 554 bridges.

## Operating Information

### Capital Asset Indicators

Years Ended December 31

Functional Classification	Total Public Centerline Miles									
	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
<b>Rural</b>										
Interstate	842	842	841	867	723	722	722	722	722	800
Freeway/expressway	926	920	923	878	967	953	2	2	---	---
Principal arterial	2,029	2,043	2,037	2,103	2,157	2,171	3,115	3,116	3,117	3,246
Minor arterial	3,959	3,953	3,964	3,962	3,959	3,944	3,948	3,927	3,927	4,076
Major collector	16,137	16,134	16,164	16,191	16,181	16,185	16,182	16,211	16,216	16,444
Minor collector	5,943	5,946	5,953	5,961	5,954	5,944	5,948	5,961	5,966	5,995
Local	927	923	934	965	963	935	885	875	869	922
<b>Urban</b>										
Interstate	538	538	538	512	482	459	459	459	459	381
Freeway/expressway	468	461	446	434	455	470	398	397	399	343
Principal arterial	654	689	708	719	730	730	803	808	811	701
Minor arterial	597	582	571	565	549	527	526	516	513	352
Major collector	523	517	485	446	445	414	410	437	442	235
Minor collector	22	23	14	2	---	---	---	---	---	---
Local	308	321	312	280	280	248	241	245	244	186
<b>Total centerline miles</b>	<u>33,873</u>	<u>33,892</u>	<u>33,890</u>	<u>33,885</u>	<u>33,845</u>	<u>33,702</u>	<u>33,639</u>	<u>33,676</u>	<u>33,685</u>	<u>33,681</u>
<b>Statewide Composite</b>										
Interstate	1,380	1,380	1,379	1,379	1,206	1,181	1,181	1,181	1,181	1,181
Freeway/expressway	1,394	1,381	1,369	1,312	1,421	1,423	400	399	399	343
Arterial	7,239	7,267	7,280	7,349	7,394	7,372	8,392	8,367	8,368	8,375
Collector	22,625	22,620	22,616	22,600	22,580	22,542	22,540	22,609	22,624	22,674
Local	1,235	1,244	1,246	1,245	1,244	1,184	1,126	1,120	1,113	1,108
<b>Total centerline miles</b>	<u>33,873</u>	<u>33,892</u>	<u>33,890</u>	<u>33,885</u>	<u>33,845</u>	<u>33,702</u>	<u>33,639</u>	<u>33,676</u>	<u>33,685</u>	<u>33,681</u>

Source:

MoDOT Transportation Planning Division

## Operating Information

### Employee Full-Time Equivalents (FTE)

Years Ended June 30

	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
District offices	4,493	4,610	4,653	4,501	4,685	5,183	5,541	5,512	5,577
Central office	<u>763</u>	<u>771</u>	<u>765</u>	<u>765</u>	<u>886</u>	<u>1,028</u>	<u>1,096</u>	<u>1,124</u>	<u>1,189</u>
<b>Total</b>	<u>5,256</u>	<u>5,381</u>	<u>5,418</u>	<u>5,266</u>	<u>5,571</u>	<u>6,211</u>	<u>6,637</u>	<u>6,636</u>	<u>6,766</u>

Source:

State of Missouri payroll reporting system

Note:

The decreases in 2011-2013 resulted from planned staffing reductions.



# Other Information

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**Independent Auditors' Report On Internal  
Control Over Financial Reporting And On  
Compliance And Other Matters Based On An  
Audit Of Financial Statements Performed In  
Accordance With *Government Auditing Standards***

Missouri Highways and Transportation Commission  
Missouri Department of Transportation  
Jefferson City, Missouri

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Missouri Department of Transportation (the Department), as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise the Department's basic financial statements, and have issued our report thereon dated September 28, 2016.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Department's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, we do not express an opinion on the effectiveness of the Department's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

## **Compliance And Other Matters**

As part of obtaining reasonable assurance about whether the Department's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose Of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*RubinBrown LLP*

September 28, 2016