

Missouri
Department of
Transportation

An agency of the State of Missouri



Comprehensive Annual Financial Report

for the fiscal year ended **June 30, 2019**



Missouri Department of Transportation
www.modot.org

Comprehensive Annual Financial Report

for the fiscal year ended
June 30, 2019

Prepared by the Financial Services Division
under the direction of
Patrick McKenna, MoDOT Director,
Brenda Morris, CPA, Chief Financial Officer
and Todd Grosvenor, Financial Services Director

Missouri Department of Transportation
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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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September 30, 2019

The Honorable Michael L. Parson, 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, 2019.

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 BKD, 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, 2019, 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 system that is safe, innovative, reliable and dedicated to 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 33,838 miles of highway and 10,384 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. In accordance with article IV, § 30(b), the Commission has the sole discretion to spend moneys in the State Road Fund. In recent history, additional spending authority limitations have been added through the legislative budget process. **These limitations have reduced the Commission and Department's flexibility to adjust spending due to weather, emergency and market conditions of construction and operations and could, if continued, lead to organizational difficulties fulfilling its mission.** Other state funds administered by the Commission are subject to appropriation by the General Assembly. All appropriations are approved by the legislature during the legislative session ending in May to be effective in the subsequent budget year.

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 and appropriation.

Missouri Economy

Missouri's transportation system impacts the state's economy. Missouri businesses depend on 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 creates jobs and provides opportunities for advancement to all Missouri citizens.

Missouri employment continues to show slight growth. Per the Missouri Economic and Research Information Center (MERIC), in fiscal year 2019, the unemployment rate increased to 3.3 percent in June 2019. This compares to an unemployment rate of 3.1 percent in June 2018. Compared to the national trend, the Missouri unemployment rate increased while the United States rate decreased, but ended 0.4 percentage points lower in June of 2019 than the national rate of 3.7 percent. Also, per MERIC, employment gains occurred over the previous year in most areas including construction, manufacturing; professional and business services; educational and health services; leisure and hospitality and government. Personal income in the first quarter of 2019 is continuing to show steady growth over the previous year at 3.3 percent. Consumer confidence remained steady in fiscal year 2019, which indicates that consumers continue to be optimistic about the economy.

MoDOT contributes to the economy in the areas of job creation, personal income growth and new value added to the economy. Based on the 2019-2023 STIP investment (includes investment of \$5,525.4 million for roads and bridges, which \$4,500.0 million are awards, and \$385.2 million for other modes) of \$5,910.6 million, an analysis estimates that on average, each year the plan creates 4,746 additional jobs with an average salary of \$53,839, \$255.5 million in new personal income and \$363.7 million in new value added to the economy. An analysis of the 2018-2022 STIP investment of \$6,026.9 million (\$5,608.4 million for roads and bridges of which \$4,450.0 are awards and \$418.5 million for other modes) estimates 4,578 jobs with an average salary of \$55,377, \$253.5 million in new personal income and \$353.2 million in new value added to the economy. An analysis of the 2017-2021 STIP investment of \$5,451.5 million estimates 4,343 jobs with an average salary of \$52,452, \$227.8 million in new personal income and \$316.0 million in new value added to the economy. For comparison, an analysis of the 2016-2020 STIP investment of \$3,040.7 million estimates 2,836 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. These statistics show the impact to the economy by the increased STIP investment.

Federal funds are the largest source of transportation revenue. The Department's share of state fuel tax receipts, the second largest revenue source, decreased 0.1 percent in 2019. The 2019 state fuel tax receipts are still slightly less than receipts in 2006, the year with the highest collections. 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 2.7 percent from 2018. 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 decreased 2.5 percent from 2018. Overall, state revenues for the Department decreased 0.1 percent in 2019 compared to 2018.

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 from the General Fund and additional funding offsets. This bill is set to expire at the end of federal fiscal year 2020. The FAST Act contains a rescission that will be effective July 1, 2020 that would lower Missouri's apportionments by approximately \$200.0 million which includes \$20.0 million allocated to counties for the Off-system Bridge (BRO) program. The rescission reduces the flexibility the department has in committing federal funds to projects. The 2020-2024 STIP was developed assuming federal funding levels consistent with the FAST Act. A forecast assuming a reduced level of federal funding, consistent with Highway Trust Fund revenues, was also prepared. MoDOT and planning partners worked together and identified 299 projects totaling \$785.7 million at risk, if Congress fails to sustain the current level of federal funding. Congress needs to identify a long-term source of transportation revenue to support the nation's infrastructure needs. On July 30, 2019, the U.S. Senate Environment and Public Works (EPW) Committee passed America's Transportation Infrastructure Act (ATIA) 21-0. An encouraging sign, but this action must be met by similar leadership in the U.S. House of Representatives.

Construction and Condition of the System

Missouri's 2020-2024 STIP was approved by the Commission in July 2019. The STIP awards for road and bridge projects total \$4,620.0 million and makes maintaining the existing system a priority in an effort to keep 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 88.5 percent in December 2012. The improvement during this period can be attributed to debt financing and the impacts of the American Recovery and Reinvestment Act of 2009.

In December 2018, Missouri's major roads were 91.5 percent in good condition. Minor, less traveled roads are 80.3 percent in good condition as of December 2018, a significant improvement from December 2012 when only 69.3 percent were in good condition. Low volume highways, having less than 400 vehicles traveling on them per day, are 73.9 percent in good condition. Perhaps the greatest variation in condition by District exists with low volume roads attributable to extreme weather and flooding. Approximately 7,200 of 11,123 miles of low volume roads which are funded by MoDOT's operating budget are not eligible for federal reimbursement as they are not listed on the National Highway System because they function to serve the local community rather than to connect communities. This places great strain on limited operating budgets and results in local dissatisfaction with inconsistent conditions. As of December 2018, 909 of the 10,384 structures are in poor condition.

Major Projects

The Poplar Street Ramp project improves the eastbound bridge (eastbound I-64 and northbound I-55) over the Mississippi River in St. Louis. Crews placed a new overlay on the bridge and widened the ramp from northbound I-55 to the bridge. The total project cost is \$55.9 million and was opened to the public in December 2018.

MoDOT made safety improvements at 31 locations in Franklin and St. Charles counties. The project, costing \$21.3 million, was completed using a design-build project delivery method. A variety of safety improvements were made, including pavement treatments, reflective pavement markers, rumble strips and flashing stop signs. Awarded in May 2017, the project was completed August 2019.

MoDOT, along with the city of Washington, Franklin County and Warren County, replaced the deteriorating 1936 Missouri River Bridge, located on Route 47. This bridge provides a vital link between Warren County and Franklin County. The project cost \$63.0 million. In 2014, the project received a \$10.0 million Transportation Investment Generating Economic Recovery (TIGER) Grant from the U.S. Department of Transportation. The groundbreaking for the new bridge was in August 2016, and the new bridge was opened to traffic in December 2018.

Construction began in the fall of 2017 on a new bridge over the Mississippi River, connecting Louisiana, Missouri with the state of Illinois. This new bridge replaces the current bridge that was built in 1928. In 2015, the project received a \$10.0 million TIGER Grant from the U.S. Department of Transportation. The project was awarded in June 2017. The estimated cost of \$65.0 million will be split between Missouri and Illinois. While the old bridge still needs to be demolished, the new bridge was opened to traffic in August 2019.

The MHTC selected a contractor in December 2017 to design and build improvements to I-435 from Kansas state line to I-49 in the Kansas City area. Construction on the \$74.8 million project began in the summer of 2018 and will last through the spring of 2020. The I-435 corridor was originally constructed in 1966 as a six-lane freeway, and an additional lane was added in phases from 1983 to 1994. Improvements have been made over the past 20 years by both MoDOT and the Kansas Department of Transportation, but overall this corridor has been left virtually unchanged. This project will address congestion as well as the aging bridges. The project is expected to be completed in late spring of 2020.

The MHTC selected a contractor in August 2018 to replace the bridges within the I-435 and I-70 interchange in the Kansas City area. Improvements include full bridge replacements, removal of left exits, improvements to loop ramp configuration and congestion relief. Construction on the \$47.0 million project began in March 2019 and is expected to be completed in December 2020.

MoDOT is replacing the I-44 bridges over the Meramec River in the St. Louis area. The project was awarded in June 2018 for \$51.1 million and is expected to be completed in the spring of 2022.

Construction began in the spring of 2019 on the I-44 Rebuild Bridge Project which will improve 19 bridges along the 30 mile tract of I-44 between Sarcoxie and Halltown. This project will replace 13 bridges and rehabilitate 6 bridges that are deteriorating as part of the original I-44 construction in the 1960s. The project is estimated to cost \$36.0 million and is expected to be completed in December 2021.

The I-270 North Project, costing \$225 million, will address safety, congestion and system condition issues in the I-270 north corridor in the St. Louis area from I-70 to the Chain of Rocks Bridge. A design-build team will be selected in November 2019 with construction beginning in 2020 and completion by December 2023.

Major Operation Challenges

The Department has faced some challenges in the last few years. As mentioned previously, additional spending authority limitations have been added through the legislative budget process. These limitations have reduced the Commission and Department's flexibility to adjust spending due to weather, emergency and market conditions of construction and operations and could, if continued, lead to organizational difficulties fulfilling its mission.

Another issue the department has faced includes addressing employee pay issues. MoDOT's employee turnover rate for fiscal year 2019 was 13.27 percent, up from 11.99 percent in fiscal year 2018. The estimated cost of turnover for fiscal year 2019 was \$34.7 million, up from \$30.7 million in fiscal year 2018. In addition to those costs, the cost of leave payouts related to turnover totaled \$2.2 million. The Commission has implemented a pay strategy to mitigate salary compression issues, improve employee satisfaction and morale, increase employee retention and reduce costs associated with employee turnover. The Governor and General Assembly included as part of the budget they passed for fiscal year 2020, a pay plan that will provide at least a 3 percent increase in pay for employees with a large percentage of employees receiving up to approximately 5 percent. More work is needed in this area.

The Department has made a significant investment in our fleet. The current replacement cost is \$467 million; however, the age and condition has fallen behind and we have had no significant increase in the fleet budget for several years. A funding analysis performed by an independent consultant determined \$145.8 million was needed to bring the overall age of fleet up to the recommended replacement age. The Department is working with the Governor and the General Assembly to acquire the spending authority to make progress in this area.

The Department continues the dialogue with stakeholders regarding the need for additional funding to be able to meet the unfunded needs of the state, including the need for additional funding to provide the level of service Missourians have come to expect. In addition, the Department continues to pursue when available discretionary funds like the U.S. Department of Transportation's Competitive Highway Bridge Program, which the Department was awarded \$20.2 million the end of August 2019.

Long-term Financial Planning

The Department's 2020 budget, \$2.3 billion, approved by the Commission in June, is approximately \$24.8 million more than the Department's 2019 amended budget, primarily because of the addition of General Revenue for Focus on Bridges, a program to improve bridges, and the new General Revenue funded Transportation Cost-Share program. The construction program has grown over the last several years to ensure all federal funds allocated to Missouri are invested in the transportation system. As the multi-year FAST Act is nearing its end, the federal funds reimbursement risk that Missouri and all states face will begin to increase. Starting in federal fiscal year 2021, a \$16.0 billion gap exists between the current federal funding provided to states and the Highway Trust Fund revenues. In the coming years despite this increase in risk, the construction program is expected to remain stable as the Department spends down the cash balance in the State Road Fund to fully match the federal funds allocated to Missouri, but that cannot continue forever.

The Department projects the annual construction program will remain relatively stable over the next several years. The funds spent will be focused on maintaining the current transportation system.

In November 2018, Missourians had a chance to vote on a 10 cent motor fuel tax increase to be dedicated for the enforcement of motor vehicle laws by the Missouri State Highway Patrol. The fuel tax would have been increased by 2.5 cents per year for four years, taking it from 17 cents to 27 cents in 2022. This increase would have ultimately redirected funds for state road and bridge projects. This measure was defeated.

Focus on Bridges

As part of his recommended budget, Governor Parson asked the legislature to consider a concurrent resolution to fund 250 bridge projects, bridges that were already programmed for repair or replacement in the current STIP. This program has been titled, Focus on Bridges. The Missouri legislature ultimately compromised on legislation to allow MoDOT to issue \$301.0 million in bonds to repair or replace 215 bridges, contingent on the department receiving funding in the form of a federal Infrastructure for Rebuilding America (INFRA) grant. The bonds would be paid back with General Revenue funds over a seven-year period. MoDOT submitted two applications for the INFRA grant in March 2019. In July 2019, the Department learned that it had been awarded \$81.2 million for the grant application to help fund the \$255.8 million project for improvements to the I-70 freight corridor – specifically to replace the I-70 Missouri River Bridge at Rocheport, Missouri and the addition of climbing lanes at Mineola Hill in Montgomery County. The acceptance of the grant will trigger the issuance of bonds. Since the bridge projects are already in the STIP, \$301.0 million will be reallocated to priorities in the regions around the state. In addition, the legislature appropriated \$50 million of General Revenue to address additional bridges. This action allows another \$50 million to be reallocated to regions.

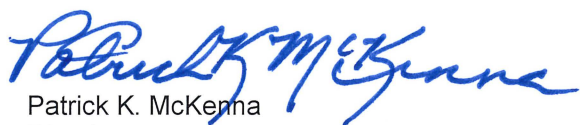
Other Information

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, 2019.

Acknowledgements

This CAFR is published to demonstrate our intention to maintain the highest quality standards of public accountability. This report could not have been prepared 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 2019 report.

Respectfully submitted,



Patrick K. McKenna
Director



Brenda Morris, CPA
Chief Financial Officer



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Principal Officials

as of June 30, 2019

Commission

Michael B. Pace	Chairman
Gregg C. Smith	Vice Chair
Michael T. Waters, Jr.	Member
Robert G. Brinkmann	Member
John W. Briscoe	Member
Terry L. Ecker	Member
Pamela Harlan	Secretary

MoDOT

Patrick K. McKenna	Director
Ed Hassinger	Deputy Director/Chief Engineer
Eric Schroeter	Assistant Chief Engineer
Micki Knudsen ¹	Chief Administrative Officer
Brenda Morris	Chief Financial Officer
Becky Allmeroth	Chief Safety and Operations Officer
Rich Tiemeyer	Chief Counsel
Misty Volkart	Audits and Investigations Director
Dennis Heckman	State Bridge Engineer
David Ahlvers	State Construction and Materials Engineer
Sally Oxenhandler	Communications Director
Travis Koestner	State Design Engineer
Rudy Nickens	Equal Opportunity and Diversity Director
Lester Woods ²	External Civil Rights Director
Todd Grosvenor	Financial Services Director
Debbie Rickard	General Services Director
Jay Wunderlich	Governmental Relations Director
Stephen Meystrik	Human Resources Director
Beth Ring	Information Systems Director
Vacant [^]	Innovative Partnerships and Alternative Funding Director
Natalie Roark	State Maintenance Director
Nicole Hood ³	Interim Motor Carrier Services Director
Michelle Kratzer	Multimodal Operations Director
Nicole Hood	State Highway Safety and Traffic Engineer
Machelle Watkins	Transportation Planning Director
Vacant [^]	Risk and Benefits Management Director

Districts

Chris Redline	Northwest District Engineer
Paula Gough	Northeast District Engineer
Brian Kidwell ⁴	Kansas City District Engineer
Dave Silvester ⁵	Central District Engineer
Tom Blair	St. Louis District Engineer
Scott Bachman ⁶	Southwest District Interim Engineer
Mark Shelton	Southeast District Engineer

¹ Lester Woods became Interim Chief Administrative Officer effective July 1, 2019.

² Melissa Stuedle became Interim External Civil Rights Director effective July 1, 2019.

³ Jerica Holtsclaw became Motor Carrier Services Director effective August 1, 2019.

⁴ Dave Silvester became Kansas City District Engineer effective September 1, 2019.

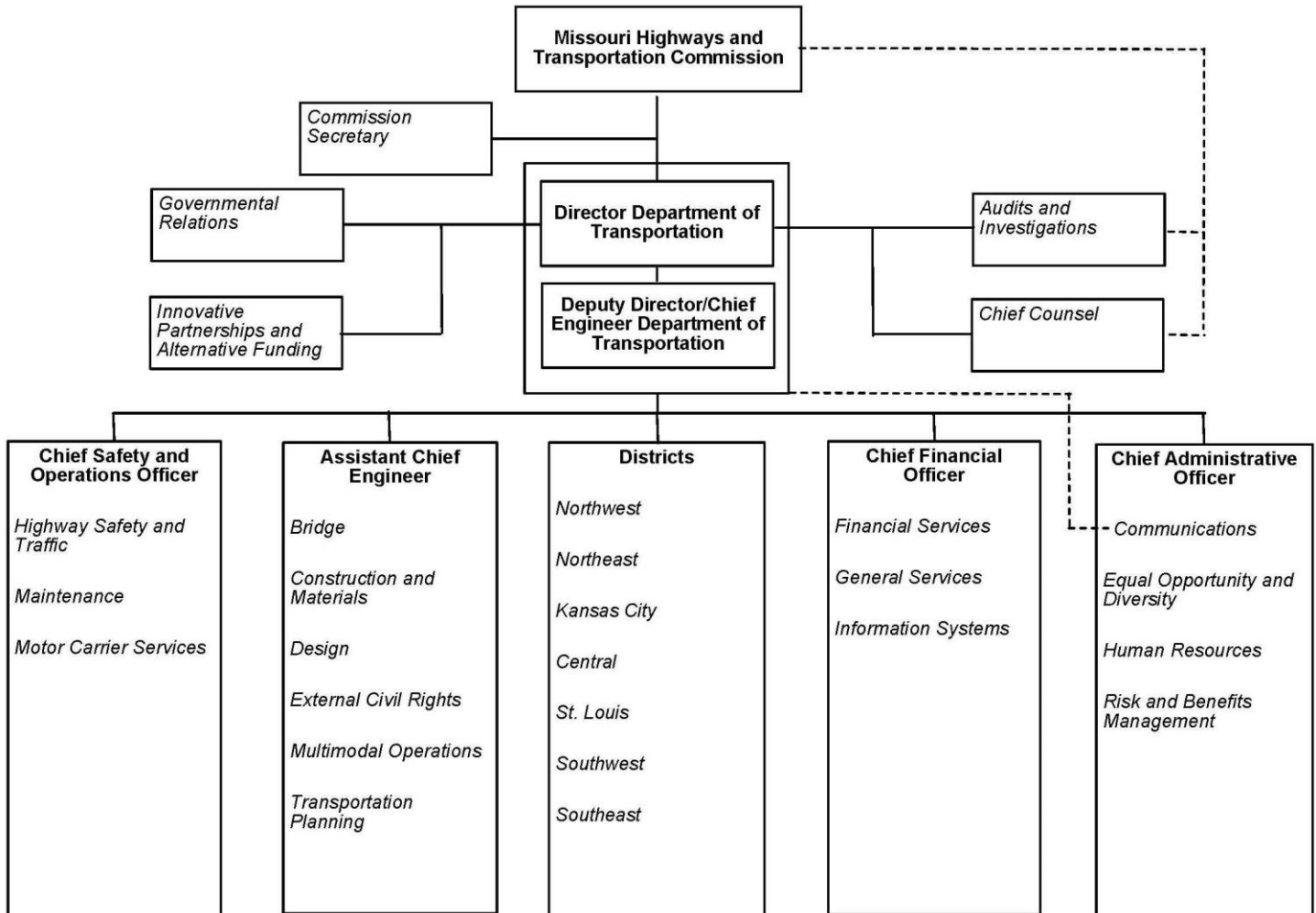
⁵ Machelle Watkins became Central District Engineer effective September 23, 2019.

⁶ Steve Campbell became Southwest District Engineer effective July 1, 2019.

[^] Divisions removed effective July 1, 2019.

Organizational Chart

June 30, 2019



Note: Effective July 1, 2019, the Safety and Emergency Management Unit and the Employee Health and Wellness Unit were established reporting to the Chief Safety and Operations Officer and the Chief Administrative Officer, respectively.



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Financial Section



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Independent Auditor's 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, 2019 and 2018, 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.

Auditor's 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 auditor's 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, 2019 and 2018, 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, 2019 and 2018, 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. Our opinions are not modified with respect to this matter.

Emphasis of Matter

As discussed in *Note 14* to the financial statements, in 2019, the financial statements of the governmental activities have been restated to correct a misstatement. 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 and budgetary comparisons, pension schedules and postemployment benefit information as listed in the table of contents 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 nonmajor governmental funds – debt service and reconciliations – debt service and nonmajor governmental funds are the responsibility of management and were derived from information directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining financial statements, the budgetary comparison schedules and reconciliations – debt service and nonmajor governmental funds are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have 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 them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we also have issued our report dated September 30, 2019, 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 solely 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 the effectiveness of the Department's 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.

BKD, LLP

Springfield, Missouri
September 30, 2019



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Management's Discussion and Analysis

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. The Department implemented GASB Statement 83, Asset Retirement Obligations and GASB Statement 88, Disclosures Related to Direct Borrowings/Direct Placements. No other new GASB standards with financial statement impact were applicable to MoDOT for fiscal year 2019.

FINANCIAL HIGHLIGHTS

Government-wide Highlights

- The net position of the Department at the close of the fiscal year was \$28.2 billion compared to \$27.7 billion at 2018. The Department's net position increased 1.8 percent for fiscal year 2019 from 2018 and 0.6 percent for fiscal year 2018 from 2017. Of the fiscal year 2019 and 2018 amounts, \$0.8 billion and \$0.9 billion, respectively, are negative unrestricted amounts which are offset by the department's investment in capital assets. The negative unrestricted net position of the governmental activities first occurred when the Department adopted GASB 68 and GASB 71 in fiscal year 2015 requiring the Department to report its proportionate share of the net pension liability. In fiscal year 2018, the Department adopted GASB 75, which required the Department to report its share of the other post-employment benefit (OPEB) liability. The addition of the net pension and total OPEB liabilities result in assets no longer exceeding other obligations.
- The majority of the Department's assets are capital assets, which totaled \$30.7 billion and \$30.4 billion for fiscal years 2019 and 2018, respectively. This represents a 0.9 percent increase for 2019 from 2018 and a 1.0 percent increase for 2018 from 2017.
- Non-current liabilities of the Department total \$3.4 billion at June 30, 2019 compared to \$3.6 billion at June 30, 2018, a \$0.2 billion decrease. In fiscal year 2019, noncurrent liabilities decreased because of scheduled debt repayments being less as bonds are paid and the refunding of Federal Reimbursement State Road Bonds Series A 2008 and Series A 2009. Both fiscal years 2018 and 2017 non-current liabilities totaled \$3.6 billion.

Fund Highlights

- At the close of the fiscal year, the Department's governmental funds combined ending fund balance for fiscal years 2019, 2018 and 2017 is \$0.9 billion. .
- For both fiscal years 2019 and 2018, 96.3 percent of the Department's governmental fund balance is available for spending at the Department's discretion in accordance with the purpose of the funds. The nonspendable fund balance related to inventories decreased from \$33.7 million in fiscal year 2018 to \$32.9 million in fiscal year 2019.

The proprietary funds combined net position is \$74.5 million at the close of the fiscal year, compared to \$44.2 million in 2018. Restricted investments at the close of both years totaled \$0.3 million, resulting in unrestricted net position of \$74.2 million and \$43.9 million for fiscal years 2019 and 2018, 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.

In addition, 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 expenses, are also included in these schedules.

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 and OPEB 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, 2019, 2018 and 2017. The Department's combined net position increased \$507.0 million over the course of this fiscal year's operations, an increase of 1.8 percent. This compares to an increase of \$165.0 million in 2018 from 2017.

The following table reflects the condensed financial information derived from the Statements of Net Position as of June 30, 2019, 2018 and 2017:

(Amounts in millions)				Percent Change 2019-2018
	2019	2018	2017	
Assets				
Current and other assets	\$ 1,199	\$ 1,228	\$ 1,211	(2.4)%
Capital assets, net	30,700	30,430	30,117	0.9
Total assets	<u>31,899</u>	<u>31,658</u>	<u>31,328</u>	<u>0.8</u>
Deferred Outflows of Resources				
Deferred bond refunding	28	39	52	(28.2)
Pension related items	204	134	168	52.2
Other postemployment benefits	17	17	---	---
Total deferred outflows of resources	<u>249</u>	<u>190</u>	<u>220</u>	<u>31.1</u>
Liabilities				
Current liabilities	406	449	425	(9.6)
Noncurrent liabilities	3,407	3,584	3,566	(4.9)
Total liabilities	<u>3,813</u>	<u>4,033</u>	<u>3,991</u>	<u>(5.5)</u>
Deferred Inflows of Resources				
Deferred bond refunding	1	---	---	100.0
Pension obligations	43	46	45	(6.5)
Other postemployment benefits	107	92	---	16.3
Total deferred inflows of resources	<u>151</u>	<u>138</u>	<u>45</u>	<u>9.4</u>
Net Position				
Net Investment in capital assets	29,025	28,532	28,001	1.7
Restricted (internal service fund requirements and highways and transportation uses)*	---	---	---	---
Unrestricted	(841)	(855)	(489)	(1.6)
Total net position	<u>\$28,184</u>	<u>\$27,677</u>	<u>\$27,512</u>	<u>1.8%</u>

*Due to rounding Restricted Net Position does not show on this table.

The total assets of the Department were \$31.9 billion with deferred outflows of resources of \$249.0 million, while total liabilities were \$3.8 billion, with deferred inflows of resources of \$151.0 million, resulting in a net position of \$28.2 billion. Total assets increased \$241.0 million in 2019, compared to a \$330.0 million increase in 2018 from 2017. Total liabilities decreased \$220.0 million in 2019, compared to a \$42.0 million increase in 2018 from 2017. The decrease in total liabilities in 2019 is due to debt repayment. The increase in total liabilities in 2018 is due to the recognition of the full OPEB liability. The largest portion of the Department's net position, \$29.0 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 net position of the governmental activities first occurred when the Department adopted GASB 68 and GASB 71 in fiscal year 2015 requiring the Department to report its proportionate share of the net pension liability. In fiscal year 2018, the Department adopted GASB 75, which required the Department to report its share of the other post-employment benefit (OPEB) liability. The addition of the net pension and total OPEB liabilities results in assets no longer being available to meet other obligations.

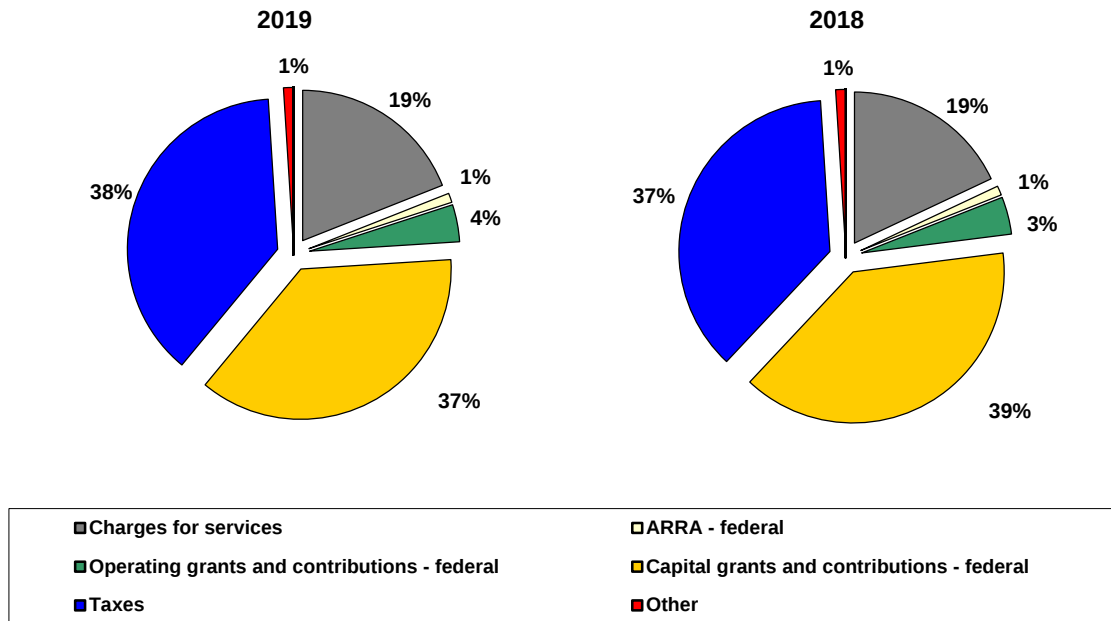
Statements of Activities

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, 2019, 2018 and 2017:

(Amounts in millions)				Percent
	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>Change</u> <u>2019-2018</u>
Revenues				
Program revenues				
Charges for services	\$ 434	\$ 448	\$ 425	(3.1)%
American Recovery and Reinvestment Act	12	13	19	(7.7)
Operating grants and contributions – federal government	80	69	78	15.9
Capital grants and contributions – federal government	874	949	847	(7.9)
General revenues				
Taxes	876	900	876	(2.7)
Investment earnings (loss)	30	9	4	233.3
Miscellaneous	5	2	9	150.0
Total revenues	<u>2,311</u>	<u>2,390</u>	<u>2,258</u>	<u>(3.3)</u>
Expenses				
Program expenses				
Administration	14	9	24	55.6
Fleet, facilities and information systems	33	31	29	6.5
Maintenance	356	362	345	(1.7)
Construction	196	229	210	(14.4)
Multimodal operations	93	86	101	8.1
Interest on debt	75	83	94	(9.6)
Other state agencies	229	225	235	1.8
Self insurance (workers' compensation and liability)	12	21	10	(42.9)
Medical and life insurance	135	144	124	(6.3)
Pension	86	77	88	11.7
Other post-employment benefits	29	38	44	(23.7)
Depreciation on assets	546	520	498	5.0
Total expenses	<u>1,804</u>	<u>1,825</u>	<u>1,802</u>	<u>(1.2)</u>
Changes in net position	<u>507</u>	<u>565</u>	<u>456</u>	<u>(10.3)</u>
Net position, beginning of year, as previously reported	27,677	27,512	27,047	0.6
Restatement of net position	---	(400)	9	100.0
Net position, beginning of year, as restated	<u>27,677</u>	<u>27,112</u>	<u>27,056</u>	<u>2.1</u>
Net position, end of year	<u>\$28,184</u>	<u>\$27,677</u>	<u>\$27,512</u>	<u>1.8%</u>

Governmental Activities

The following chart depicts revenues of the governmental activities, as a percent, for the fiscal years ended June 30, 2019 and 2018:



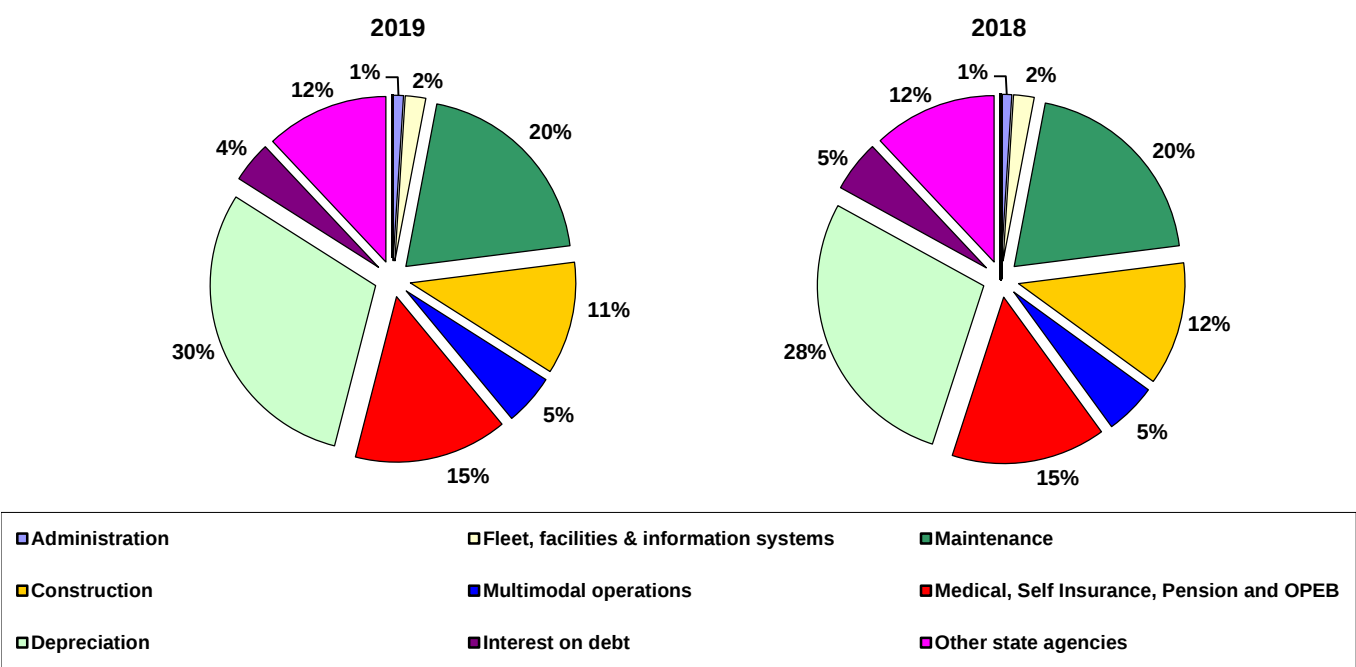
Revenues for the year decreased \$79.0 million compared to an increase of \$132.0 million in 2018 from 2017. Federal grants revenue, including capital grants and contributions, decreased \$65.0 million from fiscal year 2018. The primary decrease is in capital grants and contributions, which was impacted by a reduction in contractor payments due to projects being delayed because of rain and flooding. The following three revenue sources provided \$2.2 billion, or 94.5 percent, of the Department's revenues:

- Charges for services, including licenses, fees, permits and cost reimbursements: \$434.0 million
- Sales and fuel taxes: \$876.0 million
- Federal Highway Administration capital grants: \$874.0 million

In 2018, these same revenue sources provided \$2.3 billion, or 96.1 percent, of the Department's revenues.

Taxes remained one of the larger portions of revenue for the Department. Taxes overall decreased 2.7 percent with sales tax revenues decreasing 4.0 percent and fuel taxes decreasing 1.7 percent in fiscal year 2019 from 2018. The primary components of the decrease in revenues are federal revenues, discussed above and tax receipts.

The following chart depicts expenses of the governmental activities for the fiscal years ended June 30, 2019 and 2018:



Expenses for the year decreased \$20.0 million, or 1.1 percent. The majority of the decrease in expenses is in construction; self-insurance; medical and life insurance; and other post-employment benefits. Construction expense was less in fiscal year 2019 because of a reduction in payments related to federal dollars passed through to local entities and fewer projects where we partnered with another entity, like a bridge being built between MoDOT and a border state. Self-insurance decreased due to a reduction in the amount of general liability claims. While medical and life insurance in fiscal year 2019 experienced an increase in the number of claims, the dollars paid out on those claims was less. Other post-employment benefits reduction in expense is associated with current year activity for retiree medical costs and for adjustments to changes in assumptions used to establish the liability. These decreases were offset by increases in the other categories like depreciation.

The Department’s expenses for construction and maintenance of the state’s highway system totaled \$553.0 million and \$591.0 million in 2019 and 2018, respectively. This represents 30.6 percent and 32.4 percent of the total expenses for 2019 and 2018, 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 fiscal year 2019, the fund balances of the governmental funds remained the same at \$0.9 billion when compared to fiscal years 2018 and 2017. Revenues from the federal government decreased \$60.5 million from 2018. Federal government revenues decreased because of a reduction in contractor payments due to projects being delayed because of rain and flooding. The Department spent \$32.4 million less in 2019.

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 \$113.8 million, liabilities of \$9.6 million, deferred inflows of resources \$0.08 million and a restricted fund balance of \$104.1 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 \$733.8 million in revenues, compared to \$731.0 million from 2018. The increase is from higher motor vehicle and drivers' license receipts. In 2018, revenues were \$14.6 million more than 2017.

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 \$818.9 million, a decrease of \$35.8 million from 2018. This compares to a decrease in 2018 of \$2.0 million from 2017. Deferred inflows of resources for the fund were \$15.5 million compared to \$22.5 million in fiscal year 2018. Liabilities totaled \$125.9 million, a decrease of \$2.8 million from 2018, and fund balances totaled \$677.5 million, a decrease of \$26.0 million from 2018 compared to a decrease of \$20.1 million in 2018 from 2017.

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 \$55.9 million, compared to \$64.7 million in 2018. 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 decreased \$7.1 million in 2019. Expenditures of the Road Bond Fund were \$201.3 million in 2019 compared to \$182.4 million in 2018.

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 \$21.8 million in 2019 compared to an increase of \$3.8 million in 2018. Total current liabilities of the proprietary funds at the end of 2019 were \$45.3 million, a decrease of \$2.7 million from 2018. Total pending self-insurance claims and incurred but not reported claims decreased \$9.1 million compared to a \$0.9 million decrease in 2018 from 2017.

Total net position of the internal service funds increased at the end of the current fiscal year to \$74.5 million, compared to \$44.2 million in fiscal year 2018. Highway workers' compensation and general liability expenses decreased \$7.9 million.

The largest operating expenses of the proprietary funds, medical and prescription drug benefits, totaled \$120.9 million compared to \$129.5 million in 2018. This accounts for 82.1 percent of the total operating expenses, compared to 78.5 percent in 2018. This \$8.6 million decrease compares to a \$1.2 million increase in 2018 from 2017. The change in net position of the Self Insurance Fund was an increase of \$11.9 million in fiscal year 2019 compared to a change in net position of a negative \$0.6 million in fiscal year 2018. The increase in operating income can be attributed to a decrease in highway general liability claims. The change in net position of the medical and life insurance plan was a positive \$18.5 million in fiscal year 2019 compared to a change in net position of \$5.2 million in fiscal year 2018. The operating income can be attributed to a decrease in the dollar amount of medical claims and the change in the 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, 2019

On April 2, 2019, the Commission authorized the issuance of Federal Reimbursement Refunding State Road Bonds (Series A 2019). The bond proceeds refunded a portion of the Commission's Federal Reimbursement State road Bonds Series A 2008 and a portion of the Commission's Federal Reimbursement State Road Bonds Series A 2009 totaling \$111.3 million. The par amount of the refunding bonds was \$102.7 million with a true-interest-cost of 1.67 percent. Approximately \$9.5 million, or 8.5 percent, in net present value savings was realized.

The Poplar Street Ramp project improves the eastbound bridge (eastbound I-64 and northbound I-55) over the Mississippi River in St. Louis. Crews placed a new overlay on the bridge and widened the ramp from northbound I-55 to the bridge. The total project cost is \$55.9 million and was opened to the public in December 2018.

MoDOT made safety improvements at 31 locations in Franklin and St. Charles counties. The project, costing \$21.3 million, was completed using a design-build project delivery method. A variety of safety improvements will be made, including pavement treatments, reflective pavement markers, rumble strips and flashing stop signs. Awarded in May 2017, the project was completed August 2019.

MoDOT, along with the city of Washington, Franklin County and Warren County, replaced the deteriorating 1936 Missouri River Bridge located on Route 47. This bridge provides a vital link between Warren County and Franklin County. The project cost \$63.0 million. In 2014, the project received a \$10.0 million Transportation Investment Generating Economic Recovery (TIGER) Grant from the U.S. Department of Transportation. The groundbreaking for the new bridge was in August 2016, and the new bridge was opened to traffic in December 2018.

Construction began in the fall 2017 on a new bridge over the Mississippi River, connecting Louisiana, Missouri with the state of Illinois. This new bridge replaces the current bridge that was built in 1928. In 2015, the project received a \$10.0 million TIGER Grant from the U.S. Department of Transportation. The project was awarded in June 2017. The estimated cost of \$65.0 million will be split between Missouri and Illinois. While the old bridge still needs to be demolished, the new bridge was opened to traffic in August 2019.

The MHTC selected a contractor in December 2017 to design and build improvements to Interstate 435 from Kansas state line to Interstate 49. Construction on the \$74.8 million project began in the summer of 2018 and will last through the spring of 2020. The I-435 corridor was originally constructed in 1966 as a six-lane freeway, and an additional lane was added in phases from 1983 to 1994. Improvements have been made over the past 20 years by both MoDOT and the Kansas Department of Transportation, but overall this corridor has been left virtually unchanged. This project will address congestion as well as the aging bridges. The project is expected to be completed in late spring of 2020.

The MHTC selected a contractor in August 2018 to replace the bridges within the I-435 and I-70 interchange. Improvements include full bridge replacements, removal of left exits, improvements to loop ramp configuration and congestion relief. Construction on the \$47.0 million project began in March 2019 and is expected to be completed in December 2020.

MoDOT is replacing the I-44 bridges over the Meramec River in the St. Louis area. The project was awarded in June 2018 for \$51.1 million and is expected to be completed in the spring of 2022.

Construction began in the spring of 2019 on the I-44 Rebuild Bridge Project which will improve 19 bridges along the 30 mile tract of I-44 between Sarcoxie and Halltown. This project will replace 13 bridges and rehabilitate 6 bridges that are deteriorating as part of the original I-44 construction in the 1960s. The project is estimated to cost \$36.0 million and is expected to be completed in December 2021.

In fiscal year 2019, the construction award amount was more than the budgeted amount as it was in fiscal years 2018, 2017 and 2016. 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.

CAPITAL ASSETS AND LONG-TERM OBLIGATION ADMINISTRATION

Capital Assets

The Department's investment in capital assets for its governmental activities as of June 30, 2019, totals \$56.6 billion, with accumulated depreciation of \$25.9 billion and a net value of \$30.7 billion. The net value represents an increase of \$270.0 million from fiscal year 2018, compared to an increase of \$313.0 million in 2018 from 2017. 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)

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>Percent Change 2019-2018</u>
Land and permanent easements	\$ 2,625	\$ 2,634	\$ 2,636	(0.3)%
Software in progress	5	5	3	---
Construction in progress	21	14	17	50.0
Infrastructure in progress	1,700	1,550	1,479	9.7
Land improvements	13	14	15	(7.1)
Buildings	147	150	149	(2.0)
Software	9	9	9	---
Vehicles and equipment	208	206	198	1.0
Temporary easements	1	1	1	---
Infrastructure	<u>25,971</u>	<u>25,847</u>	<u>25,610</u>	<u>0.5</u>
Total	<u>\$30,700</u>	<u>\$30,430</u>	<u>\$30,117</u>	<u>0.9%</u>

As provided by generally accepted accounting principles (GAAP), the Department records its infrastructure assets at actual or estimated historical cost. Included in infrastructure are 33,838 miles of highways and 10,384 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)

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>Percent Change 2019-2018</u>
State road bonds	\$1,614	\$1,832	\$2,032	(11.9)%
Premium on bonds	86	104	134	(17.3)
Advances from other entities	1	1	1	---
Capital lease obligations*	---	---	---	---
Compensated absences	34	33	33	3.0
Other liabilities	<u>1</u>	<u>2</u>	<u>13</u>	<u>(50.0)</u>
Total obligations	1,736	1,972	2,201	(12.0)
Current portion of obligations	<u>193</u>	<u>234</u>	<u>221</u>	<u>(17.5)</u>
Total noncurrent obligations	<u>\$1,543</u>	<u>\$1,738</u>	<u>\$1,980</u>	<u>(11.2)%</u>

*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 \$195.0 million from 2018, compared to a decrease of \$242.0 million in 2018 from 2017. At the end of the current fiscal year, state road bonds total \$1.6 billion, or 93.0 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 2021.

The Department has entered into various capital lease obligations totaling \$1.0 thousand in fiscal year 2019. 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 2020 budget for all funds was approved by the Legislature in May 2019 and signed into law by the Governor in June 2019. 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 2019, with a total spending plan of \$2.3 billion. The fiscal year 2020 budget is more than the fiscal year 2019 budget. 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 from the General Fund and additional funding offsets. This bill is set to expire at the end of federal fiscal year 2020. The FAST Act contains a rescission that will be effective July 1, 2020 that would lower Missouri's apportionments by approximately \$200.0 million and reduces the flexibility the department has in committing federal funds to projects. Congress needs to continue to work on a long-term source of transportation revenue to support the nation's infrastructure needs. On July 30, 2019, the U.S. Senate Environment and Public Works (EPW) Committee passed America's Transportation Infrastructure Act (ATIA) 21-0. An encouraging sign, but this action must be met by similar leadership in the U.S. House of Representatives.

Annually, the Department prepares a financial forecast that is used to develop its STIP. The financial forecast for the 2020-2024 STIP projected a decrease of state revenues. MoDOT's 2020-2024 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.

MoDOT's construction budget peaked at \$1.3 billion in 2009. In fiscal year 2020, construction awards are projected to be \$1,070.0 million. In November 2018, Missourians had a chance to vote on a 10 cent motor fuel tax increase that will be dedicated for the enforcement of motor vehicle laws by the Missouri State Highway Patrol. If this increase in the motor fuel tax passed, some current revenues could be redirected to state road and bridge projects. This measure was defeated.

As part of his recommended budget, Governor Parson asked the legislature to consider a concurrent resolution to fund 250 bridge projects, bridges that were already programmed for repair or replacement in the current STIP. This program has been titled, Focus on Bridges. The Missouri legislature ultimately compromised on legislation to allow MoDOT to issue \$301.0 million in bonds to repair or replace 215 bridges, contingent on the department receiving funding in the form of a federal Infrastructure for Rebuilding America (INFRA) grant. The bonds would be paid back with General Revenue funds over a seven-year period. MoDOT submitted two applications for the INFRA grant in March 2019. In July 2019, the Department learned that it had been awarded \$81.2 million for the grant application to help fund the \$255.8 million project for improvements to the I-70 freight corridor – specifically to replace the I-70 Missouri River Bridge at Rocheport, Missouri and the addition of climbing lanes at Mineola Hill in Montgomery County. The acceptance of the grant will trigger the issuance of bonds. Since the bridge projects are already in the STIP, \$301.0 million will be reallocated to priorities in the regions around the state. In addition, the legislature appropriated \$50 million of General Revenue to address additional bridges. This action allows another \$50 million to be reallocated to regions.

Governor Parson recommended and the legislature passed \$50 million of General Revenue funds for a new Transportation Cost-Share program. This program, a cooperative effort between the Department and the Department of Economic Development, allows local communities to apply for cost-share funds for transportation projects on public roads that generate economic benefit to the state. Projects are expected to be selected in December 2019.

ECONOMIC CONDITIONS

The current economic environment presents government entities, including state transportation departments, with challenges. Consumer sentiment indices have shown consumer confidence holding steady. The unemployment rate in Missouri continues to be low. Even though these economic indicators show a relatively stable economy, a certain amount of uncertainty exists as to the sustainability of the growth from the three primary state revenue sources for transportation. The bidding environment for fiscal year 2018 was favorable, but was less so in fiscal year 2019. During the previous five fiscal years, 2015-2019, 1,939 highway and bridge construction projects estimated at \$3.7 billion were awarded for \$3.5 billion, a 6.4 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.



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Government-wide Financial Statements

Statements of Net Position

June 30, 2019 and 2018

	Governmental Activities	
	2019	2018
		(as restated)
Assets		
Current assets		
Cash and cash equivalents	\$ 742,111,640	\$ 731,019,253
Investments	26,405,247	12,517,039
Restricted cash and investments	18,658,500	67,848,500
State taxes and fees receivables	147,244,808	151,966,816
Federal government receivables	80,277,043	86,334,946
Miscellaneous receivables, net	26,245,815	23,530,367
Loans receivable	195,973	297,287
Inventories	32,865,425	33,738,446
Total current assets	<u>1,074,004,451</u>	<u>1,107,252,654</u>
Noncurrent assets		
Investments	120,582,936	114,642,214
Restricted cash and investments	200,000	---
Miscellaneous receivables, net	3,517,630	4,935,500
Loans receivable	963,857	1,160,394
Capital assets		
Assets not being depreciated	4,352,120,484	4,203,144,527
Assets being depreciated, net	<u>26,347,856,531</u>	<u>26,227,352,408</u>
Total noncurrent assets	<u>30,825,241,438</u>	<u>30,551,235,043</u>
Total assets	<u>31,899,245,889</u>	<u>31,658,487,697</u>
Deferred Outflows of Resources		
Bond refunding	27,700,484	38,886,363
Pension related items	203,935,488	133,661,864
Other post-employment benefits obligation	17,623,418	17,146,161
Asset retirement obligations	43,955	---
	<u>249,303,345</u>	<u>189,694,388</u>
Liabilities		
Current liabilities		
Accounts payable	122,023,909	119,763,362
Accrued payroll	25,838,467	25,251,561
Accrued interest payable	14,167,988	16,682,892
Deposits	2,102,908	1,378,015
Unearned revenue	15,575,735	15,237,707
Pending self insurance claims	17,461,000	18,800,000
Incurred but not reported claims	16,033,000	17,945,000
Financing and other obligations	<u>192,823,219</u>	<u>234,170,602</u>
Total current liabilities	<u>406,026,226</u>	<u>449,229,139</u>
Noncurrent liabilities		
Pending self insurance claims	37,528,093	44,352,727
Incurred but not reported claims	13,824,000	12,846,000
Net pension liability	1,040,233,956	1,012,417,855
Other post-employment benefits obligation	772,731,539	776,186,564
Financing and other obligations	<u>1,543,073,546</u>	<u>1,737,952,659</u>
Total noncurrent liabilities	<u>3,407,391,134</u>	<u>3,583,755,805</u>
Total liabilities	<u>3,813,417,360</u>	<u>4,032,984,944</u>
Deferred Inflows of Resources		
Deferred bond refunding	1,390,307	---
Pension related items	42,754,061	45,436,673
Other post-employment benefits obligation	<u>106,936,095</u>	<u>92,069,174</u>
Total deferred inflows of resources	<u>151,080,463</u>	<u>137,505,847</u>
Net Position		
Net investment in capital assets	29,025,481,179	28,532,242,239
Restricted for:		
Internal service fund requirements	300,000	300,000
Unrestricted	<u>(841,729,768)</u>	<u>(854,850,945)</u>
Total net position	<u>\$28,184,051,411</u>	<u>\$27,677,691,294</u>

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

Statements of Activities

Years Ended June 30, 2019 and 2018

	Governmental Activities	
	2019	2018
		(as restated)
Transportation Program Expenses		
Administration	\$ 14,132,903	\$ 8,890,235
Fleet, facilities and information systems	33,329,244	30,820,207
Maintenance	356,188,946	362,107,089
Construction	196,632,563	229,248,197
Multimodal operations	92,945,179	86,223,757
Interest	75,580,651	82,921,447
Other state agencies	228,881,201	224,811,159
Self insurance	12,456,431	21,315,167
Medical and life insurance	134,871,388	143,636,947
Pension	85,991,243	76,745,655
Other post-employment benefits	28,668,711	38,288,726
Depreciation	545,752,607	520,619,876
Total transportation program expenses	1,805,431,067	1,825,628,462
Transportation Program Revenues		
Charges for services		
Licenses, fees and permits	324,592,201	314,073,845
Intergovernmental/cost reimbursements/miscellaneous	61,633,188	87,170,861
Interest	5,105	---
Member insurance premiums	47,665,381	47,072,328
Total charges for services	433,895,875	448,317,034
Federal government		
American Recovery and Reinvestment Act	12,379,401	12,617,400
Operating	80,079,170	69,464,632
Capital	873,876,510	949,144,750
Total federal government	966,335,081	1,031,226,782
Total transportation program revenues	1,400,230,956	1,479,543,816
Net expense of transportation program	(405,200,111)	(346,084,646)
General Revenues		
Fuel taxes	512,453,532	521,272,831
Sales taxes	363,664,306	378,765,103
Unrestricted investment earnings (loss)	30,468,018	8,661,491
State appropriations	19,493,781	13,911,843
Gain (loss) on sale of capital assets	(14,519,409)	(11,674,757)
Total general revenues	911,560,228	910,936,511
Changes in Net Position	506,360,117	564,851,865
Net Position, beginning of year, as restated	27,677,691,294	27,112,839,429
Net Position, end of year	\$28,184,051,411	\$27,677,691,294

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



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Fund Financial Statements

Balance Sheets

Governmental Funds

June 30, 2019 and 2018

	2019				
	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
Assets					
Cash and cash equivalents	\$ 6,685,965	\$652,347,617	\$ 38,445,008	\$ 23,863,122	\$ 721,341,712
State taxes and fees receivables	105,884,151	23,315,412	17,249,301	795,944	147,244,808
Federal government receivables	---	72,718,790	---	7,558,253	80,277,043
Miscellaneous receivables, net	1,226,537	19,048,893	210,869	6,221,306	26,707,605
Loans receivable	---	---	---	1,159,830	1,159,830
Due from other funds	---	72,732	---	---	72,732
Inventories	---	32,865,425	---	---	32,865,425
Restricted cash and investments	---	18,558,500	---	---	18,558,500
Total assets	\$113,796,653	\$818,927,369	\$ 55,905,178	\$ 39,598,455	\$ 1,028,227,655
Liabilities, Deferred Inflows of Resources and Fund Balances					
Liabilities					
Accounts payable	\$ 1,470,803	\$101,355,092	---	\$ 16,714,998	\$ 119,540,893
Accrued payroll	8,104,233	17,618,837	---	115,397	25,838,467
Deposits	---	2,102,908	---	---	2,102,908
Unearned revenue	---	4,848,493	---	1,410,394	6,258,887
Due to other funds	---	---	---	72,732	72,732
Total liabilities	9,575,036	125,925,330	---	18,313,521	153,813,887
Deferred Inflows of Resources					
Unavailable Revenues	76,418	15,521,860	---	38,923	15,637,201
Total deferred inflows of resources	76,418	15,521,860	---	38,923	15,637,201
Fund balances					
Nonspendable – inventories	---	32,865,425	---	---	32,865,425
Unassigned	---	---	---	(677,799)	(677,799)
Restricted – highways and transportation	104,145,199	644,614,754	55,905,178	21,923,810	826,588,941
Total fund balances	104,145,199	677,480,179	55,905,178	21,246,011	858,776,567
Total liabilities, deferred inflows of resources and fund balances	\$113,796,653	\$818,927,369	\$ 55,905,178	\$ 39,598,455	\$ 1,028,227,655

2018

State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
\$ 16,935,418	\$628,869,859	\$47,163,389	\$19,113,882	\$ 712,082,548
109,975,245	23,479,267	17,395,311	1,116,993	151,966,816
---	81,378,611	---	4,956,335	86,334,946
910,354	19,621,058	148,497	4,833,296	25,513,205
---	---	---	1,457,681	1,457,681
---	130,552	---	---	130,552
---	33,738,446	---	---	33,738,446
---	67,548,500	---	---	67,548,500
<u>\$127,821,017</u>	<u>\$854,766,293</u>	<u>\$64,707,197</u>	<u>\$31,478,187</u>	<u>\$1,078,772,694</u>
\$ 1,500,843	\$105,859,126	\$ ---	\$10,891,330	\$ 118,251,299
7,925,701	17,212,780	---	113,080	25,251,561
---	1,378,015	---	---	1,378,015
---	4,305,682	---	1,195,326	5,501,008
---	---	---	130,552	130,552
<u>9,426,544</u>	<u>128,755,603</u>	<u>---</u>	<u>12,330,288</u>	<u>150,512,435</u>
<u>77,589</u>	<u>22,532,259</u>	<u>---</u>	<u>38,923</u>	<u>22,648,771</u>
<u>77,589</u>	<u>22,532,259</u>	<u>---</u>	<u>38,923</u>	<u>22,648,771</u>
---	33,738,446	---	---	33,738,446
---	---	---	(328,395)	(328,395)
<u>118,316,884</u>	<u>669,739,985</u>	<u>64,707,197</u>	<u>19,437,371</u>	<u>872,201,437</u>
<u>118,316,884</u>	<u>703,478,431</u>	<u>64,707,197</u>	<u>19,108,976</u>	<u>905,611,488</u>
<u>\$127,821,017</u>	<u>\$854,766,293</u>	<u>\$64,707,197</u>	<u>\$31,478,187</u>	<u>\$1,078,772,694</u>

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



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

Governmental Funds

June 30, 2019 and 2018

	Total	
	2019	2018 (as restated)
Fund balances – total governmental funds	\$ 858,776,567	\$ 905,611,488
Amounts reported for governmental activities in the statements of net position are different because:		
Capital assets, net of accumulated depreciation of \$25,934,393,424 and \$25,480,489,306 in 2019 and 2018, respectively, used in governmental activities are not financial resources, and, therefore, are not reported in the funds.	30,699,977,015	30,430,496,935
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.	27,700,484	38,886,363
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred inflows of resources, are not reported in the funds.	(1,390,307)	---
Some revenue will be collected after the availability period and is deferred in the fund statements; however, it is recognized in the government-wide statements.	15,637,201	22,648,771
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	37,730,527	19,271,757
Self insurance plan	36,737,467	24,884,374
Certain changes in the net pension liability, other post-employment benefits liability and asset retirement obligations are amortized over time and are not reported in the funds.		
Net pension liability	161,181,427	88,225,191
Other post-employment benefits obligations	(89,312,677)	(74,923,013)
Asset retirement obligations	43,955	---
Certain liabilities, including bonds payable, are not due and payable in the current period, and, therefore, are not reported in the funds.		
Financing and other obligations	(1,735,896,765)	(1,972,123,261)
Net pension liability	(1,040,233,956)	(1,012,417,855)
Other post-employment benefits obligations	(772,731,539)	(776,186,564)
Accrued interest payable	(14,167,988)	(16,682,892)
Total net position – governmental activities	\$28,184,051,411	\$27,677,691,294

Statements of Revenues, Expenditures and Changes in Fund Balances

Governmental Funds

Years Ended June 30, 2019 and 2018

	2019				
	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Governmental Funds	Total Governmental Funds
Revenues					
Fuel taxes	\$ 512,096,886	\$ 111,570	\$ ---	\$ 245,076	\$ 512,453,532
Sales taxes	1,967,991	173,137,348	177,857,331	10,701,636	363,664,306
Licenses, fees and permits	215,586,601	105,977,764	---	3,027,836	324,592,201
Intergovernmental/cost reimbursements/miscellaneous	2,854,099	49,435,908	---	1,420,530	53,710,537
Investment earnings	1,334,963	20,377,346	2,222,515	284,681	24,219,505
American Recovery and Reinvestment Act	---	---	12,379,401	---	12,379,401
State government	---	---	---	19,493,781	19,493,781
Federal government	---	879,022,017	---	80,079,170	959,101,187
Total revenues	<u>733,840,540</u>	<u>1,228,061,953</u>	<u>192,459,247</u>	<u>115,252,710</u>	<u>2,269,614,450</u>
Expenditures					
Current					
Administration	---	61,251,448	---	---	61,251,448
Fleet, facilities and information systems	---	43,427,837	---	---	43,427,837
Maintenance	---	451,493,502	---	19,418,320	470,911,822
Construction	---	254,928,573	---	---	254,928,573
Multimodal operations	---	622,367	---	93,560,372	94,182,739
Capital outlay	---	834,922,483	---	136,983	835,059,466
Debt service	---	100,963,590	201,261,266	---	302,224,856
Other state agencies	260,140,438	---	---	---	260,140,438
Total expenditures	<u>260,140,438</u>	<u>1,747,609,800</u>	<u>201,261,266</u>	<u>113,115,675</u>	<u>2,322,127,179</u>
Excess of revenues over (under) expenditures	<u>473,700,102</u>	<u>(519,547,847)</u>	<u>(8,802,019)</u>	<u>2,137,035</u>	<u>(52,512,729)</u>
Other Financing Sources (Uses)					
Payment to escrow agent		(111,483,004)			(111,483,004)
Refunding bonds issued		102,705,000			102,705,000
Premium on bonds		9,148,442			9,148,442
Capital asset sales	---	5,307,370	---	---	5,307,370
Transfers in	---	487,871,787	---	---	487,871,787
Transfers out	(487,871,787)	---	---	---	(487,871,787)
Total other financing sources (uses)	<u>(487,871,787)</u>	<u>493,549,595</u>	<u>---</u>	<u>---</u>	<u>5,677,808</u>
Net Changes in Fund Balances	<u>(14,171,685)</u>	<u>(25,998,252)</u>	<u>(8,802,019)</u>	<u>2,137,035</u>	<u>(46,834,921)</u>
Fund Balances, beginning of year	<u>118,316,884</u>	<u>703,478,431</u>	<u>64,707,197</u>	<u>19,108,976</u>	<u>905,611,488</u>
Fund Balances, end of year	<u>\$ 104,145,199</u>	<u>\$ 677,480,179</u>	<u>\$ 55,905,178</u>	<u>\$ 21,246,011</u>	<u>\$ 858,776,567</u>

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

2018

State Highways
and
Transportation
Department
Fund

State Road
Fund

State
Road Bond
Fund

Nonmajor
Governmental
Funds

Total
Governmental
Funds

\$ 520,888,087	\$ 124,213	\$ ---	\$ 260,531	\$ 521,272,831
1,595,140	179,985,720	184,927,517	12,256,726	378,765,103
205,368,456	106,029,014	---	2,675,764	314,073,234
2,594,489	72,222,437	---	2,205,696	77,022,622
580,115	6,901,157	930,421	141,146	8,552,839
---	7,908,228	4,709,172	---	12,617,400
---	---	---	13,911,843	13,911,843
---	950,129,366	---	69,464,632	1,019,593,998
<u>731,026,287</u>	<u>1,323,300,135</u>	<u>190,567,110</u>	<u>100,916,338</u>	<u>2,345,809,870</u>
---	55,773,133	---	---	55,773,133
---	40,277,834	---	---	40,277,834
---	458,697,895	---	16,215,816	474,913,711
---	283,592,613	---	---	283,592,613
---	856,107	---	86,596,022	87,452,129
---	854,430,557	---	440,372	854,870,929
---	120,122,190	182,388,151	---	302,510,341
<u>255,141,563</u>	---	---	---	<u>255,141,563</u>
<u>255,141,563</u>	<u>1,813,750,329</u>	<u>182,388,151</u>	<u>103,252,210</u>	<u>2,354,532,253</u>
<u>475,884,724</u>	<u>(490,450,194)</u>	<u>8,178,959</u>	<u>(2,335,872)</u>	<u>(8,722,383)</u>
---	---	---	---	---
---	---	---	---	---
---	9,087,356	---	1,650	9,089,006
---	461,293,261	---	---	461,293,261
<u>(461,281,574)</u>	---	---	<u>(11,687)</u>	<u>(461,293,261)</u>
<u>(461,281,574)</u>	<u>470,380,617</u>	---	<u>(10,037)</u>	<u>9,089,006</u>
14,603,150	(20,069,577)	8,178,959	(2,345,909)	366,623
<u>103,713,734</u>	<u>723,548,008</u>	<u>56,528,238</u>	<u>21,454,885</u>	<u>905,244,865</u>
<u>\$ 118,316,884</u>	<u>\$ 703,478,431</u>	<u>\$ 64,707,197</u>	<u>\$ 19,108,976</u>	<u>\$ 905,611,488</u>

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



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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, 2019 and 2018

	<u>2019</u>	<u>2018</u> (as restated)
Net changes in fund balances – total governmental funds	\$ (46,834,921)	\$ 366,623
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. This is the amount by which capital outlays and donated assets (\$835,059,466 and \$854,870,929 for 2019 and 2018, respectively) exceed depreciation (\$545,752,607 and \$520,619,876 for 2019 and 2018, respectively) in the current period.	289,306,859	334,251,053
In the statements of activities, only the loss on the sale of the assets is reported, whereas, in the governmental funds, the proceeds from the sale increase financial resources. Thus, the change in net position differs from the change in fund balance by the book value of the assets sold.	(19,826,779)	(20,763,763)
Certain revenues in the statements of activities that do not provide current financial resources are not reported as revenues in the governmental funds.	(7,011,570)	(1,353,070)
Certain pension related expenses, not applicable to the current period, are reported as deferred outflows of resources in the government-wide financial statements.	131,131,377	127,842,895
Certain OPEB related expenses, not applicable to the current period, are reported as deferred outflows of resources in the government-wide financial statements.	17,734,072	17,146,161
Proceeds from the issuance of long-term debt provides current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statement of net position. Repayment of principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statement of net position.		
Principal Repayments	209,390,798	200,236,710
Bonds issued	(102,705,000)	---
Bond reacquisition price	111,483,004	---
Bond premium	(9,148,442)	---
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	(1,128,496)	(177,999)
Interest expense recognition	17,253,407	19,355,021
Claims and judgments	1,063,900	(1,561,400)
Pension expense	(85,991,243)	(76,745,655)
Other post-employment benefits obligations	(28,668,711)	(38,288,726)
Pollution remediation obligations	---	(4,000)
Internal service funds are used by management for the medical and life insurance plan and the self insurance plan. The net revenue (expense) of certain internal service funds is reported with governmental activities.		
Medical and life insurance plan	18,458,770	5,180,666
Self insurance plan	<u>11,853,092</u>	<u>(632,651)</u>
Changes in net position – governmental activities	<u>\$ 506,360,117</u>	<u>\$564,851,865</u>

Statements of Net Position

Proprietary Funds

June 30, 2019 and 2018

	Internal Service Funds	
	2019	2018
Assets		
Current assets		
Cash and cash equivalents	\$ 20,769,929	\$ 18,936,706
Investments	26,405,247	12,517,039
Restricted investments	100,000	300,000
Miscellaneous receivables	3,055,840	2,952,662
Total current assets	<u>50,331,016</u>	<u>34,706,407</u>
Noncurrent assets		
Investments	120,582,936	114,642,214
Restricted investments	200,000	---
Total noncurrent assets	<u>120,782,936</u>	<u>114,642,214</u>
Total assets	<u>171,113,952</u>	<u>149,348,621</u>
Liabilities		
Current liabilities		
Accounts payable	2,483,016	1,512,063
Unearned revenue	9,316,849	9,736,699
Pending self insurance claims	17,461,000	18,800,000
Incurred but not reported claims	16,033,000	17,945,000
Total current liabilities	<u>45,293,865</u>	<u>47,993,762</u>
Noncurrent liabilities		
Pending self insurance claims	37,528,093	44,352,727
Incurred but not reported claims	13,824,000	12,846,000
Total noncurrent liabilities	<u>51,352,093</u>	<u>57,198,727</u>
Total liabilities	<u>96,645,958</u>	<u>105,192,489</u>
Net Position		
Restricted net position	300,000	300,000
Unrestricted net position	74,167,994	43,856,132
Total net position	<u>\$ 74,467,994</u>	<u>\$ 44,156,132</u>

Statements of Revenues, Expenses and Changes in Net Position

Proprietary Funds

Years Ended June 30, 2019 and 2018

	Internal Service Funds	
	2019	2018
Operating Revenues		
Self insurance premiums		
Highway workers' compensation	\$ 6,000,000	\$ 6,000,000
Highway patrol workers' compensation	2,400,000	2,400,000
Highway fleet vehicle liability	2,000,000	1,400,000
Highway general liability	9,000,000	10,500,000
Medical insurance premiums		
State	94,206,827	91,005,733
Member	47,665,381	47,072,328
Other	<u>10,083,161</u>	<u>10,986,553</u>
Total operating revenues	<u>171,355,369</u>	<u>169,364,614</u>
Operating Expenses		
Self insurance programs		
Highway workers' compensation	9,132,232	7,120,556
Highway patrol workers' compensation	2,984,337	3,585,391
Highway fleet vehicle liability	888,293	1,142,855
Highway general liability	(1,606,046)	8,331,203
Other	1,057,615	1,135,162
Medical and life insurance program		
Insurance premiums	6,584,534	7,238,950
Medical benefits	88,849,447	99,507,539
Prescription drug benefits	32,054,913	30,038,517
Professional fees	1,123,360	950,162
Administrative services	<u>6,259,135</u>	<u>5,901,779</u>
Total operating expenses	<u>147,327,820</u>	<u>164,952,114</u>
Operating income (loss)	<u>24,027,549</u>	<u>4,412,500</u>
Nonoperating Revenues		
Net appreciation and investment income	<u>6,284,313</u>	<u>135,515</u>
Total nonoperating revenues	<u>6,284,313</u>	<u>135,515</u>
Changes in Net Position	30,311,862	4,548,015
Net Position, beginning of year	<u>44,156,132</u>	<u>39,608,117</u>
Net Position, end of year	<u>\$ 74,467,994</u>	<u>\$ 44,156,132</u>

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

Statements of Cash Flows

Proprietary Funds

Years Ended June 30, 2019 and 2018

	Internal Service Funds	
	2019	2018
Cash Flows From Operating Activities		
Receipts from interfund services provided	\$ 171,290,042	\$ 169,376,613
Payments for interfund services used	(148,405,194)	(157,161,733)
Payments to suppliers	(7,469,159)	(8,548,263)
Net cash provided by (used in) operating activities	<u>15,415,689</u>	<u>3,666,617</u>
Cash Flows From Investing Activities		
Proceeds from sale and maturities of investments	40,438,719	31,600,406
Purchases of investments	(57,297,378)	(41,644,242)
Interest received	3,408,604	2,754,461
Investment fees	(132,411)	(125,395)
Net cash provided by (used in) investing activities	<u>(13,582,466)</u>	<u>(7,414,770)</u>
Net increase (decrease) in cash and cash equivalents	1,833,223	(3,748,153)
Cash and Cash Equivalents, beginning of year	<u>18,936,706</u>	<u>22,684,859</u>
Cash and Cash Equivalents, end of year	<u>\$ 20,769,929</u>	<u>\$ 18,936,706</u>
Reconciliation of Operating Income (Loss) to Net Cash Provided by (Used in) Operating Activities		
Operating income (loss)	\$ 24,027,549	\$ 4,412,500
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities		
Receivables	(65,328)	11,999
Accounts and claims payable	(8,126,681)	(1,493,795)
Unearned revenue	(419,851)	735,913
Net cash provided by (used in) operating activities	<u>\$ 15,415,689</u>	<u>\$ 3,666,617</u>
Noncash Items Impacting Recorded Assets		
Increase (decrease) in fair value of investments	<u>\$ 2,970,270</u>	<u>\$ (2,577,542)</u>

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

Statements of Assets and Liabilities

Fiduciary Funds – Agency

June 30, 2019 and 2018

	Agency Funds	
	2019	2018
Assets		
Restricted cash and cash equivalents	\$43,835,749	\$ 38,479,826
Other	<u>21,417</u>	<u>13,437</u>
Total assets	<u>\$43,857,166</u>	<u>\$38,493,263</u>
Liabilities		
Due to other governments	\$10,687,888	\$ 8,104,304
Advances from other governments	<u>33,169,278</u>	<u>30,388,959</u>
Total liabilities	<u>\$43,857,166</u>	<u>\$38,493,263</u>



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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, 61, and 80, 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; therefore, these financial statements do not purport to, and do not present fairly the financial position of the State of Missouri and the changes in its financial position and cash flows, where applicable. 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.

(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 acquisition 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 58 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, certain pension and other postemployment benefits (OPEB) contributions, other pension and OPEB related deferrals and asset retirement obligations are reported in the statement 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 and OPEB obligations include pension and OPEB contributions made to the plan between the measurement date of the pension and OPEB obligations and the end of the fiscal year, differences between projected and actual earnings on pension plan investments and the change in proportional share of MoDOT's participation in the plans. Asset retirement obligations are reported as deferred outflows of resources to be recognized in future years as the disposal costs of nuclear gauges are incurred.

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 and OPEB obligations that are amortized over future periods. Pension-related items that impact deferred inflows of resources in the government-wide financial statements include changes in actuarial assumptions, investment income and demographic/economic assumptions. Other post-employment benefits items that affect deferred inflows of resources include changes in actuarial assumptions. Deferred inflows of resources presented in the government-wide financial statements also include gains on bond refundings amortized over the life of the bond, which is recognized in 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 \$34,007,798 and \$32,879,302 as of June 30, 2019 and 2018, 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. Bond issuance costs are expensed when paid.

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. Asset Retirement Obligations

The Department's financial statements reflect the accrual of asset retirement obligations. The Department's obligation to retire nuclear gauge capital assets totaled \$43,955 as of June 30, 2019. Nuclear gauges are used to measure physical properties of materials during construction projects. Nuclear density gauges are used to measure density of fill materials to ensure that the embankment, subgrade or other earthwork structures are built within specification to support its intended design load. The nuclear asphalt content gauges are used to determine asphalt content of our mixes to ensure contractor mixes meet design specification. All types of nuclear gauges have the anticipated useful life of 15 years.

11. 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.

12. Other Post-employment Benefits

Other post-employment benefit-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 actuary. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit term.

13. Fund Balances

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

Nonspendable – This consists of State Road Fund balances of \$32,865,425 and \$33,738,446 at June 30, 2019 and 2018, respectively, representing inventories held.

Unassigned – This consists of deficit fund balances in the Multimodal Federal Fund of \$677,799 and \$328,395 as of June 30, 2019 and 2018, respectively. Under the modified accrual basis of accounting, fund payables are recorded as expenditures when incurred; however, due to the timing of receipts, the corresponding federal revenue was deferred, resulting in a negative fund balance.

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 \$826,588,941 and \$872,201,437 at June 30, 2019 and 2018, 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, 2019 and 2018, \$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, 2019 and June 30, 2018, \$841,729,768 and \$854,850,945, respectively, were a result of the inclusion of the net pension liability and other post-employment benefits 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.

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, 2019 and 2018, the Department's portfolio of non-pooled funds had \$147,188,183 and \$127,359,253, respectively, of uninsured, unregistered investments held in the Commission's or State's name. Also at June 30, 2019 and 2018, the Department had book balances of \$20,754,060 and \$18,934,586, respectively, and bank balances of \$22,690,794 and \$19,351,561, 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. At June 30, 2019 and June 30, 2018, the total non-pooled investments of \$146,969,496 and \$127,144,590, respectively, were 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, 2019 and 2018, 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, 2019, the Department's cash and investments consisted of the following:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Internal Service Funds	Agency Funds
Cash and investments:						
Cash and investments pooled in the State Treasury	\$ 6,685,965	\$652,347,617	\$38,445,008	\$23,863,122	\$ ---	\$ ---
Cash deposited with banks	---	---	---	---	13,124	---
U.S. agency obligations	---	---	---	---	146,969,496	---
U.S. Treasury obligations	---	---	---	---	18,687	---
Repurchase agreements	---	---	---	---	20,756,804	---
Total	<u>\$ 6,685,965</u>	<u>\$652,347,617</u>	<u>\$38,445,008</u>	<u>\$23,863,122</u>	<u>\$167,758,111</u>	<u>\$ ---</u>
Restricted assets:						
Cash and investments pooled in the State Treasury	\$ ---	\$ 18,558,500	\$ ---	\$ ---	\$ ---	\$ ---
Cash and investments pooled with the Mo. Dept. of Revenue	---	---	---	---	---	10,666,471
Cash deposited with banks	---	---	---	---	---	33,169,278
U.S. Treasury obligations	---	---	---	---	200,000	---
Certificate of deposit	---	---	---	---	100,000	---
Total	<u>\$ ---</u>	<u>\$ 18,558,500</u>	<u>\$ ---</u>	<u>\$ ---</u>	<u>\$ 300,000</u>	<u>\$43,835,749</u>

At June 30, 2018, the Department's cash and investments consisted of the following:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Internal Service Funds	Agency Funds
Cash and investments:						
Cash and investments pooled in the State Treasury	\$16,935,418	\$628,869,859	\$47,163,389	\$19,113,882	\$ ---	\$ ---
Cash deposited with banks	---	---	---	---	2,120	---
U.S. agency obligations	---	---	---	---	127,144,590	---
U.S. Treasury obligations	---	---	---	---	14,662	---
Repurchase agreements	---	---	---	---	18,934,586	---
Total	<u>\$16,935,418</u>	<u>\$628,869,859</u>	<u>\$47,163,389</u>	<u>\$19,113,882</u>	<u>\$146,095,958</u>	<u>\$ ---</u>
Restricted assets:						
Cash and investments pooled in the State Treasury	\$ ---	\$ 67,548,500	\$ ---	\$ ---	\$ ---	\$ ---
Cash and investments pooled with the Mo. Dept. of Revenue	---	---	---	---	---	8,090,867
Cash deposited with banks	---	---	---	---	---	30,388,959
U.S. Treasury obligations	---	---	---	---	200,000	---
Certificate of deposit	---	---	---	---	100,000	---
Total	<u>\$ ---</u>	<u>\$ 67,548,500</u>	<u>\$ ---</u>	<u>\$ ---</u>	<u>\$ 300,000</u>	<u>\$38,479,826</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 reported at fair value 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. The State Treasurer's Office redeems securities upon request.

At June 30, 2019, MoDOT's investments held in depository banks 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+	\$ 20,756,804	\$20,756,804	\$ ---	\$ ---	\$ ---	\$ 20,756,804
U.S. Treasury obligations	Aaa	AA+	218,687	---	218,687	---	218,687	---
U.S. agency obligations	Aaa	AA+	<u>146,969,496</u>	<u>26,405,247</u>	<u>120,564,249</u>	---	---	<u>146,969,496</u>
			<u>\$167,944,987</u>	<u>\$47,162,051</u>	<u>\$120,782,936</u>	<u>\$ ---</u>	<u>\$218,687</u>	<u>\$167,726,300</u>

At June 30, 2018, MoDOT's investments held in depository banks 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+	\$ 18,934,586	\$18,934,586	\$ ---	\$ ---	\$ ---	\$ 18,934,586
U.S. Treasury obligations	Aaa	AA+	214,662	214,662	---	---	214,662	---
U.S. agency obligations	Aaa	AA+	<u>127,144,590</u>	<u>12,502,376</u>	<u>112,121,796</u>	<u>2,520,418</u>	---	<u>127,144,590</u>
			<u>\$146,293,838</u>	<u>\$31,651,624</u>	<u>\$112,121,796</u>	<u>\$2,520,418</u>	<u>\$214,662</u>	<u>\$146,079,176</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 \$467,354 and \$748,291 at June 30, 2019 and 2018, 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, 2019 for the government's individual major funds, nonmajor funds and internal service funds were as follows:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds
State taxes and fees	\$105,884,151	\$ 23,315,412	\$17,249,301	\$ 795,944
Federal government	---	72,718,790	---	7,558,253
Miscellaneous:				
Reimbursements	1,008,806	16,462,475	---	6,185,155
Interest	217,731	2,586,418	210,869	36,151
Contributions	---	---	---	---
Total miscellaneous	<u>1,226,537</u>	<u>19,048,893</u>	<u>210,869</u>	<u>6,221,306</u>
Loans	---	---	---	<u>1,159,830</u>
Total receivables	<u>\$107,110,688</u>	<u>\$115,083,095</u>	<u>\$17,460,170</u>	<u>\$15,735,333</u>

Receivables at June 30, 2018 for the government's individual major funds, nonmajor funds and internal service funds were as follows:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds
State taxes and fees	\$109,975,245	\$ 23,479,267	\$17,395,311	\$ 1,116,993
Federal government	---	81,378,611	---	4,956,335
Miscellaneous:				
Reimbursements	789,254	17,953,781	---	4,793,825
Interest	121,100	1,667,277	148,497	39,471
Contributions	---	---	---	---
Total miscellaneous	<u>910,354</u>	<u>19,621,058</u>	<u>148,497</u>	<u>4,833,296</u>
Loans	---	---	---	<u>1,457,681</u>
Total receivables	<u>\$110,885,599</u>	<u>\$124,478,936</u>	<u>\$17,543,808</u>	<u>\$12,364,305</u>

Internal Service Funds	Total	Due Within One Year
\$ ---	\$147,244,808	\$147,244,808
---	80,277,043	80,277,043
653,903	24,319,544	20,801,914
416,062	3,458,026	3,458,026
<u>1,985,875</u>	<u>1,985,875</u>	<u>1,985,875</u>
<u>3,055,840</u>	<u>29,763,445</u>	<u>26,245,815</u>
---	<u>1,159,830</u>	<u>195,973</u>
<u>\$3,055,840</u>	<u>\$258,445,126</u>	<u>\$253,963,639</u>

Internal Service Funds	Total	Due Within One Year
\$ ---	\$151,966,816	\$151,966,816
---	86,334,946	86,334,946
589,207	24,126,067	20,690,567
378,212	2,354,557	2,354,557
<u>1,985,243</u>	<u>1,985,243</u>	<u>1,985,243</u>
<u>2,952,662</u>	<u>28,465,867</u>	<u>25,030,367</u>
---	<u>1,457,681</u>	<u>297,287</u>
<u>\$2,952,662</u>	<u>\$268,225,310</u>	<u>\$263,629,416</u>

Note 4: Capital Assets

Changes in capital assets for the year ended June 30, 2019 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	\$ 2,634,208,246	\$ 329,190	\$ 9,457,275	\$ 823,932	\$ 2,625,904,093
Software in progress	4,670,249	1,349,889	---	(1,347,330)	4,672,808
Construction in progress	13,802,273	10,508,427	---	(3,125,848)	21,184,852
Infrastructure in progress	<u>1,550,463,759</u>	<u>783,729,677</u>	<u>---</u>	<u>(633,834,705)</u>	<u>1,700,358,731</u>
Total nondepreciable capital assets	<u>4,203,144,527</u>	<u>795,917,183</u>	<u>9,457,275</u>	<u>(637,483,951)</u>	<u>4,352,120,484</u>
Depreciable/amortizable capital assets					
Land improvements	30,613,300	65,657	281,930	---	30,397,027
Buildings	284,352,046	2,856,049	2,581,018	2,301,916	286,928,993
Software	33,046,135	1,581,555	68,794	1,347,330	35,906,226
Equipment and vehicles	549,831,770	34,639,022	22,429,450	---	562,041,342
Temporary easements	1,491,872	---	971,775	---	520,097
Infrastructure	<u>50,808,506,591</u>	<u>---</u>	<u>75,885,026</u>	<u>633,834,705</u>	<u>51,366,456,270</u>
Total depreciable/amortizable capital assets	<u>51,707,841,714</u>	<u>39,142,283</u>	<u>102,217,993</u>	<u>637,483,951</u>	<u>52,282,249,955</u>
Accumulated depreciation/amortization					
Land improvements	16,628,869	1,168,749	125,282	---	17,672,336
Buildings	133,688,700	7,892,986	1,767,296	---	139,814,390
Software	24,013,121	3,210,677	68,794	---	27,155,004
Equipment and vehicles	344,019,972	31,124,893	21,266,492	---	353,878,373
Temporary easements	725,934	497,291	971,775	---	251,450
Infrastructure	<u>24,961,412,710</u>	<u>501,858,011</u>	<u>67,648,850</u>	<u>---</u>	<u>25,395,621,871</u>
Total accumulated depreciation/amortization	<u>25,480,489,306</u>	<u>545,752,607</u>	<u>91,848,489</u>	<u>---</u>	<u>25,934,393,424</u>
Total depreciable/amortizable capital assets, net	<u>26,227,352,408</u>	<u>(506,610,324)</u>	<u>10,369,504</u>	<u>637,483,951</u>	<u>26,347,856,531</u>
Total net capital assets	<u>\$30,430,496,935</u>	<u>\$ 289,306,859</u>	<u>\$ 19,826,779</u>	<u>\$ ---</u>	<u>\$30,699,977,015</u>

Changes in capital assets for the year ended June 30, 2018, as restated, are summarized below:

<u>Beginning Balance</u> (as restated)	<u>Additions</u>	<u>Deletions/ Retirements</u>	<u>Transfers</u>	<u>Ending Balance</u> (as restated)
\$ 2,636,340,552	\$ 181,216	\$ 5,348,165	\$ 3,034,643	\$ 2,634,208,246
3,346,615	3,005,581	---	(1,681,947)	4,670,249
16,739,104	6,418,342	---	(9,355,173)	13,802,273
<u>1,478,649,496</u>	<u>800,003,458</u>	<u>---</u>	<u>(728,189,195)</u>	<u>1,550,463,759</u>
<u>4,135,075,767</u>	<u>809,608,597</u>	<u>5,348,165</u>	<u>(736,191,672)</u>	<u>4,203,144,527</u>
30,583,162	77,133	51,496	4,501	30,613,300
275,116,354	3,803,744	884,081	6,316,029	284,352,046
31,605,404	1,489,362	1,730,578	1,681,947	33,046,135
536,316,174	39,606,247	26,090,651	---	549,831,770
1,508,642	285,846	302,616	---	1,491,872
<u>50,156,855,442</u>	<u>---</u>	<u>76,538,046</u>	<u>728,189,195</u>	<u>50,808,506,591</u>
<u>51,031,985,178</u>	<u>45,262,332</u>	<u>105,597,468</u>	<u>736,191,672</u>	<u>51,707,841,714</u>
15,470,966	1,194,837	36,934	---	16,628,869
126,034,862	8,217,675	563,837	---	133,688,700
22,433,347	3,136,704	1,556,930	---	24,013,121
338,730,842	29,780,333	24,491,203	---	344,019,972
525,669	502,881	302,616	---	725,934
<u>24,546,855,614</u>	<u>477,787,446</u>	<u>63,230,350</u>	<u>---</u>	<u>24,961,412,710</u>
<u>25,050,051,300</u>	<u>520,619,876</u>	<u>90,181,870</u>	<u>---</u>	<u>25,480,489,306</u>
<u>25,981,933,878</u>	<u>(475,357,544)</u>	<u>15,415,598</u>	<u>736,191,672</u>	<u>26,227,352,408</u>
<u>\$ 30,117,009,645</u>	<u>\$ 334,251,053</u>	<u>\$ 20,763,763</u>	<u>\$ ---</u>	<u>\$30,430,496,935</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 \$2,865,330 and \$2,804,046 for all claims arising out of a single accident or occurrence, and \$429,799 and \$420,606 for any one person in a single accident or occurrence, at June 30, 2019 and 2018, 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 three years are:

	<u>Beginning Balance</u>	<u>Current Claims and Estimate Changes</u>	<u>Claim Payments</u>	<u>Ending Balance</u>
2019	\$81,443,727	\$11,398,816	\$17,596,450	\$75,246,093
2018	82,576,362	20,180,005	21,312,640	81,443,727
2017	90,646,358	8,307,395	16,377,391	82,576,362

(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 \$1,035,000 and \$2,098,900 in claims and judgments payable at June 30, 2019 and 2018, 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 \$3,675,000 and \$5,113,900 as of June 30, 2019 and 2018, respectively. These estimates are within a range of \$1,750,000 to \$9,112,200 and \$2,393,900 to \$8,463,900 as of June 30, 2019 and 2018, 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 \$9,600,000 and \$12,500,000 were reported in the Medical and Life Insurance Plan as of June 30, 2019 and 2018, 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 three years are:

	<u>Beginning Balance</u>	<u>Current Claims and Estimate Changes</u>	<u>Claim Payments</u>	<u>Ending Balance</u>
2019	\$12,500,000	\$120,904,359	\$123,804,359	\$ 9,600,000
2018	12,300,000	129,546,056	129,346,056	12,500,000
2017	9,800,000	128,321,901	125,821,901	12,300,000

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.

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. Legislation passed during the 2017 legislative session reduced the 10 year vesting period for 2011 Tier members to 5 years effective July 1, 2018. 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 2019 and 2018 were 58.0 percent and 58.0 percent, respectively, of eligible (covered) payroll. Required employer contributions totaling \$130,420,220 and \$127,168,503 for fiscal years 2019 and 2018, 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 2019 contribution rate was based on a 7-year closed amortization period for unfunded retiree liabilities and a 22-year closed amortization period for other unfunded liabilities.

(B) Actuarial Information

The total pension liability was determined by actuarial valuations as of June 30, 2018 and 2017, using the following actuarial assumptions, applied to all prior periods included in the measurements:

	<u>2018</u>	<u>2017</u>
Inflation	2.25%	3.00%
Salary increases	3.00% to 12.45%	3.50% to 11.00%
Investment rate of return	7.00%	7.75%
Cost-of-living adjustments	1.80% compound	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 2018 and 2017 valuations were based on the results of an actuarial experience study for the period July 1, 2012 – June 30, 2017.

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, 2018 and 2017:

<u>Asset Class</u>	<u>Target Allocation</u>
Global equity	30.0%
Private equity	15.0
Fixed income	20.0
Real assets	7.5
Real estate	10.0
Hedge funds	10.0
Opportunistic debt	7.5
Cash	0.0

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, 2018 and 2017 are summarized in the following table:

<u>Asset Class</u>	<u>2018</u>	<u>2017</u>
Global equity	4.75%	4.80%
Private equity	6.50	6.50
Fixed income	0.25	0.50
Opportunistic debt	4.00	4.50
Real assets	4.75	4.75
Real estate	2.75	2.75
Hedge funds	2.75	2.75

A single discount rate of 7.0 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 7.0 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 7.0 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, 2018 and 2017.

<u>Year</u>	<u>1 Percent Decrease (6.00%)</u>	<u>Current Discount Rate (7.00%)</u>	<u>1 Percent Increase (8.00%)</u>
2019	\$1,335,538,645	\$1,040,233,956	\$793,884,727
<u>Year</u>	<u>1 Percent Decrease (6.75%)</u>	<u>Current Discount Rate (7.75%)</u>	<u>1 Percent Increase (8.75%)</u>
2018	\$1,287,001,967	\$1,012,417,855	\$782,743,516

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

The Department reported a liability of \$1,040.2 million and \$1,012.4 million for its proportionate share of the net pension liability at June 30, 2019 and 2018, respectively. The net pension liability was measured as of June 30, 2018 and June 30, 2017, 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, 2018 and 2017, the Department's proportion was 62.39 percent and 62.01 percent, respectively, which was an increase of 0.38 percent from the measurement period of June 30, 2017 to June 30, 2018 and a decrease from the measurement period of June 30, 2016 to June 30, 2017 of 0.02 percent. The Department recognized pension expense of \$85.9 million and \$76.7 million for the years ended June 30, 2019 and 2018, respectively.

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

	<u>2019</u>		<u>2018</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	\$ ---	\$38,779,374	\$ ---	\$34,577,149
Changes in proportion and differences between employer contributions and share of contributions	4,917,777	3,266,165	---	10,859,524
Net difference between projected and actual investment earnings on pension plan investment	---	708,522	6,493,361	---
Changes in Actuarial Assumptions	68,597,491	---	---	---
Contributions subsequent to measurement date	<u>130,420,220</u>	<u>---</u>	<u>127,168,503</u>	<u>---</u>
Total	<u>\$203,935,488</u>	<u>\$42,754,061</u>	<u>\$133,661,864</u>	<u>\$45,436,673</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>2019 Net Deferred Outflows of Resources</u>	<u>2018 Net Deferred Inflows of Resources</u>
2019	\$ ---	\$29,832,568
2020	13,408,123	(820,526)
2021	12,961,312	(391,600)
2022	2,186,823	10,315,163
2023	<u>2,204,949</u>	<u>---</u>
Total	<u>\$30,761,207</u>	<u>\$38,935,605</u>

Note 8: Other Post-Employment Benefits (OPEB)

(A) General Information about the OPEB Plan

1. Plan Description

The Department provides a portion of healthcare insurance through the Medical and Life Insurance Plan, as discussed in Note 6, Medical and Life Insurance Plan, in accordance with Section 104.270, RSMo. As part of the Medical and Life Insurance Plan, health care benefits are provided to both active employees and retirees. For purposes of reporting OPEB costs and obligations in accordance with GASB Statement 75, the OPEB Insurance Plan (the Plan) is disclosed within the state of Missouri reporting entity as a single employer plan. In the Department's financial report the Plan is reported as a cost sharing multiple employer plan, as it includes the Department; Missouri State Highway Patrol; and the MoDOT and Patrol Employees Retirement System (MPERS). Only the Department's proportionate share is shown on the Department's financial statements.

The Plan is not a separate legal entity and is self-insured. The Plan does not maintain assets in a trust and pays expenses on a pay-as-you-go basis; therefore, many of the requirements in the GASB Statement 75 are not applicable. The criteria for a special funding situation are not met. The plan assets are neither legally protected from creditors nor are they dedicated to providing OPEB benefits. The Department has no legal obligation to pay the benefits.

2. Benefits Provided

Eligible members are employees who retire from the Department who participated in the Medical and Life Insurance Plan when they were an active employee and had a minimum of five years creditable service. The Plan provides healthcare insurance benefits. Coverage categories include retirees, certain disabled employees, spouses, certain dependents and survivors of deceased employees and retirees.

Participants covered by the Plan at June 30, 2018:	
Retirees or beneficiaries currently receiving benefit payments	4,776
Retirees entitled to but not yet receiving benefit payments	76
Active employees	<u>5,160</u>
Total participants	<u>10,012</u>

3. Contributions

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. The Commission contributes a percentage of medical premiums for retirees. For those who retired on or prior to January 1, 2015, an amount ranging from 40-57 percent of the premium is contributed, dependent on the level of coverage. 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 percent of the total premium, with the retiree responsible for the remaining balance of the premiums. Required employer contributions totaling \$17,623,418 and \$17,146,161 were made for fiscal years 2019 and 2018, respectively.

(B) Actuarial Information

The total OPEB liability in the July 1, 2018 actuarial valuation was determined using a measurement date of July 1, 2018 and July 1, 2017, respectively. The following actuarial assumptions and other inputs, applied to all periods included in the measurement:

	<u>2019</u>	<u>2018</u>
Inflation	2.00%	2.00%
Salary increases	2.50%	2.50%
Discount rate	3.87%	3.58%
Healthcare cost trend rates:	7.70% for 2018, decreasing to 4.60% through 2025	8.40% for 2017, decreasing to 4.60% through 2025
Retirees' share of benefit-related costs:	43-90% of projected health insurance premiums for retirees.	43-90% of projected health insurance premiums for retirees.

The inflation rate was based on the actuary's long-term estimate of inflation as of July 1, 2016 and 2017. The salary increases were based on projected salaries, which include COLA's, provided by the Department. The discount rate was based on Bond Buyer General Obligation 20-Bond Municipal Bond Index. Mortality rates were based on the 2018 Pub-2010 Public Retirement Plans Safety Employees Mortality Table weighted by Headcount project by MP-2018 and the RP 2014 Employees and Health Annuitants Mortality table, headcount weighted, fully generational projected by Scale MP-2016 for July 1, 2018 and July 1, 2017, respectively. The actuarial assumptions used in July 1, 2018 valuation were based on the results of an actuarial experience study for the period July 1, 2017 through June 30, 2018. Changes of assumptions and other inputs reflect a change in the discount rate from 3.58 percent in 2018 to 3.87 percent in 2019.

The following presents the impact of interest rate sensitivity on the total OPEB liability for the fiscal years ended June 30, 2019 and 2018 for discount rates of 3.87% and 3.58%, respectively, using a discount rate that is one-percentage-point lower or one-percentage-point higher than the discount rate for each respective year.

<u>Year</u>	<u>1 Percent Decrease (2.87%)</u>	<u>Current Discount Rate (3.87%)</u>	<u>1 Percent Increase (4.87%)</u>
2019	\$923,196,579	\$772,731,539	\$656,597,342
<u>Year</u>	<u>1 Percent Decrease (2.58%)</u>	<u>Current Discount Rate (3.58%)</u>	<u>1 Percent Increase (4.58%)</u>
2018	\$932,741,416	\$776,186,564	\$655,597,342

The following illustrates the impact of healthcare cost trend sensitivity on the total OPEB liability for the Department for fiscal year ending June 30, 2019.

<u>Measurement Date</u> <u>July 1, 2018</u>	<u>1 Percent Decrease (6.70%)</u>	<u>Current Trend Rates (7.70%)</u>	<u>1 Percent Increase (8.70%)</u>
Total OPEB liability	\$656,829,737	\$772,731,539	\$955,201,587
Plan fiduciary net position	---	---	---
Total OPEB liability	\$656,829,737	\$772,731,539	\$955,201,587

The following illustrates the impact of healthcare cost trend sensitivity on the total OPEB liability for the Department for fiscal year ending June 30, 2018.

<u>Measurement Date</u> <u>July 1, 2017</u>	<u>1 Percent Decrease (7.40%)</u>	<u>Current Trend Rates (8.40%)</u>	<u>1 Percent Increase (9.40%)</u>
Total OPEB liability	\$641,071,461	\$776,186,564	\$955,811,177
Plan fiduciary net position	---	---	---
Total OPEB liability	\$641,071,461	\$776,186,564	\$955,811,177

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

The Department's total OPEB Liability is \$772,731,539 and \$776,186,564 at June 30, 2019 and 2018, respectively. The measurement date of the liability for June 30, 2019 was July 1, 2018. The liability was ased on the population of each employer.

	<u>2019</u>	<u>2018</u>
Beginning Balance	\$ 776,186,564	\$ 845,951,873
Changes for the year		
Service Cost	25,560,565	31,491,632
Changes of benefit terms	---	---
Differences between expected and actual experience	(1,758,191)	---
Interest	27,481,298	24,779,355
Changes in assumptions or other inputs	(37,481,882)	(110,051,435)
Benefit payments	<u>(17,256,815)</u>	<u>(15,984,861)</u>
Net changes	<u>(3,455,025)</u>	<u>(69,765,309)</u>
Balance, June 30, 2019	<u>\$ 772,731,539</u>	<u>\$ 776,186,564</u>

(D) OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2019 and 2018, the Department recognized total OPEB expense of \$28,688,711 and \$38,288,726, respectively. A breakdown of the OPEB expense is provided below.

	<u>2019</u>	<u>2018</u>
Reconciliation of OPEB Expense		
Beginning Balance	\$ ---	\$ ---
Service Cost	25,560,565	31,491,632
Interest	27,481,298	24,779,355
Amortization of Deferred Inflow Changes in Assumptions	(24,086,802)	(17,982,261)
Amortization of Deferred Inflow Changes in Liability		
(Gain)/Loss	<u>(286,350)</u>	<u>---</u>
Total OPEB expenses	<u>\$ 28,668,711</u>	<u>\$ 38,288,726</u>

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

	<u>2019</u>		<u>2018</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>
Differences between expected and actual experience	\$ ---	\$ (1,471,841)	\$ ---	\$ ---
Changes of assumptions or other inputs		(105,464,254)	---	(92,069,174)
Contributions subsequent to measurement date	<u>17,623,418</u>	<u>---</u>	<u>17,146,161</u>	<u>---</u>
Total	<u>\$17,623,418</u>	<u>\$ (106,936,095)</u>	<u>\$17,146,161</u>	<u>\$ (92,069,174)</u>

Amounts reported as deferred inflows of resources related to OPEB will be recognized as a reduction of OPEB expense as follows:

Years ended June 30:

<u>Year</u>	<u>2019</u>	<u>2018</u>
2019	\$ ---	\$(17,982,261)
2020	(24,373,152)	(17,982,261)
2021	(24,373,152)	(17,982,261)
2022	(24,373,152)	(17,982,261)
2023	(24,373,152)	(17,982,261)
2024	(8,548,760)	(2,157,869)
2025-2029	(894,727)	---
Total	<u>\$(106,936,095)</u>	<u>\$(92,069,174)</u>

Note 9: Financing and Other Obligations

Changes in long-term obligations for the year ended June 30, 2019 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	\$1,832,370,000	\$102,705,000	\$320,655,000	\$1,614,420,000	\$168,600,000
Notes issued	644,499	---	---	644,499	---
Capital leases	36,822	---	35,798	1,024	1,024
Claims and judgments	2,098,900	50,000	1,113,900	1,035,000	600,000
Compensated absences	32,879,302	24,750,691	23,622,195	34,007,798	23,622,195
Pollution remediation	4,000	---	---	4,000	---
Asset retirement obligations	---	43,955	---	43,955	---
	<u>\$1,868,033,523</u>	<u>\$127,549,646</u>	<u>\$345,426,893</u>	<u>\$1,650,156,276</u>	<u>\$192,823,219</u>

Amortization of financing activity:

Premium

85,740,489
\$1,735,896,765

Changes in long-term obligations for the year ended June 30, 2018 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	\$2,032,555,000	\$ ---	\$200,185,000	\$1,832,370,000	\$209,355,000
Notes issued	644,499	---	---	644,499	---
Capital leases	88,532	---	51,710	36,822	35,946
Claims and judgments	537,500	1,673,900	112,500	2,098,900	2,098,900
Compensated absences	32,701,303	22,858,755	22,680,756	32,879,302	22,680,756
Pollution remediation	---	6,500	2,500	4,000	---
	<u>\$2,066,526,834</u>	<u>\$24,539,155</u>	<u>\$223,032,466</u>	<u>\$1,868,033,523</u>	<u>\$234,170,602</u>

Amortization of financing activity:

Premium

104,089,738
\$1,972,123,261

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**

	2019	2018
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. The MHTC authorized the redemption of \$90,860,000 principal amount of the Senior Lien Refunding State Road Bonds, Series 2006, on February 1, 2017.	\$ ---	\$61,200,000
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. Defeased in 2019.	---	78,260,000
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. Defeased in 2019.	---	62,620,000
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.	241,145,000	261,325,000
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.	29,505,000	42,160,000
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.	65,770,000	65,770,000
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.	529,265,000	550,250,000

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.

\$ 185,520,000 \$ 250,275,000

Series A 2019 Federal Reimbursement Refunding State road bonds, originally issued for \$102,705,000, to current refund certain portions of Series A 2008 and Series A 2009 Federal Reimbursement State Road bonds; due in annual installments of \$10,000,000 to \$30,410,000 beginning May 1, 2020 through 2025; interest of 5.00 percent; secured by revenues collected from federal highway reimbursements.

102,705,000 ---
\$1,614,420,000 \$1,832,370,000

2. Tax Status of Bonds

Tax-Exempt issuances: The Series 2006 and 2010 Refunding bonds are Senior Bonds and would take priority in payment over other bonds. 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, A 2010 and A 2019 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 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>
2020	\$ 168,600,000	\$ 81,887,159	\$ 250,487,159
2021	181,465,000	73,934,988	255,399,988
2022	195,215,000	64,942,492	260,157,492
2023	198,550,000	55,357,534	253,907,534
2024	173,200,000	45,512,942	218,712,942
2025-2029	533,090,000	112,840,317	645,930,317
2030-2034	<u>164,300,000</u>	<u>22,755,472</u>	<u>187,055,472</u>
	<u>\$1,614,420,000</u>	<u>\$ 457,230,904</u>	<u>\$2,071,650,904</u>

4. Pledged Revenues

Pledged revenues for the year ended June 30, 2019 were as follows:

(Amounts in thousands)

<u>Bond Lien Type</u>	<u>Principal</u>	<u>Interest</u>	<u>Total Debt Service</u>	<u>Pledged Revenue Type⁴</u>	<u>Net Pledged Revenue</u>	<u>Term of Commitment</u>
Senior Lien ¹	\$ 61,200	\$ 6,347	\$ 67,547	Article IV, Section 30(b) of the Missouri Constitution	\$ 607,676	2019 – 2023
Federal Reimbursement ²	42,235	24,849	67,084	Federal Highway Reimbursements	780,220	2019 – 2033
First, Second, Third Lien ³	<u>105,920</u>	<u>48,836</u>	<u>154,756</u>	Article IV, Section 30(b) of the Missouri Constitution	<u>718,133</u>	2019 – 2029
	<u>\$209,355</u>	<u>\$80,032</u>	<u>\$289,387</u>		<u>\$2,106,029</u>	

¹ Bonds issued 2006 (2006 Ref), 2010 (2010 C)

² Bonds issued 2008 (2008 A), 2009 (2009 A, 2009 B), 2010 (2010 A, 2010 B), 2019 (2019 A)

³ Bonds issued 2014 (2014 A, 2014 B), 2009 (2009 C)

⁴ Pledged revenues include collections of motor vehicle sales tax, motor fuel sales tax, licensing fees and permits.

Pledged revenues for the year ended June 30, 2018 were as follows:

(Amounts in thousands)

<u>Bond Lien Type</u>	<u>Principal</u>	<u>Interest</u>	<u>Total Debt Service</u>	<u>Pledged Revenue Type⁴</u>	<u>Net Pledged Revenue</u>	<u>Term of Commitment</u>
Senior Lien ¹	\$ 58,455	\$ 9,270	\$ 67,725	Article IV, Section 30(b) of the Missouri Constitution	\$ 610,162	2018 – 2023
Federal Reimbursement ²	40,470	26,663	67,133	Federal Highway Reimbursements	823,757	2018 – 2033
First, Second, Third Lien ³	<u>101,260</u>	<u>53,490</u>	<u>154,750</u>	Article IV, Section 30(b) of the Missouri Constitution	<u>725,200</u>	2018 – 2029
	<u>\$200,185</u>	<u>\$89,423</u>	<u>\$289,608</u>		<u>\$2,159,119</u>	

¹ Bonds issued 2006 (2006 Ref), 2010 (2010 C)

² Bonds issued 2008 (2008 A), 2009 (2009 A, 2009 B), 2010 (2010 A, 2010 B)

³ Bonds issued 2014 (2014 A, 2014 B), 2009 (2009 C)

⁴ Pledged revenues include collections of motor vehicle sales tax, motor fuel sales tax, licensing fees and permits.

5. Defeased Debt – Fiscal Year 2019

In May 2019, the Commission issued \$102.7 million in State Road Bonds with an interest rate of 5.00 percent to refund \$111.3 million of outstanding 2008 A and 2009 A Series State Road Bonds with average interest rates of 4.91 percent and 4.50 percent, respectively. The net proceeds of \$111.5 million were deposited into an irrevocable trust with an escrow agent to purchase State and Local Government Securities (SLGS) and U. S. Treasury Notes to provide for future debt service payments of portions of the Series A 2008 and Series A 2009 bonds. As a result, those portions of the bonds are considered defeased and the liability for those bonds has been removed from the Department's government-wide statements of net position. The net carrying amount of the old debt (\$112.9 million) exceeded the reacquisition price (\$111.5 million) is by \$1.4 million. This difference, reported in the accompanying financial statements as a deferred inflow of resources, is being charged against interest expense through 2025 using the effective-interest method. This current refunding was undertaken to reduce total debt service payments by \$10.0 million and resulted in an economic gain (net present value savings) of \$9.5 million. The amounts of outstanding bonds considered defeased at June 30, 2019 are as follows:

<u>Bond Series</u>	<u>Principal Due</u>
Series A 2008	\$ 68,605,000
Series A 2009	<u>42,695,000</u>
Total	<u>\$111,300,000</u>

(B) Notes Issued**1. Notes Issued Detail**

	<u>2019</u>	<u>2018</u>
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>\$644,499</u>

2. Notes Issued Debt Maturity

Annual debt service requirements to maturity for all notes issued are indicated in the following schedule.

<u>Fiscal Year</u>	<u>Principal Due</u>	<u>Interest Due</u>	<u>Total Due</u>
2020	\$ ---	\$ ---	\$ ---
2021	644,499	---	644,499
2022	---	---	---
2023	---	---	---
2024	---	---	---
	<u>\$644,499</u>	<u>\$ ---</u>	<u>\$644,499</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>2019</u>	<u>2018</u>
Equipment	\$ 41,999	\$ 140,926
Less: accumulated depreciation	<u>41,202</u>	<u>102,330</u>
Capital leased assets, net	<u>\$ 797</u>	<u>\$ 38,596</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, 2019:

<u>Year Ending</u>	<u>Future Minimum Lease Payments</u>
2020	\$1,029
2021	---
2022	---
2023	---
2024	---
Total minimum lease payments	<u>1,029</u>
Less: amount representing interest	<u>5</u>
Present value of minimum lease payments	<u>\$1,024</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.

(E) Asset Retirement Obligations

MoDOT is required by the Nuclear Regulatory Commission – NUREG 1556 Volume 1 Rev 2 to properly dispose of all nuclear gauges used in its operations. Nuclear gauges are used to measure physical properties of materials during construction projects. Nuclear density gauges are used to measure density of fill materials to ensure that the embankment, subgrade or other earthwork structures are built within specification to support its intended design load. The nuclear asphalt content gauges are used to determine asphalt content of our mixes to ensure contractor mixes meet design specification. All types of nuclear gauges have the anticipated useful life of 15 years. As of June 30, 2019, the Department had an asset retirement obligation of \$43,955.

Note 10: Tax Revenues

Tax revenues for the fiscal years 2019 and 2018 were as follows:

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Total 2019
Fuel taxes	\$512,096,886	\$ 111,570	\$ ---	\$ 245,076	\$512,453,532
Sales taxes	<u>1,967,991</u>	<u>173,137,348</u>	<u>177,857,331</u>	<u>10,701,636</u>	<u>363,664,306</u>
Total tax revenue	<u>\$514,064,877</u>	<u>\$173,248,918</u>	<u>\$177,857,331</u>	<u>\$10,946,712</u>	<u>\$876,117,838</u>

	State Highways and Transportation Department Fund	State Road Fund	State Road Bond Fund	Nonmajor Funds	Total 2018
Fuel taxes	\$520,888,087	\$ 124,213	\$ ---	\$ 260,531	\$521,272,831
Sales taxes	<u>1,595,140</u>	<u>179,985,720</u>	<u>184,927,517</u>	<u>12,256,726</u>	<u>378,765,103</u>
Total tax revenue	<u>\$522,483,227</u>	<u>\$180,109,933</u>	<u>\$184,927,517</u>	<u>\$12,517,257</u>	<u>\$900,037,934</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 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, 2019 and 2018 were as follows:

	<u>2019</u>		<u>2018</u>	
	<u>Transfers In</u>	<u>Transfers Out</u>	<u>Transfers In</u>	<u>Transfers Out</u>
State Highways and Transportation Department Fund	\$ ---	\$487,871,787	\$ ---	\$461,293,261
State Road Fund	487,871,787	---	461,281,574	---
Nonmajor Funds	---	---	11,687	---
Total transfers	<u>\$487,871,787</u>	<u>\$487,871,787</u>	<u>\$461,293,261</u>	<u>\$461,293,261</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, 2019 and 2018 were as follows:

	<u>2019</u>		<u>2018</u>	
	<u>Receivable</u>	<u>Payable</u>	<u>Receivable</u>	<u>Payable</u>
State Road Fund	\$72,732	\$ ---	\$130,552	\$ ---
Nonmajor Funds	---	72,732	---	130,552
Total due to/from	<u>\$72,732</u>	<u>\$72,732</u>	<u>\$130,552</u>	<u>\$130,552</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, 2019 and 2018. Consequently, this potential obligation is not included in the accompanying basic financial statements. Total reimbursements made by the Department were \$113,695 and \$115,187 for fiscal years 2019 and 2018, respectively.

(B) Construction Commitments

The State Road Fund had construction awards outstanding for both state and federal participating projects at June 30, 2019 and 2018 amounting to approximately \$718,534,519 and \$697,914,728, respectively. The federal portion of this total was \$597,671,895 and \$587,829,137, or approximately 83.18 percent and 84.23 percent, for 2019 and 2018, respectively.

(C) 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, 2019 and 2018 amounted to \$2,527,853 and \$3,031,918, respectively. Future minimum lease payments for these leases are as follows:

	<u>2019</u>	<u>2018</u>
Year ending:		
2019	\$ ---	\$153,934
2020	318,838	5,544
2021	6,846	5,544
2022	6,846	5,544
2023	5,544	5,544
2024	5,544	---
	<u>\$343,618</u>	<u>\$176,110</u>

(D) 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 the following GASB Statements with no impact to the financial statements:

- 88, Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placements

MoDOT implemented GASB Statement 83, Certain Asset Retirement Obligations. Under the new requirements, in addition to expanded note disclosure, the Department's financial statements reflect the accrual of asset retirement obligations. The Department's obligation to retire nuclear gauge capital assets totaled \$43,955 as of June 30, 2019. Nuclear gauges are used to measure physical properties of materials during construction projects. Nuclear density gauges are used to measure density of fill materials to ensure that the embankment, subgrade or other earthwork structures are built within specification to support its intended design load. The nuclear asphalt content gauges are used to determine asphalt content of our mixes to ensure contractor mixes meet design specification. All types of nuclear gauges have the anticipated useful life of 15 years. The Department has not restated its financial statements as of and for the year ended June 30, 2018, because of the immaterial impact of the obligation to the financial statements of prior years.

Note 14: Restatements**Infrastructure**

During fiscal year 2019, fiscal year 2018 infrastructure and infrastructure accumulated depreciation were restated to correct errors. The following table presents a summary of these restatements:

	<u>As Originally Stated</u>	<u>Restatement</u>	<u>As Restated</u>
Government-wide financial statements			
Statement of Net Position			
Assets being depreciated, net	\$ 26,193,311,608	\$ 34,040,800	\$ 26,227,352,408
Total noncurrent assets	30,517,194,243	34,040,800	30,551,235,043
Total assets	31,624,446,897	34,040,800	31,658,487,697
Net investment in capital assets	28,498,201,439	34,040,800	28,532,242,239
Statement of Activities			
Depreciation expense	\$ 531,288,925	\$(10,669,049)	\$ 520,619,876
Changes in Net Position	554,182,816	10,669,049	564,851,865
Net Position, beginning of year	27,089,467,678	23,371,751	27,112,839,429
Net Position, end of year	27,643,650,494	34,040,800	27,677,691,294

Required Supplementary Information

Required Supplementary Information
Budgetary Comparison Schedules – State Highways
and Transportation Department Fund
Year Ended June 30, 2019
With Summarized Financial Information for 2018

	Budgeted Amounts		Actual	Variances Between Final Budget and Actual	
	Original	Final		2019	2018
Budgetary fund balance, beginning of year	\$ 17,071,525	\$ 17,071,525	\$ 17,071,525	\$ ---	\$ ---
Resources (inflows)					
Fuel taxes	495,766,436	495,766,436	517,119,040	21,352,604	3,652,278
License, fees and permits	204,034,000	204,034,000	214,667,099	10,633,099	(205,915)
Vehicle sales taxes	1,932,000	1,932,000	1,952,382	20,382	(229,603)
Interest	510,832	510,832	1,098,973	588,141	428,593
Intergovernmental/cost reimbursements/miscellaneous	<u>3,620,000</u>	<u>3,620,000</u>	<u>2,635,953</u>	<u>(984,047)</u>	<u>(1,654,876)</u>
Amount available for appropriation	<u>722,934,793</u>	<u>722,934,793</u>	<u>754,544,972</u>	<u>31,610,179</u>	<u>1,990,477</u>
Charges to appropriations (outflows)					
Appropriations spent by other state agencies	<u>308,549,975</u>	<u>308,549,975</u>	<u>259,985,097</u>	<u>48,564,878</u>	<u>31,404,326</u>
Total charges to appropriations	<u>308,549,975</u>	<u>308,549,975</u>	<u>259,985,097</u>	<u>48,564,878</u>	<u>31,404,326</u>
Transfers to State Road Fund	<u>(510,000,000)</u>	<u>(510,000,000)</u>	<u>(487,871,787)</u>	<u>22,128,213</u>	<u>48,718,426</u>
Budgetary fund balance, end of year	\$ <u>(95,615,182)</u>	\$ <u>(95,615,182)</u>	\$ <u>6,688,088</u>	\$ <u>102,303,270</u>	\$ <u>82,113,229</u>

Required Supplementary Information

Budgetary Comparison Schedules – State Road Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Budgeted Amounts		Actual	Variances Between Final Budget and Actual	
	Original	Final		Original	Final
Budgetary fund balance, beginning of year	\$ 702,009,159	\$ 702,009,159	\$ 702,009,159	\$ ---	\$ ---
Resources (inflows)					
Fuel taxes	109,000	109,000	111,570	2,570	12,213
License, fees and permits	90,179,000	90,179,000	105,996,634	15,817,634	10,025,664
Vehicle sales taxes	191,102,000	191,102,000	173,255,240	(17,846,760)	(3,220,644)
Interest	7,478,247	7,478,247	13,572,089	6,093,842	4,032,047
Intergovernmental/cost reimbursements/miscellaneous	96,380,000	96,380,000	57,153,441	(39,226,559)	(13,008,672)
Federal government	992,302,000	992,606,800	882,536,331	(110,070,469)	(12,244,830)
Amount available for appropriation	<u>2,079,559,406</u>	<u>2,079,864,206</u>	<u>1,934,634,464</u>	<u>(145,229,742)</u>	<u>(14,404,222)</u>
Charges to appropriations (outflows)					
Administration					
Personal service	18,524,954	18,524,954	17,424,824	1,100,130	896,260
Fringe benefits	34,511,289	34,511,289	31,365,974	3,145,315	2,615,804
Expense and equipment	13,121,217	15,287,347	13,122,811	2,164,536	5,205,845
Maintenance					
Personal service	141,680,832	142,948,471	139,660,458	3,288,013	3,961,815
Fringe benefits	132,063,175	133,182,433	126,789,850	6,392,583	4,811,845
Expense and equipment	213,632,061	210,000,142	199,453,713	10,546,429	363,681
Construction					
Personal service	65,093,687	64,864,110	63,156,533	1,707,577	3,008,940
Fringe benefits	54,751,126	54,762,973	50,494,961	4,268,012	4,026,717
Expense and equipment	17,303,365	18,273,784	17,084,882	1,188,902	1,734,243
Contracts	1,042,528,555	1,076,286,054	908,838,193	167,447,861	45,814,904
Right of way purchase	10,000,000	10,000,000	4,733,306	5,266,694	5,730,918
Fleet, facilities and information systems					
Personal service	11,464,708	11,360,128	9,988,837	1,371,291	1,171,719
Fringe benefits	9,922,648	9,827,558	8,507,967	1,319,591	1,074,720
Expense and equipment	60,175,052	68,476,179	59,434,413	9,041,766	8,485,902
Multimodal operations					
Personal service	450,747	450,747	468,381	(17,634)	3,106
Fringe benefits	376,304	376,304	342,076	34,228	99,676
Expense and equipment	34,852	34,852	319,886	(285,034)	291,778
Program	176,000	176,000	176,000	---	2
Bond principal and interest payments	100,557,044	100,557,044	100,554,870	2,174	16,267
Total charges to appropriations	<u>1,926,367,616</u>	<u>1,969,900,369</u>	<u>1,751,917,935</u>	<u>217,982,434</u>	<u>89,314,142</u>
Transfers from Highway Fund	510,000,000	510,000,000	487,871,787	(22,128,213)	(48,718,426)
Budgetary fund balance, end of year	<u>\$ 663,191,790</u>	<u>\$ 619,963,837</u>	<u>\$ 670,588,316</u>	<u>\$ 50,624,479</u>	<u>\$ 26,191,494</u>

Required Supplementary Information

Budget Basis to GAAP Reconciliations and Disclosure

Years Ended June 30, 2019 and 2018

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 2019:

	State Highways and Transportation Department Fund	State Road Fund
Fund balance, budgetary basis	\$ 6,688,088	\$ 670,588,316
Receivables	107,110,688	115,083,095
Due from other funds	---	72,732
Inventories	---	32,865,425
Payables	(9,580,370)	(118,986,636)
Deposits	---	(2,102,908)
Unearned revenue	---	(4,848,493)
Unavailable revenues	(76,418)	(15,521,860)
Change in fair value of investments	<u>3,211</u>	<u>330,508</u>
Fund balance, GAAP basis	<u>\$ 104,145,199</u>	<u>\$ 677,480,179</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 2018:

	State Highways and Transportation Department Fund	State Road Fund
Fund balance, budgetary basis	\$ 17,071,525	\$ 702,009,159
Receivables	110,885,599	124,478,936
Due from other funds	---	130,552
Inventories	---	33,738,446
Payables	(9,426,504)	(123,095,255)
Deposits	---	(1,378,015)
Unearned revenue	---	(4,305,682)
Unavailable revenues	(77,589)	(22,532,259)
Change in fair value of investments	<u>(136,147)</u>	<u>(5,567,451)</u>
Fund balance, GAAP basis	<u>\$ 118,316,884</u>	<u>\$ 703,478,431</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 by 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 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>
6/30/2018	62.39%	\$1,040,233,956	\$219,256,041	474.44%	58.13%
6/30/2017	62.01	1,012,417,855	219,668,222	460.88	57.06
6/30/2016	62.03	1,097,719,514	212,224,044	517.25	52.96
6/30/2015	62.23	1,061,941,581	212,044,879	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>
2019 ¹	\$130,420,220	\$130,420,220	\$ ---	\$224,862,449	58.00%
2018	127,168,503	127,168,503	---	219,256,041	58.00
2017	127,407,569	127,407,569	---	219,668,223	58.00
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 ²	116,000,251	116,000,251	---	213,845,536	54.24
2013 ³	107,190,383	107,190,383	---	210,507,429	50.92
2012 ⁴	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

¹ For the plan year ended June 30, 2018, there were no changes to the plan's benefit terms. Assumed rates of withdrawal, disability, retirement and wage increases due to merit and longevity were adjusted to more closely track experience. Mortality tables were updated to use the RP-2014 Healthy Annuitant, Employee and Disabled Retiree Annuitant tables projected to 2022 using scale MP-2017. Economic assumptions lowered to 7.00% investment return, 3.00% wage inflation and 2.25% price inflation. Other miscellaneous changes were made for potential survivor benefits, sick leave, etc.

² For the plan year ended June 30, 2013, there were no changes to the plan's benefit terms. The assumptions and methods used were those adopted by the Board from the July 1, 2007 through June 30, 2012 Experience Study. The changes resulted in an increase in computed the computed contribution rate of 4.60% for Non-Uniform and 6.02% for Uniform employees.

³ For the plan year ended June 30, 2012, the Governmental Accounting Standards Board implemented Statements No. 76 and 68. To minimize the difference between what is used for funding and what is used for reporting, the Board adopted the traditional entry age normal cost method for future valuations beginning with the June 30, 2012 valuation. The effect of these changes decreased the Non-Uniform contribution rate by 0.04% and increased the Uniform contribution rate by 3.33%. The amortization of the unfunded actuarial accrued liability was revised pursuant to the Department's estimates of future payroll.

⁴ For the plan year ended June 30, 2012, there were no changes in the assumptions and methods for the June 30, 2011 valuation, other than the method change to reflect the near term downsizing of MoDOT in the financing of the unfunded actuarial accrued liability.

Required Supplementary Information

Schedule of Proportionate Share of Total OPEB Liability Last 10 Fiscal Years*

(Dollar amounts in thousands)

<u>Fiscal Year</u>	<u>Department's Proportion of Total OPEB Liability</u>	<u>Department's Proportionate Share of the Total OPEB Liability</u>	<u>Department's Covered Employee Payroll</u>	<u>Department's Proportionate Share of The Total OPEB Liability as a Percentage of its Covered Employee Payroll</u>	<u>Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability</u>
2019	100.0%	\$772,732	\$226,598	341%	n/a
2018	100.0	776,187	226,826	342	n/a
2017	100.0	845,952	220,401	383	n/a

*The amounts presented for each fiscal year were determined as of the measurement date. This schedule will ultimately present ten years of data when available.

The Insurance Plan is an internal service fund of the Department and is funded on a pay-as-you-go basis. The Plan is not a trust and does not have a fiduciary net position.

Required Supplementary Information

Schedule of Proportionate Share of Total OPEB Contributions Last 10 Fiscal Years*

(Dollar amounts in thousands)

<u>Fiscal Year</u>	<u>Required Contributions</u>	<u>Actual Contributions</u>	<u>Contribution Deficiency/Excess</u>	<u>Department's Covered Employee Payroll</u>	<u>Contributions as a Percentage of Covered Employee Payroll</u>
2019	\$---	\$17,623	\$---	\$226,598	7.8%
2018	---	17,146	---	226,826	8.0
2017	---	15,985	---	220,401	7.0

*The amounts presented for each year were determined as of the fiscal year end. This schedule will ultimately present ten years of data when available.

The Insurance Plan is an internal service fund of the Department and 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.

No assets have been accumulated in a trust to pay related benefits.

Required Supplementary Information

Schedule of Changes in the Department's Total OPEB Liability and Related Ratios* (Dollar amounts in thousands)

	<u>2019</u>	<u>2018</u>
Service cost	25,561	31,492
Interest	27,481	24,779
Changes of benefit terms	---	---
Difference between expected and actual experience	(1,758)	---
Changes of assumptions or other inputs	(37,482)	(110,051)
Benefit payments	<u>(17,257)</u>	<u>(15,985)</u>
Net change in total OPEB liability	(3,455)	(69,765)
Total OPEB liability beginning	776,187	845,952
Total OPEB liability ending	772,732	776,187
Covered employee payroll	226,598	226,826
Total OPEB liability as a percentage of covered employee payroll	341%	342%

There were no changes in benefit terms. The change in assumption was the discount rate.

Changes of assumptions and other inputs reflect the effects of changes in the discount rate each fiscal year. Discount rates used for fiscal years 2019 and 2018 were 3.87 percent and 3.58 percent, respectively.

No assets have been accumulated in a trust to pay related benefits.

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



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Combining Financial Statements Nonmajor Governmental Funds

Combining Balance Sheets

Nonmajor Governmental Funds – Special Revenue

June 30, 2019

With Summarized Financial Information for 2018

	Multimodal Federal and State Fund	State Transportation Fund	Aviation Trust Fund	State Transportation Assistance Revolving Fund	MCS Federal Fund
Assets					
Cash and cash equivalents	\$ 2,210,930	\$4,197,686	\$9,390,087	\$3,092,513	\$504,243
State taxes and fees receivable	---	459,982	23,854	---	---
Federal government receivable	5,082,890	---	---	---	363,201
Miscellaneous receivables, net	6,187,696	---	---	24,802	---
Loans receivable	---	---	---	<u>1,159,830</u>	---
Total assets	<u>\$13,481,516</u>	<u>\$4,657,668</u>	<u>\$9,413,941</u>	<u>\$4,277,145</u>	<u>\$867,444</u>
Liabilities, Deferred Inflows of Resources and Fund Balances					
Liabilities					
Accounts payable	\$12,709,986	\$ 12,469	\$ 350,922	\$ ---	\$ 735,110
Accrued payroll	22,420	9,775	35,385	---	---
Unearned revenue	1,410,394	---	---	---	---
Due to other funds	<u>16,515</u>	<u>5,902</u>	<u>25,483</u>	---	---
Total liabilities	<u>14,159,315</u>	<u>28,146</u>	<u>411,790</u>	<u>---</u>	<u>735,110</u>
Deferred Inflows of Resources					
Unavailable revenues	---	---	---	---	---
Total deferred inflows of resources	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
Fund Balances					
Unassigned	(677,799)	---	---	---	---
Restricted – highways and transportation	---	<u>4,629,522</u>	<u>9,002,151</u>	<u>4,277,145</u>	<u>132,334</u>
Total fund balances	<u>(677,799)</u>	<u>4,629,522</u>	<u>9,002,151</u>	<u>4,277,145</u>	<u>132,334</u>
Total liabilities, deferred inflows of resources and fund balances	<u>\$13,481,516</u>	<u>\$4,657,668</u>	<u>\$9,413,941</u>	<u>\$4,277,145</u>	<u>\$867,444</u>

Grade Crossing Safety Fund	Railroad Expense Fund	Highway Safety Fund	Motorcycle Safety Fund	Total	
				2019	2018
\$2,979,715	\$776,460	\$ 602,986	\$108,502	\$23,863,122	\$19,113,882
312,108	---	---	---	795,944	1,116,993
---	---	2,112,162	---	7,558,253	4,956,335
611	---	8,197	---	6,221,306	4,833,296
---	---	---	---	1,159,830	1,457,681
<u>\$3,292,434</u>	<u>\$776,460</u>	<u>\$2,723,345</u>	<u>\$108,502</u>	<u>\$39,598,455</u>	<u>\$31,478,187</u>
\$ 426,734	\$ 3,742	\$2,407,414	\$ 68,621	\$16,714,998	\$10,891,330
---	26,131	21,686	---	115,397	113,080
---	---	---	---	1,410,394	1,195,326
---	24,832	---	---	72,732	130,552
<u>426,734</u>	<u>54,705</u>	<u>2,429,100</u>	<u>68,621</u>	<u>18,313,521</u>	<u>12,330,288</u>
38,923	---	---	---	38,923	38,923
<u>38,923</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>38,923</u>	<u>38,923</u>
---	---	---	---	(677,799)	(328,395)
<u>2,826,777</u>	<u>721,755</u>	<u>294,245</u>	<u>39,881</u>	<u>21,923,810</u>	<u>19,437,371</u>
<u>2,826,777</u>	<u>721,755</u>	<u>294,245</u>	<u>39,881</u>	<u>21,246,011</u>	<u>19,108,976</u>
<u>\$3,292,434</u>	<u>\$776,460</u>	<u>\$2,723,345</u>	<u>\$108,502</u>	<u>\$39,598,455</u>	<u>\$31,478,187</u>

Combining Statements of Revenues, Expenditures and Changes in Fund Balances

Nonmajor Governmental Funds – Special Revenue

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Multimodal Federal and State Fund	State Transportation Fund	Aviation Trust Fund	State Transportation Assistance Revolving Fund	MCS Federal Fund
Revenues					
Fuel taxes	\$ ---	\$ ---	\$ 245,076	\$ ---	\$ ---
Sales taxes	---	4,742,849	5,958,787	---	---
Licenses, fees and permits	---	---	---	---	---
Intergovernmental/cost reimbursements/miscellaneous	1,369,216	---	38,117	---	111
Investment earnings	---	---	183,524	101,157	---
State government	19,493,781	---	---	---	---
Federal government	61,015,974	---	---	---	2,732,357
Total revenues	<u>81,878,971</u>	<u>4,742,849</u>	<u>6,425,504</u>	<u>101,157</u>	<u>2,732,468</u>
Expenditures					
Current					
Maintenance	---	---	---	---	2,732,467
Multimodal operations	82,091,392	4,800,384	4,476,264	606	---
Capital outlay	136,983	---	---	---	---
Total expenditures	<u>82,228,375</u>	<u>4,800,384</u>	<u>4,476,264</u>	<u>606</u>	<u>2,732,467</u>
Excess of revenues over (under) expenditures	<u>(349,404)</u>	<u>(57,535)</u>	<u>1,949,240</u>	<u>100,551</u>	<u>1</u>
Other Financing Sources (Uses)					
Capital asset sales	---	---	---	---	---
Transfers out	---	---	---	---	---
Total other financing sources (uses)	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
Net Changes in Fund Balances	<u>(349,404)</u>	<u>(57,535)</u>	<u>1,949,240</u>	<u>100,551</u>	<u>1</u>
Fund Balances, beginning of year	<u>(328,395)</u>	<u>4,687,057</u>	<u>7,052,911</u>	<u>4,176,594</u>	<u>132,333</u>
Fund Balances, end of year	<u>\$ (677,799)</u>	<u>\$ 4,629,522</u>	<u>\$ 9,002,151</u>	<u>\$ 4,277,145</u>	<u>\$ 132,334</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>2019</u>	<u>2018</u>
\$ ---	\$ ---	\$ ---	\$ ---	\$ 245,076	\$ 260,531
---	---	---	---	10,701,636	12,256,726
1,566,924	1,215,223	---	245,689	3,027,836	2,675,764
---	---	13,086	---	1,420,530	2,205,696
---	---	---	---	284,681	141,146
---	---	---	---	19,493,781	13,911,843
---	---	<u>16,330,839</u>	---	<u>80,079,170</u>	<u>69,464,632</u>
<u>1,566,924</u>	<u>1,215,223</u>	<u>16,343,925</u>	<u>245,689</u>	<u>115,252,710</u>	<u>100,916,338</u>
---	---	16,335,734	350,119	19,418,320	16,215,816
1,274,343	917,383	---	---	93,560,372	86,596,022
---	---	---	---	136,983	440,372
<u>1,274,343</u>	<u>917,383</u>	<u>16,335,734</u>	<u>350,119</u>	<u>113,115,675</u>	<u>103,252,210</u>
<u>292,581</u>	<u>297,840</u>	<u>8,191</u>	<u>(104,430)</u>	<u>2,137,035</u>	<u>(2,335,872)</u>
---	---	---	---	---	1,650
---	---	---	---	---	(11,687)
---	---	---	---	---	(10,037)
292,581	297,840	8,191	(104,430)	2,137,035	(2,345,909)
<u>2,534,196</u>	<u>423,915</u>	<u>286,054</u>	<u>144,311</u>	<u>19,108,976</u>	<u>21,454,885</u>
<u>\$2,826,777</u>	<u>\$ 721,755</u>	<u>\$ 294,245</u>	<u>\$ 39,881</u>	<u>\$ 21,246,011</u>	<u>\$ 19,108,976</u>



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Combining Financial Statements Proprietary Funds

Combining Statements of Net Position

Proprietary Funds – Internal Service

June 30, 2019

With Summarized Financial Information for 2018

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total	
			2019	2018
Assets				
Current assets				
Cash and cash equivalents	\$16,440,333	\$ 4,329,596	\$ 20,769,929	\$ 18,936,706
Investments	5,730,069	20,675,178	26,405,247	12,517,039
Restricted investments	100,000	---	100,000	300,000
Miscellaneous receivables	<u>2,601,077</u>	<u>454,763</u>	<u>3,055,840</u>	<u>2,952,662</u>
Total current assets	<u>24,871,479</u>	<u>25,459,537</u>	<u>50,331,016</u>	<u>34,706,407</u>
Noncurrent assets				
Investments	34,226,013	86,356,923	120,582,936	114,642,214
Restricted investments	---	200,000	200,000	---
Total noncurrent assets	<u>34,226,013</u>	<u>86,556,923</u>	<u>120,782,936</u>	<u>114,642,214</u>
Total assets	<u>59,097,492</u>	<u>112,016,460</u>	<u>171,113,952</u>	<u>149,348,621</u>
Liabilities				
Current liabilities				
Accounts payable	2,450,116	32,900	2,483,016	1,512,063
Unearned revenue	9,316,849	---	9,316,849	9,736,699
Pending self insurance claims	---	17,461,000	17,461,000	18,800,000
Incurred but not reported claims	<u>9,600,000</u>	<u>6,433,000</u>	<u>16,033,000</u>	<u>17,945,000</u>
Total current liabilities	<u>21,366,965</u>	<u>23,926,900</u>	<u>45,293,865</u>	<u>47,993,762</u>
Noncurrent liabilities				
Pending self insurance claims	---	37,528,093	37,528,093	44,352,727
Incurred but not reported claims	---	<u>13,824,000</u>	<u>13,824,000</u>	<u>12,846,000</u>
Total noncurrent liabilities	---	<u>51,352,093</u>	<u>51,352,093</u>	<u>57,198,727</u>
Total liabilities	<u>21,366,965</u>	<u>75,278,993</u>	<u>96,645,958</u>	<u>105,192,489</u>
Net Position				
Restricted net position	100,000	200,000	300,000	300,000
Unrestricted net position	<u>37,630,527</u>	<u>36,537,467</u>	<u>74,167,994</u>	<u>43,856,132</u>
Total net position	<u>\$37,730,527</u>	<u>\$ 36,737,467</u>	<u>\$74,467,994</u>	<u>\$ 44,156,132</u>

Combining Statements of Revenues, Expenses and Changes in Net Position

Proprietary Funds – Internal Service

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total	
			2019	2018
Operating Revenues				
Self insurance premiums				
Highway workers' compensation	\$ ---	\$ 6,000,000	\$ 6,000,000	\$ 6,000,000
Highway patrol workers' compensation	---	2,400,000	2,400,000	2,400,000
Highway fleet vehicle liability	---	2,000,000	2,000,000	1,400,000
Highway general liability	---	9,000,000	9,000,000	10,500,000
Medical insurance premiums				
State	94,206,827	---	94,206,827	91,005,733
Member	47,665,381	---	47,665,381	47,072,328
Other	9,702,943	380,218	10,083,161	10,986,553
Total operating revenues	151,575,151	19,780,218	171,355,369	169,364,614
Operating Expenses				
Self insurance programs				
Highway workers' compensation	---	9,132,232	9,132,232	7,120,556
Highway patrol workers' compensation	---	2,984,337	2,984,337	3,585,391
Highway fleet vehicle liability	---	888,293	888,293	1,142,855
Highway general liability	---	(1,606,046)	(1,606,046)	8,331,203
Other	---	1,057,615	1,057,615	1,135,162
Medical and life insurance program				
Insurance premiums	6,584,534	---	6,584,534	7,238,950
Medical benefits	88,849,447	---	88,849,447	99,507,539
Prescription drug benefits	32,054,913	---	32,054,913	30,038,517
Professional fees	1,123,360	---	1,123,360	950,162
Administrative services	6,259,135	---	6,259,135	5,901,779
Total operating expenses	134,871,389	12,456,431	147,327,820	164,952,114
Operating income (loss)	16,703,762	7,323,787	24,027,549	4,412,500
Nonoperating Revenues				
Net appreciation and investment income	1,755,008	4,529,305	6,284,313	135,515
Total nonoperating revenues	1,755,008	4,529,305	6,284,313	135,515
Changes in Net Position	18,458,770	11,853,092	30,311,862	4,548,015
Net Position, beginning of year	19,271,757	24,884,375	44,156,132	39,608,117
Net Position, end of year	\$ 37,730,527	\$ 36,737,467	\$ 74,467,994	\$ 44,156,132

Combining Statements of Cash Flows

Proprietary Funds – Internal Service

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	MoDOT & MSHP Medical and Life Insurance Plan	MHTC Self Insurance Plan	Total	
			2019	2018
Cash Flows From Operating Activities				
Receipts from interfund services provided	\$ 151,464,047	\$ 19,825,995	\$171,290,042	\$169,376,613
Payments for interfund services used	(130,808,744)	(17,596,450)	(148,405,194)	(157,161,733)
Payments to suppliers	(6,411,544)	(1,057,615)	(7,469,159)	(8,548,263)
Net cash provided by (used in) operating activities	<u>14,243,759</u>	<u>1,171,930</u>	<u>15,415,689</u>	<u>3,666,617</u>
Cash Flows From Investing Activities				
Proceeds from sale and maturities of investments	12,844,702	27,594,017	40,438,719	31,600,406
Purchases of investments	(23,884,828)	(33,412,550)	(57,297,378)	(41,644,242)
Interest received	1,007,029	2,401,575	3,408,604	2,754,461
Investment fees	(31,469)	(100,942)	(132,411)	(125,395)
Net cash provided by (used in) investing activities	<u>(10,064,566)</u>	<u>(3,517,900)</u>	<u>(13,582,466)</u>	<u>(7,414,770)</u>
Net increase (decrease) in cash and cash equivalents	4,179,193	(2,345,970)	1,833,223	(3,748,153)
Cash and Cash Equivalents, beginning of year	<u>12,261,140</u>	<u>6,675,566</u>	<u>18,936,706</u>	<u>22,684,859</u>
Cash and Cash Equivalents, end of year	<u>\$ 16,440,333</u>	<u>\$ 4,329,596</u>	<u>\$ 20,769,929</u>	<u>\$ 18,936,706</u>
Reconciliation of Operating Income (Loss) to Net Cash Provided by (Used in) Operating Activities				
Operating income (loss)	\$ 16,703,762	\$ 7,323,787	\$ 24,027,549	\$ 4,412,500
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities				
Receivables	(111,105)	45,777	(65,328)	11,999
Accounts and claims payable	(1,929,047)	(6,197,634)	(8,126,681)	(1,493,795)
Unearned revenue	(419,851)	---	(419,851)	735,913
Net cash provided by (used in) operating activities	<u>\$ 14,243,759</u>	<u>\$ 1,171,930</u>	<u>\$ 15,415,689</u>	<u>\$ 3,666,617</u>
Noncash Items Impacting Recorded Assets				
Increase (decrease) in fair value of investments	<u>\$ 751,032</u>	<u>\$ 2,219,238</u>	<u>\$ 2,970,270</u>	<u>\$ (2,577,542)</u>

Combining Financial Statements Fiduciary Funds



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Combining Statements of Assets and Liabilities

Fiduciary Funds – Agency

June 30, 2019

With Summarized Financial Information for 2018

			<u>Total</u>	
	<u>Local Fund</u>	<u>MCS Agency Fund</u>	<u>2019</u>	<u>2018</u>
Assets				
Restricted cash and cash equivalents	\$33,169,278	\$10,666,471	\$43,835,749	\$38,479,826
Other	---	21,417	21,417	13,437
Total assets	<u>\$33,169,278</u>	<u>\$10,687,888</u>	<u>\$43,857,166</u>	<u>\$38,493,263</u>
Liabilities				
Due to other governments	\$ ---	\$10,687,888	\$10,687,888	\$ 8,104,304
Advances from other governments	33,169,278	---	33,169,278	30,388,959
Total liabilities	<u>\$33,169,278</u>	<u>\$10,687,888</u>	<u>\$43,857,166</u>	<u>\$38,493,263</u>

Combining Statements of Changes in Assets and Liabilities

Fiduciary Funds – Agency

Years ended June 30, 2019 and 2018

	2019			
	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deductions</u>	<u>Ending Balance</u>
<u>Local Fund</u>				
Assets				
Restricted cash and cash equivalents	\$30,388,959	\$ 17,045,759	\$ 14,265,440	\$33,169,278
Total assets	<u>\$30,388,959</u>	<u>\$ 17,045,759</u>	<u>\$ 14,265,440</u>	<u>\$33,169,278</u>
Liabilities				
Advances from other governments	\$30,388,959	\$ 14,045,759	\$ 11,265,440	\$33,169,278
Total liabilities	<u>\$30,388,959</u>	<u>\$ 14,045,759</u>	<u>\$ 11,265,440</u>	<u>\$33,169,278</u>
 <u>MCS Agency Fund</u>				
Assets				
Restricted cash and cash equivalents	\$ 8,090,867	\$205,504,317	\$202,928,713	\$10,666,471
Other	13,437	222,290	214,310	21,417
Total assets	<u>\$ 8,104,304</u>	<u>\$205,726,607</u>	<u>\$203,143,023</u>	<u>\$10,687,888</u>
Liabilities				
Due to other governments	\$ 8,104,304	\$205,726,607	\$203,143,023	\$10,687,888
Total liabilities	<u>\$ 8,104,304</u>	<u>\$205,726,607</u>	<u>\$203,143,023</u>	<u>\$10,687,888</u>
 <u>Totals</u>				
Assets				
Restricted cash and cash equivalents	\$38,479,826	\$222,550,076	\$217,194,153	\$43,835,749
Other	13,437	222,290	214,310	21,417
Total assets	<u>\$38,493,263</u>	<u>\$222,772,366</u>	<u>\$217,408,463</u>	<u>\$43,857,166</u>
Liabilities				
Due to other governments	\$ 8,104,304	\$205,726,607	\$203,143,023	\$10,687,888
Advances from other governments	30,388,959	14,045,759	11,265,440	33,169,278
Total liabilities	<u>\$38,493,263</u>	<u>\$219,772,366</u>	<u>\$214,408,463</u>	<u>\$43,857,166</u>

2018			
<u>Beginning Balance</u>	<u>Additions</u>	<u>Deductions</u>	<u>Ending Balance</u>
\$35,194,260	\$ 27,352,906	\$ 32,158,207	\$30,388,959
<u>\$35,194,260</u>	<u>\$ 27,352,906</u>	<u>\$ 32,158,207</u>	<u>\$30,388,959</u>
\$35,194,260	\$ 27,342,466	\$ 32,147,767	\$30,388,959
<u>\$35,194,260</u>	<u>\$ 27,342,466</u>	<u>\$ 32,147,767</u>	<u>\$30,388,959</u>
\$ 4,721,160	\$211,078,014	\$207,708,307	\$ 8,090,867
5,299	124,955	116,817	13,437
<u>\$ 4,726,459</u>	<u>\$211,202,969</u>	<u>\$207,825,124</u>	<u>\$ 8,104,304</u>
\$ 4,726,459	\$211,202,970	\$207,825,125	\$ 8,104,304
<u>\$ 4,726,459</u>	<u>\$211,202,970</u>	<u>\$207,825,125</u>	<u>\$ 8,104,304</u>
\$39,915,420	\$238,430,920	\$239,866,514	\$38,479,826
5,299	124,955	116,817	13,437
<u>\$39,920,719</u>	<u>\$238,555,875</u>	<u>\$239,983,331</u>	<u>\$38,493,263</u>
\$ 4,726,459	\$211,202,971	\$ 207,825,125	\$ 8,104,304
35,194,260	27,342,465	32,147,767	30,388,959
<u>\$39,920,719</u>	<u>\$ 238,545,436</u>	<u>\$ 239,972,892</u>	<u>\$38,493,263</u>



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Budgetary Comparison Schedules and Reconciliations Debt Service and Nonmajor Governmental Funds

Budgetary Comparison Schedule and Reconciliation

Debt Service – State Road Bond Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$ 47,542,545	\$ 47,542,545	\$ ---	\$ ---
Resources (inflows)				
Vehicle sales taxes	196,333,000	178,003,341	(18,329,659)	(3,383,358)
Interest	802,921	1,728,887	925,966	861,662
Amount available for appropriation	<u>244,678,466</u>	<u>227,274,773</u>	<u>(17,403,693)</u>	<u>(2,521,696)</u>
Charges to appropriations (outflows)				
Bond principal and interest payments	188,906,317	188,848,229	58,088	18,356
Total charges to appropriations	<u>188,906,317</u>	<u>188,848,229</u>	<u>58,088</u>	<u>18,356</u>
Budgetary fund balance, end of year	<u>\$55,772,149</u>	<u>\$ 38,426,544</u>	<u>\$(17,345,605)</u>	<u>\$(2,503,340)</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 2019
Budgetary fund balance, end of year	\$38,426,544
Receivables	17,460,170
Change in fair value of investments	<u>18,464</u>
GAAP basis fund balance, end of year	<u>\$55,905,178</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Multimodal Federal and State Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$ 2,084,801	\$ 2,084,801	\$ ---	\$ ---
Resources (inflows)				
State government	19,930,696	18,060,986	(1,869,710)	(2,017,391)
Intergovernmental/cost reimbursement/miscellaneous	---	1,584,285	1,584,285	2,852,766
Federal government	<u>101,393,013</u>	<u>58,768,934</u>	<u>(42,624,079)</u>	<u>(27,293,088)</u>
Amount available for appropriation	<u>123,408,510</u>	<u>80,499,006</u>	<u>(42,909,504)</u>	<u>(26,457,713)</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	296,009	275,480	20,529	2,536
Fringe benefits	245,388	206,983	38,405	817
Expense and equipment	359,316	96,204	263,112	251,580
Program	<u>120,435,896</u>	<u>77,709,409</u>	<u>42,726,487</u>	<u>26,288,209</u>
Total charges to appropriations	<u>121,336,609</u>	<u>78,288,076</u>	<u>43,048,533</u>	<u>26,543,142</u>
Budgetary fund balance, end of year	<u>\$ 2,071,901</u>	<u>\$ 2,210,930</u>	<u>\$ 139,029</u>	<u>\$ 85,429</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 2019
Budgetary fund balance, end of year	\$ 2,210,930
Receivables	11,270,586
Payables	(12,732,406)
Unearned revenues	(1,410,394)
Due to other funds	<u>(16,515)</u>
GAAP basis fund balance, end of year	<u>\$ (677,799)</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental - State Transportation Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$4,245,793	\$4,245,793	\$ ---	\$ ---
Resources (inflows)				
Sales taxes	<u>5,235,101</u>	<u>4,746,742</u>	<u>(488,359)</u>	<u>126,347</u>
Amount available for appropriation	<u>9,480,894</u>	<u>8,992,535</u>	<u>(488,359)</u>	<u>126,347</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	135,403	115,056	20,347	868
Fringe benefits	110,059	91,371	18,688	4,875
Expense and equipment	66,452	44,710	21,742	28,737
Program	<u>4,685,353</u>	<u>4,543,712</u>	<u>141,641</u>	<u>146,562</u>
Total charges to appropriations	<u>4,997,267</u>	<u>4,794,849</u>	<u>202,418</u>	<u>181,042</u>
Budgetary fund balance, end of year	<u>\$4,483,627</u>	<u>\$4,197,686</u>	<u>\$(285,941)</u>	<u>\$307,389</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 2019
Budgetary fund balance, end of year	\$4,197,686
Receivables	459,982
Payables	(22,244)
Due to other funds	<u>(5,902)</u>
GAAP basis fund balance, end of year	<u>\$4,629,522</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental - Aviation Trust Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$ 6,740,693	\$ 6,740,693	\$ ---	\$ ---
Resources (inflows)				
Fuel taxes	263,134	255,481	(7,653)	(1,671)
Sales taxes	4,078,455	6,465,396	2,386,941	1,448,339
Interest	60,661	144,853	84,192	5,851
Intergovernmental/cost				
Reimbursements/miscellaneous	---	18,128	18,128	446
Amount available for appropriation	<u>11,142,943</u>	<u>13,624,551</u>	<u>2,481,608</u>	<u>1,452,965</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	494,243	487,665	6,578	1,865
Fringe benefits	404,101	371,689	32,412	27,138
Expense and equipment	207,972	176,201	31,771	38,935
Program	<u>11,000,000</u>	<u>3,227,462</u>	<u>7,772,538</u>	<u>1,274,746</u>
Total charges to appropriations	<u>12,106,316</u>	<u>4,263,017</u>	<u>7,843,299</u>	<u>1,342,684</u>
Budgetary fund balance, end of year	\$ <u>(963,373)</u>	\$ <u>9,361,534</u>	\$ <u>10,324,907</u>	\$ <u>2,795,649</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 2019
Budgetary fund balance, end of year	\$9,361,534
Receivables	50,800
Payables	(386,307)
Due to other funds	(25,483)
Change in fair value of investments	<u>1,607</u>
GAAP basis fund balance, end of year	\$ <u>9,002,151</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – State Transportation Assistance Revolving Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$2,713,707	\$2,713,707	\$ ---	\$ ---
Resources (inflows)				
License fees, and permits	---	---	---	---
Interest	---	89,044	89,044	61,904
Intergovernmental/cost reimbursements/miscellaneous	<u>1,000,526</u>	<u>297,851</u>	<u>(704,675)</u>	<u>(509,394)</u>
Amount available for appropriation	<u>3,714,233</u>	<u>3,100,602</u>	<u>(613,631)</u>	<u>(447,490)</u>
Charges to appropriations (outflows)				
Multimodal operations				
Expense and equipment	526	526	---	---
Program	<u>1,000,000</u>	<u>8,144</u>	<u>991,856</u>	<u>67,497</u>
Total charges to appropriations	<u>1,000,526</u>	<u>8,670</u>	<u>991,856</u>	<u>67,497</u>
Budgetary fund balance, end of year	<u>\$2,713,707</u>	<u>\$3,091,932</u>	<u>\$ 378,225</u>	<u>\$ (379,993)</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 2019
Budgetary fund balance, end of year	\$3,091,932
Receivables	1,184,632
Change in fair value of investments	<u>581</u>
GAAP basis fund balance, end of year	<u>\$4,277,145</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – MCS Federal Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$ 127,897	\$ 127,897	\$ ---	\$ ---
Resources (inflows)				
Intergovernmental/cost				
reimbursements/miscellaneous	---	111	111	1,715
Federal government	<u>3,299,725</u>	<u>2,489,152</u>	<u>(810,573)</u>	<u>(1,091,874)</u>
Amount available for appropriation	<u>3,427,622</u>	<u>2,617,160</u>	<u>(810,462)</u>	<u>(1,090,159)</u>
Charges to appropriations (outflows)				
Maintenance				
Program	<u>3,299,725</u>	<u>2,112,917</u>	<u>1,186,808</u>	<u>1,088,020</u>
Total charges to appropriations	<u>3,299,725</u>	<u>2,112,917</u>	<u>1,186,808</u>	<u>1,088,020</u>
Budgetary fund balance, end of year	\$ <u>127,897</u>	\$ <u>504,243</u>	\$ <u>376,346</u>	\$ <u>(2,139)</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 2019
Budgetary fund balance, end of year	\$504,243
Receivables	363,201
Payables	<u>(735,110)</u>
GAAP basis fund balance, end of year	<u>\$132,334</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Grade Crossing Safety Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$2,432,457	\$2,432,457	\$ ---	\$ ---
Resources (inflows)				
License, fees and permits	1,409,102	1,387,418	(21,684)	5,394
Intergovernmental/cost reimbursements/miscellaneous	---	<u>38,312</u>	<u>38,312</u>	<u>11,687</u>
Amount available for appropriation	<u>3,841,559</u>	<u>3,858,187</u>	<u>16,628</u>	<u>17,081</u>
Charges to appropriations (outflows)				
Multimodal operations				
Expense and equipment	13,948	13,948	---	---
Program	<u>2,500,000</u>	<u>864,524</u>	<u>1,635,476</u>	<u>1,695,220</u>
Total charges to appropriations	<u>2,513,948</u>	<u>878,472</u>	<u>1,635,476</u>	<u>1,695,220</u>
Budgetary fund balance, end of year	<u>\$1,327,611</u>	<u>\$2,979,715</u>	<u>\$1,652,104</u>	<u>\$1,712,301</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 2019
Budgetary fund balance, end of year	\$2,979,715
Receivables	312,719
Payables	(426,734)
Unavailable revenues	<u>(38,923)</u>
GAAP basis fund balance, end of year	<u>\$2,826,777</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Railroad Expense Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$ 537,824	\$ 537,824	\$ ---	\$ ---
Resources (inflows)				
License, fees and permits	891,934	1,215,223	323,289	76,354
Amount available for appropriation	<u>1,429,758</u>	<u>1,753,047</u>	<u>323,289</u>	<u>76,354</u>
Charges to appropriations (outflows)				
Multimodal operations				
Personal service	411,902	388,708	23,194	3,773
Fringe benefits	348,470	300,236	48,234	52,493
Expense and equipment	695,302	287,643	407,659	189,652
Total charges to appropriations	<u>1,455,674</u>	<u>976,587</u>	<u>479,087</u>	<u>245,918</u>
Budgetary fund balance, end of year	\$ <u>(25,916)</u>	\$ <u>776,460</u>	<u>\$802,376</u>	<u>\$ 322,272</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 2019
Budgetary fund balance, end of year	\$776,460
Payables	(29,873)
Due to other funds	<u>(24,832)</u>
GAAP basis fund balance, end of year	<u>\$721,755</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Highway Safety Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$ 122,719	\$ 122,719	\$ ---	\$ ---
Resources (inflows)				
Intergovernmental/cost				
reimbursements/miscellaneous	---	4,889	4,889	13,876
Federal government	<u>19,601,399</u>	<u>16,219,167</u>	<u>(3,382,232)</u>	<u>(6,987,119)</u>
Amount available for appropriation	<u>19,724,118</u>	<u>16,346,775</u>	<u>(3,377,343)</u>	<u>(6,973,243)</u>
Charges to appropriations (outflows)				
Maintenance				
Personal service	295,528	261,359	34,169	44,952
Fringe benefits	251,478	224,315	27,163	25,639
Expense and equipment	54,393	54,382	11	4
Program	<u>19,000,000</u>	<u>15,203,733</u>	<u>3,796,267</u>	<u>6,810,489</u>
Total charges to appropriations	<u>19,601,399</u>	<u>15,743,789</u>	<u>3,857,610</u>	<u>6,881,084</u>
Budgetary fund balance, end of year	\$ <u>122,719</u>	\$ <u>602,986</u>	\$ <u>480,267</u>	\$ <u>(92,159)</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 2019
Budgetary fund balance, end of year	\$ 602,986
Receivables	2,120,359
Payables	<u>(2,429,100)</u>
GAAP basis fund balance, end of year	\$ <u>294,245</u>

Budgetary Comparison Schedule and Reconciliation

Nonmajor Governmental – Motorcycle Safety Fund

Year Ended June 30, 2019

With Summarized Financial Information for 2018

	Final Budgeted Amounts	Actual	Variances Between Final Budget and Actual	
			2019	2018
Budgetary fund balance, beginning of year	\$144,312	\$144,311	\$ (1)	\$ ---
Resources (inflows)				
License, fees and permits	<u>308,785</u>	<u>245,689</u>	<u>(63,096)</u>	<u>(8,730)</u>
Amount available for appropriation	<u>453,097</u>	<u>390,000</u>	<u>(63,097)</u>	<u>(8,730)</u>
Charges to appropriations (outflows)				
Maintenance				
Expense and equipment	3,123	3,123	---	---
Program	<u>425,000</u>	<u>278,374</u>	<u>146,626</u>	<u>60,558</u>
Total charges to appropriations	<u>428,123</u>	<u>281,497</u>	<u>146,626</u>	<u>60,558</u>
Budgetary fund balance, end of year	\$ <u>24,974</u>	\$ <u>108,503</u>	\$ <u>83,529</u>	\$ <u>51,828</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 2019
Budgetary fund balance, end of year	\$108,503
Payables	<u>(68,622)</u>
GAAP basis fund balance, end of year	\$ <u>39,881</u>



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Statistical Section



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Index and Overview

Statistical Section

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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>
2019	\$29,025,481	\$ 300	\$ (841,730)	\$28,184,051
2018	28,532,242	300	(854,851)	27,677,691
2017	28,001,891	300	(489,615)	27,512,576
2016	27,470,765	300	(424,498)	27,046,567
2015	27,079,459	300	(475,196)	26,604,563
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

Notes:

Amounts for fiscal years 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.

Amounts for fiscal years 2015, 2016, 2017 and 2018 were restated to correct errors related to infrastructure in progress, infrastructure and depreciation.

Amounts for fiscal year 2018 beginning balances were restated due to the implementation of GASB 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

Financial Trends

Changes in Net Position – Government-wide

Years Ended June 30

(Amounts in Thousands)

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Transportation Program Expenses				
Administration	\$ 14,133	\$ 8,890	\$ 24,255	\$ 25,374
Fleet, facilities and information systems	33,329	30,820	28,961	18,088
Maintenance	356,189	362,107	345,807	328,987
Construction	196,633	229,248	210,252	258,846
Multimodal operations	92,945	86,224	100,952	93,500
Interest	75,581	82,922	93,643	104,190
Other state agencies	228,881	224,811	234,614	225,148
Self insurance	12,456	21,315	9,671	21,604
Medical and life insurance	134,871	143,637	123,668	111,561
Pension obligations	85,991	76,746	87,675	78,196
Other post-employment benefit obligations	28,669	38,289	43,615	44,005
Depreciation	<u>545,753</u>	<u>520,620</u>	<u>498,595</u>	<u>474,320</u>
Total transportation program expenses	<u>1,805,431</u>	<u>1,825,629</u>	<u>1,801,708</u>	<u>1,783,819</u>
Transportation Program Revenues				
Charges for services				
Licenses, fees and permits	324,592	314,074	304,982	310,073
Member insurance premiums	47,665	47,072	44,803	41,989
Other	<u>61,638</u>	<u>87,171</u>	<u>74,825</u>	<u>68,200</u>
Total charges for services	433,895	448,317	424,610	420,262
Federal government				
American Recovery and Reinvestment Act	12,379	12,617	19,450	18,160
Operating	80,079	69,465	78,484	77,468
Capital	<u>873,877</u>	<u>949,145</u>	<u>847,191</u>	<u>826,329</u>
Total federal government	<u>966,335</u>	<u>1,031,227</u>	<u>945,125</u>	<u>921,957</u>
Total transportation program revenues	<u>1,400,230</u>	<u>1,479,544</u>	<u>1,369,735</u>	<u>1,342,219</u>
Net expense of transportation program	<u>(405,201)</u>	<u>(346,085)</u>	<u>(431,973)</u>	<u>(441,600)</u>
General Revenues				
Fuel taxes	512,454	521,273	512,713	517,366
Sales and use taxes	363,664	378,765	363,279	350,372
Unrestricted investment earnings	30,468	8,662	3,854	9,101
State appropriations	19,494	13,912	22,136	14,216
Gain (loss) on sale of capital assets	<u>(14,519)</u>	<u>(11,675)</u>	<u>(13,028)</u>	<u>(7,451)</u>
Total general revenues	<u>911,561</u>	<u>910,937</u>	<u>888,954</u>	<u>883,604</u>
Changes in Net Position	<u>\$ 506,360</u>	<u>\$ 564,852</u>	<u>\$ 456,981</u>	<u>\$ 442,004</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 years 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, 2017 and 2018 include restatements to correct errors related to infrastructure in progress, infrastructure and infrastructure depreciation.

Amounts for fiscal year 2018 beginning balances were restated due to the implementation of GASB 75, *Accounting and Financial Reporting For Postemployment Benefits Other Than Pensions*.

<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>
\$ 24,672	\$ 32,791	\$ 32,244	\$ 30,040	\$ 33,168	\$ 33,648
29,865	32,790	34,905	37,268	44,866	55,543
329,098	420,000	398,274	389,803	412,469	433,729
274,462	194,552	222,767	321,048	318,551	268,009
84,259	89,148	89,184	68,282	64,873	110,151
112,690	129,873	136,493	140,710	147,720	138,106
226,370	208,610	199,660	214,696	198,814	177,646
21,376	19,407	15,336	13,894	29,222	31,967
106,453	97,483	94,695	97,137	94,472	90,644
91,858	---	---	---	---	---
50,179	50,586	75,152	75,896	79,025	83,132
<u>454,219</u>	<u>442,734</u>	<u>413,382</u>	<u>323,238</u>	<u>747,674</u>	<u>876,501</u>
<u>1,805,501</u>	<u>1,717,974</u>	<u>1,712,092</u>	<u>1,712,012</u>	<u>2,170,854</u>	<u>2,299,076</u>
290,319	290,153	283,022	284,677	274,673	284,337
39,870	38,169	37,328	35,636	32,591	30,868
<u>55,454</u>	<u>85,389</u>	<u>108,043</u>	<u>131,371</u>	<u>150,871</u>	<u>108,214</u>
385,643	413,711	428,393	451,684	458,135	423,419
14,628	28,765	49,912	99,266	248,894	298,421
82,521	87,531	87,689	73,930	57,953	84,212
<u>763,952</u>	<u>839,912</u>	<u>892,031</u>	<u>860,754</u>	<u>1,228,181</u>	<u>974,391</u>
<u>861,101</u>	<u>956,208</u>	<u>1,029,632</u>	<u>1,033,950</u>	<u>1,535,028</u>	<u>1,357,024</u>
<u>1,246,744</u>	<u>1,369,919</u>	<u>1,485,025</u>	<u>1,485,634</u>	<u>1,993,163</u>	<u>1,780,443</u>
<u>(558,757)</u>	<u>(348,055)</u>	<u>(254,067)</u>	<u>(226,378)</u>	<u>(177,691)</u>	<u>(518,633)</u>
493,076	489,984	486,529	496,608	499,416	503,488
335,420	311,761	304,163	291,279	269,336	250,432
10,569	13,755	(1,157)	13,309	13,950	12,123
15,010	14,347	11,630	11,130	11,132	12,111
<u>(15,212)</u>	<u>(14,408)</u>	<u>(4,560)</u>	<u>(3,223)</u>	<u>(4,460)</u>	<u>(16,854)</u>
<u>838,863</u>	<u>813,439</u>	<u>796,605</u>	<u>809,103</u>	<u>789,374</u>	<u>761,300</u>
<u>\$ 280,106</u>	<u>\$ 465,384</u>	<u>\$ 542,538</u>	<u>\$ 582,725</u>	<u>\$ 611,683</u>	<u>\$ 242,667</u>

Financial Trends

Changes in Fund Balances – Governmental Funds

Years Ended June 30

(Amounts in Thousands)

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Revenues				
Fuel taxes	\$ 512,454	\$ 521,273	\$ 512,714	\$ 517,366
Sales and use taxes	363,664	378,765	363,279	350,372
Licenses, fees and permits	324,592	314,073	305,001	310,073
Intergovernmental/cost reimbursements/miscellaneous	53,711	77,023	63,372	67,565
Investment earnings	24,220	8,553	3,565	6,359
American Recovery and Reinvestment Act	12,379	12,617	19,449	18,160
State government	19,494	13,912	22,136	14,216
Federal government	<u>959,101</u>	<u>1,019,594</u>	<u>923,970</u>	<u>907,421</u>
Total revenues	<u>2,269,615</u>	<u>2,345,810</u>	<u>2,213,486</u>	<u>2,191,532</u>
Expenditures				
Administration	61,251	55,773	50,824	51,365
Fleet, facilities and information systems	43,428	40,278	38,272	38,744
Maintenance	470,912	474,914	456,464	435,964
Construction	254,929	283,592	278,781	296,946
Multimodal operations	94,183	87,452	102,144	94,647
Capital outlay	835,059	854,871	711,180	690,878
Debt service - principal	209,391	200,237	308,650	175,103
Debt service - interest	92,834	102,274	117,312	125,274
Other state agencies	<u>260,140</u>	<u>255,141</u>	<u>262,666</u>	<u>251,143</u>
Total expenditures	<u>2,322,127</u>	<u>2,354,532</u>	<u>2,326,293</u>	<u>2,160,064</u>
Excess of revenues over (under) expenditures	(52,512)	(8,722)	(112,807)	31,468
Other Financing Sources (Uses)				
Notes issued	---	---	---	---
Bonds issued	---	---	---	---
Refunding bonds issued	102,705	---	---	---
Refunding bonds escrow payment	(111,483)	---	---	---
Premium on bonds	9,148	---	---	---
Capital leases issued	---	---	17	114
Capital asset sales	5,307	9,089	5,442	11,889
Transfers in	487,872	461,293	459,141	460,974
Transfers out	<u>(487,872)</u>	<u>(461,293)</u>	<u>(459,141)</u>	<u>(460,974)</u>
Total other financing sources (uses)	<u>5,677</u>	<u>9,089</u>	<u>5,459</u>	<u>12,003</u>
Net Changes in Fund Balances	\$ <u>(46,835)</u>	\$ <u>367</u>	\$ <u>(107,348)</u>	\$ <u>43,471</u>
Debt service as a percentage of noncapital expenditures	20%	20%	26%	20%
Debt service as a percentage of total revenues	13%	13%	19%	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 include restatements of capital outlay and construction expenses related to adjustments made to infrastructure.

<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>
\$ 493,076	\$ 489,984	\$ 486,529	\$ 496,608	\$ 499,416	\$ 503,488
335,420	311,761	304,163	291,279	269,336	251,343
290,319	290,158	283,022	284,614	274,709	284,909
51,017	84,753	138,732	138,629	131,809	128,160
8,655	11,679	(1,149)	11,011	11,548	8,957
14,758	28,635	49,912	99,265	248,834	298,333
15,010	14,346	11,630	11,131	11,132	12,111
<u>841,855</u>	<u>926,170</u>	<u>985,071</u>	<u>928,718</u>	<u>1,283,838</u>	<u>1,059,348</u>
<u>2,050,110</u>	<u>2,157,486</u>	<u>2,257,910</u>	<u>2,261,255</u>	<u>2,730,622</u>	<u>2,546,649</u>
50,713	48,547	46,936	46,636	48,833	49,247
38,980	35,904	38,058	41,133	49,110	59,586
434,328	450,577	454,740	440,357	450,103	471,740
327,776	216,563	241,931	354,259	338,482	293,021
85,363	89,332	89,404	68,481	65,112	110,412
714,888	849,897	956,489	1,112,769	1,249,787	1,405,741
188,913	178,903	165,332	143,582	166,854	102,261
128,536	148,936	150,721	155,534	162,911	146,006
<u>251,408</u>	<u>233,470</u>	<u>226,683</u>	<u>240,086</u>	<u>223,667</u>	<u>201,472</u>
<u>2,220,905</u>	<u>2,252,129</u>	<u>2,370,294</u>	<u>2,602,837</u>	<u>2,754,859</u>	<u>2,839,486</u>
(170,795)	(94,643)	(112,384)	(341,582)	(24,237)	(292,837)
3,619	13,240	9,493	9,097	10,095	10,910
---	---	---	---	---	1,085,000
---	900,990	---	---	130,390	---
---	(1,082,245)	---	---	(150,477)	---
---	185,693	---	---	20,972	30,631
18	(2,044)	116	12	4,869	3,284
5,422	7,488	13,301	10,591	9,358	7,252
460,003	476,745	511,732	496,854	515,181	536,864
<u>(460,003)</u>	<u>(476,745)</u>	<u>(511,732)</u>	<u>(496,854)</u>	<u>(515,181)</u>	<u>(536,864)</u>
<u>9,059</u>	<u>23,122</u>	<u>22,910</u>	<u>19,700</u>	<u>25,207</u>	<u>1,137,077</u>
\$ <u>(161,736)</u>	\$ <u>(71,521)</u>	\$ <u>(89,474)</u>	\$ <u>(321,882)</u>	\$ <u>970</u>	\$ <u>(844,240)</u>
21%	23%	22%	20%	22%	17%
15%	15%	14%	13%	12%	10%

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>
2019	\$32,866	\$ 826,589	\$ (678)	\$ 858,777
2018	33,738	872,201	(328)	905,611
2017	38,790	866,455	---	905,245
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

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>
2018	\$ 946,350	\$59,464	\$4,688	\$13,713	\$1,024,215
2017	844,971	61,564	4,627	16,782	927,944
2016	823,800	63,301	4,157	17,170	908,428
2015	761,537	56,670	3,828	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

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 2019 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>
2019	4,161,176	\$706,383	\$106,010	\$83,142	\$517,231
2018	4,145,912	705,833	105,364	82,637	517,832
2017	4,129,221	699,355	105,590	82,815	510,950
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

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>
2019	17.00	4.55	12.45
2018	17.00	4.55	12.45
2017	17.00	4.55	12.45
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

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>2019</u>	<u>2010</u>
Gallons from top ten suppliers	3,582,591	3,358,595
Net revenue from top ten suppliers	\$ 609,041	\$ 570,961
Net revenue from all suppliers	\$ 706,383	\$ 684,164
Percentage from top ten suppliers	86%	83%

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>
2019	\$1,614,420	\$ 644	\$ 1	\$1,615,065
2018	1,832,370	644	37	1,833,051
2017	2,032,555	644	89	2,033,288
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

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.

<u>Ratio of Debt to Income</u>		<u>Ratio of Debt to Population</u>	
<u>Personal</u> <u>Income</u>	<u>Percentage of</u> <u>Personal</u> <u>Income</u>	<u>Population</u>	<u>Per Capita</u>
\$289,111,800	0.56%	6,126	\$264
269,859,000	0.68	6,114	300
268,379,000	0.76	6,093	334
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

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>
2019	\$977,222	\$389,546	\$607,676	\$61,200	\$ 6,347	9.00
2018	994,132	383,969	610,162	58,455	9,270	9.01
2017	973,349	388,116	585,233	54,545	16,534	8.23
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

				<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>
2019	\$ 780,220	\$ ---	\$ 780,220	\$42,235	\$24,849	11.63
2018	823,757	---	823,757	40,470	26,663	12.27
2017	699,433	---	699,433	38,795	28,374	10.41
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

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.

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>
\$178,003	\$718,133	\$20,985	\$27,335	14.86	\$64,755	\$12,393	5.72	\$20,180	\$ 9,108	4.64
182,763	725,200	19,955	28,314	15.02	61,700	15,461	5.78	19,605	9,715	4.69
179,788	693,943	18,810	29,009	14.51	59,550	19,721	5.46	19,070	10,279	4.44
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

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>
2018	6,126	\$289,111,800	\$47	2.3%
2017	6,114	269,859,000	44	3.3
2016	6,093	268,379,000	44	4.0
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

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)

	2018			2009		
	<u>Employees</u>	<u>Rank</u>	<u>Percentage</u>	<u>Employees</u>	<u>Rank</u>	<u>Percentage</u>
Trade, transportation and utilities	553	1	19%	525	1	20%
Education and health services	483	2	17	408	3	14
Government	442	3	15	462	2	16
Professional and business services	389	4	13	317	4	12
Leisure and hospitality	301	5	10	263	6	10
Manufacturing	278	6	10	243	5	11
Financial activities	173	7	6	162	7	6
Construction, natural resources and mining	124	8	4	113	8	5
Other services	114	9	4	117	9	4
Information	<u>51</u>	10	<u>2</u>	<u>61</u>	10	<u>2</u>
Total	<u>2,908</u>		<u>100%</u>	<u>2,671</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>
2018	4,273	(2)	6,114	21
2017	4,275	25	6,093	9
2016	4,250	37	6,084	20
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

Sources:

Licensed Drivers: Missouri Department of Revenue for federal reporting

Population: United States Department of Commerce, Census Bureau

Notes:

Fiscal year 2019 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>
2018	6,511	(1.0)%	\$705,833	0.9%	\$108
2017	6,580	(3.2)	699,355	0.3	106
2016	6,795	1.6	697,580	2.6	103
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

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 2019 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>		
2018	140,915	67,462	208,377	6,126	34.0
2017	141,938	66,038	207,976	6,114	34.0
2016	139,361	64,807	204,169	6,093	33.5
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

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>
2019	n/a-cy	n/a-cy	n/a-cy	n/a-cy	n/a-src	n/a-src	n/a-cy
2018	39,000	532,000	192	360,000	58,600,000	173,000	n/a-src
2017	32,000	500,000	184	350,000	62,500,000	171,000	13.5
2016	35,000	462,000	186	352,000	59,100,000	172,000	12.8
2015	37,000	485,000	186	397,000	62,800,000	185,600	11.9
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

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.

<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>
(4.10)%	75%	n/a-cy	n/a-cy	n/a-cy
(6.00)	75	921	4,703	31.9%
(0.50)	68	931	4,858	77.0
(2.65)	68	949	4,698	89.8
(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

Operating Information

Capital Asset Indicators ⁽¹⁾

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), (3)</u>
2018	33,838	91.5%	909
2017	33,859	91.6	922
2016	33,856	90.1	883
2015	33,873	90.4	866
2014	33,892	89.2	852
2013	33,890	89.7	842
2012	33,885	88.5	817
2011	33,845	88.1	2,208
2010	33,702	85.8	2,486
2009	33,639	86.5	2,679

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.

(3) In 2017, MoDOT revised the definition of bridges in 'poor condition' to better align with FHWA standards. Fiscal years 2012-2016 have been restated to reflect the revision.

Operating Information

Capital Asset Indicators

Years Ended December 31

<u>Functional Classification</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>
Rural										
Interstate	842	842	842	842	842	841	867	723	722	722
Freeway/expressway	1,125	1,125	1,020	926	920	923	878	967	953	2
Principal arterial	1,876	1,876	1,958	2,029	2,043	2,037	2,103	2,157	2,171	3,115
Minor arterial	3,980	3,976	3,935	3,959	3,953	3,964	3,962	3,959	3,944	3,948
Major collector	15,972	15,977	16,138	16,137	16,134	16,164	16,191	16,181	16,185	16,182
Minor collector	5,978	5,979	5,940	5,943	5,946	5,953	5,961	5,954	5,944	5,948
Local	980	980	925	927	923	934	965	963	935	885
Urban										
Interstate	538	538	538	538	538	538	512	482	459	459
Freeway/expressway	483	483	476	468	461	446	434	455	470	398
Principal arterial	640	643	646	654	689	708	719	730	730	803
Minor arterial	584	587	591	597	582	571	565	549	527	526
Major collector	485	487	520	523	517	485	446	445	414	410
Minor collector	56	56	22	22	23	14	2	---	---	---
Local	299	310	305	308	321	312	280	280	248	241
Total centerline miles	<u>33,838</u>	<u>33,859</u>	<u>33,856</u>	<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>
Statewide Composite										
Interstate	1,380	1,380	1,379	1,380	1,380	1,379	1,379	1,206	1,181	1,181
Freeway/expressway	1,608	1,609	1,496	1,394	1,381	1,369	1,312	1,421	1,423	400
Arterial	7,080	7,081	7,130	7,239	7,267	7,280	7,349	7,394	7,372	8,392
Collector	22,491	22,499	22,621	22,625	22,620	22,616	22,600	22,580	22,542	22,540
Local	<u>1,279</u>	<u>1,290</u>	<u>1,230</u>	<u>1,235</u>	<u>1,244</u>	<u>1,246</u>	<u>1,245</u>	<u>1,244</u>	<u>1,184</u>	<u>1,126</u>
Total centerline miles	<u>33,838</u>	<u>33,859</u>	<u>33,856</u>	<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>

Operating Information

Employee Full-Time Equivalents (FTE)*

Years Ended June 30

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>
District offices	4,655	4,572	4,597	4,493	4,610	4,653	4,501	4,685	5,183	5,541
Central office	<u>754</u>	<u>759</u>	<u>755</u>	<u>763</u>	<u>771</u>	<u>765</u>	<u>765</u>	<u>886</u>	<u>1,028</u>	<u>1,096</u>
Total	<u>5,409</u>	<u>5,331</u>	<u>5,352</u>	<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>

*A full-time equivalent is the total amount of hours worked or paid leave divided by 2,080 hours.

Other Information



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**Report on Internal Control Over Financial
Reporting and on Compliance and Other Matters Based on an
Audit of the Financial Statements Performed in Accordance with
Government Auditing Standards**

Independent Auditor's Report

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

We have audited, 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, 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, 2019, 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 30, 2019. Our report contained an Emphasis of Matter paragraph regarding a correction of error as described in Note 14 and a paragraph relating to the financial reporting entity as described in Note 1.

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 a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Department'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 from 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

This 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.

BKD, LLP

Springfield, Missouri
September 30, 2019