

Estimated Financial Summary for the 2010-2014 Highway and Bridge Construction Schedule

Overview

Transportation funding projections are uncertain for fiscal years 2010-2014. The current federal authorization act, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expires on September 30, 2009. SAFETEA-LU, which increased transportation funding compared to previous authorization acts, was delayed 22 months before being approved in August 2005. Prior to SAFETEA-LU approval, federal transportation funds were available to the state through continuing resolutions based on prior year funding. MoDOT expects similar delays in the next federal authorization act, primarily because the taxes that currently fund the acts are inadequate and Congress must address this issue. In addition to federal funding uncertainty, state transportation revenues have been declining due to the weakening economy. Motor fuel consumption and motor vehicle sales decreased significantly in fiscal year 2009.

Funding assumptions for the 2010-2014 STIP differ significantly from the 2009-2013 STIP. First, MoDOT has added revenue from the American Recovery and Reinvestment Act of 2009 (ARRA). Second, MoDOT has reduced state revenue projections for categories that are declining, specifically, motor fuel and motor vehicle sales taxes. Lastly, in the 2009-2013 STIP, MoDOT assumed a significant federal funding decline beginning in 2010 due to the expiration of SAFETEA-LU. Since the 2009-2013 STIP was approved, Congress and the Administration have demonstrated support for transportation funding by transferring additional resources to the Federal Highway Trust Fund and including transportation funding in ARRA. These actions, combined with the strong historic growth of federal transportation revenues, are the basis for increasing federal funding assumptions in the 2010-2014 STIP. However, due to the increased uncertainty of available funding, MoDOT purposely did not fully program projects to the increased available funding levels, as shown on Table 3, Section 5-16 and Figure 4, Section 5-17.

Funding for the Missouri Department of Transportation consists of both federal and state revenue as well as proceeds received from the sale of bonds. Expenditures consist of administration; system management; fleet, facilities and information systems; multimodal; and the construction program. Below is a current breakdown of each source of revenue and expenditure category along with projections of future revenues and expenditures.

Revenue

Federal

The largest source of transportation revenue is from the **federal government** that includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tires, truck and trailer sales, and heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulas prescribed by federal law through transportation funding acts. This revenue source also includes multimodal and highway safety grants (see Section 7 for a summary of all multimodal operations). Approximately 41 percent of Missouri's transportation revenue comes from the federal government. In addition to the federal highway user taxes, Missouri plans to receive approximately \$788 million from the ARRA for transportation purposes. However, the estimated cost of the proposed projects is \$833 million to assure delivery of projects for any funds redistributed from other states.

State

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

MoDOT receives a portion of the **state sales and use taxes** paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel which is dedicated to airport projects (see Section 7). These tax revenues provide approximately 13 percent of transportation revenues. Motor vehicle sales tax is the one state revenue that has recently provided additional resources to transportation. In November 2004, voters passed constitutional Amendment 3, which set in motion a four-year phase in, redirecting motor vehicle sales taxes previously deposited in the state's general revenue fund to a newly created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in, and the rate of growth in this revenue source slows dramatically. Future projected growth in this category is less than the rate of increase in construction and maintenance costs, therefore not keeping pace with inflation.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multimodal programs (see Section 7). These fees provide

approximately 12 percent of transportation revenues. Similar to motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation, and there have been no annual registration fee increases since 1984.

The **interest earned on invested funds and other miscellaneous collections** provides approximately 6 percent of transportation revenues. During the Amendment 3 bonding program, cash balances in state transportation funds have been higher than historic levels. As referenced in Table 1 in Section 5-14, the cash balance in state transportation funds at the beginning of fiscal year 2010 is expected to be approximately \$548 million. Bond proceeds are received in large increments and are paid out over time as project costs are incurred. When the Amendment 3 projects are completed, the balance of state transportation funds will be substantially less, and interest income will also decline. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property and fees associated with the Missouri logo-signing program.

The state **General Revenue Fund** provides approximately 1 percent of transportation revenue. It is appropriated by the Missouri General Assembly for multimodal programs (see Section 7).

Other

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

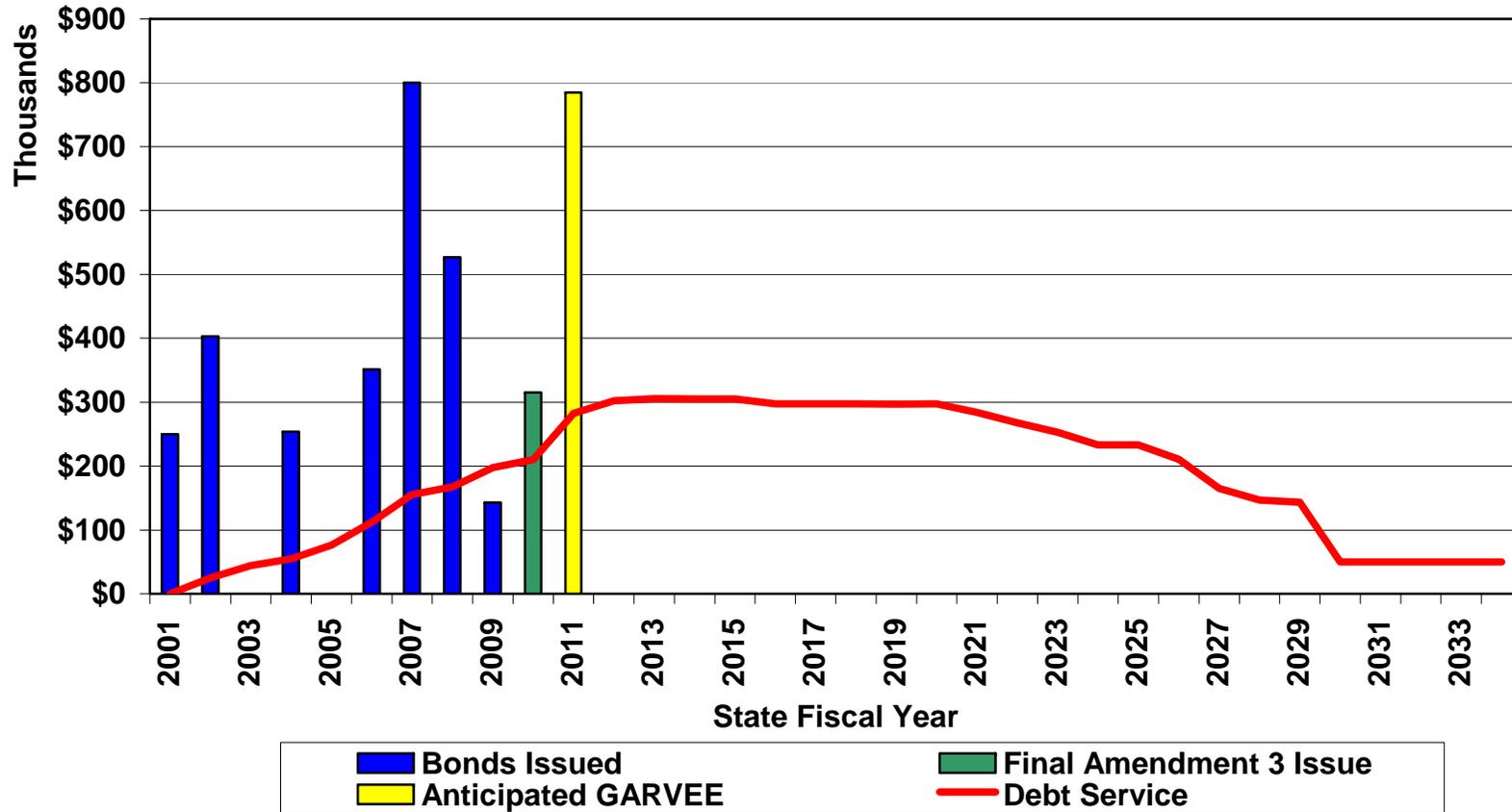
In November 2004, Constitutional **Amendment 3** was approved by the voters of Missouri. Amendment 3 provides additional motor vehicle sales tax for transportation. In accordance with this constitutional change, MoDOT began selling bonds and dedicated the funds to the *Smoother, Safer, Sooner* program. The new Amendment 3 revenues are used for all principal and interest payments on Amendment 3 debt. When Amendment 3 bond proceeds are spent, the new Amendment 3 revenues will be committed to repayment of principal and interest through state fiscal year 2029. MoDOT has sold 4 series of Amendment 3 bonds and plans to sell the final series in fiscal year 2010.

In fiscal year 2009, MoDOT sold \$142 million of bonds for a portion of the new Interstate 64, a design-build project in the St. Louis region. For the first time, MoDOT secured bonds primarily with federal funds, rather than state funds. These bonds are called **Grant Anticipation Revenue Vehicle (GARVEE)** bonds. MoDOT plans additional GARVEE bond issues in fiscal year 2011 for the new

Mississippi River Bridge project and the Safe and Sound Bridge Improvement Plan. The GARVEE principal and interest is expected to be repaid through state fiscal year 2034. See Figure 1, Section 5-5 below for a summary of the MHTC bond financing program.

Along with federal and state revenue and bond proceeds, **existing cash balances** are used in any given year in order to remain fiscally constrained. The existing cash balances are made up of federal revenue, state revenue and bond proceeds that have been deposited into Missouri Department of Transportation funds such as the State Road Fund, State Highway and Transportation Department Fund, the State Road Bond Fund and the State Road Bond Proceeds Funds. These funds are considered available for funding highway and bridge construction projects.

Figure 1: MHTC Bond Financing Summary



Expenditures

Missouri's Constitution dictates a portion of state transportation revenues can be appropriated by the General Assembly to **other state agencies**. Appropriations are limited to (1) the Missouri State Highway Patrol (MSHP) to administer and enforce motor vehicle laws and (2) the Missouri Department of Revenue (DOR) to cover the cost of collection. DOR is entitled to the actual cost of collection not to exceed 3 percent of revenues collected. Approximately 90 percent of these expenditures are appropriated to the MSHP, and the remaining 10 percent is appropriated to the DOR. These costs are approximately 9 percent of transportation expenditures.

After other state agency expenditures, the state constitution dictates the next payment must be for **debt service**, which are principal and interest payments on any outstanding state road bonds. MoDOT has issued or plans to issue approximately \$3.8 billion of bonds from state fiscal year 2001 to 2011. The final payment for this debt is expected to be in state fiscal year 2034. These costs are approximately 11 percent of transportation expenditures.

Administration includes activities such as financial planning, accounting, human resources, community and governmental relations, and legal services. The dollars associated with administering the self-insurance plans, the medical and life insurance plans, and the contributions to retiree medical plans are included in this disbursement category. These costs are approximately 2 percent of transportation expenditures.

System Management includes maintenance, highway safety and motor carrier services. Maintenance costs include funding for activities such as snow removal, signing, striping, litter control and mowing services, maintaining roadsides and rest areas, completing routine road and bridge repairs, repairing guardrail and median guard cable, traffic signal operations and system management. The Highway Safety Division implements programs addressing behavioral traffic safety issues. Emphasis areas include high-risk drivers, serious crash types and vulnerable roadway users. Safety strategies include enforcement (manpower, training and equipment), education (promotional materials, campaigns and educational/awareness programs), and engineering (data collection/evaluation and high accident location assessments). Division staff work with safety advocates statewide to implement the Highway Safety Plan, Motor Carrier Safety Assistance Plan, Safe Routes to School Program and the Missouri Blueprint for Safer Roadways to reduce traffic crashes, prevent serious injuries and save lives. This category includes the Highway Safety Program, Motor Carrier Safety Assistance Program, and Motorcycle Safety Trust Fund. The Motor Carrier Services Division is the central location for commercial vehicle licensing and permits, and works with commercial vehicle safety and compliance. Commercial vehicles include trucks, tractor-

trailers, buses, limousines and other vehicles that transport property, passengers or hazardous materials. These costs are approximately 19 percent of transportation expenditures.

MoDOT's continued investment in the **fleet, facilities and information systems** infrastructure is necessary to support the system management and construction programs. Annual costs to maintain MoDOT's fleet, facilities and information systems, as well as the annual costs to administer MoDOT's purchasing program are included in this disbursement category. These costs are approximately 5 percent of transportation expenditures.

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

The **construction program operating costs** are costs associated with implementing MoDOT's construction program which includes primarily in-house preliminary engineering, construction engineering and right of way incidentals as identified in Section 4. These costs are approximately 8 percent of the construction disbursements. After deducting expenditures for other state agencies, debt service and operating costs from MoDOT's funding sources, all remaining revenues are made available for the **highway and bridge construction program**. This category encompasses payments to contractors for construction projects, right of way purchases, consultant engineering, federal funding for local governments that passes through MoDOT's budget, and utility relocations. Contractor payments encompass the majority of construction program expenditures. These costs are approximately 43 percent of the construction disbursements. The construction program operating costs and highway and bridge construction program disbursements are approximately 51 percent of the transportation expenditures.

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

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

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

Revenue

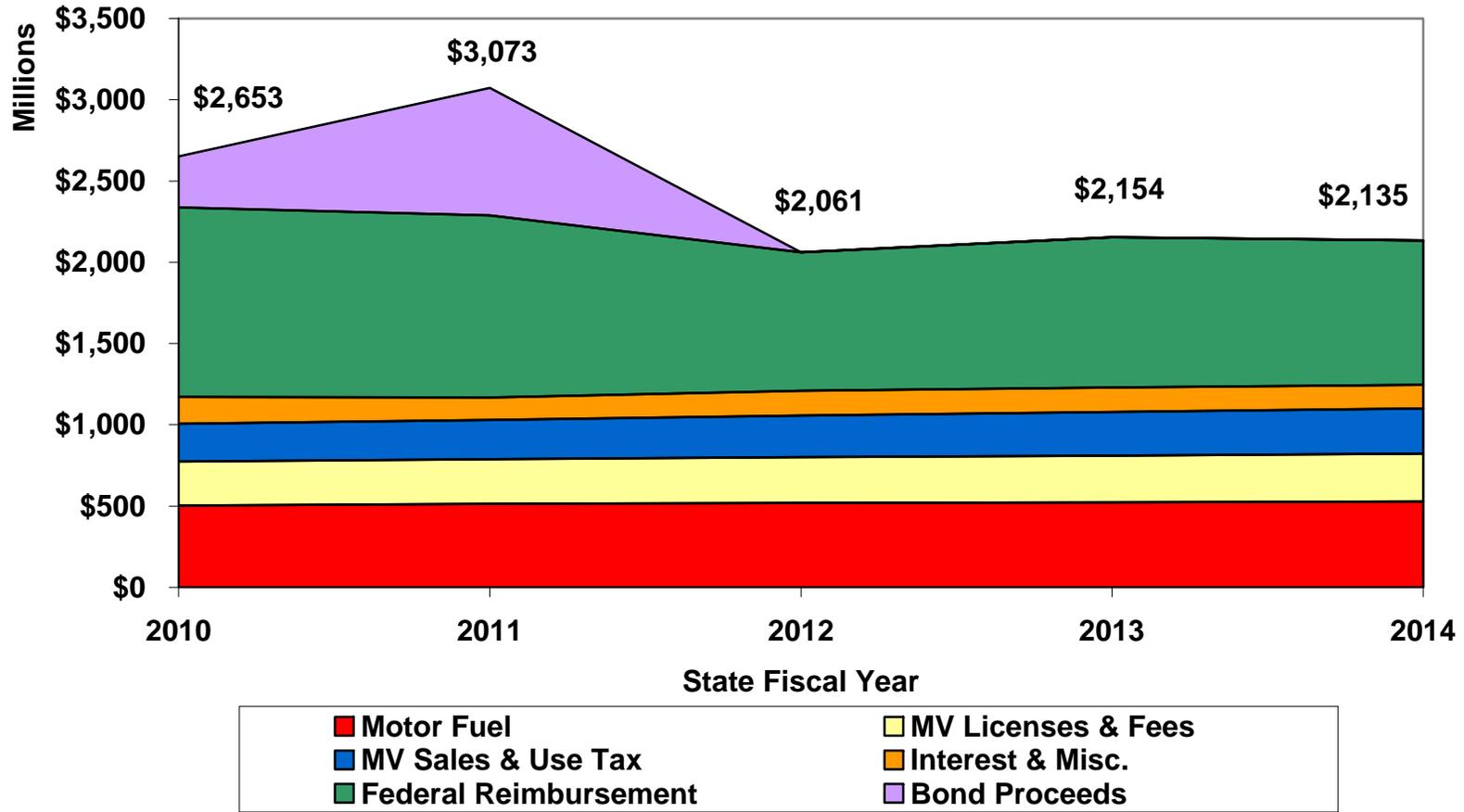
- Federal reimbursement
 - Projections for 2010 and 2011 are based on actual 2008 obligation limitation levels due to a possible delay in a new authorization act.
 - 2012 was grown at 8 percent based on the average growth from the transition between TEA-21 and SAFETEA-LU, 2013 & 2014 were grown at 1 percent.
 - Includes \$20 million per year additional obligation limitation from August redistribution for 2010-2014.
 - Includes \$690 million for highway and bridge funding from ARRA. The remaining \$143 million for ARRA projects is dedicated to transit, aviation and rail projects (see Section 7).
 - MoDOT estimates \$1,167 million of federal reimbursement in fiscal year 2010 will decrease to \$889 million in fiscal year 2014.
 - Additional detail regarding federal funding starts on Section 5-21.
- Motor fuel taxes
 - Projections are based on real fuel price, fuel economy, population in Missouri and the Gross State Product in Missouri.
 - In fiscal year 2010, MoDOT estimates \$504 million of motor fuel tax receipts will grow to \$528 million in fiscal year 2014; however, if fuel prices remain volatile, more Missourians may well turn to more fuel-efficient vehicles, make fewer trips or seek out other transportation options they had previously avoided. While good for the environment, these actions erode motor fuel tax revenues.
- Motor vehicle sales & use taxes
 - Projections are based on personal income in Missouri, population for the Midwest and light-duty vehicle sales for the United States and consumer sentiment (an index based on consumer expectations).

- In fiscal year 2010, MoDOT estimates \$232 million of motor vehicle sales and use tax receipts will grow to \$279 million in fiscal year 2014. A complicating factor is as consumers look for ways to decrease their personal transportation costs, one option is turning to smaller, more fuel-efficient vehicles. Since these vehicles cost less, sales taxes are lower, resulting in lower transportation revenues. Economic conditions also play a factor in this category. As unemployment rises, consumer credit problems grow, and financial institutions create tighter lending standards, creating unfavorable conditions for this category.
- Motor vehicle & driver licensing fees
 - Projections are based on population and real personal income in Missouri.
 - In fiscal year 2010, MoDOT estimates \$270 million of motor vehicle and driver licensing fee receipts will grow to \$294 million in fiscal year 2014. As with motor vehicle sales and use tax, if consumers turn to smaller vehicles that cost less, licensing fees are lower, resulting in lower transportation revenues.
- Interest and Miscellaneous Revenue
 - Projections are based on a 1.9 percent to 3.5 percent earnings rate for interest revenue and historic receipts for miscellaneous revenue.
 - MoDOT estimates \$165 million of interest earned on invested funds and other miscellaneous receipts in fiscal year 2010 will decrease to \$144 million in fiscal year 2014. This category includes construction project cost reimbursements, such as from Illinois for their portion of the Mississippi River Bridge (Job #6I0984 in Section 4) and from local entities for cost participation on ARRA projects.
- Bond proceeds
 - MoDOT plans to sell the final Amendment 3 bond series in fiscal year 2010.
 - MoDOT plans a GARVEE bond issue in fiscal year 2011 of \$85 million for the new Mississippi River Bridge project and \$700 million for the Safe and Sound Bridge Improvement Program which includes both the Design-Build and Modified Design-Bid-Build aspects of the project.

Total revenue

The stability and predictability of future transportation revenues are subject to many variables; however, using historical trends and various economic indicators, Figure 2, Section 5-10 provides an estimate of Missouri's transportation revenues for state fiscal years 2010 through 2014. As shown in Figure 2, estimated revenue decreases from \$2.7 billion in state fiscal year 2010 to \$2.1 billion in state fiscal year 2014, primarily due to the end of the Amendment 3 and GARVEE bonding programs. See Table 1, Section 5-14 for a breakdown of revenue.

Figure 2: MoDOT's Anticipated Highway and Bridge Revenues for State Fiscal Years 2010-2014*



*This figure does not include existing cash balances. See Table 1, Section 5-14 for a breakdown of revenue and existing cash balances.

Expenditures

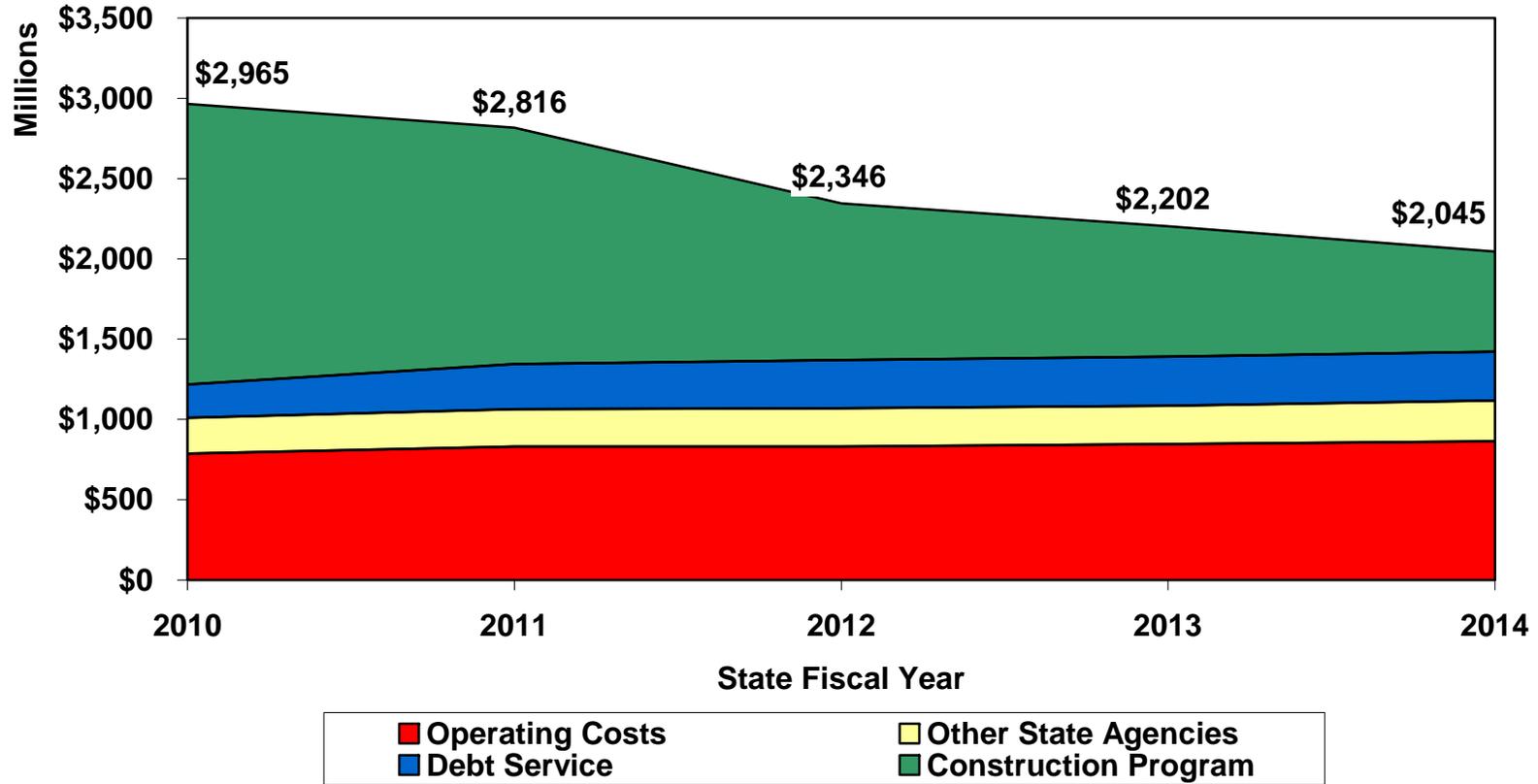
- **Other State Agencies**
 - Projections are based on the 2010 budget, personal service and fringe benefit growth rates range from 2.5-5 percent for fiscal years 2010-2014, and expense and equipment includes 2.5 percent growth annually.
 - In fiscal year 2010, MoDOT estimates \$222 million of other state agency expenditures grow to \$253 million in fiscal year 2014.
- **Debt Service**
 - Projections are based on the repayment of outstanding bonded debt along with a future \$315 million Amendment 3 issuance and a total of \$785 million for GARVEE issuances for the MRB and Safe and Sound Bridge Improvement Program combined.
 - Amounts do not include capital or operating lease payments.
 - In fiscal year 2010, MoDOT estimates \$209 million of debt service expenditures grow to \$305 million in fiscal year 2014.
- **Operating Costs (includes Administration, Maintenance, Fleet, Facilities and Information Systems and Construction Program Operating costs)**
 - Projections are based on personal services with no annual growth in fiscal year 2010 and 2.5 percent per year from fiscal year 2011-2014, fringe benefits growth at an average rate of 6.2 percent per year from fiscal years 2010 – 2014 and expense and equipment decreases in fiscal year 2010 and remains constant for all areas from fiscal years 2011 – 2014.
 - In fiscal year 2010, MoDOT estimates \$788 million of operating expenditures grow to \$864 million in fiscal year 2014.
- **Construction Program expenditures**
 - Projections are based on a cash flow spreadsheet model that calculates payment schedules of MoDOT's active and future construction projects as provided in Section 4 of the STIP.
 - Contractor payments, right of way purchases, consultant engineering, accelerated program payments, suballocated federal funding for local governments and utility relocation costs are included.
 - In fiscal year 2010, MoDOT estimates \$1,912 million of construction program disbursements that falls to \$814 million in fiscal year 2014. See Table 1, Section 5-14 for further details on the Construction program expenditures.

Total expenditures

Consistent with future transportation revenues, future transportation expenditures are also subject to many variables; however, using historical trends and various economic indicators, Figure 3, Section 5-13 provides an estimate of Missouri's transportation expenditures for state fiscal years 2010 through 2014.

As shown in Figure 3, estimated transportation expenditures (including costs associated with state advance construction projects, see Section 5-23 through 5-25 for further discussion on state advance construction projects), decline from \$3.0 billion in state fiscal year 2010 to \$2.0 billion in state fiscal year 2014. From fiscal years 2010-2014, total expenditures exceed total revenue by \$299 million, which is offset by cash balances totaling approximately \$548 million, available at the end of fiscal year 2009. The construction expenditures are derived from the cash flow analysis on the 2010-2014 Highway and Bridge Construction Schedule (Section 4). These amounts decline primarily due to the end of the Amendment 3 bonding program. Assumptions for the construction program expenditures are in the next subsection. The remaining expenditures are expected to have inflationary growth as outlined above. See Table 1 in Section 5-14 below for a breakdown of expenditures by each budget category.

Figure 3: MoDOT’s Anticipated Highway and Bridge Expenditures for State Fiscal Years 2010-2014*



* See Table 1, Section 5-14 for a breakdown of expenditures by each budget category.

Missouri's Statewide Transportation Improvement Program (STIP) includes a five-year plan of highway and bridge construction projects, which is financially constrained for each fiscal year. Table 1 provides the cash flow analysis summary for the fiscal year 2010-2014 STIP. An adequate cash flow balance is maintained as determined by projected monthly cash balances in any given year. MoDOT is required to maintain approximately a \$75 million cash balance based on debt covenants and MoDOT maintains a cash reserve to manage monthly revenue and expenditure fluctuations. The amounts only include revenues and disbursements dedicated to highways and bridges since Multimodal and a portion of Highway Safety funding cannot be included in the minimum cash balance.

Table 1: MoDOT Construction Cash Flow Projections for Roads and Bridges for Fiscal Years 2010-2014

Dollars in Millions														
Additions to Cash Balance											Subtractions from Cash Balance			
Fiscal Year	Beginning Cash Balance	Bond Proceeds	Federal Reimbursement*	Motor Fuel Tax Revenue	Motor Vehicle & Drivers Licensing Revenue	Motor Vehicle Sales and Use Tax Revenue	Interest and Misc. Revenue	Other State Agencies	Debt Service	Administration	System Management	Fleet, Facilities and Information Systems	Total Construction Disburse**	Ending Cash Balance
2010	548.2	315.0	1,166.6	503.9	270.1	231.7	165.2	221.7	209.4	53.9	454.0	114.6	1,911.8	235.3
2011	235.3	785.0	1,120.3	513.5	274.5	241.8	138.1	233.7	281.3	58.6	472.4	117.3	1,653.1	492.1
2012	492.1		851.8	519.5	281.1	256.6	151.6	237.5	300.7	59.6	472.4	117.2	1,158.4	206.9
2013	206.9	-	925.1	522.7	286.8	268.9	151.0	238.3	304.3	61.9	480.6	118.2	999.0	159.1
2014	159.1	-	889.3	527.8	294.4	279.0	144.1	253.4	304.8	64.3	489.2	119.1	814.4	248.5

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

** Includes engineering, payments (see Section 4) and sub-allocated funds to local governments. See Table 2, Section 5-15 (blue line) for further analysis.

Construction Program

The actual dollar amounts for right of way and construction projects awarded in prior fiscal years, the estimated award amount for right of way and construction projects programmed in the STIP along with estimates for the construction budget based on cash flow

analysis of existing construction contracts and future construction contracts, as provided in Section 4, are summarized in the following discussion. For example, a construction contract that is awarded today can result in contractor payments over multiple years as the project is completed. The future award amount assumptions and the contractor payments assumptions resulting from the cash flow analysis are summarized in Table 2. Other expenditures are included in the Highway and Bridge Construction Program in addition to awards. These other expenditures include utility relocation payments, right of way payments, MoDOT and Consultant engineering, and accelerated program payments, as well as suballocated federal dollars that pass through MoDOT to local governments. The Total Construction Disbursements in Table 2 below (blue line) match the Construction Disbursements from Table 1 in Section 5-14 (blue column).

Table 2: STIP construction awards versus contractor payments

How we budget for STIP projects (dollars in millions)							
	Award	FY10	FY11	FY12	FY13	FY14	Future FY
Prior FY	\$1,753.6	\$1,071.9	\$447.7	\$130.5	\$92.1	\$11.4	-
FY10	\$1,316.5	\$345.6	\$660.6	\$228.8	\$74.6	\$6.9	-
FY11	\$651.5	-	\$148.1	\$353.5	\$113.6	\$32.4	\$3.9
FY12	\$502.2	-	-	\$116.4	\$288.7	\$80.5	\$16.6
FY13	\$437.5	-	-	-	\$102.0	\$251.4	\$84.1
FY14	\$421.3	-	-	-	-	\$97.6	\$323.7
Contractor Payments:		\$1,417.5	\$1,256.4	\$829.2	\$671.0	\$480.2	
Utility Relocation Payments		\$15.0	\$10.0	\$5.0	\$5.0	\$5.0	
Right of Way Payments		\$50.0	\$15.0	\$15.0	\$15.0	\$15.0	
MoDOT and Consultant Engineering		\$205.1	\$207.3	\$192.3	\$197.0	\$201.9	
Federal Pass Through		\$135.0	\$125.0	\$109.8	\$111.0	\$112.3	
Payments (see Section 4*)		\$89.2	\$39.4	\$7.1	\$0.0	\$0.0	
Total Construction Disbursements		\$1,911.8	\$1,653.1	\$1,158.4	\$999.0	\$814.4	

* Payments do not include GARVEE debt service of \$72.3 million starting in SFY 2011.

Table 3 below and Figure 4 on the following page summarize the highway and bridge construction program total programmed funds for state fiscal years 2010-2014. Table 3 also displays the funding source for each year in the STIP. These amounts do not include sub-allocated federal funds since they are administered by local governments. **Note: Due to the uncertainty of the economy and an impending transportation reauthorization, the 2010-2014 STIP was purposefully not fully programmed to the total amount available for right of way and construction. However, fiscal years 2010-2012 are near fully programmed based on conservative construction targets that were developed for planning and programming purposes. These conservative targets closely mirror the available right of way and construction funds identified in the 2009-2013 STIP. MoDOT will continue to monitor this situation throughout the year and adjust or amend the STIP accordingly.**

Table 3: Highway and Bridge Construction Program Summary

Dollars in Millions						
State Fiscal Year	2010	2011	2012	2013	2014	Total
Available for Right-of-way and Construction	\$1,381.5	\$676.5	\$522.2	\$457.5	\$441.3	\$3,479.0
Available for Payments (see Section 4)	\$89.2	\$111.7	\$79.4	\$72.3	\$72.3	\$424.9
Available Engineering	\$205.1	\$207.3	\$192.3	\$197.0	\$201.9	\$1,003.6
Total Available	\$1,675.8	\$995.5	\$793.9	\$726.8	\$715.5	\$4,907.5
Total Target Levels (Includes Engineering)	\$1,596.7	\$816.4	\$566.2	\$563.8	\$444.2	\$3,987.2
Programmed Right-of-way and Construction	\$1,301.2	\$543.9	\$294.5	\$132.7	\$22.2	\$2,294.5
Programmed Payments (see Section 4)	\$101.1	\$113.9	\$79.7	\$72.3	\$72.3	\$439.4
Programmed Engineering	\$147.0	\$51.6	\$24.3	\$9.3	\$1.3	\$233.4
Non Project Specific Engineering	\$58.1	\$155.7	\$168.0	\$187.7	\$200.6	\$770.2
Total Programmed	\$1,607.4	\$865.1	\$566.5	\$402.0	\$296.4	\$3,737.5
Federal Funds	\$438.0	\$84.8	\$107.9	\$53.3	\$41.8	\$725.8
AC Projects	\$571.5	\$393.3	\$154.5	\$83.9	\$7.8	\$1,210.9
State Funds	\$350.5	\$369.0	\$292.7	\$255.8	\$244.9	\$1,512.9
Local Funds	\$247.4	\$18.1	\$11.4	\$9.1	\$2.0	\$287.9
Total Funds Programmed	\$1,607.4	\$865.1	\$566.5	\$402.0	\$296.4	\$3,737.5

Dollars in Millions						
State Fiscal Year	2010	2011	2012	2013	2014	Total
Percent Programmed of Total Target Levels	100.7%	106.0%	100.1%	71.3%	66.7%	93.7%
Percent Programmed of Total Available	95.9%	86.9%	71.4%	55.3%	41.4%	76.2%

Figure 4: Highway and Bridge Construction Program Summary – Total Programmed vs. Available

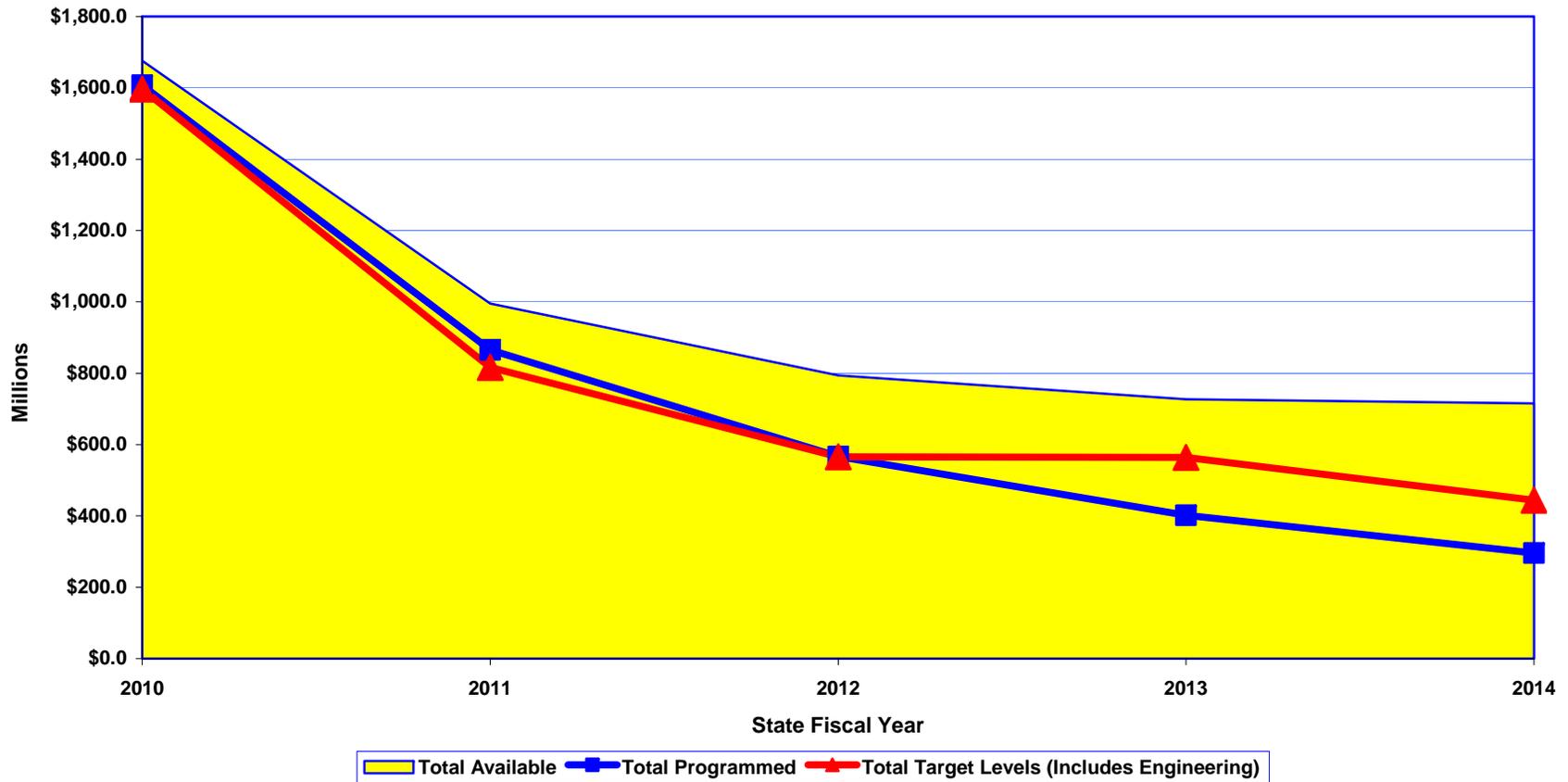
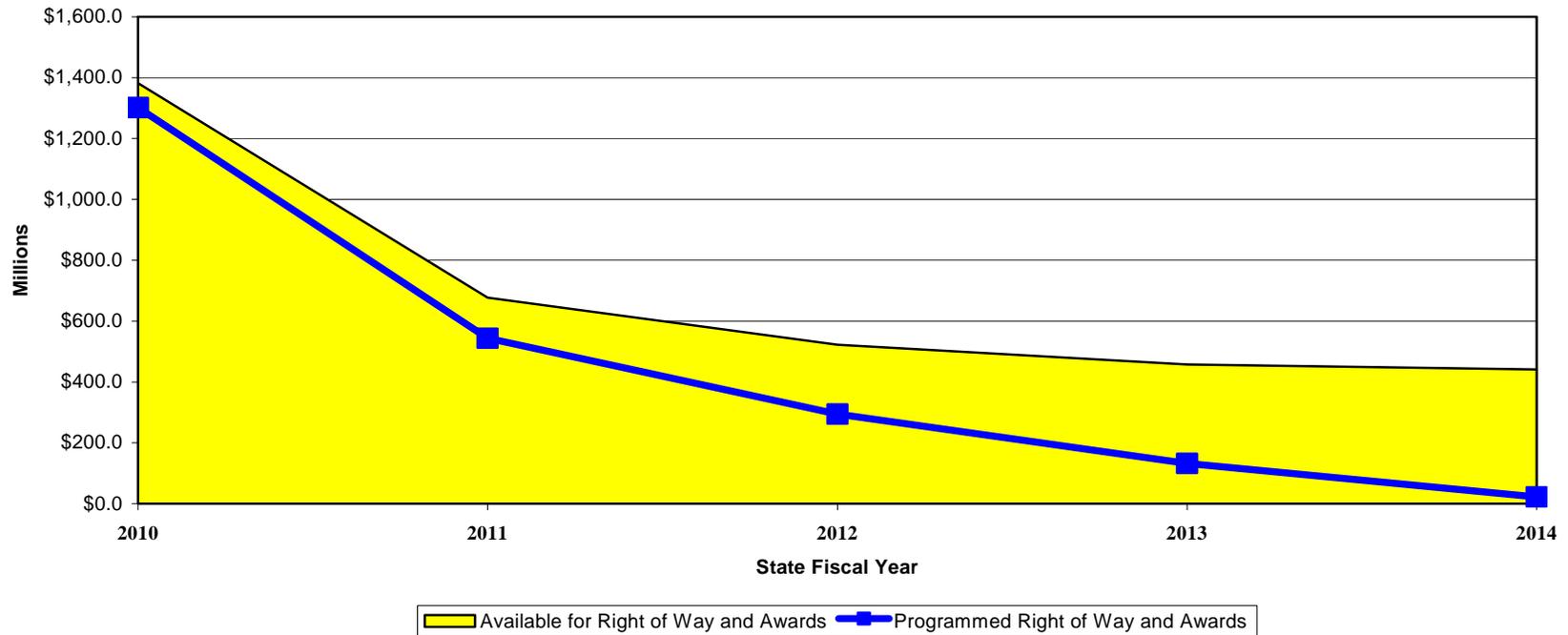


Table 4 and Figure 5 below summarize the highway and bridge right of way and construction awards for state fiscal years 2010-2014.

Table 4: Highway and Bridge Right of Way and Awards Summary

Dollars in Millions						
State Fiscal Year	2010	2011	2012	2013	2014	Total
Available for Right of Way and Awards	\$1,381.5	\$676.5	\$522.2	\$457.5	\$441.3	\$3,479.0
Programmed Right of Way and Awards	\$1,301.2	\$543.9	\$294.5	\$132.7	\$22.2	\$2,294.5

Figure 5: Highway and Bridge Right of Way and Awards Summary



Funding Distribution

The Missouri Highways and Transportation Commission approved a funding distribution method in January of 2003 that was modified in June of 2004 and again in February of 2006. This funding distribution and its subsequent modifications was developed with extensive public involvement and is consistent with MoDOT's Mission, Values and Tangible Results. The following steps outline the distribution of funds for the Highway and Bridge Construction Program.

Of the total funds available, including federally earmarked funds:

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

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

Step 3: Deduct federal discretionary (above-formula) earmarks for distribution to the related earmarked projects. This distribution will be *in addition to* the district-distributed funds. This amount varies per year based on the actual years that the earmarked projects are programmed or projected to be programmed.

Step 4: Deduct \$30 million per year for economic development and cost-share projects statewide.

Step 5: Deduct the financing cost for projects accelerated through bond financing, including debt service relative to Amendment 3 (Varies).

Step 6: Deduct a projected \$60 million per year in funds dedicated to specific projects such as a city's portion of a cost share project.

Of the remaining funds available for road and bridge improvements:

Step 1: Deduct Amendment 3 Funds for use on Element 3 of MoDOT's Smoother, Safer, Sooner Program. This amount varies per year based on the actual years that the Amendment 3, Element 3 projects are programmed or projected to be programmed.

Step 2: Allocate \$460 million per year to Taking Care of the System, divided as follows:

\$125 million for Interstates/Major Bridges

\$ 25 million for Safety Projects

- Distribution based on three-year average accident rate.

\$310 million for remaining Taking Care of System

Distribution based on a formula that averages:

- Percent of total Vehicles Miles Traveled (VMT) on the National Highway System and remaining arterials.
- Percent of square feet of state bridge deck on the total state system.
- Percent of total lane miles of National Highway System and remaining arterials.

Step 3: Allocate up to \$131 million per year to Flexible Funds that can be used for either Taking Care of the System or Major Projects And Emerging Needs. This amount may be reduced if funding is not available.

Distribution based on the average of:

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

Step 4: Allocate remaining funds, if any, to Major Projects and Emerging Needs. These funds are distributed to the three Transportation Management Areas and the rural area based on formula that averages:

Distribution based on formula that averages:

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

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

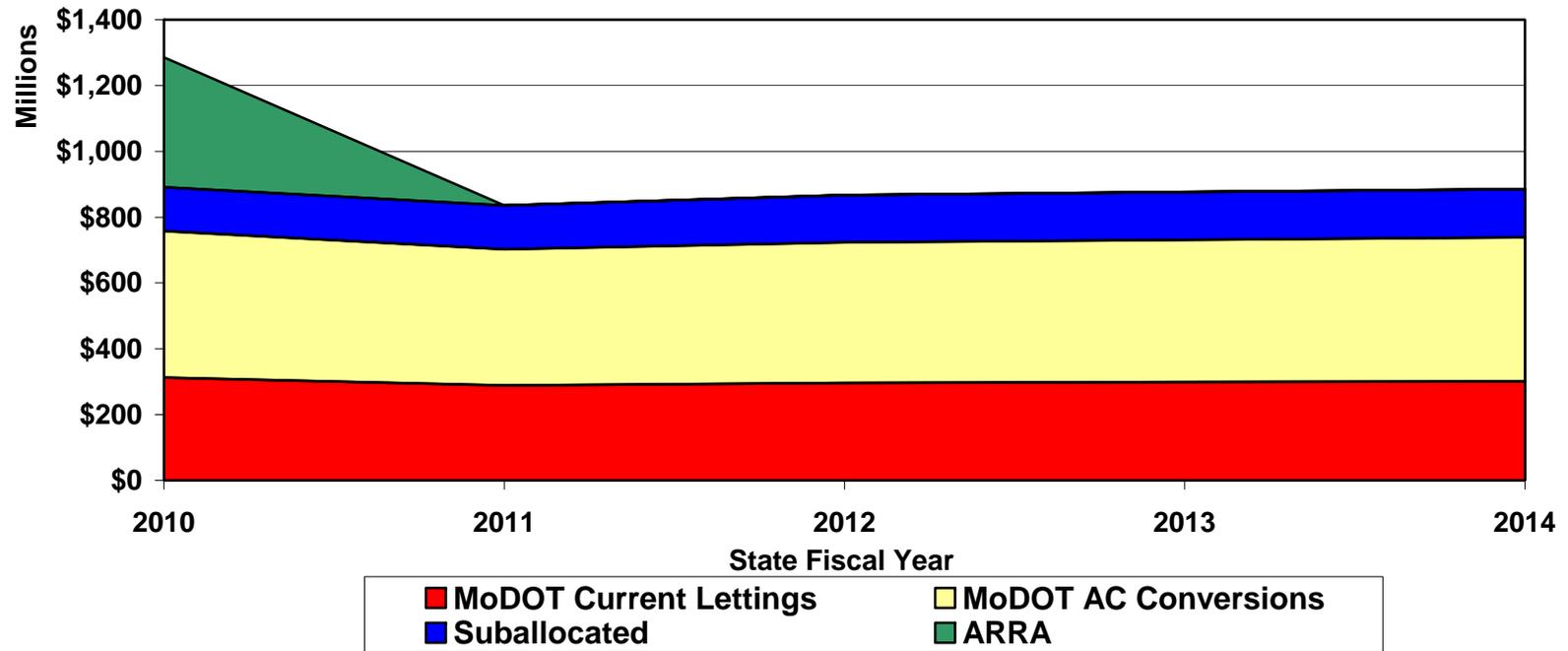
Federal Funding

The current transportation bill, “Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users” (SAFETEA-LU), expires in September 2009. Congress may not complete a new six-year transportation authorization prior to its expiration and will have to extend the current bill through continuing resolutions. MoDOT assumes the current bill will be extended at 2008 levels for 2010 and 2011, and historic-based growth will continue beginning in 2012. If Congress fails to take some action to increase revenues to the Highway Trust Fund, Missouri’s federal transportation revenues will decrease dramatically.

Since 1992, Missouri’s federal funding growth has averaged 8 percent each year. SAFETEA-LU continued this strong growth. The Federal Highway Trust Fund must receive supplemental resources to maintain SAFETEA-LU funding levels. SAFETEA-LU funding categories include the interstate maintenance program, the national highway system, the bridge program, the surface transportation program, the congestion mitigation and air quality improvement program, and other programs. These federal funding categories contain flexibility to transfer dollars between categories to fund STIP projects. Individual STIP projects can be eligible for multiple funding categories.

Our forecasted federal revenue is based on our anticipated annual obligation limitation, which is the amount of authorized funding that Congress allows states to obligate in any given year. Federal funding for the 2010-2014 STIP will be allocated for the following (1) ARRA, (2) suballocated funding that flows through MoDOT to local governments, (3) converting advance construction projects and (4) current lettings. First, MoDOT anticipates receiving federal funding for the ARRA legislation through fiscal year 2010. Second, suballocated federal funds will be received that pass through MoDOT to local governments. Third, MoDOT will convert advance construction projects to regular federal funds (see Sections 5-23 through 5-25 for further information on advance construction). Lastly, any remaining federal funding will be available for current lettings. See Figure 5, Section 5-22 for a breakdown of each federal funding category.

Figure 5: MoDOT's Anticipated Highway and Bridge Federal Funds to be Obligated for State Fiscal Years 2010-2014

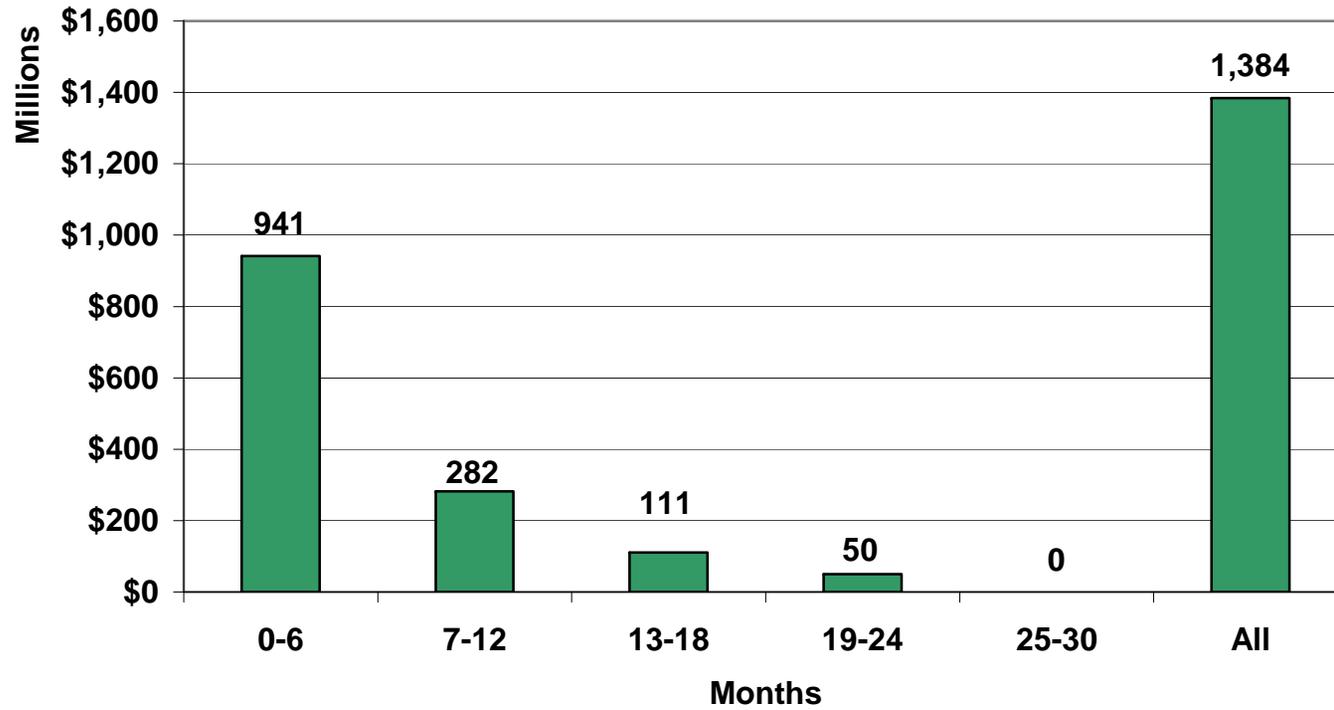


Advance Construction (AC)

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

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway System (NHS), Surface Transportation System (STP) and Interstate Maintenance (IM) projects or when sufficient obligation limitation is not available. The average number of days between bid award and AC conversion is 171 days. Figure 6, Section 5-24 shows the projects grouped by age in six-month increments and the dollar amount and the number of projects in each group.

Figure 6: Age of MoDOT's Federal Advance Construction Projects (as of second quarter of federal fiscal year 2009)



MoDOT anticipates sufficient revenue exists to cover new AC projects over the STIP horizon, as shown in Table 1, Section 5-14. Funding sources include existing cash balances, state motor fuel, motor vehicle sales and use tax and motor vehicle licensing and fees revenue, federal reimbursement (includes conversion of AC), bond proceeds, interest and miscellaneous revenue as shown in Figure 2, Section 5-10.

Table 4 provides MoDOT’s AC forecast, which shows the projected balance at the end of each fiscal year. State funds pay for new AC project expenditures until federal-aid is available and they are converted. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement. Which projects are converted also depends on what federal funds are made available. As displayed in Table 4, MoDOT anticipates the AC balance to decline from fiscal year 2010 to 2014. The AC balance is driven by the relationship between available federal funds and the construction program. For example, if available federal funds are significantly lower than the size of the construction program, the AC balance will increase. Appendix A lists the anticipated new AC projects. Appendix B lists eligible projects programmed in previous STIPs and their planned conversion dates. The amounts in Table 4 are based on MoDOT’s AC forecast. The amounts are subject to change based on future federal apportionment amounts and categories.

Table 4: MoDOT’s Advance Construction Forecast

Dollars in Millions					
	Fiscal Year				
	2010	2011	2012	2013	2014
Beginning AC Balance ¹	\$1,319	\$1,446	\$1,425	\$1,147	\$807
Plus: New AC Projects (Appendix A)	572	393	154	84	8
AC Subtotal	\$1,891	\$1,839	\$1,579	\$1,231	\$815
Less: AC Conversions (Appendix B)	-445	-414	-205	0	0
Less: AC Conversions (Appendix A)	0	0	-227	-424	-432
Ending AC Balance	\$1,446	\$1,425	\$1,147	\$807	\$383
¹ Estimated					

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2010	5	Boone	TT	5S0917	Earmark	FY2012	\$3,200
2010	1	Andrew	229	111033	I/M	FY2012	\$5,162
2010	1	Andrew	59	1B0801R	Bridge	FY2012	\$1,894
2010	1	Buchanan	169	1P1021	N.H.S.	FY2012	\$965
2010	1	Buchanan	169	1S0977	N.H.S.	FY2012	\$521
2010	1	Buchanan	36	1P2183	N.H.S.	FY2012	\$120
2010	1	Buchanan	59	1P2188	S.T.P.	FY2012	\$434
2010	1	Caldwell	36	1P1034	N.H.S.	FY2012	\$1,476
2010	1	Caldwell	A	1B0801H	Bridge	FY2012	\$648
2010	1	Daviess	6	1P1037	S.T.P.	FY2012	\$1,861
2010	1	Daviess	69	1S1038	S.T.P.	FY2012	\$720
2010	1	Dekalb	33	1B0801L	Bridge	FY2012	\$2,768
2010	1	Dekalb	J	1B0801M	Bridge	FY2012	\$326
2010	1	Gentry	136	1P1015	S.T.P.	FY2012	\$1,482
2010	1	Harrison	13	1S1027	S.T.P.	FY2012	\$434
2010	1	Harrison	MM	1B0801I	Bridge	FY2012	\$828
2010	1	Nodaway	136	1P0979	S.T.P.	FY2012	\$2,357
2010	1	Nodaway	136	1P2187B	S.T.P.	FY2012	\$116
2010	1	Nodaway	PP	1B0801J	Bridge	FY2012	\$671
2010	1	Worth	169	1P2170	S.T.P.	FY2012	\$1,072
2010	2	Grundy	65	2P0777	N.H.S.	FY2012	\$4,627
2010	2	Linn	5	2L1000C	S.T.P.	FY2012	\$317
2010	2	Macon	156	2B0801E	Bridge	FY2012	\$574
2010	2	Macon	36	2P0772	N.H.S.	FY2012	\$1,838
2010	2	Mercer	65	2P0780	S.T.P.	FY2012	\$6,122
2010	2	Putnam	EE	2B0801H	Bridge	FY2012	\$268
2010	2	Randolph	24	2P0779B	S.T.P.	FY2012	\$777
2010	2	Randolph	24	2P0779C	S.T.P.	FY2012	\$620
2010	2	Randolph	25	2P0779D	S.T.P.	FY2012	\$382
2010	2	Saline	AC	2B0801I	Bridge	FY2012	\$268
2010	3	Clark	C	3B0801I	Bridge	FY2012	\$851
2010	3	Marion	24	3B0801M	Bridge	FY2012	\$2,255
2010	3	Pike	61	3P0771	N.H.S.	FY2012	\$2,936
2010	3	Pike	61	3P0776	N.H.S.	FY2012	\$912

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2010	3	Scotland	D	3B0801J	Bridge	FY2012	\$234
2010	3	Shelby	36	3P0792	N.H.S.	FY2012	\$6,615
2010	4	Cass	71	4P1958	N.H.S.	FY2012	\$5,770
2010	4	Clay	10	4B0801J	Bridge	FY2012	\$950
2010	4	Clay	169	4P2253	N.H.S.	FY2012	\$614
2010	4	Clay	269	4U1303E	Earmark	FY2012	\$1,550
2010	4	Clay	283	4P2282	Earmark	FY2012	\$320
2010	4	Clay	291	4P1953	N.H.S.	FY2012	\$798
2010	4	Clay	291	4P1954	N.H.S.	FY2012	\$2,401
2010	4	Clay	35	4I1382	I/M	FY2012	\$21,166
2010	4	Clay	35	4I1690	Earmark	FY2012	\$13,824
2010	4	Clay	35	4I2270	I/M	FY2012	\$428
2010	4	Clay	69	4P1963	S.T.P.	FY2012	\$1,473
2010	4	Henry	7	4B0801H	Bridge	FY2012	\$5,130
2010	4	Jackson	291	4P1956	N.H.S.	FY2012	\$1,503
2010	4	Jackson	350	4P2250	Earmark	FY2012	\$640
2010	4	Jackson	40	4S1965	S.T.P.	FY2012	\$1,025
2010	4	Jackson	435	4I1597B	N.H.S.	FY2012	\$480
2010	4	Jackson	435	4I1964	I/M	FY2012	\$2,306
2010	4	Jackson	435	4Q1768B	N.H.S.	FY2012	\$1,514
2010	4	Jackson	435	4Q1769B	N.H.S.	FY2012	\$188
2010	4	Jackson	470	4Q1769C	N.H.S.	FY2012	\$775
2010	4	Jackson	50	4P1855	S.T.P.	FY2012	\$258
2010	4	Jackson	7	4S1842	S.T.P.	FY2012	\$2,546
2010	4	Jackson	7	4S1962	S.T.P.	FY2012	\$2,636
2010	4	Jackson	71	4Q1769D	N.H.S.	FY2012	\$938
2010	4	Jackson	71	4S1936	N.H.S.	FY2012	\$588
2010	4	Jackson	FF	4S1868	S.T.P.	FY2012	\$485
2010	4	Jackson	W	4B0802F	Bridge	FY2012	\$1,074
2010	4	Johnson	13	4P1138E	N.H.S.	FY2012	\$356
2010	4	Johnson	13	4P1138F	N.H.S.	FY2012	\$535
2010	4	Johnson	50	4P1973	N.H.S.	FY2012	\$3,553
2010	4	Lafayette	13	4B0801N	Bridge	FY2012	\$3,006
2010	4	Platte	29	4Q1767B	N.H.S.	FY2012	\$1,680

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2010	4	Platte	45	4U1108B	Earmark	FY2012	\$24,017
2010	4	Various	Various	4Q1769	S.T.P.	FY2012	\$2,411
2010	4	Various	Various	4I1854	S.T.P.	FY2012	\$400
2010	4	Various	Various	4P2271	S.T.P.	FY2012	\$144
2010	4	Various	Various	4P2272	S.T.P.	FY2012	\$1,600
2010	4	Various	Various	4P2273	S.T.P.	FY2012	\$400
2010	4	Various	Various	4P2283	S.T.P.	FY2012	\$2,400
2010	5	Benton	52	5P0922	S.T.P.	FY2012	\$2,194
2010	5	Benton	65	5P0892	N.H.S.	FY2012	\$4,571
2010	5	Benton	65	5P0892B	N.H.S.	FY2012	\$15,893
2010	5	Benton	65	5P0892C	N.H.S.	FY2012	\$4,198
2010	5	Benton	65	5P0892D	N.H.S.	FY2012	\$98
2010	5	Boone	124	5B0801J	Bridge	FY2012	\$837
2010	5	Boone	40	5B0801I	Bridge	FY2012	\$756
2010	5	Callaway	A	5B0801L	Bridge	FY2012	\$494
2010	5	Camden	5	5P0592F	N.H.S.	FY2012	\$11,019
2010	5	Camden	54	5P0347G	N.H.S.	FY2012	\$18,694
Conversion Year Total: FY 2012							\$227,286
2010	5	Camden	D	5P0347H	S.T.P.	FY2013	\$57
2010	5	Camden	Knob Hollow Rd	0P0931G	S.T.P.	FY2013	\$266
2010	5	Miller	54	5P0648D	N.H.S.	FY2013	\$4,298
2010	5	Morgan	52	5P0925	S.T.P.	FY2013	\$3,422
2010	5	Morgan	D	5B0801N	Bridge	FY2013	\$367
2010	5	Pettis	65	5B0801O	Bridge	FY2013	\$2,156
2010	5	Various	Various	5Q0974	S.T.P.	FY2013	\$1,006
2010	6	Franklin	44	6B0801E	Bridge	FY2013	\$1,144
2010	6	Franklin	44	9Q2165B	S.T.P.	FY2013	\$204
2010	6	Franklin	47	6P2139	S.T.P.	FY2013	\$2,230
2010	6	Franklin	OR 44	6I2066	Earmark	FY2013	\$308
2010	6	Jefferson	110	6S1905	S.T.P.	FY2013	\$2,753
2010	6	Jefferson	30	6S1910	S.T.P.	FY2013	\$857
2010	6	Jefferson	55	6B0801H	Bridge	FY2013	\$1,860
2010	6	Jefferson	55	6I1010D	I/M	FY2013	\$3,470

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2010	6	Jefferson	61	6S2166	S.T.P.	FY2013	\$923
2010	6	Jefferson	A	6S2121	S.T.P.	FY2013	\$3,500
2010	6	Jefferson	P	6S1904	S.T.P.	FY2013	\$834
2010	6	Jefferson	Y	6B0801G	Bridge	FY2013	\$786
2010	6	St. Charles	70	6I1734	S.T.P.	FY2013	\$240
2010	6	St. Charles	70	6I1945	I/M	FY2013	\$1,739
2010	6	St. Charles	70	6I2083	S.T.P.	FY2013	\$5,047
2010	6	St. Charles	70	6I2120	I/M	FY2013	\$1,722
2010	6	St. Charles	94	6Q2036	S.T.P.	FY2013	\$465
2010	6	St. Louis	100	6S2154	S.T.P.	FY2013	\$1,396
2010	6	St. Louis	100	6S2183	S.T.P.	FY2013	\$175
2010	6	St. Louis	141	6Q2037	S.T.P.	FY2013	\$782
2010	6	St. Louis	170	6I2068	Earmark	FY2013	\$134
2010	6	St. Louis	180	6S2214	S.T.P.	FY2013	\$434
2010	6	St. Louis	267	6S2105	S.T.P.	FY2013	\$554
2010	6	St. Louis	270	6I1830B	Earmark	FY2013	\$7,127
2010	6	St. Louis	270	6I1965	S.T.P.	FY2013	\$2,702
2010	6	St. Louis	270	6I1978	S.T.P.	FY2013	\$934
2010	6	St. Louis	270	6I2010	I/M	FY2013	\$1,571
2010	6	St. Louis	270	6S2182	S.T.P.	FY2013	\$49
2010	6	St. Louis	340	6S1983	S.T.P.	FY2013	\$1,112
2010	6	St. Louis	340	6S2176	S.T.P.	FY2013	\$312
2010	6	St. Louis	364	6U1045B	S.T.P.	FY2013	\$19,316
2010	6	St. Louis	367	6P2164	S.T.P.	FY2013	\$863
2010	6	St. Louis	40	6P1900	S.T.P.	FY2013	\$545
2010	6	St. Louis	40	6P1901	S.T.P.	FY2013	\$734
2010	6	St. Louis	40	6Q2038D	S.T.P.	FY2013	\$1,120
2010	6	St. Louis	40	6Q2038F	S.T.P.	FY2013	\$600
2010	6	St. Louis	44	6I1967	S.T.P.	FY2013	\$442
2010	6	St. Louis	44	6I2009	I/M	FY2013	\$6,920
2010	6	St. Louis	61	6S2165	S.T.P.	FY2013	\$907
2010	6	St. Louis	61	6S2216	S.T.P.	FY2013	\$212
2010	6	St. Louis	67	6P2300	S.T.P.	FY2013	\$171
2010	6	St. Louis	67	6Q2037H	S.T.P.	FY2013	\$987

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2010	6	St. Louis	70	6I2024	I/M	FY2013	\$1,535
2010	6	St. Louis	70	6I2106B	I/M	FY2013	\$1,480
2010	6	St. Louis	AB	6S2081	S.T.P.	FY2013	\$1,419
2010	6	St. Louis	EE	6S1973	S.T.P.	FY2013	\$866
2010	6	St. Louis	Hanley Rd	6O0009	Earmark	FY2013	\$4,800
2010	6	St. Louis City	44	6I2069B	Earmark	FY2013	\$702
2010	6	St. Louis City	55	6I1541C	S.T.P.	FY2013	\$2,442
2010	6	St. Louis City	55	6I2080	I/M	FY2013	\$1,032
2010	6	St. Louis City	64	6I0985J	I/M	FY2013	\$10,425
2010	6	St. Louis City	64	6I0985M	I/M	FY2013	\$4,342
2010	6	St. Louis City	64	6I0985P	I/M	FY2013	\$7,711
2010	6	St. Louis City	70	6I0984	Earmark	FY2013	\$13,557
2010	6	St. Louis City	70	6I0984B	Earmark	FY2013	\$15,047
2010	6	St. Louis City	70	6I0984C	Earmark	FY2013	\$33,767
2010	6	St. Louis City	70	6U1086D	I/M	FY2013	\$1,553
2010	6	St. Louis City	Loughborough Ave	6O0014	S.T.P.	FY2013	\$578
2010	6	St. Louis City	S Grand Ave	6O0012	Earmark	FY2013	\$2,520
2010	6	St. Louis City	S Grand Ave	6O0012B	Earmark	FY2013	\$13,500
2010	6	St. Louis City	Shaw Blvd	6I2069	Earmark	FY2013	\$1,656
2010	6	St. Louis City	Tucker Blvd	6O0013	Earmark	FY2013	\$18,463
2010	6	Various	Various	6I2123B	S.T.P.	FY2013	\$243
2010	6	Various	Various	6I2171	S.T.P.	FY2013	\$816
2010	6	Various	Various	6Q2038E	S.T.P.	FY2013	\$720
2010	7	Barton	71	7P0824E	N.H.S.	FY2013	\$4,144
2010	7	Barton	71	7P0824H	N.H.S.	FY2013	\$4,220
2010	7	Bates	71	7P0824C	N.H.S.	FY2013	\$9,435
2010	7	Dade	U	7B0801M	Bridge	FY2013	\$526
2010	7	Jasper	66	7S0594	Earmark	FY2013	\$7,239
2010	7	Jasper	71	7P0824G	N.H.S.	FY2013	\$3,739
2010	7	Jasper	71	7P0824I	N.H.S.	FY2013	\$2,531
2010	7	Jasper	BB	7B0801O	Bridge	FY2013	\$250
2010	7	Newton	43	7S0858	S.T.P.	FY2013	\$762
2010	7	Newton	44	7I0873	I/M	FY2013	\$2,321
2010	7	Newton	44	9Q2165D	S.T.P.	FY2013	\$370

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2010	7	Newton	60	7P0866	S.T.P.	FY2013	\$365
2010	7	St. Clair	13	7P0824D	N.H.S.	FY2013	\$1,746
2010	7	St. Clair	13	7P0824F	N.H.S.	FY2013	\$1,736
2010	7	St. Clair	B	7B0801G	Bridge	FY2013	\$1,430
2010	7	Vernon	71	7P0863	S.T.P.	FY2013	\$450
2010	7	Vernon	DD	7B0801L	Bridge	FY2013	\$1,536
2010	8	Christian	65	8P0893	N.H.S.	FY2013	\$1,336
2010	8	Greene	125	8B0802B	Bridge	FY2013	\$1,889
2010	8	Greene	44	8I0754	I/M	FY2013	\$1,674
2010	8	Greene	44	8I0755	N.H.S.	FY2013	\$1,008
2010	8	Greene	44	8I2172	N.H.S.	FY2013	\$968
2010	8	Greene	44	9Q2165C	S.T.P.	FY2013	\$238
2010	8	Greene	65	8P0880	N.H.S.	FY2013	\$4,718
2010	8	Greene	D	8S2195	S.T.P.	FY2013	\$750
2010	8	Greene	IS44E TO US65S	8P0881E	S.T.P.	FY2013	\$238
2010	8	Greene	IS44W TO RTHN	8P0881F	S.T.P.	FY2013	\$178
2010	8	Greene	UU	8B0801D	Bridge	FY2013	\$282
2010	8	Greene	Various	8P0761	S.T.P.	FY2013	\$1,147
2010	8	Laclede	44	8I0905	I/M	FY2013	\$6,620
2010	8	Laclede	5	8P0902	N.H.S.	FY2013	\$8,081
2010	8	Laclede	A	8B0801E	Bridge	FY2013	\$388
2010	8	Laclede	IS44E TO RTJ	8P0894D	S.T.P.	FY2013	\$465
2010	8	Taney	76	8P2216	S.T.P.	FY2013	\$180
2010	8	Various	Various	8Q0830D	Earmark	FY2013	\$665
2010	8	Various	Various	8Q0882	S.T.P.	FY2013	\$414
2010	8	Various	Various	8Q2181	S.T.P.	FY2013	\$4
2010	9	Phelps	63	9P0597	N.H.S.	FY2013	\$719
2010	9	Shannon	60	9P0596	N.H.S.	FY2013	\$1,794
2010	9	Shannon	60	9P2197	N.H.S.	FY2013	\$2,734
2010	9	Texas	60	9B0801I	Bridge	FY2013	\$398
2010	9	Texas	63	9B0801H	Bridge	FY2013	\$1,699
2010	9	Various	44	9Q2165	S.T.P.	FY2013	\$938
2010	10	Butler	53	0P0826	S.T.P.	FY2013	\$3,128
2010	10	Cape Girardeau	55	0I0767A	S.T.P.	FY2013	\$960

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2010	10	Cape Girardeau	55	0I0767B	S.T.P.	FY2013	\$960
2010	10	Cape Girardeau	AB	0S0860	S.T.P.	FY2013	\$2,902
2010	10	Madison	67	0P0986	S.T.P.	FY2013	\$1,746
2010	10	Madison	67	0P2186	N.H.S.	FY2013	\$571
2010	10	Mississippi	57	0I0981	I/M	FY2013	\$2,895
2010	10	Mississippi	UU	0B0801I	Bridge	FY2013	\$437
2010	10	New Madrid	EE	0S2190	S.T.P.	FY2013	\$239
2010	10	Pemiscot	337	0S0742	S.T.P.	FY2013	\$1,438
2010	10	Pemiscot	55	0I0972	S.T.P.	FY2013	\$5,638
2010	10	Perry	51	0B0801H	Bridge	FY2013	\$638
2010	10	Scott	55	0I0943	Earmark	FY2013	\$3,179
2010	10	Scott	57	0I0982	I/M	FY2013	\$2,143
2010	10	Scott	H	0S0818	S.T.P.	FY2013	\$253
2010	10	St. Francois	8	0B0801C	Bridge	FY2013	\$1,087
2010	10	St. Francois	OR 67	0S0966	Earmark	FY2013	\$2,879
2010	10	Ste. Genevieve	55	0I2187	I/M	FY2013	\$468
2010	10	Stoddard	N	0B0801J	Bridge	FY2013	\$279
2010	10	Various	Various	0Q2168	S.T.P.	FY2013	\$800
2010	10	Wayne	F	0P0931D	S.T.P.	FY2013	\$332
Programmed State AC SFY Subtotal - \$571,509							
2011	1	Atchison	136	1P0980	S.T.P.	FY2013	\$2,569
2011	1	Atchison	29	1I2155	S.T.P.	FY2013	\$3,658
2011	1	Caldwell	U	1B0801Q	Bridge	FY2013	\$1,264
2011	1	Daviess	HH	1B0801N	Bridge	FY2013	\$1,806
2011	1	Dekalb	36	1B0801S	Bridge	FY2013	\$989
2011	1	Dekalb	F	1B0801P	Bridge	FY2013	\$850
2011	1	Gentry	136	1P1016	S.T.P.	FY2013	\$1,479
2011	1	Gentry	85	1B0801O	Bridge	FY2013	\$162
2011	1	Holt	29	1I2162	I/M	FY2013	\$1,935
2011	1	Holt	29	1I2163	I/M	FY2013	\$2,242
2011	1	Nodaway	A	1B0801K	Bridge	FY2013	\$836
2011	2	Adair	63	2P0483I	N.H.S.	FY2013	\$7,801
2011	2	Carroll	24	2P0779	S.T.P.	FY2013	\$2,544

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2011	2	Saline	127	2B0801F	Bridge	FY2013	\$847
2011	2	Saline	VV	2B0801G	Bridge	FY2013	\$375
2011	3	Lincoln	W	3B0801K	Bridge	FY2013	\$1,210
2011	3	Marion	36	3P0791	N.H.S.	FY2013	\$613
2011	3	Marion	CC	3B0801L	Bridge	FY2013	\$1,215
2011	3	Monroe	24	3P0784	S.T.P.	FY2013	\$2,147
2011	3	Monroe	A	3B0801G	Bridge	FY2013	\$1,880
2011	3	Warren	70	3I2149	I/M	FY2013	\$4,323
2011	4	Clay	92	4B0801M	Bridge	FY2013	\$1,445
2011	4	Henry	C	4B0801K	Bridge	FY2013	\$1,583
2011	4	Henry	K	4B0801L	Bridge	FY2013	\$3,309
2011	4	Jackson	150	4B0802G	Bridge	FY2013	\$909
2011	4	Jackson	35	4I2012	I/M	FY2013	\$16,594
2011	4	Jackson	40	4S2029	S.T.P.	FY2013	\$8,598
2011	4	Jackson	435	4I1121B	I/M	FY2013	\$7,010
Conversion Year Total: FY 2013							\$424,414
2011	4	Jackson	70	4I1790B	I/M	FY2014	\$9,179
2011	4	Jackson	70	4I2228	N.H.S.	FY2014	\$2,151
2011	4	Johnson	13	4P2184	N.H.S.	FY2014	\$449
2011	4	Lafayette	13	4P2172	N.H.S.	FY2014	\$125
2011	4	Ray	10	4P2173	N.H.S.	FY2014	\$725
2011	4	Various	Various	4P2241	S.T.P.	FY2014	\$412
2011	4	Various	Various	4Q1948	S.T.P.	FY2014	\$4,868
2011	5	Benton	65	5P0960	N.H.S.	FY2014	\$2,954
2011	5	Callaway	94	5B0801M	Bridge	FY2014	\$688
2011	5	Camden	5	5P0914	N.H.S.	FY2014	\$645
2011	5	Miller	54	5P0962	N.H.S.	FY2014	\$2,859
2011	5	Moniteau	50	5P0912	N.H.S.	FY2014	\$1,434
2011	5	Moniteau	50	5P0961	N.H.S.	FY2014	\$3,162
2011	5	Morgan	50	5P0916	N.H.S.	FY2014	\$5,764
2011	5	Pettis	65	5P0967	N.H.S.	FY2014	\$1,890
2011	5	Pettis	65	5P0968	N.H.S.	FY2014	\$1,116
2011	6	Franklin	100	6P2140	S.T.P.	FY2014	\$510

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2011	6	Franklin	185	6S2118	S.T.P.	FY2014	\$622
2011	6	Franklin	44	6I2017B	I/M	FY2014	\$391
2011	6	Franklin	44	6I2084	N.H.S.	FY2014	\$2,895
2011	6	Franklin	47	6P2138	S.T.P.	FY2014	\$1,058
2011	6	Franklin	50	6P1948	N.H.S.	FY2014	\$1,055
2011	6	Franklin	50	6P2141	N.H.S.	FY2014	\$276
2011	6	Jefferson	141	6B0801I	Bridge	FY2014	\$633
2011	6	Jefferson	MM	6S2167	S.T.P.	FY2014	\$291
2011	6	St. Charles	370	6P1943	S.T.P.	FY2014	\$1,192
2011	6	St. Charles	370	6P1944	S.T.P.	FY2014	\$476
2011	6	St. Charles	67	6P2126	S.T.P.	FY2014	\$1,460
2011	6	St. Charles	B	6B0801J	Bridge	FY2014	\$623
2011	6	St. Charles	N	6S1952	S.T.P.	FY2014	\$1,508
2011	6	St. Louis	170	6I1924	S.T.P.	FY2014	\$2,063
2011	6	St. Louis	170	6I2251	S.T.P.	FY2014	\$2,219
2011	6	St. Louis	270	6I2010B	I/M	FY2014	\$4,561
2011	6	St. Louis	270	6I2082	I/M	FY2014	\$369
2011	6	St. Louis	270	6I2130	I/M	FY2014	\$639
2011	6	St. Louis	40	6Q2039D	S.T.P.	FY2014	\$1,178
2011	6	St. Louis	40	6Q2039F	S.T.P.	FY2014	\$630
2011	6	St. Louis	CC	6S1980	S.T.P.	FY2014	\$765
2011	6	St. Louis	JJ	6S1859	S.T.P.	FY2014	\$2,151
2011	6	St. Louis City	64	6I0985O	I/M	FY2014	\$6,437
2011	6	St. Louis City	70	6I1996	I/M	FY2014	\$1,744
2011	6	St. Louis City	70	6U1086	I/M	FY2014	\$44,908
2011	6	St. Louis City	70	6U1086C	I/M	FY2014	\$6,281
2011	6	Various	Various	6P2040	S.T.P.	FY2014	\$24,224
2011	6	Various	Various	6P2041	S.T.P.	FY2014	\$4,202
2011	6	Various	Various	6P2044	S.T.P.	FY2014	\$2,256
2011	6	Various	Various	6Q2039E	S.T.P.	FY2014	\$758
2011	7	Barton	126	7B0801S	Bridge	FY2014	\$433
2011	7	Barton	71	7B0801K	Bridge	FY2014	\$2,348
2011	7	Bates	71	7B0801H	Bridge	FY2014	\$3,665
2011	7	Bates	N	7B0801R	Bridge	FY2014	\$371

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2011	7	Jasper	171	7B0801N	Bridge	FY2014	\$1,471
2011	7	Jasper	66	7P0842C	S.T.P.	FY2014	\$410
2011	7	Jasper	71	7P0842F	N.H.S.	FY2014	\$5,593
2011	7	Lawrence	60	7B0801P	Bridge	FY2014	\$868
2011	7	Newton	71	7P0842D	N.H.S.	FY2014	\$586
2011	7	St. Clair	13	7P0842E	N.H.S.	FY2014	\$681
2011	7	Various	71	7P2157	N.H.S.	FY2014	\$61,163
2011	7	Vernon	54	7P0842B	N.H.S.	FY2014	\$4,223
2011	7	Vernon	71	7B0801I	Bridge	FY2014	\$1,726
2011	7	Vernon	71	7B0801J	Bridge	FY2014	\$2,022
2011	8	Dallas	65	8P0894B	N.H.S.	FY2014	\$155
2011	8	Greene	13	8P0881B	S.T.P.	FY2014	\$193
2011	8	Greene	13	8S2157	N.H.S.	FY2014	\$4,478
2011	8	Greene	160	8P0881D	S.T.P.	FY2014	\$475
2011	8	Greene	44	8P0881C	S.T.P.	FY2014	\$581
2011	8	Greene	44	8S2150	S.T.P.	FY2014	\$169
2011	8	Greene	Various	8Q0830B	S.T.P.	FY2014	\$1,061
2011	8	Polk	T	8B0801C	Bridge	FY2014	\$1,854
2011	8	Stone	13	8P2188	S.T.P.	FY2014	\$16,458
2011	8	Taney	65	8P0894C	S.T.P.	FY2014	\$1,301
2011	8	Various	Various	8Q0883	S.T.P.	FY2014	\$470
2011	8	Various	Various	8Q2182	S.T.P.	FY2014	\$4
2011	9	Crawford	44	9I2153	I/M	FY2014	\$1,134
2011	9	Howell	17	9P2158B	S.T.P.	FY2014	\$820
2011	9	Howell	63	9P0577C	N.H.S.	FY2014	\$1,804
2011	9	Iron	32	9P2158C	S.T.P.	FY2014	\$1,261
2011	9	Phelps	72	9P0577B	S.T.P.	FY2014	\$947
2011	9	Pulaski	44	9I2149	I/M	FY2014	\$12,528
2011	9	Reynolds	34	9P2147	S.T.P.	FY2014	\$845
2011	9	Texas	63	9P0577D	N.H.S.	FY2014	\$299
2011	9	Texas	63	9P0577E	N.H.S.	FY2014	\$1,299
2011	9	Various	Various	9P2160	S.T.P.	FY2014	\$336
2011	9	Washington	8	9P0577F	N.H.S.	FY2014	\$443
2011	10	Madison	67	0P0828	N.H.S.	FY2014	\$1,800

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2011	10	Mississippi	62	0S2189	S.T.P.	FY2014	\$1,046
2011	10	Pemiscot	55	0I2188	I/M	FY2014	\$482
2011	10	Perry	55	0I2158	I/M	FY2014	\$6,592
2011	10	St. Francois	221	0S0880	S.T.P.	FY2014	\$1,181
2011	10	Wayne	67	0P0877	N.H.S.	FY2014	\$3,964
2011	10	Wayne	67	0P0931F	N.H.S.	FY2014	\$312
2011	10	Butler	67	0P0959	N.H.S.	FY2014	\$2,428
2011	5	Osage	50	5P0951B	N.H.S.	FY2014	\$3,996
Programmed State AC SFY Subtotal - \$393,264							
2012	1	Buchanan	29	1I2181	I/M	FY2014	\$2,203
2012	1	Buchanan	45	1P2171	S.T.P.	FY2014	\$440
2012	1	Buchanan	59	1P1013	N.H.S.	FY2014	\$1,444
2012	2	Saline	70	2I2152	I/M	FY2014	\$10,571
2012	3	Scotland	136	3B0801H	Bridge	FY2014	\$192
2012	3	Warren	70	3I2175	I/M	FY2014	\$3,563
2012	4	Cass	W	4B0802E	Bridge	FY2014	\$833
2012	4	Clay	169	4U1314B	S.T.P.	FY2014	\$15,589
2012	4	Jackson	70	4I2259	I/M	FY2014	\$8,578
2012	4	Jackson	Blue Ridge Blvd.	4B0802H	Bridge	FY2014	\$1,300
2012	4	Platte	635	4I2014	I/M	FY2014	\$2,333
2012	4	Platte	635	4I2271	I/M	FY2014	\$1,391
2012	4	Ray	210	4P2284	S.T.P.	FY2014	\$1,359
2012	4	Various	Various	4Q1993	S.T.P.	FY2014	\$2,377
2012	5	Benton	65	5P0904	N.H.S.	FY2014	\$660
2012	5	Benton	7	5P0903	S.T.P.	FY2014	\$1,794
2012	5	Benton	7	5P0918	S.T.P.	FY2014	\$986
2012	5	Boone	70	5I2164B	I/M	FY2014	\$592
2012	5	Callaway	70	5I2168B	I/M	FY2014	\$1,384
2012	5	Camden	5	5P0905	N.H.S.	FY2014	\$1,790
2012	6	Franklin	44	6S2000	S.T.P.	FY2014	\$159
2012	6	Jefferson	55	6I1010H	I/M	FY2014	\$7,759
2012	6	Jefferson	55	6Q2038	S.T.P.	FY2014	\$2,801
2012	6	Jefferson	61	6S2262	S.T.P.	FY2014	\$2,385

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2012	6 St. Louis		100	6S2085	N.H.S.	FY2014	\$8,613
2012	6 St. Louis		270	6B0801K	Bridge	FY2014	\$353
2012	6 St. Louis		40	6Q2246D	S.T.P.	FY2014	\$1,214
2012	6 St. Louis		40	6Q2246F	S.T.P.	FY2014	\$649
2012	6 St. Louis City		64	6I0985	I/M	FY2014	\$9,560
2012	6 Various		Various	6Q2246E	S.T.P.	FY2014	\$781
2012	7 Barry		37	7P0859B	N.H.S.	FY2014	\$5,888
2012	7 McDonald		B	7B0801Q	Bridge	FY2014	\$415
2012	8 Greene		44	8I2198	I/M	FY2014	\$4,137
2012	8 Laclede		44	8I2200	I/M	FY2014	\$2,063
2012	8 Laclede		44	8I2202	I/M	FY2014	\$853
2012	8 Various		Various	8Q0913	S.T.P.	FY2014	\$526
2012	8 Various		Various	8Q2183	S.T.P.	FY2014	\$68
2012	9 Howell		63	9P2177	N.H.S.	FY2014	\$5,018
2012	9 Oregon		63	9P2180	N.H.S.	FY2014	\$1,299
2012	9 Phelps		63	9P2190	N.H.S.	FY2014	\$2,170
2012	9 Phelps		8	9P2182	N.H.S.	FY2014	\$775
2012	10 Bollinger		34	0P0922	S.T.P.	FY2014	\$2,338
Conversion Year Total: FY 2014							\$432,275
2012	10 Butler		67	0P0959	N.H.S.	FY2015	\$17,991
2012	10 Perry		55	0I2176	I/M	FY2015	\$17,260
Programmed State AC SFY Subtotal - \$154,452							
2013	3 Lincoln		61	3P0749	N.H.S.	FY2015	\$5,662
2013	3 Lincoln		61	3P2147	N.H.S.	FY2015	\$1,933
2013	3 Pike		61	3P0777	N.H.S.	FY2015	\$1,345
2013	4 Cass		7	4B0801I	Bridge	FY2015	\$1,282
2013	4 Cass		71	4P1989	N.H.S.	FY2015	\$10,436
2013	4 Jackson		71	4B0802D	Bridge	FY2015	\$469
2013	4 Johnson		13	4P1138	N.H.S.	FY2015	\$13,716
2013	4 Various		Various	4Q2242	S.T.P.	FY2015	\$2,657
2013	5 Boone		Sorrels Overpass Dr	5B0801H	Bridge	FY2015	\$351
2013	5 Cole		T	5B0801K	Bridge	FY2015	\$1,159

Appendix A: 2010 - 2014 STIP Construction Projects With a Federal Category of Advanced Construction and Planned Conversions

Programmed State AC SFY	District	County	Route	Job Number	Anticipated Federal Category	Planned Conversion	State AC (dollars in thousands)
2013	5	Osage	50	5P0951B	N.H.S.	FY2015	\$26,926
2013	6	Franklin	AT	6B0801F	Bridge	FY2015	\$469
2013	6	Jefferson	30	6S1908	S.T.P.	FY2015	\$1,091
2013	6	St. Louis	44	6Q2039	S.T.P.	FY2015	\$2,771
2013	6	St. Louis City	64	6I1248	S.T.P.	FY2015	\$9,691
2013	6	Various	Various	6Q2037E	S.T.P.	FY2015	\$786
2013	8	Various	Various	8Q2180	S.T.P.	FY2015	\$70
2013	8	Various	Various	8Q2185	S.T.P.	FY2015	\$542
2013	9	Howell	60	9P2192	N.H.S.	FY2015	\$2,051
2013	9	Iron	221	9B0801G	Bridge	FY2015	\$469
Programmed State AC SFY Subtotal - \$83,876							
2014	3	Ralls	61	3P0778B	N.H.S.	FY2015	\$2,048
2014	4	Various	Various	4Q2269	S.T.P.	FY2015	\$2,848
2014	6	St. Louis	100	6Q2246	S.T.P.	FY2015	\$2,854
Programmed State AC SFY Subtotal - \$7,750							
Conversion Year Total: FY 2015							\$126,408

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J6I0978			
Partial Conversion	11/1/2006	33,288,785.00	FY2010
J5P0632A	1/1/2007	11,270,996.55	FY2010
J9P0364L	2/1/2007	2,313,527.93	FY2010
J4P1796	3/1/2007	3,149,736.63	FY2010
J0I0973	4/1/2007	42,816.55	FY2010
J3P0730	4/1/2007	511,575.78	FY2010
J4P1795	4/1/2007	905,374.53	FY2010
J4P1807	4/1/2007	516,549.02	FY2010
J4P1918	4/1/2007	1,739,598.45	FY2010
J6I1933	4/1/2007	1,069,273.96	FY2010
J6I1936	4/1/2007	280,739.52	FY2010
J7P0826	4/1/2007	127,926.92	FY2010
J8P0832	4/1/2007	448,202.69	FY2010
J9P0545	4/1/2007	1,752,975.43	FY2010
J4P1393	5/1/2007	3,292,044.38	FY2010
J6P0672C	5/1/2007	18,563,129.12	FY2010
J9P0537	5/1/2007	824,752.83	FY2010
J4I1331	6/1/2007	4,173,518.97	FY2010
J4I1332	6/1/2007	3,433,346.12	FY2010
J6P0876I	6/1/2007	14,556,026.56	FY2010
J6P1686	6/1/2007	1,104,502.41	FY2010
J6P1777	6/1/2007	394,406.85	FY2010
J6P1852	6/1/2007	74,832.30	FY2010
J6S1789	6/1/2007	2,605,161.60	FY2010
J8P0877B	6/1/2007	959,610.90	FY2010
J8S0852	6/1/2007	201,211.94	FY2010
J9P0567	6/1/2007	1,978,984.69	FY2010
J9P0598	6/1/2007	2,074,272.23	FY2010
J0P0931E	7/1/2007	839,863.92	FY2010
J4I1641B	7/1/2007	6,362,238.83	FY2010
J4I1662	7/1/2007	1,989,208.04	FY2010

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J6I1791	7/1/2007	377,092.58	FY2010
J6I1838	7/1/2007	4,968,825.24	FY2010
J6I2106	7/1/2007	1,991,312.15	FY2010
J6I2107	7/1/2007	2,564,847.45	FY2010
J6S2032	7/1/2007	1,051,238.19	FY2010
J6U1028E	7/1/2007	7,414,819.93	FY2010
J8S0820	7/1/2007	1,123,453.52	FY2010
J6I1995	8/1/2007	282,011.46	FY2010
J9P0359B	8/1/2007	20,361,102.48	FY2010
J9P0381D	8/1/2007	4,230,998.94	FY2010
J1S0869	9/1/2007	833,658.34	FY2010
J3P0409C	9/1/2007	2,570,264.64	FY2010
J3P0410	9/1/2007	1,230,922.41	FY2010
J5P0309A	9/1/2007	12,067,379.91	FY2010
J5P0648A	9/1/2007	13,180,045.08	FY2010
J7U0436H	9/1/2007	3,013,004.36	FY2010
J0P0928	10/1/2007	13,959,245.84	FY2010
J5I0971	10/1/2007	1,930,679.60	FY2010
J5P0907	10/1/2007	1,434,848.04	FY2010
J6S1805	10/1/2007	1,782,054.42	FY2010
J6S1927	10/1/2007	70,680.42	FY2010
J6S2063B	10/1/2007	28,442.70	FY2010
J6S2064	10/1/2007	60,907.82	FY2010
J7I0841	10/1/2007	3,085,642.27	FY2010
J7P0833	10/1/2007	281,226.42	FY2010
J7P0838	10/1/2007	2,208,581.44	FY2010
J7P0867	10/1/2007	99,087.80	FY2010
J7P0868	10/1/2007	587,212.60	FY2010
J7P0876	10/1/2007	356,569.61	FY2010
J7S0843	10/1/2007	100,757.42	FY2010
J7S0856B	10/1/2007	104,722.60	FY2010
J8P0843C	10/1/2007	2,474,026.69	FY2010
J0P0848	11/1/2007	2,336,491.01	FY2010

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion	
J0P0884	11/1/2007	366,909.23	FY2010	
J0P0887	11/1/2007	1,794,106.77	FY2010	
J2P0482	11/1/2007	4,159,435.22	FY2010	
J3P0711	11/1/2007	1,724,711.59	FY2010	
J3P0790	11/1/2007	409,301.74	FY2010	
J5P0935	11/1/2007	3,170,277.75	FY2010	
J6P1792	11/1/2007	871,785.10	FY2010	
J0P0826B	12/1/2007	2,174,604.27	FY2010	
J0P0930	12/1/2007	6,471,167.22	FY2010	
J2P0770	12/1/2007	1,582,724.37	FY2010	
J2P0771	12/1/2007	2,281,234.46	FY2010	
J2P0773	12/1/2007	3,774,747.61	FY2010	
J4I1335	12/1/2007	1,329,517.11	FY2010	
J4I1402	12/1/2007	8,818,734.94	FY2010	
J4I1507	12/1/2007	169,972,201.55	FY2010	
J4I1662B	12/1/2007	452,708.67	FY2010	
J4I1662C	12/1/2007	2,903,513.74	FY2010	
J4P1829	12/1/2007	347,807.86	FY2010	
J4P1849	12/1/2007	689,708.72	FY2010	
J4P2007	12/1/2007	605,636.23	FY2010	
J4S1974	12/1/2007	704,878.96	FY2010	Total FY2010
J5P2151	12/1/2007	36,625.63	FY2010	445,000,000
J8P0591	12/1/2007	15,621,793.58	FY2011	
J8P0844	12/1/2007	92,788.46	FY2011	
J8S0851	12/1/2007	3,145,205.46	FY2011	
J9L0700L	12/1/2007	1,271,983.54	FY2011	
J0P0572E	1/1/2008	1,053,129.60	FY2011	
J0P0883	1/1/2008	729,473.25	FY2011	
J0P0969	1/1/2008	1,741,380.01	FY2011	
J1P0863	1/1/2008	1,327,575.79	FY2011	
J1P0952	1/1/2008	706,713.38	FY2011	
J3S0765	1/1/2008	380,320.64	FY2011	
J4I1694	1/1/2008	144,863.22	FY2011	

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J4I1709A	1/1/2008	2,941,206.14	FY2011
J4I1881	1/1/2008	2,417,034.15	FY2011
J4P1845	1/1/2008	566,561.17	FY2011
J4P1846	1/1/2008	399,057.33	FY2011
J5P0591	1/1/2008	2,195,870.08	FY2011
J6S1864	1/1/2008	517,427.47	FY2011
J7P0769	1/1/2008	2,653,591.10	FY2011
J9P0566	1/1/2008	5,125,384.08	FY2011
J9S0557	1/1/2008	3,899,283.82	FY2011
J0P0591L	2/1/2008	3,578,106.31	FY2011
J1P0913	2/1/2008	1,277,097.05	FY2011
J2S2148	2/1/2008	523,452.89	FY2011
J3P0783	2/1/2008	559,010.17	FY2011
J4I1662D	2/1/2008	2,778,480.85	FY2011
J4P1810	2/1/2008	690,185.23	FY2011
J4P1929	2/1/2008	965,205.60	FY2011
J4P1934	2/1/2008	2,717,321.43	FY2011
J4S1952	2/1/2008	948,956.11	FY2011
J4S1955	2/1/2008	289,651.38	FY2011
J5P0833	2/1/2008	1,654,105.70	FY2011
J6P1948B	2/1/2008	1,115,712.18	FY2011
J6P1985	2/1/2008	685,893.24	FY2011
J6S2122	2/1/2008	545,815.11	FY2011
J8P0789	2/1/2008	364,180.34	FY2011
J9P0381B	2/1/2008	11,025,603.47	FY2011
J9P0381C	2/1/2008	9,026,662.02	FY2011
J0I2153	3/1/2008	1,554,404.02	FY2011
J0P0931	3/1/2008	1,697,735.64	FY2011
J0U0598C	3/1/2008	3,012,783.56	FY2011
J1I0981	3/1/2008	4,763,056.67	FY2011
J1I1014	3/1/2008	3,916,988.81	FY2011
J2P0448	3/1/2008	1,194,779.69	FY2011
J4I1923	3/1/2008	1,414,759.37	FY2011

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J4I2013	3/1/2008	1,111,626.39	FY2011
J5U0675	3/1/2008	11,614,449.87	FY2011
J6I1787	3/1/2008	846,190.47	FY2011
J8P0885C	3/1/2008	2,024,682.76	FY2011
J9P0600	3/1/2008	1,696,795.90	FY2011
J0I0985	4/1/2008	283,921.34	FY2011
J4P1364	4/1/2008	2,489,540.29	FY2011
J5P0592A	4/1/2008	9,307,943.80	FY2011
J6S2127	4/1/2008	282,929.23	FY2011
J0P0989	5/1/2008	2,693,730.10	FY2011
J3P0727	5/1/2008	1,436,739.70	FY2011
J3P0733	5/1/2008	911,957.06	FY2011
J4S1060	5/1/2008	3,813,395.01	FY2011
J6P1004	5/1/2008	8,748,833.71	FY2011
J8P0843B	5/1/2008	1,171,835.76	FY2011
J8P0878B	5/1/2008	355,921.72	FY2011
J8P0878C	5/1/2008	555,343.66	FY2011
J8P0885D	5/1/2008	275,552.62	FY2011
J0I2156	6/1/2008	391,534.92	FY2011
J0P0929	6/1/2008	9,080,236.64	FY2011
J0P2150	6/1/2008	4,985,737.87	FY2011
J1P0965	6/1/2008	622,240.80	FY2011
J2P0778	6/1/2008	2,854,523.58	FY2011
J2P2150	6/1/2008	392,289.55	FY2011
J4P1429	6/1/2008	23,856,993.35	FY2011
J4P1808	6/1/2008	247,476.51	FY2011
J4P2020	6/1/2008	4,564,824.43	FY2011
J4U1130B	6/1/2008	10,717,034.81	FY2011
J5P0934	6/1/2008	1,952,662.49	FY2011
J5P0952	6/1/2008	845,515.06	FY2011
J6I1801	6/1/2008	2,051,801.22	FY2011
J6I1804	6/1/2008	1,524,696.00	FY2011
J6I2152	6/1/2008	483,184.20	FY2011

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J6I2208	6/1/2008	1,734,188.29	FY2011
J6P1828	6/1/2008	265,763.11	FY2011
J6P1829	6/1/2008	3,473,036.54	FY2011
J6Q1833	6/1/2008	3,855,281.39	FY2011
J6Q2037G	6/1/2008	987,624.93	FY2011
J6S1367	6/1/2008	752,961.86	FY2011
J6S2119	6/1/2008	326,155.20	FY2011
J6S2151	6/1/2008	1,331,388.90	FY2011
J6S2202	6/1/2008	868,707.07	FY2011
J7P0871	6/1/2008	603,200.17	FY2011
J8P0588F	6/1/2008	1,836,955.21	FY2011
J8P0886B	6/1/2008	2,687,016.05	FY2011
J9I0574	6/1/2008	2,176,183.42	FY2011
J9P0579	6/1/2008	864,512.22	FY2011
J1S2151	7/1/2008	775,906.31	FY2011
J1S2152	7/1/2008	1,386,505.82	FY2011
J4I1976	7/1/2008	2,121,025.60	FY2011
J4P1653	7/1/2008	519,408.21	FY2011
J4P1707	7/1/2008	2,781,519.55	FY2011
J5P0955B	7/1/2008	119,206.67	FY2011
J6P2053	7/1/2008	16,801.15	FY2011
J6P2053B	7/1/2008	25,725.63	FY2011
J6P2053C	7/1/2008	253,952.52	FY2011
J6P2124	7/1/2008	432,282.99	FY2011
J8P0833	7/1/2008	10,003,213.78	FY2011
J9I2148	7/1/2008	378,468.63	FY2011
J4P1708	8/1/2008	5,055,809.87	FY2011
J4S1937	8/1/2008	2,460,294.77	FY2011
J5P0631A	8/1/2008	19,766,917.20	FY2011
J7P2151	8/1/2008	4,705.28	FY2011
J4I1641D	9/1/2008	12,392,561.66	FY2011
J4P1567	9/1/2008	2,890,190.04	FY2011
J8S0919	9/1/2008	738,388.99	FY2011

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J8S2152	9/1/2008	443,996.21	FY2011
J0P0572F	10/1/2008	2,202,956.89	FY2011
J4I1650	10/1/2008	1,371,654.25	FY2011
J6I1880	10/1/2008	1,380,984.12	FY2011
J6I1923	10/1/2008	418,714.90	FY2011
J7I0599	10/1/2008	2,828,164.33	FY2011
J7P0591	10/1/2008	1,243,835.33	FY2011
J8P0597	10/1/2008	1,679,386.25	FY2011
J0P0933	11/1/2008	505,364.99	FY2011
J0S2152	11/1/2008	498,529.49	FY2011
J3P0748	11/1/2008	264,807.39	FY2011
J4B0801C	11/1/2008	581,227.01	FY2011
J4P1103	11/1/2008	5,897,163.30	FY2011
J6B0801B	11/1/2008	852,486.62	FY2011
J6B0801D	11/1/2008	349,137.02	FY2011
J6I1416	11/1/2008	2,313,208.03	FY2011
J6O0026	11/1/2008	177,191.95	FY2011
J6O0027	11/1/2008	250,518.21	FY2011
J6O0028	11/1/2008	342,002.85	FY2011
J6S1961	11/1/2008	5,063,606.56	FY2011
J6S2197	11/1/2008	178,637.09	FY2011
J8S0724	11/1/2008	2,768,484.38	FY2011
J0B0801B	12/1/2008	230,914.13	FY2011
J0P0884B	12/1/2008	1,825,644.05	FY2011
J1B0801B	12/1/2008	170,100.10	FY2011
J1P0976	12/1/2008	1,949,974.34	FY2011
J1P1060	12/1/2008	1,622,510.37	FY2011
J2B0801B	12/1/2008	718,943.33	FY2011
J2P0776B	12/1/2008	6,373,376.26	FY2011
J3B0801B	12/1/2008	454,533.22	FY2011
J3B0801C	12/1/2008	172,118.06	FY2011
J3I0774	12/1/2008	1,786,091.93	FY2011
J3P0785	12/1/2008	1,223,595.22	FY2011

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J4I1838	12/1/2008	1,488,316.68	FY2011
J4I2200	12/1/2008	1,052,989.15	FY2011
J4P1138B	12/1/2008	5,917,209.96	FY2011
J4S1831	12/1/2008	764,200.84	FY2011
J4S1869	12/1/2008	651,104.35	FY2011
J4S2198	12/1/2008	561,927.79	FY2011
J5P0957	12/1/2008	1,421,170.55	FY2011
J5P0963	12/1/2008	1,805,202.28	FY2011
J7I0872	12/1/2008	3,199,613.21	FY2011
J7I0884	12/1/2008	507,328.11	FY2011
J7P0828	12/1/2008	798,422.17	FY2011
J7P0844	12/1/2008	391,301.38	FY2011
J7P0855	12/1/2008	1,312,002.59	FY2011
J7P0860	12/1/2008	6,829,715.66	FY2011
J7S0856	12/1/2008	498,914.64	FY2011
J7S0857	12/1/2008	212,751.84	FY2011
J7S0883B	12/1/2008	909,139.06	FY2011
J8P0841	12/1/2008	1,275,272.43	FY2011
J0B0801F	1/1/2009	324,049.92	FY2011
J1B0801D	1/1/2009	412,967.81	FY2011
J1P1036	1/1/2009	2,037,414.91	FY2011
J1P1046	1/1/2009	961,411.20	FY2011
J1S1048	1/1/2009	210,283.20	FY2011
J2P0776	1/1/2009	3,383,135.18	FY2011
J3B0801F	1/1/2009	220,967.50	FY2011
J3P0778	1/1/2009	289,417.86	FY2011
J4B0801B	1/1/2009	261,629.18	FY2011
J4B0801F	1/1/2009	320,330.59	FY2011
J4I1837	1/1/2009	1,699,401.60	FY2011
J4I2010	1/1/2009	203,796.00	FY2011
J4S1814	1/1/2009	955,652.28	FY2011
J4S2011	1/1/2009	1,630,449.60	FY2011
J5B0801B	1/1/2009	909,925.17	FY2011

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion	
J5P0954	1/1/2009	1,911,812.52	FY2011	
J5P0955	1/1/2009	1,839,870.90	FY2011	
J6I1863	1/1/2009	1,466,020.70	FY2011	
J6S1962	1/1/2009	2,532,762.00	FY2011	
J6S1981	1/1/2009	341,531.70	FY2011	
J6S1984	1/1/2009	1,614,150.00	FY2011	
J7B0801B	1/1/2009	248,568.29	FY2011	
J8B0801B	1/1/2009	226,637.27	FY2011	
J8P2155	1/1/2009	536,741.34	FY2011	
J8S0835	1/1/2009	404,197.95	FY2011	
J9P0541	1/1/2009	606,792.90	FY2011	
J9P0565	1/1/2009	1,331,712.00	FY2011	
J0B0801D	2/1/2009	1,951,030.70	FY2011	
J0I0983	2/1/2009	5,902,021.76	FY2011	Total FY2011
J0P0673	2/1/2009	101,519.27	FY2011	414,000,000
J0P0941B	2/1/2009	1,324,362.79	FY2012	
J0P0942	2/1/2009	248,713.54	FY2012	
J2P0776C	2/1/2009	3,024,093.84	FY2012	
J3B0801D	2/1/2009	962,677.63	FY2012	
J3I0775	2/1/2009	358,745.23	FY2012	
J3P2146	2/1/2009	2,420,366.66	FY2012	
J3P2146C	2/1/2009	1,037,870.81	FY2012	
J4I1930	2/1/2009	987,177.97	FY2012	
J4I1966	2/1/2009	478,427.88	FY2012	
J4P1809	2/1/2009	258,075.61	FY2012	
J4P1957	2/1/2009	1,322,351.97	FY2012	
J4P1960	2/1/2009	467,023.76	FY2012	
J4P1961	2/1/2009	346,234.81	FY2012	
J4S1864	2/1/2009	565,623.46	FY2012	
J4S1931	2/1/2009	250,294.91	FY2012	
J4S1967	2/1/2009	425,542.98	FY2012	
J4S2193	2/1/2009	397,696.80	FY2012	
J5B0801F	2/1/2009	383,508.58	FY2012	

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J5P0347A	2/1/2009	10,161,592.83	FY2012
J6P1788	2/1/2009	581,880.62	FY2012
J6P2158	2/1/2009	1,565,025.27	FY2012
J6S1529	2/1/2009	730,691.28	FY2012
J6S2027	2/1/2009	34,387.00	FY2012
J7B0801D	2/1/2009	886,811.66	FY2012
J8I0750	2/1/2009	407,124.92	FY2012
J8I0903	2/1/2009	323,598.38	FY2012
J8I0904	2/1/2009	119,938.68	FY2012
J9B0801D	2/1/2009	557,687.04	FY2012
J9B0801F	2/1/2009	391,455.60	FY2012
J9P0546	2/1/2009	1,655,097.82	FY2012
J9P0601	2/1/2009	255,324.50	FY2012
J0B0801E	3/1/2009	538,478.40	FY2012
J1B0801C	3/1/2009	640,886.40	FY2012
J1P0742B	3/1/2009	113,546.40	FY2012
J1P0742D	3/1/2009	229,371.48	FY2012
J2B0801C	3/1/2009	1,020,244.80	FY2012
J2P0755	3/1/2009	12,107,971.20	FY2012
J3B0801E	3/1/2009	704,942.40	FY2012
J3P0728	3/1/2009	2,455,065.54	FY2012
J3P0773	3/1/2009	3,659,599.35	FY2012
J4P1925	3/1/2009	698,882.58	FY2012
J4P1925B	3/1/2009	212,542.70	FY2012
J4S1839	3/1/2009	1,243,911.62	FY2012
J4S1841	3/1/2009	216,785.19	FY2012
J4S2146	3/1/2009	397,065.60	FY2012
J4S2245	3/1/2009	823,180.80	FY2012
J5B0801E	3/1/2009	524,606.40	FY2012
J5B0801G	3/1/2009	289,680.00	FY2012
J5P0869	3/1/2009	1,712,726.68	FY2012
J5P0919	3/1/2009	1,792,265.56	FY2012
J5P0953	3/1/2009	1,620,351.09	FY2012

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
J5S0897	3/1/2009	499,420.66	FY2012
J6I1881	3/1/2009	2,229,547.01	FY2012
J6I1890	3/1/2009	1,787,678.72	FY2012
J6I1894	3/1/2009	632,711.51	FY2012
J6I1979	3/1/2009	936,009.32	FY2012
J7S0770	3/1/2009	492,918.88	FY2012
J8P0683C	3/1/2009	35,983,452.49	FY2012
J8P0897	3/1/2009	4,944,642.78	FY2012
J8P0898	3/1/2009	5,218,714.33	FY2012
J8S0853	3/1/2009	661,997.03	FY2012
J9I0603	3/1/2009	3,169,479.46	FY2012
J9P0468	3/1/2009	3,447,028.80	FY2012
J9P0561	3/1/2009	984,830.40	FY2012
J0P0917	4/1/2009	875,568.00	FY2012
J0S0963	4/1/2009	802,035.00	FY2012
J1P1017	4/1/2009	1,194,906.34	FY2012
J1P1018	4/1/2009	1,186,279.69	FY2012
J4B0801E	4/1/2009	508,453.58	FY2012
J4B0802B	4/1/2009	715,060.80	FY2012
J4P1973B	4/1/2009	2,333,578.03	FY2012
J4U1130C	4/1/2009	6,038,339.62	FY2012
J5B0801D	4/1/2009	1,044,637.08	FY2012
J6I1959	4/1/2009	332,958.60	FY2012
J6I1960	4/1/2009	1,246,129.92	FY2012
J6I2078	4/1/2009	858,421.80	FY2012
J6P1909	4/1/2009	1,596,422.40	FY2012
J6S1955	4/1/2009	1,163,208.00	FY2012
J7P2165	4/1/2009	2,416,502.40	FY2012
J8P0813B	4/1/2009	109,841.56	FY2012
J9B0801E	4/1/2009	307,060.80	FY2012
		1,005,180,257.94	Sub-total 2012 147,649,344

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion
Anticipated AC Amounts for Remaining SFY 2009 Projects			
1P0919	4/24/2009	80,800	FY2012
1P2173	4/24/2009	263,200	FY2012
2B0801D	4/24/2009	979,000	FY2012
3S2009E	4/24/2009	2,560,000	FY2012
4B0801G	4/24/2009	936,000	FY2012
4B0802C	4/24/2009	442,000	FY2012
4I1854	4/24/2009	400,000	FY2012
5P0913	4/24/2009	873,600	FY2012
6B0801C	4/24/2009	292,000	FY2012
6I1956	4/24/2009	420,240	FY2012
6I2017	4/24/2009	4,662,810	FY2012
6P2147	4/24/2009	949,000	FY2012
6S2133	4/24/2009	2,075,200	FY2012
7B0801E	4/24/2009	951,000	FY2012
7B0801F	4/24/2009	383,000	FY2012
7P0852	4/24/2009	218,000	FY2012
8P0879B	4/24/2009	720,000	FY2012
0B0801G	4/24/2009	1,656,000	FY2012
1P0852	5/22/2009	663,200	FY2012
2P1979	5/22/2009	342,000	FY2012
3P1979	5/22/2009	383,000	FY2012
4P2249	5/22/2009	2,400,000	FY2012
5P1979	5/22/2009	375,000	FY2012
6B0801L	5/22/2009	686,000	FY2012
6I0735D	5/22/2009	7,551,200	FY2012
6I1708	5/22/2009	3,385,800	FY2012
6I1982	5/22/2009	909,600	FY2012
6I2016	5/22/2009	4,126,000	FY2012
6I2123	5/22/2009	591,426	FY2012
6I2189	5/22/2009	5,854,471	FY2012
6I2247	5/22/2009	159,200	FY2012

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.

Appendix B: Prior STIP Construction Projects with a Federal Category of Advance Construction and Planned Conversions

Advance Construction Projects

Job No.	Date	AC Amount	*Planned Conversion		
6P2075	5/22/2009	3,884,000	FY2012		
6S1529B	5/22/2009	530,400	FY2012		
6S1942	5/22/2009	2,218,400	FY2012		
6S1946	5/22/2009	425,600	FY2012		
6S2153	5/22/2009	660,800	FY2012		
6S2188	5/22/2009	326,400	FY2012		
8P0886C	5/22/2009	2,126,400	FY2012	Anticipated	
8P2194	5/22/2009	296,000	FY2012	Sub-total 2012	Sub-total 2012
0P1979	5/22/2009	846,000	FY2012	57,602,747	205,252,091
		1,062,783,004			

*AC conversions are based on project expenditures and the availability of estimated program funds and obligation limitation.