

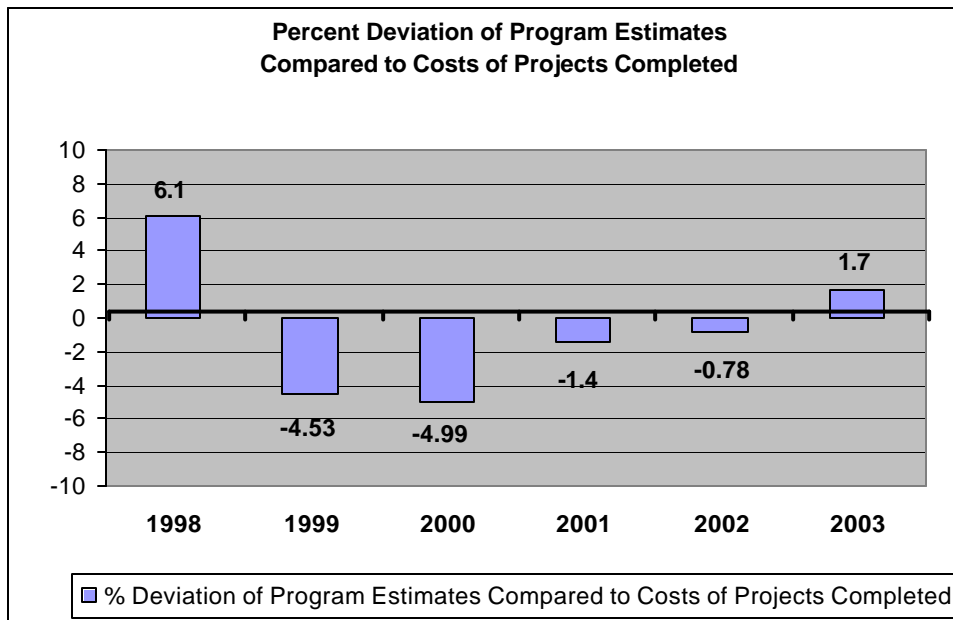
Program Estimates Compared to Costs of Projects Completed in 2003 RSMo 21.795.3(5,6)

Introduction

The information in this section is in accordance with the following sections of the reporting statute. *"(5) The current status as to completion, by project, of the fifteen-year road and bridge program adopted in 1992. The first written report submitted pursuant to this section shall include the original cost estimate, updated estimate and final completed cost by project. Each written report submitted thereafter shall include the cost estimate at the time the project was placed on the most recent five-year highway and bridge construction plan and the final completed cost by project; (6) The reasons for cost increases or decreases exceeding five million dollars or ten percent relative to cost estimates and final completed costs for projects in the state highway and bridge construction program or any other projects relating to other modes of transportation completed in the preceding state fiscal year. Cost increases or decreases shall be determined by comparing the cost estimate at the time the project was placed on the most recent five-year highway and bridge construction plan and the final completed cost by project. The reasons shall include the amounts resulting from inflation, department-wide design changes, changes in project scope, federal mandates, or other factors; ..."* Section 21.795.3(5) and (6), RSMo Supp. 2002 (L. 2003 TAFP HB 668).

In this section, the programmed cost estimates and completed costs are compared. Included in the estimate and award costs are costs for preliminary engineering (developing the roadway and bridge plans), right of way, construction engineering (inspecting the project during construction) and construction. The programmed cost on the most recent Five-Year Highway and Bridge Schedule is compared with the total cost of each project completed in fiscal year 2003. Reasons are provided for projects that indicate a difference of more than 10 percent or \$5 million between the programmed cost estimate and the amount spent on the project.

The figures show MoDOT is practicing good fiscal management and is delivering transportation projects within a reasonable deviation from the most recently programmed estimates. The 268 projects completed in fiscal year 2003 were constructed within **2 percent** more than the project estimates. The project estimates equaled \$778,417,000. The cost to complete the projects totaled \$791,884,000. This represents a \$13.5 million overrun. This minimal deviation from the program estimate represents a trend towards more accurate programming estimates. This trend is displayed below.



For the other modes of transportation, the estimate for all capital projects completed in state fiscal year 2003 equaled \$4,000,000. The actual cost to complete these projects was \$4,137,294, which is a difference of only \$137,294 or 3.0 percent more than the project estimate. These numbers do not include operating assistance for the other modes, such as Amtrak, OATS, Missouri Elderly and Handicapped Transportation Assistance Program and traffic control tower operating assistance.