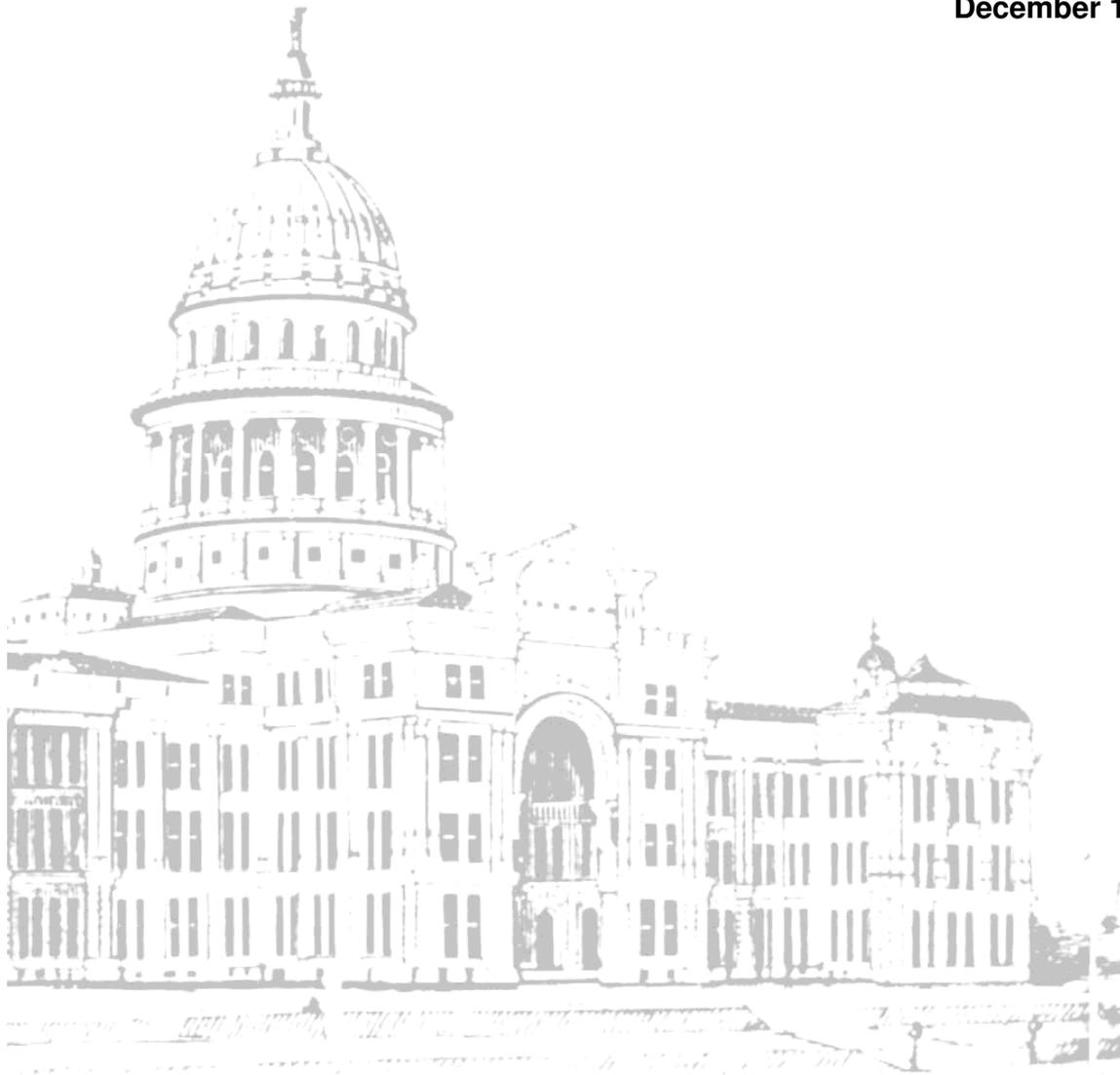


Transportation Program Expenditures Fiscal Year 2017

James M. Bass, Executive Director
Texas Department of Transportation

December 1, 2017



Submitted in Compliance with Section 201.616
of the Texas Transportation Code



TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2017 Texas Department of Transportation

Section 201.616 of the Texas Transportation Code requires an annual report to the Legislature on certain matters. Under this law, the Texas Department of Transportation (TxDOT) provides the following information within this report. Expenditures are reported for the fiscal year ended Aug. 31, 2017.

- Expenditures made by TxDOT in the preceding fiscal year in connection with:
 - The unified transportation program (UTP) of TxDOT
 - Turnpike projects and toll roads of TxDOT
 - Rail facilities described in chapter 91 of the Texas Transportation Code
- The amount of bonds or other public securities issued for transportation projects by TxDOT as of Aug. 31, 2017
- The direction of money by TxDOT to a regional mobility authority in Texas for the fiscal year ended Aug. 31, 2017

This report demonstrates how TxDOT is meeting its goals to deliver the right projects; focus on the customer; foster stewardship; optimize system performance; preserve our assets; promote safety; and, value our employees.

UNIFIED TRANSPORTATION PROGRAM (UTP)

The UTP is TxDOT's ten-year plan to guide transportation project development and construction. The UTP includes distribution of funding in the following project categories for the maintenance of the existing transportation system and for all highway construction programs:

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 2 – Metropolitan and Urban Area Corridor Projects
- Category 3 – Non-Traditionally Funded Transportation Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement
- Category 6 – Structures Replacement and Rehabilitation
- Category 7 – Metropolitan Mobility and Rehabilitation
- Category 8 – Safety
- Category 9 – Transportation Alternatives
- Category 10 – Supplemental Transportation Projects (State Park Roads, Railroad Grade Crossing Replanking Program, Railroad Signal Maintenance Program, Landscape Programs, etc.)
- Category 11– District Discretionary
- Category 12 – Strategic Priority

Details down to the project level are available on TxDOT's Internet site at:

<http://apps.dot.state.tx.us/apps/utp/search>

As a result of an effort by the Texas Transportation Commission (Commission) to simplify project planning, increase system connectivity, and localize decision making, certain categories reflect the involvement of Metropolitan Planning Organizations (MPOs). The project selection process is reviewed annually after public input. Project selection details are available on the Internet at the UTP web page noted above.

For purposes of this report, fiscal 2017 expenditures related to the UTP are broken out by program category and department district in the exhibit starting on page 9.

TURNPIKE PROJECTS AND TOLL ROADS

In fiscal 2017, capital, operating, maintenance, right of way, project development, administrative and financing expenditures, including debt service, on toll roads of the department, excluding indirect costs, from various funding sources including toll revenue and bond proceeds, were as follows:

District	Toll Project	Location	Total
Austin	Central Texas Turnpike System	SH 45N, Loop 1, SH 130 segments 1-4, and SH 45 SE	\$195,955,534
Beaumont	Grand Parkway Segments I-2A & I-2B	SH 99 Loop from I-10 E, south to Fisher Road	\$ 3,222,025
Beaumont	Grand Parkway System *	SH 99 Loop from US 59N near New Caney to US 90 near Dayton to I-10E near Mont Belvieu through Montgomery, Harris, Liberty, and Chambers Counties	\$ 189,112
Bryan	SH 249 Extension	From Montgomery/Grimes County line to FM 1774 in Todd Mission, Grimes County	\$ 858,367
Dallas	LBJ Express^	I-635 from Luna Rd to east of U.S. 75, I-35E from Loop 12 to I-35	\$ 5,196,867
Dallas	I-635 East Express Lanes	I-635 from east of U.S. 75 to I-30 in Dallas County	\$ 4,138,756
Dallas	I-35E Project^	From I-635 in Dallas County to U.S. 380 in Denton County	\$316,351,077
Dallas	SH 183 Managed Lanes^	From east of SH 121 to near I-35 E/ Trinity Pkwy, Loop 12 from SH 183 to I-35E and SH 114 from International Parkway to Loop 12	\$293,240,201
Fort Worth	DFW Connector^	SH 114/SH 121 corridor around the north DFW Airport entrance	\$ 28,462,659
Fort Worth	North Tarrant Express^	Portions of I-35W, SH 121, SH 183 and I-820 in northern and eastern Tarrant County	\$ 65,497,521
Fort Worth	I-30 Managed Lanes	From Fielder Rd in Tarrant County to E Sylvan Ave	\$ 10,878,403
Houston	Grand Parkway Segment I-2B	SH 99 Loop from FM 1405 to SH 146	\$ 420,063
Houston	Grand Parkway System *	SH 99 Loop from US 59N near New Caney to US 90 near Dayton to I-10E near Mont Belvieu through Montgomery, Harris, Liberty, and Chambers Counties	\$ 2,659,699
Houston	SH 288	From U.S. 59 to county line between Harris and Brazoria	\$ 17,900,224
Houston	SH 249 Extension	From FM 1774/FM 149 in Pinehurst to Montgomery/Grimes County line	\$ 21,467,950
Laredo	Camino Colombia Toll Road	From intersection of FM 1472 and FM 255 to I-35	\$ 701,914
San Antonio	SH 130 Segments 5 & 6	From Caldwell/Guadalupe County line to I-10 near Seguin	\$ 8,247,044

Notes:

[^] Projects include non-tolled general purpose lanes and tolled managed lanes. Expenditures reported above are TxDOT expenditures for the total project, not just the tolled managed lanes.

* The responsibility for the financing, construction, operation and maintenance of these segments was assigned to the Grand Parkway Transportation Corporation (GPTC). These amounts are reported costs not eligible for reimbursements due to specific project agreement restrictions.

No other districts had expenditures related to TxDOT turnpike projects or toll roads in fiscal 2017. See RMA section on page 8 for expenditures on toll projects developed by RMAs.

RAIL FACILITIES DESCRIBED IN CHAPTER 91

Chapter 91 of the Transportation Code describes the Commission’s powers in relation to rail facilities.

In fiscal 2017, the following district expenditures were incurred on the rehabilitation of the South Orient Railroad for a tie marking and construction management contract:

<i>San Angelo</i>	\$188,771
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Expenditures for studies of freight and passenger rail, excluding indirect costs, totaled \$1,364,572, divided accordingly among the following districts:

<i>Atlanta</i>	\$76,722
<i>Dallas</i>	\$139,695
<i>Fort Worth</i>	\$139,695
<i>Laredo</i>	\$401,503
<i>Pharr</i>	\$34,275
<i>San Antonio</i>	\$134,461
<i>Tyler</i>	\$76,722
<i>Waco</i>	\$34,275
<i>Wichita Falls</i>	\$34,275
<i>Statewide Studies</i>	\$292,949

Note: Construction portion reported in this section is also in the UTP Exhibit in the “Rail” column. The studies portion is not.

BONDS OR OTHER PUBLIC SECURITIES ISSUED FOR TRANSPORTATION PROJECTS

As discussed more fully in the sections that follow, the Commission is authorized through various statutory and constitutional provisions to issue general obligation and revenue bonds. In addition, the Commission and the Grand Parkway Transportation Corporation have entered into secured loan agreements with the United States Department of Transportation through the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA).

Total TxDOT bonds and other public securities are detailed below by bond type and fund. Other than toll revenue bonds, TxDOT does not issue bonds for all contractor payments at one time; therefore, it is not known at the time of issuance which specific projects will be funded by a particular bond issuance.

Lists of specific projects by funding categories can be found within TxDOT's Project Tracker web pages. Follow the link to access: <http://www.txdot.gov/inside-txdot/projects/project-tracker.html>.

TEXAS DEPARTMENT OF TRANSPORTATION		
BONDS ISSUED		
For the Fiscal Year Ended August 31, 2017		
Description of Issue	Bonds Issued to Date***	Bonds Outstanding***
Governmental Activities		
General Obligation Bonds:		
Texas Mobility Fund	\$ 9,244,655,000.00	\$ 6,093,175,000.00
Texas Highway Improvement	4,359,770,000.00	4,004,360,000.00
Revenue Bonds:		
State Highway Fund	6,234,295,000.00	4,417,980,000.00
Total Governmental Activities	<u>19,838,720,000.00</u>	<u>14,515,515,000.00</u>
Business-Type Activities		
Revenue Bonds:		
Central Texas Turnpike System*	3,220,999,451.90	2,739,426,372.70
Grand Parkway Transportation Corporation**	2,322,326,318.07	2,131,596,318.07
Total Business-Type Activities	<u>\$ 5,543,325,769.97</u>	<u>\$ 4,871,022,690.77</u>
*Central Texas Turnpike System bonds are not obligations of the State.		
**Grand Parkway Transportation Corporation bonds are not obligations of the State.		
***Bonds Issued to Date and Bonds Outstanding columns include refunding bonds and excludes bond premiums and discounts.		

TEXAS DEPARTMENT OF TRANSPORTATION		
TIFIA LOANS		
For the Fiscal Year Ended August 31, 2017		
Description	TIFIA Loans to Date	TIFIA Loans Outstanding*
IH 35E Project Loan	\$285,000,000.00	\$287,457,415.17
Grand Parkway Transportation Corporation	\$840,645,000.00	\$862,725,112.56
*TIFIA Loans Outstanding column includes accreted interest.		

General Obligation Bonds

Texas Mobility Fund (TMF)

Texas Constitution, Article III, Section 49-k and Transportation Code, Chapter 201, Subchapter M authorize the Commission to issue general obligation bonds payable from a pledge of and lien on all or part of the money in the Mobility Fund. The Mobility Fund bonds are designed to be self-supporting, but the full faith and credit of the state is pledged in the event the revenue and money dedicated to the Mobility Fund is insufficient to pay debt service on the bonds. As of Aug. 31, 2017, major sources of pledged revenue to the Mobility Fund include driver license fees, motor vehicle inspection fees, certificate of title fees and driver record information fees.

The issuance of Mobility Fund bonds is subject to debt service coverage requirements. Prior to a Mobility Fund debt issuance, the Texas Comptroller of Public Accounts must certify that there will be sufficient future resources on deposit in the Mobility Fund to ensure 110 percent coverage of debt service requirements during the period that the debt will be outstanding. Subject to the debt service coverage requirement, the Mobility Fund constitutional provision does not limit the amount of obligations that may be issued under the program. The Mobility Fund program is currently established in the aggregate principal amount of \$7.5 billion outstanding at any one time. House Bill 122, which was enacted during the regular session of the 84th Legislature and became effective on June 10, 2015, amends the authority to provide that no additional program obligations may be issued or incurred after Jan. 1, 2015, except for obligations issued to refund outstanding obligations to provide savings or to renew or replace credit agreements relating to outstanding variable rate obligations. Additionally, HB 122 provides that money in the Mobility Fund, in excess of amounts required by the proceedings authorizing obligations and credit agreements to be retained on deposit, may not be used for toll roads.

Bond proceeds are to be used for the purpose of refunding existing bonds and related credit agreements, creating reserves for payment of bonds and related credit agreements, paying bond issuance costs and paying interest on the bonds and related credit agreements.

State of Texas Highway Improvement General Obligation Bonds (HIGO)

Texas Constitution, Article III, Section 49-p and Transportation Code, Section 222.004, authorizes the Commission to issue general obligation bonds of the state of Texas for the costs of highway improvement projects including construction, reconstruction, design, the acquisition of right-of-way, the costs of administering the highway improvement projects and the costs of issuing the bonds. These bonds are not self-supporting and are considered a general obligation of the state of Texas. As of Aug. 31, 2017, the Commission has issued \$5.0 billion under the Texas highway improvement general obligation bond program.

Revenue Bonds

State Highway Fund (SHF) Revenue Financing Program

Texas Constitution, Article III, Section 49-n and Transportation Code, Section 222.003 authorizes the Commission to issue revenue bonds to finance highway improvement projects. The bonds are payable from pledged revenues deposited to the credit of the state highway fund, including dedicated taxes, dedicated federal revenues and amounts collected or received pursuant to other state highway fund revenue laws and any interest or earning from the investment of these funds. As of Aug. 31, 2017, the Commission has issued \$6.0 billion under the state highway fund revenue bond program.

Central Texas Turnpike System (CTTS) Toll Revenue Bonds

Transportation Code, Chapter 228 Subchapter C authorizes the Commission to issue revenue bonds to pay a portion of the costs of planning, designing, engineering, developing and constructing the Central Texas

Turnpike System (CTTS) located in the greater Austin metropolitan area in Travis and Williamson counties. The bond obligations are payable from and secured solely by a first and second, as applicable, lien on and pledge of the trust estate. The trust estate consists of all project revenues and investment earnings. Neither the state, the Commission, TxDOT, nor any other agency or political subdivision of the state, is obligated to pay the debt service on the CTTS revenue bonds.

Grand Parkway System Toll Revenue Bonds

Transportation Code, Chapter 431 authorizes the creation of the Grand Parkway Transportation Corporation, a public, non-profit Texas corporation created by the Commission to act on behalf of the Commission to finance, build and operate certain segments of State Highway 99 (the “Grand Parkway Project”) in the greater Houston area. In March 2012, the Commission adopted a resolution creating the Grand Parkway Transportation Corporation (GPTC). GPTC is authorized to assist and act on behalf of the Commission in the development, financing, design, construction, reconstruction, expansion, operation and/or maintenance of the Grand Parkway toll project. The bond obligations are payable from tolls and other revenues of the GPTC held by the trustee. Neither the state, the Commission, nor any other agency or political subdivision of the state is obligated to pay the debt service on the GPTC bonds.

TIFIA Loans

The Commission entered into a secured loan agreement with the United States Department of Transportation (USDOT) through the Transportation Infrastructure Finance and Innovation Act of 1998. USDOT agreed to lend the Commission up to \$285.0 million to pay a portion of the eligible project costs related to the initial phase of the IH-35E project.

The second TIFIA loan is a secured loan made to the Grand Parkway Transportation Corporation by the USDOT under the TIFIA. USDOT agreed to lend GPTC up to \$840.6 million to pay a portion of the eligible project costs. As of Aug. 31, 2017, the GPTC has drawn down \$840.6 million under the secured loan agreement for the purpose of providing funds to refund the GPTC Series 2014-A bond anticipation notes and the GPTC Series 2014-C toll revenue bonds. In accordance with the TIFIA loan agreement, the payments of principal and interest can be postponed under certain circumstances and such postponed payments increase the principal amount of the loan.

Conduit Debt

The Texas Private Activity Bond Surface Transportation Corporation (TxPABST), a blended component unit of TxDOT, has four conduit debt bond issues outstanding as of Aug. 31, 2017. The debt service payments associated with the TxPABST bonds are not the responsibility of the state of Texas.

DIRECTION OF MONEY BY THE DEPARTMENT TO REGIONAL MOBILITY AUTHORITIES

A regional mobility authority (RMA) is a political subdivision formed by one or more counties and, in limited instances a city, to finance, acquire, design, construct, operate, maintain, expand or extend transportation projects. Projects may be tolled or non-tolled. RMAs provide local governments more control in transportation planning, help build transportation projects, relieve congestion and improve mobility, and increase safety for motorists. The following table summarizes all cash disbursements made to or on behalf of RMAs by TxDOT for the year ended Aug. 31, 2017. Cash disbursements include payments directly to the RMA, disbursements of State Infrastructure Bank loans to the RMA, and other TxDOT expenditures considered incurred on behalf of an RMA.

District	Name	FY 2017	Description of current year amounts
Austin	Central Texas RMA	\$ 122,913,418	Toll equity grants for development and construction costs on the following toll projects: 290E, Mopac Improvement Project, US 183S, 290W/SH 71W and SH 45 SW; Toll equity loan and State Infrastructure Bank loan for development and construction of US 183 S - Bergstrom Expressway project; Contract payments for AFA Loop 1, HERO roadside assistance program, SH 71 Express; STP-MM Grant funds for US183.
El Paso	Camino Real RMA	\$ 56,822,413	Project development agreement payments, toll equity loans and grants for Loop 375; pass-through payments for Spur 601; Project agreement payments for Bike Share Program, AFA Metropia Mobile and Metropia Synergy Project and Old Hueco Tanks Project.
Paris	Grayson County RMA	\$ 154,615	Toll equity grant payments for Extension of North Dallas Tollway; Interest paid on behalf of GCRMA.
Paris	Sulphur River RMA	\$ 583,214	Refund on SIB Loan for SH 24.
Pharr	Cameron County RMA	\$ 3,056,154	Toll equity loans for South Padre Island Second Access 2nd loan, and Outer Parkway project; Pass through payments for SH 550 Direct Connectors Project.
Pharr	Hidalgo County RMA	\$ 31,633,374	Payments for construction of SH 365/US 281 Connector project; SIB loan payment on SH 365 Seg 1 & 2.
Tyler	North East Texas RMA	\$ 4,040,014	Payments for Advanced Funding Agreement related to Toll 49 Seg 4 project.

Exhibit - UNIFIED TRANSPORTATION PROGRAM

Explanation of Tables

The listed fiscal 2017 expenditures for UTP Categories 1 through 12 represent expenditures, excluding indirect costs, directly related to contractor payments for highway improvement and maintenance projects.

Aviation expenditures exclude indirect costs and are directly associated with federal and state financial assistance grants to publicly-owned general aviation and reliever airports included in the Texas Airport System Plan. These Aviation Facilities development grants are for capital improvements for items such as pavement improvements, land acquisition, runway extension or relocation, terminal buildings, control towers, weather observing systems, and new facilities.

Public Transportation expenditures exclude indirect costs and are directly associated with federal and state grant programs for public transportation.

Expenditures for Rail Related Projects exclude indirect costs and represent those projects listed in the rail section of the UTP.

Expenditures by Unified Transportation Program Category

	Category 1	Category 2	Category 3	Category 4	Category 5	Category 6
TxDOT District	Preventive Maintenance and Rehabilitation	Metro & Urban Corridor Projects	Non-Traditional Funded Projects	Statewide Connectivity Corridor Projects	Congestion Mitigation and Air Quality Improvement	Structures Replacement and Rehabilitation
Abilene	36,821,807	7,256,812	922,074	6,090,725		6,766,391
Amarillo	66,257,104	5,930,225	6,109,309	9,492,051		5,335,945
Atlanta	44,453,464	947,330	15,401,052	6,341,805		8,252,925
Austin	72,259,060	70,941,328	129,510,750	24,072,035		14,559,026
Beaumont	36,868,883	11,932,397	16,588,557	10,304,888	2,073,339	26,388,554
Brownwood	17,815,924		891,531	3,781,621		10,821,742
Bryan	51,126,457	4,351,303	2,782,436	30,014,871		9,780,615
Childress	34,787,350			5,060,993		4,368,005
Corpus Christi	95,083,938	15,648,474	39,137,837	20,432,344		30,286,111
Dallas	112,499,480	132,584,204	466,047,955	23,428,700	67,320,021	29,198,779
El Paso	33,160,821	52,308,656	43,966,804	11,073,769	872,216	6,607,530
Fort Worth	69,534,736	29,978,816	114,221,311	21,987,996	13,939,969	7,799,047
Houston	125,855,743	115,714,189	252,089,778	53,649,155	59,056,243	27,501,905
Laredo	65,868,748	5,900,905	4,300,902	3,125,381		6,960,168
Lubbock	78,308,769	5,783,969	8,055,689	11,228,557		7,510,564
Lufkin	46,146,796		7,579,719	6,320,808		29,185,120
Odessa	70,822,218	3,876,630	3,345,534	11,704,206		2,400,581
Paris	46,002,998	7,356,222	15,436,968	6,870,923		12,937,033
Pharr	40,101,776	19,626,369	19,948,913	1,284,629		15,812,398
San Angelo	43,458,110	3,749,402	1,109,518	12,992,928		5,192,288
San Antonio	120,475,764	36,356,651	75,790,167	28,941,632		9,922,899
Tyler	38,959,161	16,443,315	8,298,238	8,613,725		9,296,796
Waco	64,400,229	25,715,908	28,115,051	54,417,596		11,309,476
Wichita Falls	32,052,595	2,547,278	1,061,750	8,440,120		9,017,377
Yoakum	49,417,401	5,692,512	7,608,131	7,661,753		26,588,533
Total	1,492,539,331	580,642,896	1,268,319,973	387,333,213	143,261,788	333,799,807

Expenditures by Unified Transportation Program Category, Continued

	Category 7	Category 8	Category 9	Category 10	Category 11	Category 12
TxDOT District	STP - Metro Mobility / Rehabilitation	STP - Safety	STP - Transportation Alternatives	Miscellaneous	District Discretionary	Strategic Priority
Abilene		6,553,404	1,130,788	130,822	14,055,031	19,744,030
Amarillo		10,985,210	2,181,058	2,117,227	9,611,441	9,984,055
Atlanta		12,280,167		595,438	5,384,899	3,637,101
Austin	24,118,592	28,022,412	3,102,317	7,384,700	18,637,968	58,962,137
Beaumont	1,084,117	13,611,675	658,011	9,611,849	7,766,936	17,656,000
Brownwood		6,427,269	309,800		5,546,246	1,847,301
Bryan		8,219,373		1,753,878	6,016,193	13,848,658
Childress		5,105,472		111,182	8,610,383	92,444
Corpus Christi	11,395,063	18,658,414	906,323	13,685,045	18,048,151	48,110,403
Dallas	74,464,544	39,511,953	6,916,245	22,553,912	8,044,911	298,112,022
El Paso	13,166,399	7,998,050	2,988,278	10,125,197	10,966,629	8,377,746
Fort Worth	34,869,147	27,569,463	6,256,267	8,130,293	33,908,278	145,841,881
Houston	78,121,234	12,152,296	7,621,233	23,391,692	39,556,645	58,347,402
Laredo	3,430,758	4,236,158	681,906	15,357,160	20,768,209	6,400,285
Lubbock	2,151,629	1,232,396	1,852,095	2,119,477	11,270,711	17,284,278
Lufkin		31,380,006	136,411	5,457,907	8,491,961	3,093,885
Odessa		1,766,317	17,271,984	1,136,350	24,443,098	10,726,296
Paris		8,019,568	11,686,411	962,243	5,902,741	5,098,242
Pharr	14,702,750	3,473,486	1,737,772	8,568,276	2,525,308	24,593,329
San Angelo		167,731	59,332	249,824	23,385,329	27,482,270
San Antonio	33,398,549	10,790,968	3,603,774	7,446,700	36,413,770	11,249,681
Tyler		18,864,660	2,219,697	3,448,906	10,063,394	45,074,138
Waco	2,191,746	6,705,076	801,979	4,294,674	9,014,148	77,213,052
Wichita Falls		2,488,644		977,136	9,051,151	3,627,802
Yoakum		10,741,700		213,996	11,819,474	11,016,631
Total	296,130,982	296,961,869	76,193,720	153,395,423	359,303,004	927,421,072

Expenditures by Unified Transportation Program Category, Concluded

TxDOT District	Aviation	Public Transportation	Rail Related Projects	TOTAL
Abilene	934,585	3,521,752		\$ 103,928,221
Amarillo	4,799,787	2,976,283		\$ 135,779,696
Atlanta	310,323	2,660,510		\$ 100,265,016
Austin	11,961,908	7,992,494		\$ 471,524,727
Beaumont	1,178,823	1,707,921		\$ 157,431,951
Brownwood	368,711			\$ 55,514,422
Bryan	292,402	7,702,825		\$ 138,823,544
Childress	105,311			\$ 58,241,140
Corpus Christi	3,202,078	3,132,433		\$ 317,726,613
Dallas	3,750,208	5,098,994		\$ 1,289,531,927
El Paso	1,334,087	2,151,583		\$ 205,097,766
Fort Worth	3,862,651	2,755,899		\$ 520,655,754
Houston	6,285,042	4,985,849	6,872,259	\$ 871,200,663
Laredo	101,282	1,824,881		\$ 138,956,742
Lubbock	4,426,989	2,835,360		\$ 154,060,484
Lufkin	2,097,964	49,032		\$ 139,939,609
Odessa	485,212	4,862,504		\$ 152,840,928
Paris	1,800,229	3,025,390		\$ 128,135,422
Pharr	5,684,573	4,345,999		\$ 162,405,578
San Angelo	1,684,252	5,574,572	1,187	\$ 125,106,743
San Antonio	2,978,610	3,306,126		\$ 380,675,290
Tyler	490,732	4,277,899		\$ 166,050,662
Waco	573,281	4,792,251		\$ 289,544,467
Wichita Falls	397,959			\$ 71,320,057
Yoakum	3,117,315	4,294,800		\$ 139,309,753
Total	62,224,313	89,666,337	6,873,446	\$ 6,474,067,175
Public Transportation Admin & Other		5,211,677		5,211,677
Grand Total	\$ 62,224,313	\$ 94,878,014	\$ 6,873,446	\$ 6,479,278,851