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Financing - Investment Plan



Blaker Rd, Ceres, CA

5. FINANCIAL – INVESTMENT PLAN

The 2022 StanCOG RTP/SCS financial forecasts provide revenue projections for StanCOG member agencies through 2046. Forecasts were developed through meetings and coordination efforts with StanCOG's member agencies and Caltrans. The 2022 StanCOG RTP/SCS financial revenue forecast estimates approximately \$8.671 billion in available funding through fiscal year 2046.

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These revenue projections satisfy federal requirements to achieve a financially constrained RTP whereby total project costs are accounted for through available and expected funding across the life of the Plan. The projects in the Plan are consistent with the State Transportation Improvement Program (STIP), Regional Transportation Improvement Programs (RTIPs), Interregional Transportation Improvement Program (ITIP), and Federal Transportation Improvement Program (FTIP).

Recent Changes

On December 27, 2020, the Federal government enacted the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which approved a \$1.4 trillion government funding package to provide stimulus funding through September 2021 and a \$900 billion COVID-19 relief package. Approximately \$45 billion of the relief funding was to be allocated to the transportation sector to mitigate revenue loss due to the pandemic. As a state department of transportation, Caltrans received an apportionment of approximately \$911.8 million for a broad range of surface transportation projects listed in Section 113(b) of Title 23 of the U.S. code. The COVID Relief funds were apportioned to the State (60%) and Local Agencies (40%). The local funds were further apportioned to local agencies in the STIP-COVID and the new CRSSAA program.

In July of 2021, the California State Transportation Agency (CalSTA) adopted the Climate Action Plan for Transportation Infrastructure (CAPTI) to reorient state transportation funding towards meeting state climate, health, safety, and equity goals. The development of CAPTI was spurred by Executive Orders N-19-19 and N-79-20 which directed CalSTA to develop the plan and to leverage \$5 billion in discretionary funding available through state transportation programs, including SB 1 programs.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), was signed into law and provides \$1.2 trillion over the next five years for infrastructure programs. This surface transportation reauthorization supersedes and builds upon the FAST Act. Through the IIJA, there is approximately \$567

billion in transportation funding for both new and existing transportation grant programs for all modes of transportation.

Through IIJA, California will receive approximately \$29.9 billion in highway funding and \$9.4 billion in transit funding through formula programs. The Stanislaus region will receive approximately \$42.2 million in transit funding through IIJA. Additional funding will also be available through competitive and discretionary funding programs.

The 2022-2023 May Revision of the California State budget adds an additional \$17 billion in state funds to the \$20 billion allocated in the Governor's Budget. This includes an additional \$500 million for active transportation, \$1.75 billion for the implementation of zero-emission vehicles and related infrastructure, and \$750 million in incentive grants to transit and rail agencies to provide free transit.

As required in the Measure L Expenditure Plan, the first Measure L Strategic Plan was adopted by the StanCOG Policy Board on March 29, 2018. The Measure L revenue projection per the expenditure plan is \$38,000,000, annually. An updated version of the Strategic Plan was adopted on November 20, 2019 to advance regional projects to “shovel ready” status and position them to compete for SB-1 matching funds after SB-1 survived voter repeal on the fall 2018 statewide ballot. The 2019 plan spans 11 years from FY 2017/18 to FY 2027/28. Important policies of the 2019 Strategic Plan include, but are not limited to:

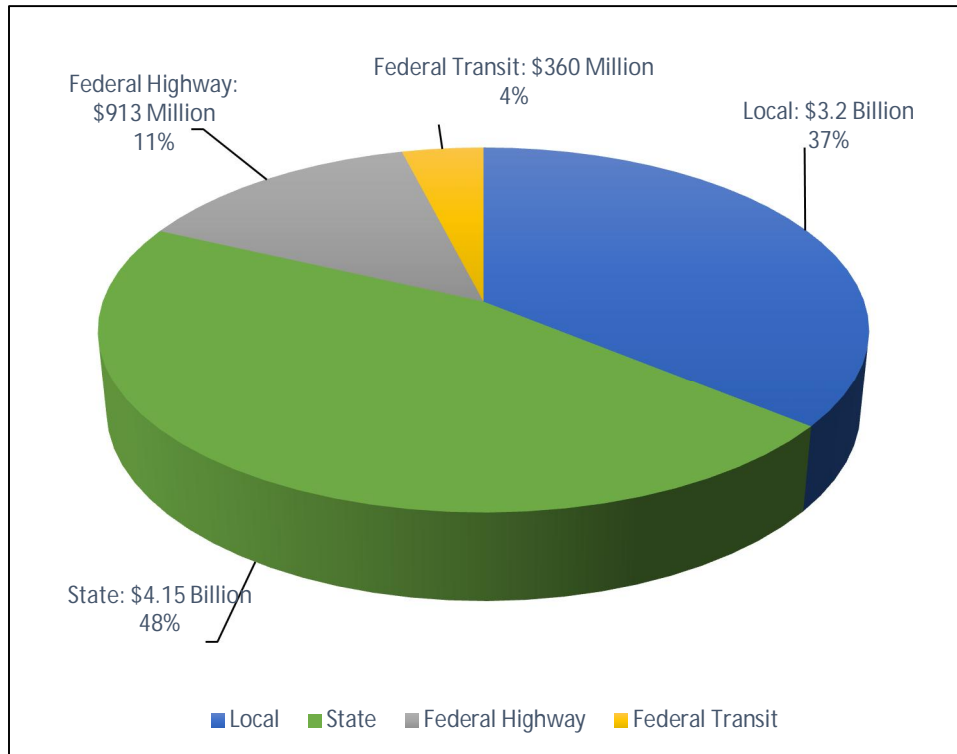
- Focusing resources on fully funding the highest priority Measure L regional project, SR 132.
- Advancing the McHenry Avenue project to construction (currently estimated for Fall 2021).
- Advancing four other projects to shovel ready status (the North County Corridor, SR 99 Briggsmore Interchange, SR 99 Standiford Interchange, and SR 99 Mitchell-Service Interchange) using Measure L regional funding so long as the projects do not compete with SR 132 for Measure L or matching funds.

A new update of the plan is currently underway and planned for adoption by the Policy Board in 2022. The 2022 update of the Strategic Plan will focus on programming Measure L funds between FY 21/22 – FY 30/31. The update will incorporate new revenue estimates from Measure L, new State revenues for transportation as reflected in the Regional Transportation Improvement Program, and new federal revenues from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

Funding Sources

Funding for the 2022 RTP/SCS includes federal (highway and transit), state, and local sources through 2046, as shown in **Figure 5.1**.

Figure 5.1 – 2022 RTP/SCS Funding Sources



Sources of available funding include the following:

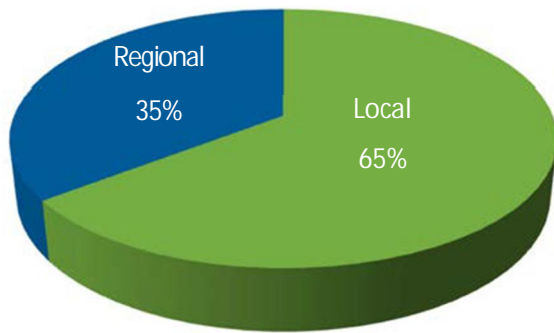
Local

Measure L

Measure L (Local Roads First), a half-cent sales tax referendum, was passed in November 2016 by the voters of Stanislaus County to increase funding for needed transportation improvements in the county.

The passage of Measure L qualified Stanislaus County as a self-help county, allowing the region to leverage these funds to receive additional funding from various other State and Federal sources. The measure will generate approximately \$38 million per year for an estimated total of \$960 million over the course of the measure's 25-year lifespan and is expected to generate approximately \$1.204 billion through the year 2046.

Figure 5.2 - Measure L Proportion of Local Funds



Of the Measure L revenue, 65 percent was apportioned directly to local agencies on a formula basis for the following purposes: 50 percent Local Streets and Roads (\$699,131,628); 10 percent Traffic Management (\$139,826,326); and 5 percent Bike and Pedestrian (\$69,913,613) improvements. The other 35 percent of Measure L was applied to regional needs, including 28 percent for 16 priority capital improvements (\$236,544,000) and 7 percent for regional transit providers (\$59,136,000) in **Figure 5.2**.

As the Local Transportation Authority (LTA) for the Stanislaus region, StanCOG apportions local Measure L funds to its member agencies on a formula basis. StanCOG also coordinates with its member agencies to implement the regional program of projects as defined in StanCOG’s Measure L Expenditure Plan.

The Measure L Expenditure Plan includes an allocation for Other Transportation Programs and Services which includes: Point-to-Point Services for Seniors, Veterans, and Persons with Disabilities; Transit Services; Community Connections and Rail Services. The Community Connections and Rail Services categories do not have a direct allocation for funds but are eligible to be awarded on a competitive basis.

Local Revenue and Fees

Local general fund monies collected through city-wide taxes and development impact fee monies collected during the development process are used to improve local road systems within each jurisdiction. StanCOG maintains funding estimates from these sources for fiscal years 2021/2022 to 2045/2046. Gas Tax monies were estimated based on information provided by the State Controller for fiscal Year 2020/2021. For the purposes of forecasting revenue, gas tax estimates for fiscal year 2020/2021 and future years are based on a 3% annual increase. Based on these inputs, in total, the region anticipates approximately \$1.179 billion from Local general funds and the gas tax through the year 2046.

Transit Fares

This revenue source consists of fares collected by the region’s transit operators, Stanislaus Regional Transit Authority (StanRTA) and Turlock Transit. For the purposes of forecasting revenue, transit fare estimates assume a 3% annual increase based on actual revenues from fiscal year 2019/2020. In total, the Stanislaus region anticipates approximately \$109.426 million from these funds through the year 2046.

Local Transportation Fund (LTF)

LTF is a portion of the Transportation Development Act (TDA) dollars derived from a one-quarter percent statewide general sales tax imposed for transportation purposes. LTF funds are deemed local because they are not subject to state appropriation or apportionment. StanCOG administers the LTF funds and forecasts revenue based on projections provided by the State and past receipts.

TDA law allows local agencies to use LTF funds on local streets and roads, provided that all unmet transit needs that are found “reasonable to meet” are funded. For the purposes of forecasting revenue, LTF funds assume a 3% annual increase based on actual revenues from fiscal year 2019/2020. The Stanislaus region anticipates approximately \$733.458 million for LTF funds, and \$17.08 million allocated for non-motorized LTF projects, through the year 2046.

State

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded primarily from state and federal gas taxes. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects.

Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.

Funding for STIP/RIP for fiscal year 2024/2025 was estimated as an average of fiscal years 2018/2019, 2020/2021, and 2022/2023; every other future year is estimated based on a 3% annual increase. The Stanislaus region anticipates approximately \$262 million from these funds through year 2046. Note also that the first four years of the Plan’s fund estimate is consistent with the 4-year STIP fund estimate.

State Highway Operation and Protection Program (SHOPP)

SHOPP includes State Highway safety and rehabilitation projects, seismic retrofit projects, land projects, building projects, landscaping, operational improvements, bridge replacement, and the Minor Program. The Minor Program is an annual program reserved for relatively low-cost capital projects that are SHOPP eligible.

Caltrans is the owner-operator of the State Highway System and is responsible for its maintenance. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP uses a four-year program of projects, adopted separately from the STIP cycle.

Funding for fiscal years 2021/2022 through 2025/2026 reflect Stanislaus County totals for the Caltrans 2020 and 2022 SHOPP allocations. Funding for fiscal year 2026/2027 was estimated as an average of the prior four years; future years are estimated based on a 3% annual increase. The Stanislaus region anticipates approximately \$1.056 billion from these funds through year 2046.

SB 1

The California State Assembly passed Senate Bill 1 in 2017, creating the Road Maintenance and Rehabilitation Program to address deferred maintenance on the State highway system and the local street and road system. SB 1 funding provides both formula funding programs and competitive funding programs. This includes funding for State Rail Assistance, Additional State Transit Assistance, Transit and Intercity Rail Capital Program, Trade Corridor Enhancement Program, Solutions for Congested Corridors, Sustainable Communities Planning Grant, and Adaptation Planning Grants.



SB 1 created the Road Maintenance and Rehabilitation Account (RMRA) into which most of the revenue from the fuel tax increase for SB 1 will flow. Programs funded by this account included the Local Partnership Program, the Active Transportation Program, the State Highway Operations and Protection Program, the State Transportation Improvement Program, and Local Streets and Roads apportionments.

SB 1 is estimated to generate approximately \$5.25 billion per year to fix roads, freeways, and bridges in communities across California and puts additional funding toward transit and safety. The Stanislaus region anticipates approximately \$1.896 billion from SB 1 funds through year 2046.

The programs created under SB1 include:

1. Solution for Congested Corridors Program (SCCP)
2. Trade Corridor Enhancement Program (TCEP)
3. Local Streets and Roads Program (LSRP)
4. Local Partnership Program (LPP)

And provides funding for Planning Grants:

1. Climate Change Adaptation Planning Grants
2. Sustainable Communities Grants

SB 132

In 2016, the California State Assembly passed Senate Bill 132, which contains almost \$1 billion in district-specific road and rail projects in Stanislaus, Merced, and Riverside counties. The measure included \$400 million in transportation funds for the extension of the Altamont Corridor Express (ACE) to Modesto, Ceres, Turlock, and Merced; a commuter rail

line between the Bay Area and Central Valley; and \$100 million for a parkway project at the UC Merced campus.

SB 132 funding is estimated based on San Joaquin Regional Rail Commission project delivery options, which estimates a total of \$183.427 million total allocated to Stanislaus County over 10 years. Annual funding is estimated based on an equal allocation of total project funds over the 10-year period between fiscal year 2017/2018 and 2026/2027. The Stanislaus region anticipates approximately \$110 million from these funds through year 2046.

Active Transportation Program

The Active Transportation Program (ATP) was created in 2013 to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates several federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S) into a single program with a focus on making California a national leader in active transportation.

The ATP is a statewide competitive grant funding program and includes a regional call for projects administered by MPOs, including StanCOG. For the ATP Cycle 5 (2021), the total amount available in the program was about \$440 million, of which StanCOG was awarded \$2.555 million for two projects. Those projects included the Robertson Road Elementary Safe Crossing and Active Transportation Connectivity Project and the Waterford Safe Routes to School Project along Yosemite Boulevard.

For the ATP Cycle 6, the total amount available in the program is approximately \$650 million, through year 2027. The Stanislaus region anticipates approximately \$82.8 million from these funds through year 2046.

Congestion Mitigation Air Quality Funds (CMAQ) are funds to help address air quality non-attainment areas. Stanislaus County received money to help meet Clean Air Act requirements for PM-2.5 and 8-Hour Ozone. These funds are to be used for projects that contribute to improving air quality in the region. StanCOG oversees the distribution of these funds. Funding estimates for fiscal years 2021/2022 to 2025/2026 are based on federal apportionments as reported by Caltrans. Funding for fiscal year 2026/2027 and future years is estimated based on a 2% average annual increase. The Stanislaus region anticipates approximately \$236.4 million from these funds through year 2046.

Examples of eligible CMAQ projects include the following:

- Public transit improvements
- High occupancy vehicles (HOV) lanes
- Intelligent Transportation Infrastructure (ITI)
- Traffic management, traveler information systems, and electric toll collection systems
- Employer-based transportation management plans and incentives
- Traffic flow improvement programs such as signal coordination
- Fringe parking facilities serving multiple occupancy vehicles
- Shared ride services

- Bicycle and pedestrian facilities
- Flexible work-hour programs
- Outreach activities establishing Transportation Management Associations

Fare/fee subsidy programs

Cap-and-Trade Funds (Greenhouse Gas Reduction Fund)

AB 32 requires California to return to 1990 levels of greenhouse gas emissions by 2020. The Cap-and-Trade program is a key element in California’s climate plan. It sets a statewide limit on sources responsible for California’s greenhouse gas emissions and establishes a price point needed to drive long-term investment in cleaner fuels and more efficient use of energy.

Cap-and-Trade revenues are made up of the portion of auction proceeds that are allocated to Affordable Housing and Sustainable Communities, Intercity Rail, and Low Carbon Transit Operations Programs. At least 25 percent of Cap-and-Trade expenditures must benefit disadvantaged communities, and at least 10 percent must be located in disadvantaged communities.

State Transit Assistance (STA)

STA is a portion of the Transportation Development Act (TDA) dollars derived from the statewide general sales tax on diesel fuel. These funds are available only for transportation planning and mass transportation operating and capital purposes. Half of the STA funds are allocated to Regional Transportation Agencies (RTPA) and the other half to transit agencies. STA funding for fiscal years 2021/2022 is based on STA apportionments as provided by StanCOG. For the purposes of forecasting revenue, funding for fiscal year 2022/2023 and future years is estimated based on a 3% annual increase. The Stanislaus region anticipates approximately \$181 million from these funds through year 2046.

Highway Maintenance (HM)

Funding for fiscal year 2020/2021 through 2030/2031 is estimated based on a 2% (or \$12.838 million) capture rate of the \$641.9 million in total funds available annually through Caltrans’ 2021 State Highway System Management Plan (SHSMP). The funding for fiscal year 2031/2032 is estimated based on a 50% jump compared to the prior 10-year average; future years are estimated based on a 3% annual increase. The Stanislaus region anticipates approximately \$417.2 million from these funds through year 2046.

Aviation Funding

Federal aviation related funds were derived from user charges, such as taxes on aviation fuels, taxes on civil aircraft, and a surcharge on air passenger fares. Although funding for aviation comes from both State and federal sources, the State administers the distribution of funds and therefore revenue estimates are shown under the State category.

Funding estimates for fiscal years 2021/2022 to 2030/2031 are based on allocated funds through Caltrans’ 2020 California Aviation System Plan (CASP) Capital Improvement Plan (CIP). For the purposes of forecasting revenue, funding for fiscal year 2031/2032 is estimated as an average of the prior year of state apportionments and increased using a 3% escalation to 2046. The region anticipates approximately \$39.2 million from federal funds and \$1.9 million from State funds through year 2046.

Federal

Federal Transit Funding Programs

Federal Transit Administration Section 5307 (Urbanized Formula Program)

This program provides grants for Urbanized Areas (50,000-plus population) for public transportation capital investments, and operating expenses in areas under 200,000 in population from the Mass Transit Account of the Highway Trust Fund (HTF). For the purposes of forecasting revenue, funding for fiscal year 2021/2022 and future years is estimated based on a 3% annual increase.

Federal Transit Administration Section 5311 (Non-Urbanized Transit)

Under this section, funds were provided to non-urbanized transit systems—of which Stanislaus County Transit (StaRT) was one—on a formula basis for capital and operating expenses. Twenty percent of Section 5311 funds were distributed through a new tier-based formula based on land area. The remaining 80 percent of funds was allocated by the existing formula based on population. For the purposes of forecasting revenue, funding for fiscal year 2021/2022 and future years is estimated based on a 3% annual increase.

Section 5339 Bus and Bus Facilities

This program provides capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. For the purposes of forecasting revenue, funding for fiscal year 2021/2022 and future years is estimated based on a 3% annual increase.

Sections 5307, 5311, and 5339 provide a combined total of approximately \$338.934 million for the Stanislaus region through year 2046.

Federal Transit Administration Section 5303 (Metropolitan Planning)

This program was intended to provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Funding estimates for fiscal year 2021/2022 is based on FTA apportionments. For the purposes of forecasting revenue, funding for fiscal year 2022/2023 is estimated using the average of the low and high estimated allocations provided by Caltrans. Funding for fiscal year 2023/2024 is based on the average of the prior two years and increased by 3%. Future years are estimated based on a 3% annual increase. The region anticipates approximately \$8.946 million from these funds through year 2046.

Federal Transit Administration Section 5310 (Enhanced Mobility)

This program was intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Funding estimates for fiscal year 2021/2022 is based on FTA apportionments. For the purposes of forecasting revenue, funding for fiscal year 2022/2023 and future years is estimated based on a 3% annual increase. The region anticipates approximately \$11.864 million from these funds through year 2046.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ provides funding for projects and programs in air quality nonattainment areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation-related emissions. Projects that reduce vehicle miles of travel (VMT), focus on non-auto modes, and were included in existing or proposed planning documents were the most successful in obtaining funding. Funding estimates for fiscal years 2021/2022 to 2025/2026 are based on federal apportionments as reported by Caltrans. For the purposes of forecasting revenue, funding for fiscal year 2026/2027 and future years is estimated based on a 2% average annual increase). The Stanislaus region anticipates approximately \$236.4 million from these funds through year 20

Surface Transportation Block Grant Program (STBGP)

The STBG program provides flexible funding for projects on any Federal-Aid highway, bridges on public roads, transit capital projects, and intra-city and inter-city bus terminals and facilities on a formula basis. Funding estimates for fiscal years 2021/2022 to 2025/2026 are based on federal apportionments as reported by Caltrans. For the purposes of forecasting revenue, apportionments for 2021/2022-2025/2026 have been adjusted to account for the BIL. The rate of the statewide impact of the BIL was applied to prior estimates. Funding for fiscal year 2026/2027 and future years is estimated based on a 2% average annual increase). The Stanislaus region anticipates approximately \$268.4 million from these funds through year 2046.

Highway Safety Improvement Program (HSIP)

This program allows states to target funds to their most critical safety needs. The BIL provides \$15.6 billion nationally between fiscal years 2021/2022 and 2025/2026, of which California is estimated to receive approximately \$1.37 billion during that period. For the purposes of forecasting revenue, fiscal year 2021/2022 through 2026/2027 is based on the CalSTA BIL apportionments with an assumed capture rate of 2% for Stanislaus based on historical averages. For fiscal year 2027/2028 the average of the prior 5 years was escalated by 3%. Future years are estimated on a 3% average annual increase. The Stanislaus region anticipates approximately \$167.45 million from these funds through year 2046.

Safe Streets for All (SS4A)

Under the IIJA, the FHWA has released \$1 billion per year through 2026 with up to \$150 million per year allocated to California for roadway safety improvements and planning that will be released competitively to local and regional governments. This program along with other IIJA initiatives is new and it is not currently known how much money is likely to be awarded to the Stanislaus region.

Highway Bridge Program (HBP)

HBP provides for construction and maintenance of bridges that were not on the State Highway System, such as bridges on rural minor collectors and local roads. Funding estimates were provided by Caltrans through fiscal year 2024/2025. For the purposes of forecasting revenue, funding for fiscal year 2025/2026 is estimated based on an average of Caltrans HBP funding between fiscal years 2021/2022 and 2024/2025 and projected

in future years based on a 3% escalation rate. The region anticipates approximately \$156.52 million from these funds through year 2046.

Railway-Highway Crossings

The focus of this program is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation and upgrade of protective devices crossings. Fiscal year 2021/2022 funding is estimated based on the proportion of STBGP funds (1.2%) allocated to Stanislaus County jurisdictions of the total available funds for the state of California (\$16.722 million) and escalated by 3% per year. The Stanislaus region anticipates approximately \$4.398 million from these funds through year 2046.

Infrastructure for Rebuilding America (INFRA)

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The BIL authorized \$7.25 billion for the INFRA program from fiscal year 2021/2022 through 2025/2026. For the purposes of forecasting revenue, StanCOG assumed two awards of \$20 million over the life of the RTP.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (Formerly BUILD/TIGER)

The RAISE Discretionary Grant program provides investments in road, rail, transit and port projects that have a significant local or regional impact and meet achieve national objectives. The BIL authorized \$1.5 billion in RAISE grants. For the purposes of forecasting revenue, StanCOG assumed two awards of \$20 million over the life of the RTP.

Financial Forecast

The 2022 StanCOG RTP/SCS financial revenue forecast estimates approximately \$8.671 billion in available funding through fiscal year 2046. The first four years of the fund estimate is consistent with the 4-year STIP fund estimate. Revenue per funding category is presented in **Appendix I** and is shown in **Table 5.1**. The RTP provides projections for local, state, and federal funds, and distinguishes between formula and competitive funding sources. Formula funds are systematic and were projected based on previous funding cycles specific to each member agency.

Competitive funding sources, such as grant programs, are less certain and were based on past performance by StanCOG's member agencies, program applicability, and an assumed capture rate based on Stanislaus County's proportion of state-maintained centerline miles of roadway. As the result of the passage of Measure L, Stanislaus became a Self- Help County, which has increased its ability to leverage additional federal and State discretionary funding to advance projects.

Forecast estimates are specified for local, state, and federal funding sources. As shown in **Table 5.1**, \$1.273 billion (or 15 percent) of funding comes from federal sources, \$3.244 billion (or 37 percent) comes from local sources, and \$4.154 billion (or 48 percent) comes from state sources.

Table 5.1 - 2022 RTP/SCS Revenue Forecasts through Year 2046

Revenue Sources		25 Year Estimate
Local	Local funding (Gas Tax, Prop 42, Development Impact Fees, and General Fund)	\$1,179,908,213
	Transit Fares	\$109,426,695
	Local Transportation Funds (LTF)	\$733,458,644
	Local Transportation Funds (LTF Non-Motorized)	\$17,080,926
State	State Highway Operations and Protection Program (SHOPP)	\$1,056,568,025
	Regional Improvement Program (RIP)	\$261,984,085
	Interregional Improvement Program (IIP)	\$106,081,922
	State Transit Assistance (STA)	\$181,561,449
	Highway Maintenance (HM)	\$417,235,000
	Federal Aviation Funds	\$39,188,924
	State Aviation Funds	\$1,959,447
	Senate Bill (SB) 132 for ACE Extension	\$110,064,000
	Active Transportation Program (ATP) Statewide Call	\$39,557,133
	ATP MPO Component	\$43,266,204
	Local Streets and Roads	\$1,635,002,624
	State Rail Assistance	\$42,340,170
	Transit and Intercity Rail Capital Project	\$40,000,000
	Trade Corridor Enhancement Program	\$105,068,160
	Solutions for Congested Corridors	\$60,000,000
	Sustainable Communities Planning Grant	\$14,025,119

Federal	Federal Transit Administration (FTA) Section 5307, 5311, 5339 Programs	\$338,934,382
	FTA Section 5310 Program	\$11,864,391
	FTA Section 5303 Program	\$8,946,831
	Congestion Mitigation and Air Quality (CMAQ)	\$236,414,150
	Surface Transportation Block Grant Program (STBGP)	\$268,436,633
	Highway Safety Improvement Program (HSIP)	\$167,456,782
	Highway Bridge Program (HBP)	\$156,522,895
	Rail/Highway Grade Crossing Protection (USC Section 130)	\$4,398,700
	INFRA	\$40,000,000
	RAISE (Formerly BUILD/TIGER)	\$40,000,000
Measure L	Measure L ²	
	Local Streets and Roads (50%)	\$699,131,628
	Traffic Management (10%)	\$139,826,326
	Bike and Ped Improvements (5%)	\$69,913,163
	Regional Projects (28%)	\$236,544,000
	Transit Providers (7%)	\$59,136,000
Total		8,671,302,621