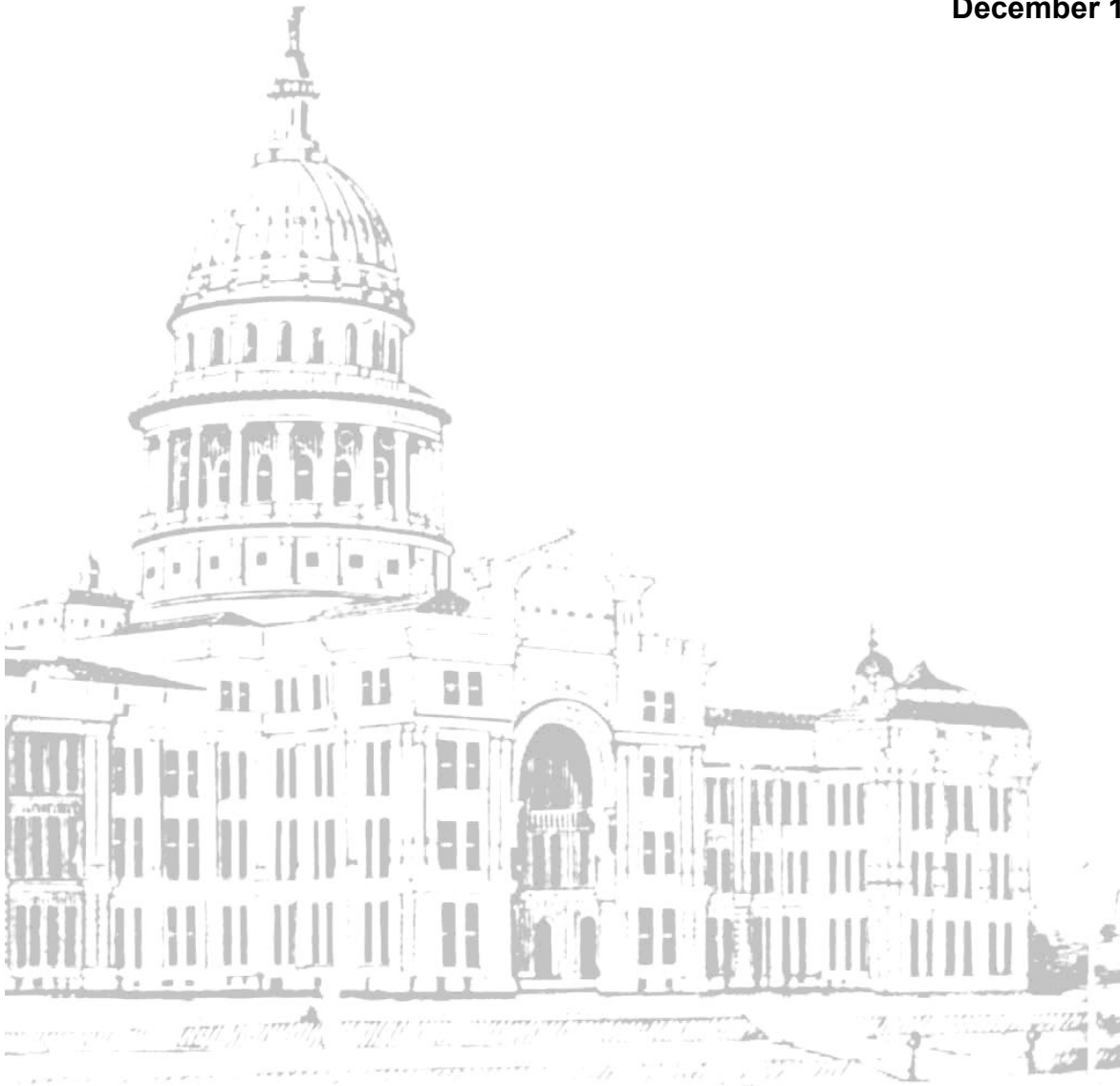


# Transportation Program Expenditures Fiscal Year 2024

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Marc D. Williams P.E., Executive Director  
Texas Department of Transportation

December 1, 2024



Submitted in Compliance with Section 201.616  
of the Texas Transportation Code



## TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2024 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, 2024.

- 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, 2024.
- The direction of money by TxDOT to a regional mobility authority in Texas for the fiscal year ended Aug. 31, 2024.

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 Projects
- Category 9 – Transportation Alternatives
- Category 10 – Supplemental Transportation Projects
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

The UTP document can be found on TxDOT's website:

<https://www.txdot.gov/projects/planning/utp.html>

Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects.

For purposes of this report, fiscal 2024 expenditures related to the UTP are broken out by category and department district in the exhibit starting on page 10.

**TURNPIKE PROJECTS AND TOLL ROADS**

In fiscal 2024, capital, operating, maintenance, right of way, project development, administrative and financing expenditures, including debt service, on toll roads of the department, from various funding sources including non-appropriated 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	\$ 301,828,756
Beaumont	Grand Parkway Segments F-1	SH 99 Loop from I-10 E, south to Fisher Road	\$ 486,491
Dallas	LBJ Express	I-635 from Luna Rd to east of U.S. 75, I-35E from Loop 12 to I-35	\$ 1,089,640
Dallas	I-35E Project	From I-635 in Dallas County to U.S. 380 in Denton County	\$ 15,747,971
Dallas	Midtown Express	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	\$ 8,561,900
Fort Worth	DFW Connector	SH 114/SH 121 corridor around the north DFW Airport entrance	\$ 1,744,893
Fort Worth	NTE Seg 1 & 2W	Portions of SH 121, SH 183 and I-820 in northern and eastern Tarrant County	\$ 6,411,371
Fort Worth	NTE Seg 3A, 3B, and 3C	I-35W from I-30 to I-820-US 81/287, US81/287 to Eagle Parkway	\$ 5,461,943
Fort Worth	I-30 Managed Lanes	From Fielder Rd in Tarrant County to E Sylvan Ave	\$ 3,251,100
Houston	Grand Parkway Segment I-2B	SH 99 Loop from FM 1405 to SH 146	\$ 43,700
Houston	SH 288	From U.S. 59 to county line between Harris and Brazoria	\$ 3,102,138
Houston	SH 249 Extension	From FM 1774/FM 149 in Pinehurst to Montgomery/Grimes County line	\$ 1,851,967
San Antonio	SH 130 Segments 5 & 6	From Caldwell/Guadalupe County line to I-10 near Seguin	\$ 349,776

No other districts had expenditures related to TxDOT turnpike projects or toll roads in fiscal 2024. See RMA section on page 10 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 2024, the following district expenditures were incurred on the rehabilitation of the South Orient Railroad for a tie marking and construction management contract:

<i>El Paso</i>	\$167,243
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The following district expenditures were incurred for studies of freight and passenger rail, excluding indirect costs. These expenditures totaled \$2,984,319, divided accordingly among the following districts:

<i>Amarillo</i>	\$165,058
<i>Dallas/Fort Worth</i>	\$345,618
<i>Dallas/Houston/San Antonio</i>	\$220,768
<i>El Paso</i>	\$40,556
<i>Houston</i>	\$565,128
<i>Odessa-Midland</i>	\$681,944
<i>San Antonio</i>	\$124,808
<i>Victoria</i>	\$30,170
<i>Statewide Studies</i>	\$810,269

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 entered into secured loan agreement with the United States Department of Transportation (USDOT) 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.

<b>TEXAS DEPARTMENT OF TRANSPORTATION</b>		
<b>BONDS ISSUED</b>		
For the Fiscal Year Ended August 31, 2024		
Description of Issue	Bonds Issued to Date***	Bonds Outstanding***
<b>Governmental Activities</b>		
<b>General Obligation Bonds:</b>		
Texas Mobility Fund	\$ 7,368,740,000.00	\$ 5,475,180,000.00
Texas Highway Improvement	5,475,205,000.00	2,943,250,000.00
<b>Revenue Bonds:</b>		
State Highway Fund	5,280,695,000.00	2,605,965,000.00
<b>Total Governmental Activities</b>	<b>18,124,640,000.00</b>	<b>11,024,395,000.00</b>
<b>Business-Type Activities</b>		
<b>Revenue Bonds:</b>		
Central Texas Turnpike System*	5,541,301,714.75	2,509,750,835.55
Grand Parkway Transportation Corporation**	5,271,290,000.00	4,062,570,000.00
State Highway 249 System	277,021,913.17	277,021,913.17
<b>Total Business-Type Activities</b>	<b>\$ 11,089,613,627.92</b>	<b>\$ 6,849,342,748.72</b>
*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.		

<b>TEXAS DEPARTMENT OF TRANSPORTATION</b>		
<b>TIFIA LOAN</b>		
For the Fiscal Year Ended August 31, 2024		
Description	Issued to Date	Loan/Notes Outstanding*
<b>TIFIA LOAN</b>		
IH 35E Project Loan	\$285,000,000.00	\$323,295,968.01 *
GPTC Project Loan	\$605,330,000.00	\$625,997,224.42
*TIFIA Loans Outstanding column includes accreted interest.		

**General Obligation Bonds**

**Texas Mobility Fund (TMF) General Obligation Bond Program**

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 August 31, 2024, 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 No. 2219 which was enacted during the regular session of the 87th Legislature and became effective on June 18, 2021, amended the authority to (i) eliminate the ability of the Commission to issue Program obligations for the purpose of providing participation by the State in the payment of part of the costs of constructing and providing publicly owned toll roads and (ii) authorize the Commission to issue Program obligations for certain transportation projects, as described herein, after May 1, 2021 and before January 1, 2027 in an aggregate principal amount not to exceed an amount equal to sixty percent (60%) of the outstanding principal amount of Program obligations existing on May 1, 2021. As of May 1, 2021, the outstanding principal amount of Program obligations (i.e., Parity Debt) was \$5.9 billion. The Commission may issue, other than refunding obligations described herein, no more than \$3.6 billion in aggregate principal amount of Parity Debt prior to January 1, 2027.

Bond proceeds are to be used to 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.

In an event of default in connection with any covenant or in any supplement, or default in the payment of annual debt service requirements due in connection with any parity debt, or other costs and expenses related thereto, any owner of parity debt (which includes all Mobility Fund bondholders) may require the Commission, the Department, its officials and employees, and any appropriate official of the State, to carry out, respect, or enforce the covenants and obligations of the Master Resolution or any Supplement, by all legal and equitable means, including specifically the use and filing of mandamus proceedings in any court of competent jurisdiction in Travis County, Texas against the Commission, the Department, its officials and employees, or any appropriate official of the State.

The Series 2015-B outstanding balance of \$277.0 million is from direct placements.

**Texas Highway Improvement General Obligation Bond Program (Proposition 12)**

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 August 31, 2024, the Commission had issued the \$5.0 billion authorized under the Texas highway improvement general obligation bond program.

In an event of default in connection with (i) failure to make payment of the principal of or interest on any bonds or credit agreements when due or payable or (ii) the performance or observance of any other covenant, agreement or obligation of the Commission or the State, which materially adversely affects the rights of the bond owners, any owner of bonds or credit agreements may require the Commission, the Department, its officials and employees, and any appropriate official of the State, to carry out, respect, or enforce the covenants and obligations of the Mater Resolution or any Supplement, by all legal and equitable means, including specially the use and filing of mandamus proceedings in any court of competent jurisdiction in Travis County, Texas against the Commission, the Department, its officials and employees, or any appropriate official of the State, any covenant or in any supplement, or default in the payment of annual debt service requirements due in connection with any parity debt, or other costs and expenses related thereto, any owner of parity debt (which includes all Mobility Fund bondholders) may require the Commission, the Department, its officials and employees, and any appropriate official of the State, to carry out, respect, or enforce the covenants and obligations of the Master Resolution or any Supplement, by all legal and equitable means, including specifically the use and filing of mandamus proceedings in any court of competent jurisdiction in Travis County, Texas against the Commission, the Department, its officials and employees, or any appropriate official of the State. The State has not waived sovereign immunity with respect to the enforcement of the obligations of the Commission and the State relating to any series of bonds or credit agreements.

**Revenue Bonds**

State Highway Fund Revenue Bond Program (Proposition 14)

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 August 31, 2024, the Commission has issued \$6.0 billion under the state highway fund revenue bond program.

In an event of default, the purchaser may take the following actions:

- (i) Direct the tender agent and the Commission, as applicable, to cause a mandatory tender of the bonds or take such other remedial action as is provided for in the Resolutions;
- (ii) Exercise any and all remedies as it may have under the related documents and as otherwise available at law and equity;
- (iii) Take whatever action at law or in equity may appear necessary or desirable to collect the amounts due and payable by the Commission under the Related Documents (including all outstanding debt service on the 2014-B2 bonds) or to enforce performance or observance of any obligation, agreement or convent of the Commission under the related documents.

In general, in the event of a default in the payment of debt service due to connection with any State Highway Fund bonds or any other costs and expenses relating thereto, or a default by the Commission in the performance of any duty or covenant provided in law or in the Resolution, any owner of State Highway Fund bonds may require the Commission or the Department or its officials and employees to carry out, respect, or enforce the Commissions’ covenants and obligations relating to the State Highway Fund bonds by all legal and equitable means, including especially the use and filing of mandamus proceedings in State court.

Central Texas Turnpike System (CTTS) Revenue Bond Program

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 bonds are payable from and secured solely by a first and second lien on, as applicable, 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.

In an event of default under the terms of the Indenture of Trust dated as of July 15, 2002, the Trustee may take the following actions and upon the written request of the owners of not less than 20 percent in principal amount of outstanding obligations shall proceeds to:

- (i) Protect and enforce its rights and the rights of the owners under the state law and the indenture by such suits, actions or special proceedings in equity or at law, or by proceedings in the office of any board or officer having jurisdiction, either for mandamus or the specific performance of any covenant or agreement contained in the Indenture or in aid or execution of any power granted by the Indenture or for the enforcement of any proper legal or equitable remedy as the Trustee, being advised by counsel, shall deem most effectual to protect and enforce such right.
- (ii) In the enforcement of any remedy under the Indenture the Trustee shall be entitled to sue for, enforce payment of and received any, and all amounts then or during any event of default becoming, and at any time remaining, due from the Commission.

CTTS issued series 2024A, series 2024B and series 2024C bonds on Aug 7, 2024 to refund a portion of series 2012A bonds, series 2015B bonds, series 2015C bonds and series 2020B bonds. CTTS has no direct placement revenue bonds outstanding after the refunding.

Grand Parkway System Toll Revenue Bond Program

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.

In the event of default, and upon the written request of the owners of not less than 20 percent in principal amount of outstanding obligations, the Trustee shall proceed to:

- (i) Protect its rights and the rights of the owners under Chapter 431, Transportation Code and under the Trust Agreement, the Toll Rate Agreement or certain sections of the Project Agreement by such suits, actions or special proceedings in equity or at law, or by proceedings in the office of any board or officer having jurisdiction, either for mandamus or the specific performance of any covenant or agreement contained in the Trust Agreement or in aid or execution of any power granted in the Trust Agreement for the



enforcement of any proper legal or equitable, remedy, as the Trustee, being advised by counsel, deems most effectual to protect and enforce such rights. Acceleration of principal of or interest on the obligations upon the occurrence of an event of default is not a remedy available under the Trust Agreement.

- (ii) In the enforcement of any remedy under the Trust Agreement the Trustee shall be entitled to sue for, enforce payment of and received any and all amounts then or during any default becoming, and at any time remaining, due from the Corporation and to enforce judgment or decree against the Corporation but solely as provided in the Trust Agreement.

**SH 249 System Revenue Bond Program**

Transportation Code, Chapter 228 authorizes the Commission to issue toll revenue bonds to finance the cost of construction, improvement, extension, or expansion of a toll project or system in the State. In February 2019, the Commission issued \$249.3 million in toll revenue bonds (2019 SH 249 Bonds) to finance the cost of an approximately 15-mile tolled highway (Segment 1) to serve as a northerly extension of the existing State Highway 249 (SH 249) and to be located between FM 1774 in Pinehurst, Texas (Montgomery County) and FM 1774 near Todd Mission, Texas (Grimes County). The 2019 SH 249 Bonds constitute special, limited obligations of the Commission secured by and payable solely from a first lien on, pledge of, and security interest in the trust estate (Trust Estate) for the 2019 SH 249 Bonds and are payable prior to the payment of operating and maintenance expenses on Segment 1. The Trust Estate consists primarily of toll revenues to be generated by the operation of Segment 1. None of the Commission, TxDOT, or any other agency or political subdivision of the State is obligated to pay debt service on the 2019 SH 249 Bonds except the Commission solely from the Trust Estate and certain funds created under the master trust agreement (Master Trust Agreement) for the 2019 SH 249 Bonds. The Commission has currently designated Segment 1 as comprising the entire “SH 249 System”, and Segment 1 will be the first and initially the only segment of the SH 249 System. The Commission may choose to expand or enlarge the SH 249 System, but the Commission currently has no plans for such expansion or enlargement. Subject to the terms of the Master Trust Agreement, the Commission may issue additional bonds or other obligations at any time, secured by a lien on the Trust Estate that is on parity with, or subordinate to, the first lien on the Trust Estate securing payment of the 2019 SH 249 Bonds, in order to finance the expansion or enlargement of the SH 249 System.

**TIFIA Loan**

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 (TIFIA). 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.

**Conduit Debt**

The Texas Private Activity Bond Surface Transportation Corporation (TxPABST), a blended component unit of TxDOT, had eight conduit debt bond issues outstanding as of August 31, 2024. 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, 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 August 31, 2024. 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.

<b>District</b>	<b>Name</b>	<b>Grants</b>	<b>Pass Through Toll Payments</b>	<b>Other Payments</b>	<b>Total</b>
Austin	Central Texas RMA			23,603,207	23,603,207
El Paso	Camino Real RMA			7,663,339	7,663,339
Pharr	Cameron County RMA	121,623	3,079,190	10,136,041	13,336,854
Pharr	Hidalgo County RMA	41,273,026			41,273,026
San Antonio	Alamo RMA			2,697,640	2,697,640

**Exhibit - UNIFIED TRANSPORTATION PROGRAM**

**Explanation of Tables**

The listed fiscal 2024 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 for Maritime Program include costs associated with purchase of dredge placement areas in management of the gulf intracoastal waterway (GIWW).

**Expenditures by Unified Transportation Program Category**

	Category 1	Category 2	Category 3	Category 4	Category 5	Category 6
<b>TxDOT District</b>	Preventive Maintenance and Rehabilitation	Metropolitan & Urban Corridor Projects	Non-Traditionally Funded Transportation Projects	Statewide Connectivity Corridor Projects (Urban/Regional)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Structures Replacement and Rehabilitation (Bridge)
Abilene	89,606,264	10,343,779		28,941,628		32,752,074
Amarillo	94,480,741	29,733,638		42,709,880		39,897,384
Atlanta	68,087,823	3,251,987	10,382,531	25,830,511		22,227,357
Austin	143,781,609	142,978,474	66,437,825	80,373,006		11,344,262
Beaumont	89,445,058	39,100,715	12,092,627	95,160,536	3,385,731	30,863,619
Brownwood	37,359,293			24,775,331		12,736,213
Bryan	55,732,656	13,761,880	2,779,669	35,817,457		20,329,424
Childress	34,739,773					27,694,494
Corpus Christi	82,822,183	5,658,287	2,085,664	96,992,275		9,361,464
Dallas	190,978,988	339,305,812	106,770,332	121,430,401	50,156,153	32,375,222
El Paso	96,479,678	72,184,947	11,952,470	36,741,042	3,923,762	12,331,710
Fort Worth	138,509,353	120,065,583	78,927,748	52,327,510	10,628,458	21,804,329
Houston	211,407,188	446,393,919	54,943,028	119,025,879	31,120,324	25,506,143
Laredo	109,141,552	17,409,069	1,501,359	18,946,379		6,873,496
Lubbock	77,504,874	32,349,303				21,950,141
Lufkin	37,917,129			99,893,976		22,488,408
Odessa	240,051,964	22,241,086	1,934,329	73,518,781		19,747,073
Paris	89,453,088	55,556,210	9,387,306	16,399,191		19,569,744
Pharr	62,162,103	18,758,429	60,973,070	38,994,453		7,188,055
San Angelo	66,045,434	5,415,705		30,440,593		10,277,235
San Antonio	136,876,816	231,978,798	118,744,987	138,816,038		14,460,424
Tyler	130,856,899	14,937,380	1,023,641	46,767,790		28,576,021
Waco	113,459,727	42,939,192	4,551,197	16,286,856		19,366,477
Wichita Falls	56,583,260	4,841,117		42,466,362		16,376,069
Yoakum	59,081,872	25,625,353	11,000,449	123,925,667		43,627,221
<b>Total</b>	\$ 2,512,565,326	\$ 1,694,830,660	\$ 564,716,915	\$ 1,437,071,168	\$ 109,799,047	\$ 529,724,060

**Expenditures by Unified Transportation Program Category, Continued**

	Category 7	Category 8	Category 9	Category 10	Category 11	Category 12
<b>TxDOT District</b>	Metropolitan Mobility and Rehabilitation	Safety Projects	Transportation Alternatives	Supplemental Transportation Projects	District Discretionary/ Energy Sector	Strategic Priority
Abilene		21,001,746		771,648	29,485,579	14,562,963
Amarillo		21,735,450		4,674,021	33,434,672	50,213,772
Atlanta		9,232,436		464,812	14,385,992	6,719,095
Austin	19,385,616	32,945,625	11,612,458	12,813,776	19,483,504	81,235,629
Beaumont		46,512,075	3,000,898	4,671,529	22,822,445	96,666,146
Brownwood		9,232,711		1,801,624	24,766,168	
Bryan		28,839,142		1,475,159	13,705,701	9,115,043
Childress		15,179,525		18,813	6,595,199	
Corpus Christi	1,176,050	17,110,322	1,085,469	13,595,931	21,306,202	14,005,343
Dallas	122,019,696	49,499,124	4,464,754	12,584,770	19,976,311	222,371,412
El Paso	11,156,326	23,431,417	5,153,009	10,045,498	31,783,396	11,835,486
Fort Worth	56,043,917	16,982,499	4,292,540	7,158,739	33,149,912	176,631,260
Houston	141,801,727	27,250,968	8,056,736	44,490,176	44,852,416	61,007,891
Laredo		7,333,663	2,819	10,955,141	48,272,399	23,009,877
Lubbock	17,602,095	7,175,610		967,326	19,453,536	2,018,243
Lufkin		25,478,997		516,669	19,169,556	49,834,952
Odessa		36,835,916		11,511,026	169,167,890	12,307,681
Paris	1,690,593	9,957,453	4,968,101	2,817,001	27,501,458	69,094,900
Pharr	16,289,266	19,628,604	2,032,805	24,535,166	5,477,404	5,625,672
San Angelo		16,778,395	229,770	4,958,698	15,019,591	21,492,256
San Antonio	34,425,094	58,211,850	669,970	2,230,613	20,292,196	332,625,730
Tyler		26,780,129	6,575,112	3,392,153	16,127,938	8,234,664
Waco	3,485,723	21,226,076	1,804,716	1,561,136	19,360,799	5,262,096
Wichita Falls		13,351,597			4,547,732	8,156,650
Yoakum		9,486,816		8,979,369	46,299,644	89,076,137
<b>Total</b>	\$ 425,076,103	\$ 571,198,145	\$ 73,865,978	\$ 187,381,545	\$ 726,437,641	\$ 1,371,102,898

**Expenditures by Unified Transportation Program Category, Concluded**

TxDOT District	Aviation	Public Transportation	Rail Related Projects	Maritime Program	TOTAL
Abilene	1,258,199	1,813,468			\$ 233,618,558
Amarillo	473,203	6,636,596			\$ 328,054,401
Atlanta	719,836	5,475,695			\$ 167,517,515
Austin	9,048,448	6,686,172			\$ 638,126,404
Beaumont	3,537,566	3,574,531			\$ 450,833,476
Brownwood	5,440,343	7,691,144			\$ 124,915,396
Bryan	2,607,967	9,116,290			\$ 200,682,447
Childress	221,693	5,595,076			\$ 118,426,193
Corpus Christi	705,443	5,811,073			\$ 271,715,706
Dallas	22,651,048	11,209,597			\$ 1,305,793,619
El Paso	368,840	2,512,447			\$ 329,900,027
Fort Worth	3,398,271	5,299,264			\$ 725,219,383
Houston	11,331,248	4,444,585			\$ 1,231,632,227
Laredo	389,052	2,948,425			\$ 246,783,233
Lubbock	1,270,864	5,611,947			\$ 204,803,273
Lufkin	456,206				\$ 255,794,451
Odessa	8,867,232	9,303,409			\$ 605,486,388
Paris	3,864,192	5,464,090			\$ 315,723,327
Pharr	6,787,075	5,350,866			\$ 273,802,968
San Angelo	975,889	2,869,948			\$ 174,582,531
San Antonio	5,252,767	8,705,605			\$ 1,113,875,508
Tyler	3,137,247	8,131,408			\$ 294,540,382
Waco	2,943,240	4,551,256			\$ 256,798,491
Wichita Falls	1,486,946	570,844			\$ 148,822,740
Yoakum	3,688,819	8,213,187			\$ 440,063,569
<b>Total</b>	100,881,637	137,618,480			\$ 10,457,512,217
Public Transportation Admin & Other		9,471,178		301,846	9,773,024
<b>Grand Total</b>	<b>\$ 100,881,637</b>	<b>\$ 147,089,659</b>		<b>\$ 301,846</b>	<b>\$ 10,467,285,241</b>