

PROJECT DEVELOPMENT, SELECTION, AND DELIVERY (PROJECT LIFE CYCLE)

- Project Life Cycle
- Public Involvement
- Environmental Review



Texas Department of Transportation (TxDOT): Public website offering information and resources for drivers, businesses, government officials, and anyone interested in learning about TxDOT.



TxDOT 2025-2026 Educational Series: Focuses on key transportation issues affecting TxDOT and Texas.



PROJECT LIFE CYCLE OVERVIEW

Transportation projects take many years to plan, design, and construct. How the Texas Department of Transportation (TxDOT) invests resources today will impact the system of tomorrow. TxDOT must anticipate the future needs of the system and invest resources wisely. Through TxDOT’s planning activities, TxDOT engages with transportation partners and the public to deliver a system that serves all of Texas. The three planning activities discussed in this document – project selection, public involvement, and environmental review – overlap throughout the project development and selection process.

Understanding how TxDOT and its planning partners select the state’s roads, bridges, and other transportation infrastructure projects for funding helps the public actively participate in the process, make suggestions, and propose projects that address their communities’ transportation needs.

TxDOT PROJECT DEVELOPMENT PROCESS IDENTIFYING A NEED

Every project begins with a need. The impetus for a project can originate from any number of sources at the local, state, or federal level. Those interested in addressing a need through a transportation improvement usually approach the local TxDOT district office, their local Metropolitan Planning Organization (MPO), or their local toll project entity. Local authorities are especially familiar with the unique transportation needs in their area. TxDOT assists in developing feasibility studies and initial project concepts when involved in project development partnerships. For large-scale, complex, and new-location projects, TxDOT and its planning partners perform advanced planning studies to assess the need and known constraints and explore various potential project approaches. Other types of projects, including safety and bridge and pavement maintenance, require specific analyses and planning.



BUILDING A FUNDING STRATEGY FOR THE PROJECT

After developing the initial project concept, the entity or entities developing the project, including the local planning organization, local toll project entity, or TxDOT, work with local project sponsors to devise a preliminary funding strategy for the proposed project. The project funding strategy depends on project type, current estimated project cost, implementation schedule, and potential funding sources available to deliver the project. Because project funding typically includes a combination of federal, state, and local sources, developing a funding strategy is a complex task. The planning partners revise the funding strategy as they refine the project and anticipated costs.

TxDOT organizes its projected future funding into 12 categories, each associated with specific types of projects or ranges of eligible activities (see TxDOT Funding Sources by Unified Transportation Program Category chart below).

Local Metropolitan Planning Organizations typically identify long-term projects in urban areas in the Metropolitan Transportation Plan. Once the Metropolitan Planning Organizations include a project in the plan, availability



of anticipated funding plays a major role in determining whether a project may proceed to further development activities. TxDOT may include projects with identified projected funding in the 10-year Unified Transportation Program (UTP) and the four-year Statewide Transportation Improvement Program (STIP).

TxDOT and its planning partners develop these planning documents with input from the public and local stakeholders. These plans are integrally connected and aligned, with shorter-term documents being “nested” within longer-term documents (see TxDOT Family of Planning and Programming Documents on page 4). By including projects in these plans, TxDOT and local transportation partners are able to continue planning and developing a project.

TxDOT FUNDING SOURCES BY UNIFIED TRANSPORTATION PROGRAM CATEGORY

12 FUNDING CATEGORIES	STATE FUNDS	FEDERAL FUNDS	OTHER FUNDS
1. Preventive Maintenance and Rehabilitation	✓	✓	X
2. Metro and Urban Area Corridors	✓	✓	X
3. Non-Traditionally Funded Projects	✓	X	✓
4. Statewide Connectivity Corridors	✓	✓	X
5. Congestion Mitigation and Air Quality*	X	✓	X
6. Structures Replacement (Bridges)	✓	✓	X
7. Metropolitan Mobility and Rehabilitation*	X	✓	X
8. Safety	✓	✓	X
9. Transportation Alternatives*	X	✓	X
10. Supplemental Transportation Projects	✓	✓	X
11. District Discretionary	✓	✓	X
12. Strategic Priority	✓	✓	X

* While funding in these categories is primarily from federal sources, state and/or other funds may also be used.

Fund Definitions:

Federal funds are appropriated by Congress through the Federal Highway Trust Fund

State funds are appropriated by the Texas Legislature through the State Highway Fund

Other funds include the Texas Mobility Fund, bond revenue, concessions and regional toll revenue, and local funds

ADDITIONAL PLANNING AND PROJECT DEVELOPMENT ACTIVITIES

TxDOT primarily accomplishes project development activities including advanced planning, environmental studies, design, and right-of-way acquisition at the local level, working alongside city and county officials as appropriate. Depending on a project's size, scope, and complexity, project development can last from a few months for simple projects to several years for more complex projects. For large-scale, complex, and new-location projects, advanced planning studies may continue for years to support project refinement. During the advanced planning period, a project concept may change considerably as project teams gather additional information about project needs, constraints, environmental impacts, and public and stakeholder input. During this period, TxDOT also explores alternative approaches and considers environmental impacts and estimated costs; TxDOT may need to reassess the initial funding strategy as the project team develops and refines the original concept.

Many activities like public involvement and stakeholder engagement efforts continue throughout the project development process. The project team disseminates project information through traditional channels, social

media, and websites. TxDOT also hosts public meetings and hearings to provide public involvement and input opportunities.

CONSTRUCTION

After identifying potential funding and completing the environmental review and public involvement processes, TxDOT may place the project on TxDOT's 24-month letting schedule. TxDOT typically awards construction contracts through a competitive bidding process and submits the lowest-cost qualified bid to the Texas Transportation Commission for approval.

After the Texas Transportation Commission approves and awards a contract, construction may begin on a project. Once a project is underway, TxDOT district staff and other transportation entities generally handle construction oversight and management at the local level. Public information and engagement activities continue as appropriate.

ALTERNATIVE PROJECT DELIVERY METHODS

In addition to the traditional project development approach described above, TxDOT has used alternative delivery methods, including Design-Build contracts

TxDOT FAMILY OF PLANNING AND PROGRAMMING DOCUMENTS

Statewide Long-Range Transportation Plan (SLRTP)

Planning Horizon: A minimum of 24 years

Updated: Every four years

Purpose: Establish the vision, goals and performance objectives for the state's transportation system, identify funding needs and set long-term strategies.

Unified Transportation Program (UTP)

Planning Horizon: 10 years

Updated: Annually*

Purpose: Guides the development of specific transportation projects and programming linked to the goals, performance measures and targets of the long-range plans.

Metropolitan Transportation Plans (MTP)

Planning Horizon: A minimum of 20 years

Updated: Every four or five years

Purpose: Each MPO in Texas prepares an MTP for its respective region, which establishes the long-term transportation policy agenda for metropolitan areas.

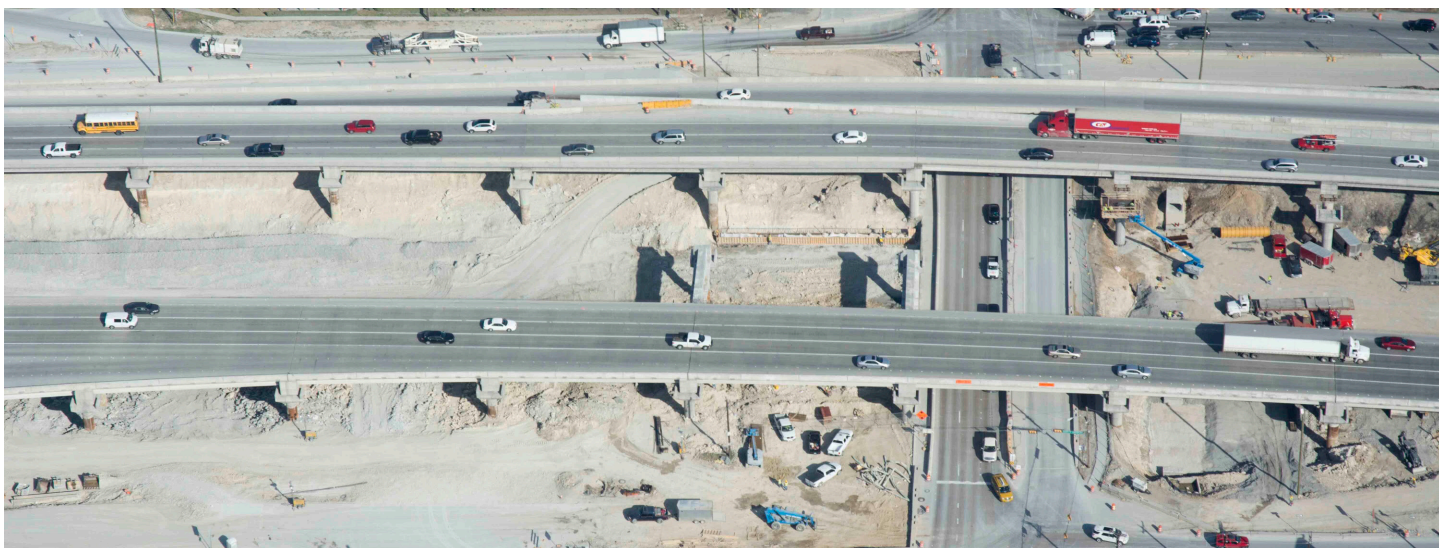
Statewide Transportation Improvement Program (STIP)

Planning Horizon: 4 years

Updated: Every two years (as well as quarterly revisions)

Purpose: Provide a listing of transportation projects in the final stages of development. Once a project is approved in an approved STIP, TxDOT's two-year letting schedule authorizes and administers its construction.

*Due to select circumstances, the UTP may be updated more frequently if necessary to authorize a major change to one or more funding allocations or project listings.



and Comprehensive Development Agreements (CDA), to expedite the design and construction of large-scale transportation projects. A Design-Build contract permits the use of a public-private partnership for design and construction services. Comprehensive Development Agreements permit the use of a public-private partnership for designing, constructing, and in some cases, financing and maintaining transportation projects. State law authorizes these delivery methods and outlines the competitive bidding process through which TxDOT selects best-value contractors.

TxDOT does not currently have the authority to initiate new Comprehensive Development Agreement projects. However, under state law, TxDOT may enter six Design-Build contracts with a minimum construction value of \$150 million per contract per biennium.

PROJECT DEVELOPMENT SEQUENCE AND PROGRAMMING

Ensuring that TxDOT's project development process is efficient requires TxDOT and its planning partners to identify needed projects years in advance of their actual funding and construction. As described, a project must pass through many development steps, including identifying a need, exploring alternatives, studying impacts and cost, gathering local stakeholder and public input, receiving environmental clearance, acquiring right-of-way, developing construction plans, and awarding construction contracts. At any point along this path, the project team may decide not to implement the project, or they may change the project definition to better address the identified

needs and balance community, environmental, and cost considerations. The actions listed above must occur in sequence to bring a traditionally developed project from concept to reality.

In addition to the time required, many factors may affect project funding or implementation, including the favorability of the project bidding environment, availability of federal and state revenue sources, and streamlined efficiencies. Other factors, such as unforeseen environmental findings or delays in project phase implementation, may result in the need to delay or cancel a project. As a result, TxDOT must have additional projects developed and available to move forward.

To ensure flexibility, TxDOT develops planning targets based on anticipated revenues identified in the 10-year cash planning forecast. TxDOT works with Metropolitan Planning Organizations and local toll project entities to program authorized projects based on these planning targets. In Texas, there are 24 Metropolitan Planning Organizations and 10 Regional Mobility Authorities. TxDOT and its local planning partners identify and evaluate projects using criteria that address TxDOT's long-range plan strategic goals including safety, system preservation, congestion, and connectivity. In 2015 and 2017, the Texas Legislature enacted new requirements that have led TxDOT to further integrate performance-based planning and programming processes into the development of the Unified Transportation Program. These actions include the Texas Transportation Commission's consideration of performance-based criteria to distribute funding among the 12 Unified Transportation Program categories.

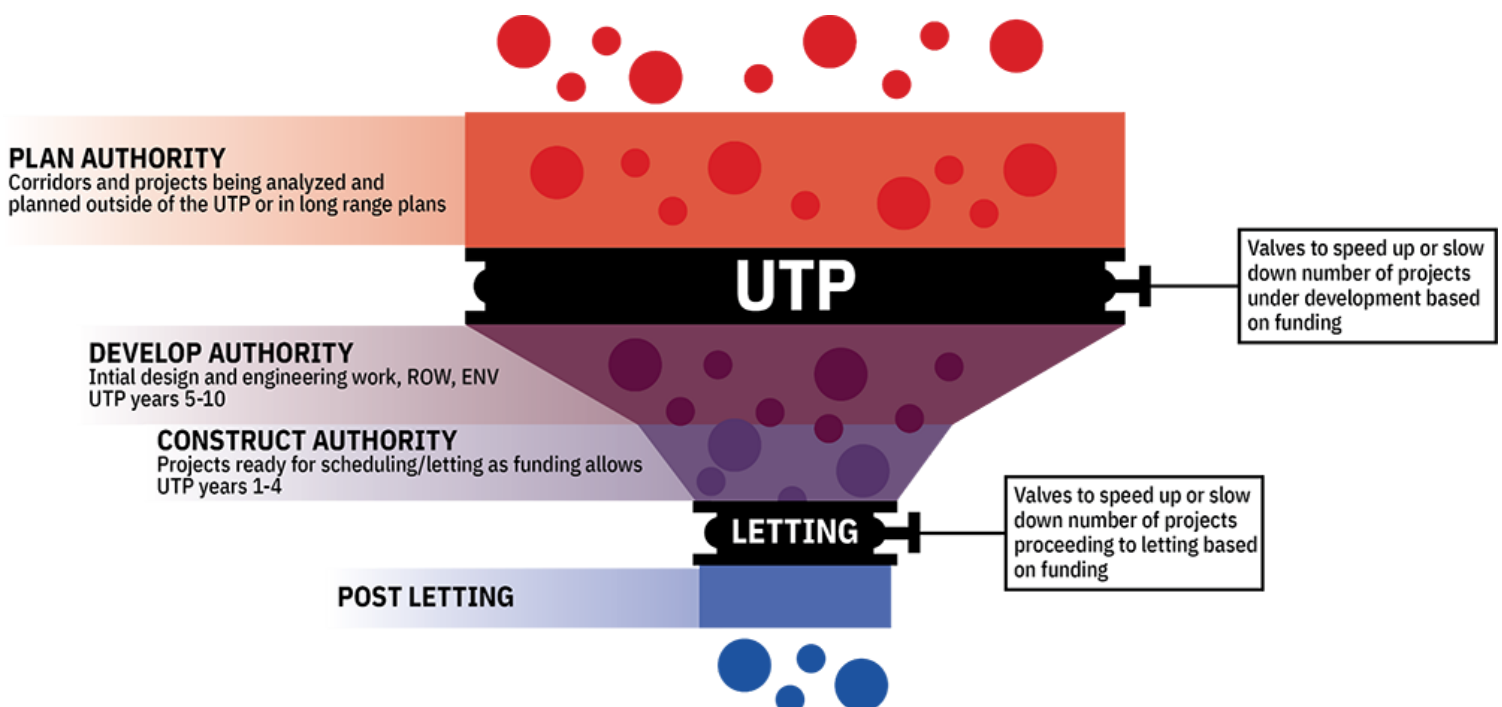


The project evaluation process relies on technical information as well as direct input from local stakeholders and Metropolitan Planning Organizations. The Texas Transportation Commission uses the relative condition and projected performance of the projects to inform project selection. Anticipated funding availability (whether a project is fully or partially funded) and project readiness (how far along the project is in the development process) are important factors for optimizing TxDOT's project portfolio and ensuring that TxDOT prioritizes projects efficiently. Identifying, evaluating, and prioritizing projects allows TxDOT to respond to unforeseen delays in scheduling projects and to quickly respond to new funding opportunities.

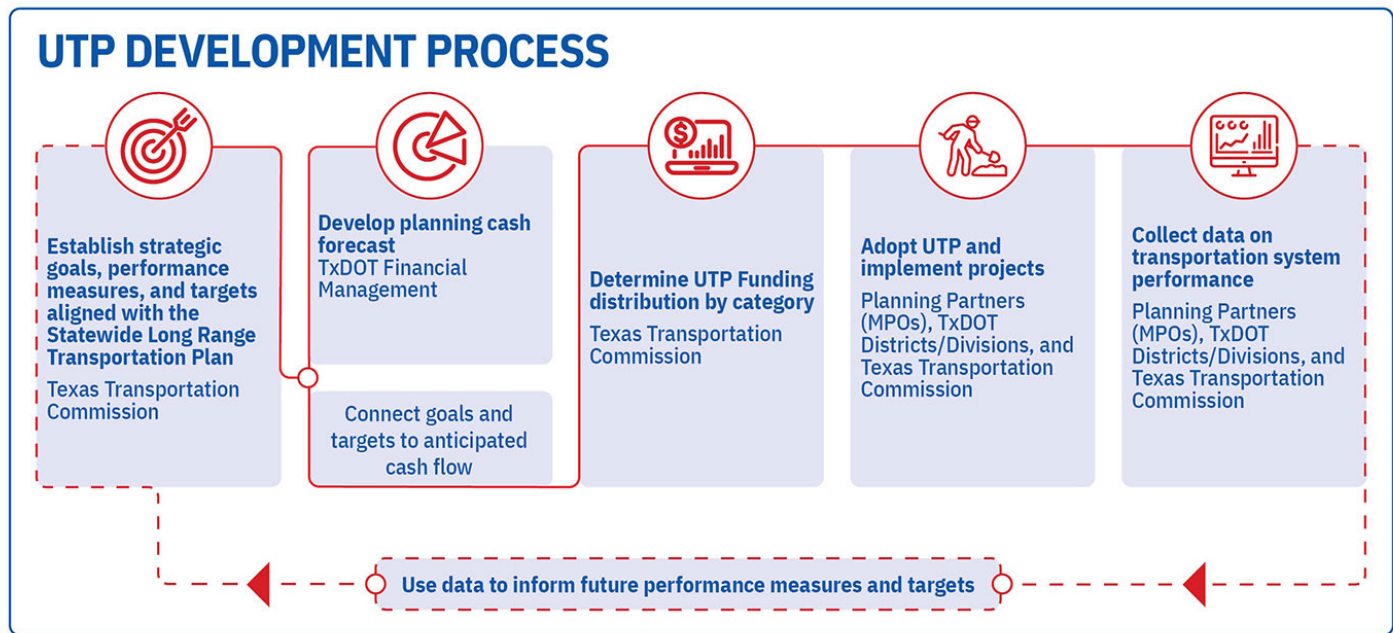
MANAGING TRANSPORTATION SYSTEM PERFORMANCE

As TxDOT develops and enhances its project selection and prioritization process, TxDOT will continue to engage the public while pursuing innovative ways to maximize available funds and address the state's transportation needs. TxDOT will continue to deliver projects that optimize transportation system performance, preserve and maintain the existing system, and promote safety. TxDOT will also continue to facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation programs and project partners.

A PROJECT'S PATH THROUGH THE UTP



THE UTP DEVELOPMENT PROCESS



TXDOT PUBLIC INVOLVEMENT POLICY

In 2011, the Texas Legislature enacted legislation requiring TxDOT to develop and implement a policy that guides and encourages public involvement clearly ties public involvement to TxDOT decisions, and encourage continuous contact between TxDOT and its stakeholders throughout the decision-making process.

“The Texas Department of Transportation (TxDOT) commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes. TxDOT will regularly update public involvement methods to include best practices in public involvement and incorporate a range of strategies to encourage broad participation reflective of the needs of the state’s population.” As adopted by the Texas Transportation Commission on January 27, 2011.

TxDOT’s Public Involvement Policy includes eight key objectives to more effectively involve the public. TxDOT will:

- Ensure continued adherence to all regulatory guidelines and policies in compliance with federal and state law and sound public involvement practice;
- Solicit and encourage proactive public involvement that TxDOT can fully integrate into the planning process and incorporate in the various planning activities;

PUBLIC INVOLVEMENT

OVERVIEW

Public participation and involvement are an integral part of today’s transportation planning and project development process. Public involvement and public input facilitate The Texas Department of Transportation’s (TxDOT)’s goal of “incorporating customer feedback and comments into agency practices, project development, and policies.” The public expects TxDOT to fulfill its mission — “Connecting You With Texas” — and to do the right thing, at the right time, in the right way, by including communities and their residents in all phases of our projects from transportation planning and project development through construction. Engaging the public is the essence of public service and the foundation of TxDOT’s values of people, accountability, trust, and honesty.

- Provide opportunities for accurate and timely information on which Texas residents can rely;
- Establish and maintain TxDOT's reputation as a trusted source of information;
- Proactively seek early and continuous public input and involvement and be responsive to inquiries and suggestions;
- Listen to stakeholder comments and be responsive and accountable to all stakeholders;
- Energetically adhere to or exceed all applicable TxDOT, state, and federal public participation requirements for planning and project implementation; and
- Use multiple methods to explain TxDOT's processes, priorities, and procedures so that the public will have a solid foundation on which to make requests, inquiries, and suggestions.

IMPORTANCE OF INVOLVING THE PUBLIC

Though some steps of the transportation project development process do not require public involvement, involving the public early and often establishes open lines of communication critical to building trust and credibility between TxDOT and the public. Public input can lead to building better transportation projects for a community, improved project planning and development, and a more transparent decision-making process. TxDOT reviews and considers all comments from the public in the decision-making process and communicates to the public when and how decisions reflect public input.

TxDOT PUBLIC INVOLVEMENT SECTION

Staff in TxDOT's Public Involvement Section facilitate a deliberate and meaningful public involvement process. Public Involvement staff provide support to TxDOT districts and divisions in public involvement and community outreach planning and implementation. Each of TxDOT's 25 geographic districts have a public involvement liaison who is responsible for guiding TxDOT districts in the development of public involvement plans and assisting with related strategies and tactics, including stakeholder assessments, issue identification and prioritization, and working groups, public meetings, and hearings.

In addition to planning and guidance, public involvement staff develop material for outreach efforts. Because transportation project development can take decades, the process is flexible regarding when to use specific public



outreach tools and hold public meetings. Some of the most used tools include meetings and hearings, open house-style events, and virtual/online engagement opportunities to allow the public to learn at their convenience and to provide informed feedback.

TxDOT uses various outreach techniques during the process to gather community input about transportation needs and concerns. In many communities, one of the most effective approaches early in the process is the use of smaller, stakeholder working group meetings – in person or virtually – to identify and prioritize issues before vetting with the general public.

During the formal environmental study stage, TxDOT frequently uses virtual public meetings, often with an in-person option, to gather public feedback and talk with the community about proposed project details. Virtual public meetings include pre-recorded presentations, materials for review, and opportunities to provide comments via surveys, interactive maps, and comment forms. The in-person option can be held in an open house/come-and-go format with TxDOT staff available at information stations to answer questions and share information about the project, or a traditional public meeting format with a presentation followed by one-on-one conversations between the public and TxDOT staff. Often the environmental study process concludes with a public hearing.

Public hearings offer the public an opportunity to provide formal input on their preferred alternative at the end of the formal public involvement stage of the environmental process. Public hearings are also held in a virtual format, often with an in-person option. Staff create a record of all public input and crafts responses that later become a part of the formal written record of the environmental study.

TxDOT also uses in-person and virtual public engagement opportunities during the construction and maintenance stages to inform the public about project details, lane closures, and traffic control plans. Because the project development process is flexible and each community has unique needs, public involvement staff work with local TxDOT district offices to implement the most appropriate outreach tools and meeting types to best gather public feedback and provide convenient public participation opportunities.

PUBLIC INVOLVEMENT CHALLENGES

Since transportation planning and development is often a long-term endeavor, sustained public involvement can be challenging. It can require long-term commitments from members of the public and continuous open, clear communication on complex, technical transportation concepts and terms. TxDOT staff makes every effort to open lines of communication between the community and TxDOT by involving the community early and often in the transportation decision-making process.

TxDOT knows that the public expects TxDOT to continually update and modernize its outreach efforts to inform and involve the public. TxDOT provides project information available online at TxDOT.gov via pre-recorded and live presentations, downloadable materials, and comment opportunities including comment forms and surveys.

TxDOT encourages the public to sign up for project email updates and uses quick response (QR) codes that allow the public to scan for access to information from mobile devices. Other tools include project-specific online engagement surveys, virtual public meetings, and video presentations. TxDOT has sought to make public involvement more convenient by providing online open houses and posting meeting materials on TxDOT's website for the public to view project information and provide comments at their convenience. For some projects, TxDOT often receives greater online public participation and more online public comments than TxDOT receives from in-person meetings. The use of innovative, three-dimensional visualization of proposed projects is another effective

approach to addressing the challenge of communicating complex, technical transportation concepts.

TxDOT has researched and established best practices on the most effective methods to engage and involve the public. TxDOT has also developed public involvement templates for informational materials so that the public receives more consistent and thorough information.

Additionally, TxDOT provides translation services, including translating public meetings and outreach materials, when appropriate. To meet the needs of Texas, TxDOT will continue to develop statewide best practices in public involvement and use public input to improve transportation projects.

ENVIRONMENTAL REVIEW

The four formal types of public involvement that may be required during the environmental review process based on project-specific factors are:

- Notice and opportunities to comment;
- Public meetings;
- Opportunity for public hearings; and
- Public hearings.

The triggers and required components of these formal public involvement opportunities are set forth in TxDOT's environmental review rules set forth in Title 43 of the Texas Administrative Code, Chapter 2, Subchapter E and in the Environmental Affairs Division's Public Involvement Handbook. Additional, less formal public outreach, such as meetings with neighborhood groups, businesses, or other stakeholders may also be conducted as part of the environmental review process. TxDOT also engages the public in accordance with Section 106, National Historic Preservation Act, Programmatic Agreement consultation process for input on what resources are important to tribal, state, and local history.



ENVIRONMENTAL REVIEW

OVERVIEW

The Texas Department of Transportation (TxDOT) integrates environmental considerations into activities to achieve compliance with applicable laws, regulations, and standards. TxDOT focuses on delivering safe, efficient transportation projects and making sound decisions based on a balanced consideration of transportation needs and social, economic, and environmental impacts of proposed transportation improvements. TxDOT's archeologists, biologists, historians, and environmental scientists work together to ensure that each project considers the preservation of natural, human, and cultural resources in Texas. State and federal laws, like the National Environmental Policy Act of 1969 (NEPA), the Clean Water Act, and the National Historic Preservation Act, guide TxDOT's work.

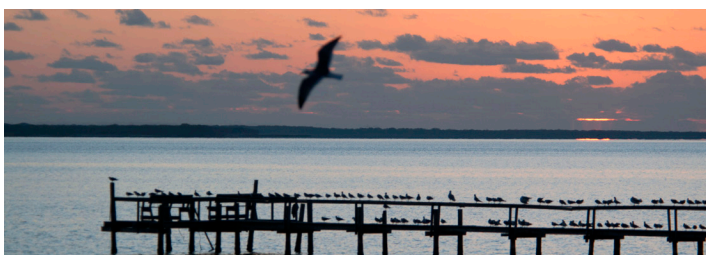
ENVIRONMENTAL REVIEWS FOR PROJECTS

TxDOT ensures a thorough review of a project's environmental impacts before clearing it for construction. TxDOT looks at multiple issues in a project's location including:

- Historic places and structures;
- Ancient cultures and archeological sites;
- Native American sacred places and properties;
- Wildlife habitats and endangered species;
- Environmental justice;
- Air quality;
- Water resources and storm water quality; and
- Pollution prevention and spill response.

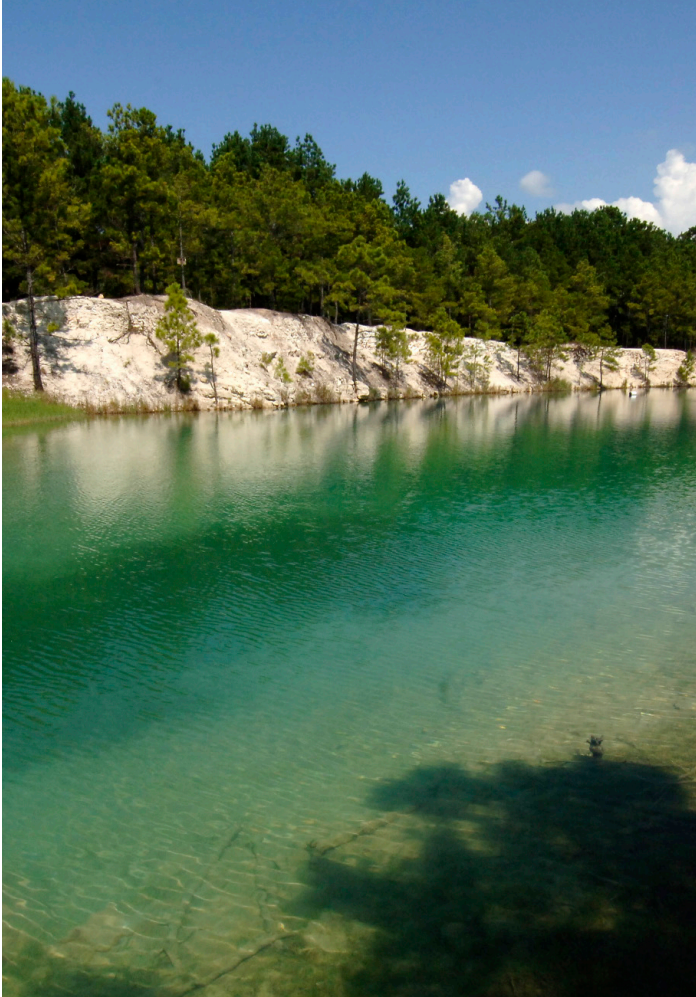
TxDOT has designed its environmental review processes to ensure compliance with all applicable environmental laws and fulfill the core tenets of the National Environmental Policy Act, including public involvement in local projects and informed decision-making.

TxDOT and others completing such processes prepare documentation to demonstrate compliance with those requirements, to provide the basis for a project's approval.



ENVIRONMENTAL PROCESS IMPROVEMENTS & STREAMLINING

The time required to complete the environmental process has long been a concern at both the state and federal levels. TxDOT focuses on implementing improvements that streamline this process.



NATIONAL ENVIRONMENTAL POLICY ACT ASSIGNMENT

The Surface Transportation Project Delivery Program provides an opportunity for the Federal Highway Administration to assign its responsibilities for making final decisions regarding the National Environmental Policy Act, and other environmental laws to states. In 2013, the Texas Legislature enacted legislation to grant TxDOT the authority to pursue the National Environmental Policy Act assignment. TxDOT approached the National Environmental Policy Act Assignment in two phases, beginning with assignment of Federal Highway Administration decision-making responsibilities for Categorical Exclusions and later applying for

assignment of all Federal Highway Administration National Environmental Policy Act responsibilities. This approach allowed the Federal Highway Administration to assign TxDOT responsibility for most of its projects quickly while working toward the assignment for more complex projects.

Participation in the NEPA assignment program enables TxDOT to develop certain large, complex projects more quickly given a significant reduction in environmental assessment processing times, which significantly reduces the cost associated with acquiring materials and right-of-way for affected projects.

TxDOT has experienced process improvements from National Environmental Policy Act assignment that have further streamlined TxDOT's environmental review process:

- The approval of Categorical Exclusions shifted to TxDOT districts, thereby eliminating the previous practice of project handoffs;
- A simplified Categorical Exclusion process uses an electronic form, instead of a written report as the basis for environmental approval;
- TxDOT emphasizes a collaborative approach to projects to identify technical errors early to avoid preventable delay during environmental document approval and reduce sequential tasks and associated handoffs; and
- TxDOT is working towards improving procedures and guidance for environmental tasks to increase predictability in the process and reduce delays caused by uncertainty.

THE NATIONAL ENVIRONMENTAL POLICY ACT PROCESS

The National Environmental Policy Act process typically begins when TxDOT selects a project to advance from an existing plan. Once TxDOT and its planning partners have defined the scope of the project, TxDOT determines what type of environmental review to pursue based on the nature of the project and its potential environmental impact. TxDOT then performs the environmental review and documents the process under one of the environmental review types listed below.



ENVIRONMENTAL REVIEW DOCUMENTS

• **Categorical Exclusions (CE)**

Projects that are categorically excluded from the requirement to prepare an environmental assessment or environmental impact statement under the Federal Highway Administration's rules, including projects within the operational right-of-way, and projects with less than \$5 million in federal funding. The document is a form maintained in the Texas Environmental Compliance Oversight System.

• **Environmental Assessments (EA)**

Projects may add lanes to existing roadways or construct new roadways but are not expected to involve significant environmental impacts. The Environmental Assessment is a document that includes alternatives, resource evaluations, and mitigation plans.

• **Environmental Impact Statement (EIS)**

Major projects such as large roadways on a new location that involve significant environmental impacts. Draft and Final Environmental Impact Statements include substantial alternatives, resource evaluations, and mitigation plans.

OTHER LAWS

In addition to the environmental analysis required by the National Environmental Policy Act, TxDOT projects are subject to dozens of statutory and regulatory environmental requirements. The environmental studies for a project normally include investigating impacts to wetlands, water quality, vegetation, threatened or endangered species, air quality, farmlands, parks, of hazardous materials and the potential for increased traffic noise.

Environmental analyses may include a variety of tasks that fit the potential effects of projects on the environment. The scoping process, completed electronically in the Texas Environmental Compliance Oversight System, determines the study's task types and level of involvement. Environmental analysis tasks may include coordination with other state and federal agencies, public involvement, production of technical reports, and development of plans for mitigating environmental impacts. The scoping process also determines the level of environmental review documentation necessary to secure environmental clearance for a project.

PERMITS & COORDINATION

TxDOT projects frequently require coordination with other agencies and additional permits due to federal requirements. Frequent types of coordination and permits include:

- Section 404, Clean Water Act of 1972 (amended), which requires permits from the United States Army Corps of Engineers when a project includes activities that will affect waters of the United States, including wetlands;
- Section 106, National Historic Preservation Act of 1966, which requires consultation with the State Historic Preservation Officer when a project might affect historic properties;
- The Endangered Species Act of 1973, which requires consultation with the United States Fish and Wildlife Service when a project has the potential to affect listed species or their habitats; and
- Section 4(f), Federal Department of Transportation Act of 1966, which prohibits the use of land from publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites, unless there is no feasible and prudent alternative to use of the land exists and the action includes all possible planning to minimize harm to the property. The act requires consultation with the affected governmental entities when a project may affect a resource protected by Section 4(f). Section 4(f) and the Federal Highway Administration's implementing regulations set forth alternative processes for various situations, including 4(f) de minimis determinations, 4(f) programmatic evaluations, and 4(f) exceptions.

PROJECT COORDINATION

While developing environmental analyses and documents, TxDOT must work with and satisfy the requirements of numerous state and federal agencies. Federal agencies involved in the environmental review process include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Coast Guard, United States Environmental Protection Agency, and the National Marine Fisheries Service as appropriate. State agencies involved in the process include the Texas Commission on Environmental Quality, Texas Parks and Wildlife Department, Texas Historical Commission, and the Texas General Land Office, as appropriate.



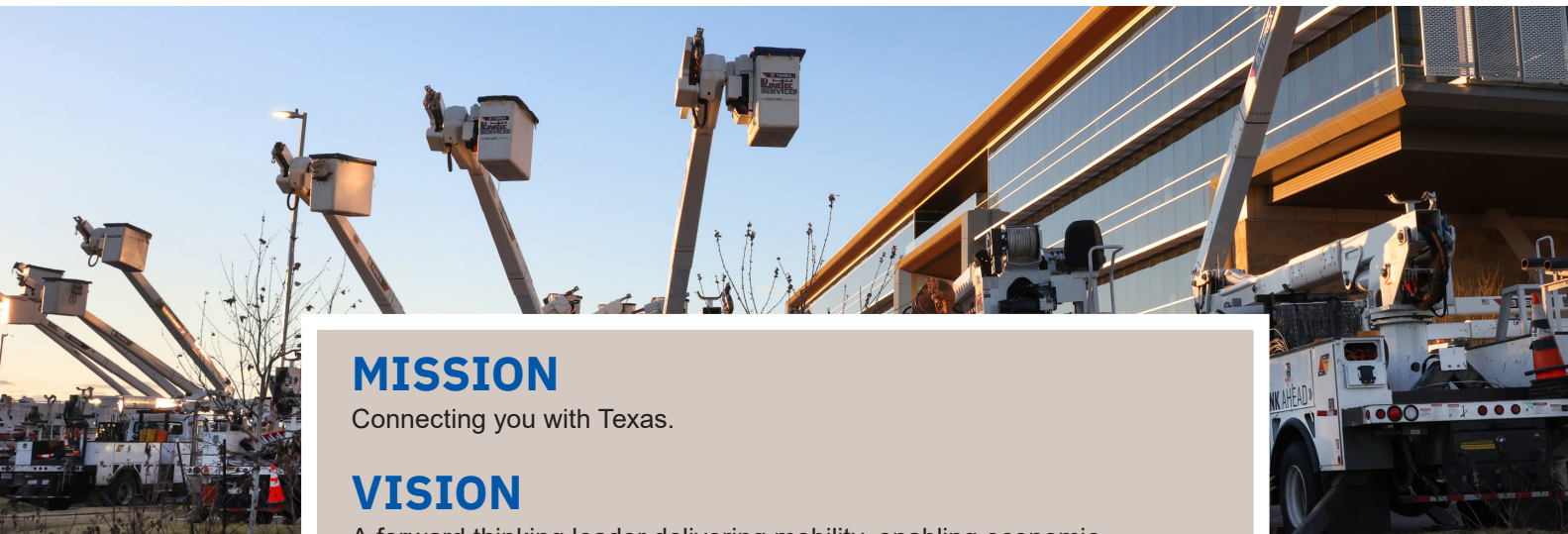
AGENCY AGREEMENTS AND CONTRACTS

TxDOT substantially reduces the time spent coordinating with state and federal agencies, tribes, and other parties by developing agreements with these entities. The following entities have entered into agreements involving TxDOT to improve the coordination process:

- Federal Highway Administration;
- Texas Parks and Wildlife Department;
- Texas Historical Commission;
- Texas Commission on Environmental Quality;
- United States Army Corps of Engineers;
- United States Fish and Wildlife Service;
- Advisory Council on Historic Preservation; and
- 16 federally recognized Native American tribes.

For the agencies listed below, TxDOT provides funds in exchange for expedited review services. TxDOT currently has contracts with the following entities:

- United States Fish and Wildlife Service;
- Texas Historical Commission;
- Texas Parks and Wildlife Department; and
- United States Army Corps of Engineers.



MISSION

Connecting you with Texas.

VISION

A forward thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans.



VALUES

People

People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

Accountability

We accept responsibility for our actions and promote open communication and transparency at all times.

Trust

We strive to earn and maintain confidence through reliable and ethical decision-making.

Honesty

We conduct ourselves with the highest degree of integrity, respect, and truthfulness.



PRIORITIES

Safety

Design, build, operate, and maintain our transportation system with safety as our #1 priority.

Delivery

Responsible program execution throughout the transportation life cycle (planning, design, construction, maintenance, and operations).

Innovation

Forward-thinking, technology-focused, fostering a culture of continuous improvement.

Stewardship

Professional, responsible stewards of resources.

