

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

December 5, 2006

The Honorable Tom Craddick
Speaker of the Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768-2910

Dear Speaker Craddick:

In accordance with the requirements of Transportation Code §201.616, I am transmitting the Texas Department of Transportation's Transportation Program Expenditures for Fiscal Year 2006. This report shows the department's continuing efforts to meet our goals of reducing congestion, enhancing safety, expanding economic opportunity, improving air quality, and increasing the value of our transportation assets. The report includes expenditures related to new financing tools made available to improve the transportation infrastructure of the state.

I look forward to working with the Texas Legislature on furthering our efforts to meet our goals. If you should have any questions on this report, please feel free to contact me at (512) 305-9501 or if your staff should have any questions, please contact Patrick Marotta at (512) 305-8983.

Sincerely,

Michael W. Behrens, P.E.
Executive Director

cc: Texas Transportation Commission
Patrick Marotta, Government and Business Enterprises Division, TxDOT



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

December 5, 2006

The Honorable David Dewhurst
Lieutenant Governor of Texas
P.O. Box 12068
Austin, Texas 78711-2068

Dear Governor Dewhurst:

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Sincerely,

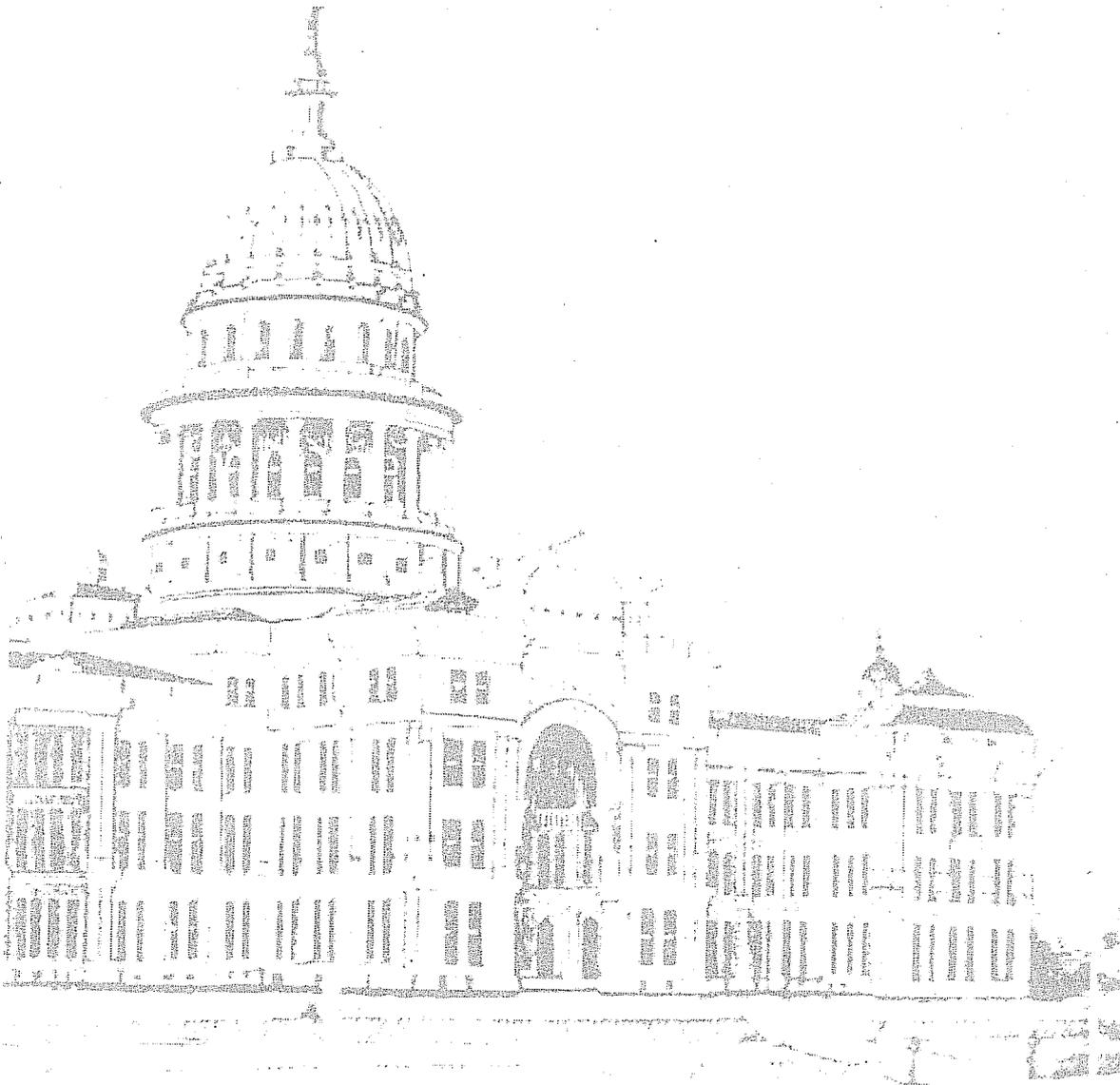
Michael W. Behrens, P.E.
Executive Director

cc: Texas Transportation Commission
Patrick Marotta, Government and Business Enterprises Division, TxDOT

Transportation Program Expenditures – Fiscal Year 2006

Michael W. Behrens, P.E., Executive Director
Texas Department of Transportation

December 1, 2006



Submitted in Compliance with Section 201.616
of the Texas Transportation Code



TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2006 Texas Department of Transportation

Section 201.616 of the Texas Transportation Code requires an annual report detailing expenditures on certain matters. Under this law, the Texas Department of Transportation (TxDOT) provides an accounting of expenditures from the preceding fiscal year made in connection with the unified transportation program (UTP), turnpike projects and toll roads, the Trans-Texas Corridor, rail facilities, and non-highway facilities on the Trans-Texas Corridor. The report also includes the amount of bonds or other public securities issued for transportation projects and any direction of money by TxDOT to a regional mobility authority.

The UTP is TxDOT's ten-year plan to guide transportation project development and construction. The UTP is composed of two programs: the Statewide Preservation Program (SPP) and the Statewide Mobility Program (SMP). SPP and SMP details, down to the project level, are available on TxDOT's Internet site at http://www.dot.state.tx.us/services/transportation_planning_and_programing/utp.htm.

UTP program categories are:

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

Please note that in this context, "corridor" does not necessarily refer specifically to the Trans-Texas Corridor. Its meaning here is "a broad geographical band that follows a general directional flow connecting major sources and destinations of trips that may contain multi-modal alignments." As a result of an effort by the Texas Transportation Commission to simplify project planning, increase system connectivity, and localize decision making, the categories reflect the involvement of Metropolitan Planning Organization (MPOs). Category 2, Metropolitan Area Corridor Projects, refers to corridors located within Transportation Management Area (TMA) MPO boundaries that have both local and statewide interest. Category 3, Urban Area Corridor Projects, refers to corridors located within non-TMA MPO boundaries that have both local and statewide interest. Category 4, Statewide Connectivity Corridor Projects, refers to corridors located outside of MPO boundaries that have statewide significance. The project selection process is reviewed annually after public input. Project selection details are available on the Internet at the UTP web page noted above.

For purposes of this report, information about the UTP for Fiscal Year 2006 is broken out by program category and department district in the tables starting on page 5. A schedule of related non-UTP expenditures is also included on the last page.

This report also provides data regarding expenditures on turnpike projects and toll roads, the Trans-Texas Corridor, rail facilities, and certain non-highway facilities.

Turnpike Projects and Toll Roads

For decades, Texas has relied on the private sector to finance and build our telecommunications and utility infrastructure. The Texas Legislature and people of Texas have now enabled TxDOT to harness this potential and combine it with private-sector expertise in road design and construction, which Texans have also depended on for years. Private financial markets are providing the jump start Texas needs for transportation projects. The private sector is offering billions of dollars of equity to bring mobility projects off the drawing boards and into production. The use of toll roads and turnpikes allows Texas to build billions in new infrastructure at little cost to taxpayers and free up tax money for other important transportation challenges. In FY2006:

- *Austin District.*
\$615,871,911 of expenditures were incurred on the Central Texas Turnpike System "2002 Project" (State Highway 45 North, Loop 1, and State Highway 130). \$12,112,407 of expenditures were incurred on the State Highway 45 Southeast Project.
- *Dallas District.*
\$3,081,663.28 of expenditures were incurred on SH 190, Eastern Extension from SH 78 to IH 30.
\$14,688,403 of expenditures were incurred on SH 121 from .23 miles East of Business SH 121 to Dallas North Tollway.
- *Fort Worth District.*
\$213,361 of expenditures were incurred on SH 121 from I-30 to FM 1187.
- *Laredo District.*
\$494,099 of expenditures were incurred on the Camino Columbia Toll Road. \$565,685 of toll receipts were collected for the Camino Columbia Toll Road.
- *San Antonio District.*
\$12,892,722 of expenditures were incurred on US 281 from Loop 1604 to Marshall Road and \$7,108,836 from Evans Road to Bexar/Comal County Line.
- *Tyler District.*
\$9,123,187 of expenditures were incurred on Loop 49 from I-20 to SH 110.

No other districts had expenditures related to turnpike or toll road projects.

Trans-Texas Corridor

The vision advanced by Governor Rick Perry in 2002 of a new multi-use, statewide transportation corridor that moves people and goods safely, efficiently, and more reliably has become the reality of the Trans-Texas Corridor. Planning for segments of the Trans-Texas Corridor are well under way, including environmental impact studies and an unprecedented amount of completed public involvement, with more to come.

\$14,388,806 was expended on engineering studies for the I-35 and I-69 segments of the Trans-Texas Corridor in FY 2006. These expenditures are not specific to any TxDOT district.

Non-Highway Facilities on the Trans-Texas Corridor, if subject to Section 227.062(c)

Transportation Code, Section 227.062(c) limits expenditures on Trans-Texas Corridor activities. It states that the total amount disbursed by the department in a fiscal year out of state and federal funds shall not exceed \$25 million for the construction or purchase of non-highway facilities on the Trans-Texas Corridor. Bond revenue, private investment, and revenue from the Federal Transit Administration and Federal Railroad Administration are

exempted from this provision, as are TxDOT expenditures for right of way acquisition, initial toll and non-toll highway construction, and grading and bed preparation for non-highway facilities.

In FY 2006, there were no expenditures related to non-highway facilities on the Trans-Texas Corridor which were subject to the provisions of Section 227.062(c).

Rail Facilities Described in Chapter 91

Chapter 91 of the Transportation Code describes the Texas Transportation Commission's powers in relation to rail facilities. In FY 2006 the following districts had rail facilities expenditures:

- *El Paso*
\$4,218,292 of construction and inspection services expenditures were incurred for the Rehabilitation of the South Orient Railroad to improve the line, enabling an increase in freight operations.
- *Paris District*
\$601,995 of expenditures were incurred for the purchase of the Bonham Subdivision Rail Line in Fannin and Lamar counties.
- *San Angelo*
\$25,000 of material and labor expenditures were incurred on a caliche pad built on the South Orient Rail Yard.

Expenditures for engineering studies of freight movements were incurred by the following districts:

- *Amarillo* - \$41,265
- *Atlanta* - \$19,000
- *Austin* - \$443,868
- *Corpus Christi* - \$112,260
- *Houston* - \$740,379
- *Lubbock* - \$41,265
- *Lufkin* - \$19,000
- *Odessa* - \$41,265
- *Paris* - \$19,000
- *Pharr* - \$112,260
- *San Antonio* - \$156,264
- *Tyler* - \$19,000

Bonds or Other Public Securities Issued for Transportation Projects

State of Texas General Obligation Mobility Fund Bonds:

In 2001, the Texas Legislature established the Texas Mobility Fund, which was approved by voters in November of that year. In 2003, legislators authorized money for the fund.

On Sept. 30, 2004, following a lengthy public participation process, the Texas Transportation Commission approved the Texas Mobility Fund Strategic Plan, which emphasizes local control, the need to leverage the funds, and the goal to measure success on the ability to reduce congestion, improve safety, expand economic opportunity and enhance statewide connectivity.

On May 5, 2005, the Texas Bond Review Board authorized the Texas Department of Transportation to issue up to \$4 billion in Texas Mobility Fund Bonds and other obligations, giving TxDOT, and Texans, the means to ramp up projects intended to ease congestion and increase mobility faster than ever. This action played an important role in the planned doubling of expenditures on mobility, comparing the next ten years to the last ten years.

In June of 2005, TxDOT issued \$1 billion in Texas Transportation Commission State of Texas General Obligation Mobility Fund Bonds. On June 8, 2006 TxDOT issued an additional \$750 million in Texas Mobility Bonds.

State Highway Fund Revenue Bonds:

Transportation Code, Chapter 222, Subchapter A, authorized TxDOT to issue State Highway Fund Revenue Bonds. The aggregate principal amount of the bonds and other public securities that are issued may not exceed \$3 billion. The Commission may only issue bonds or other public securities in an aggregate principal amount of not more than \$1 billion each year. On May 3, 2006, TxDOT issued \$600 million in State Highway Fund Revenue Bonds.

State Highway Fund Revenue Commercial Paper:

During FY 2006, TxDOT issued \$300 million of State Highway Fund Revenue Commercial Paper. As of August 31, 2006, \$88.85 million of commercial paper was outstanding.

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 to finance, acquire, design, construct, operate, maintain, expand or extend transportation projects. Projects may be tolled or non-tolled. RMAs generate revenue for additional transportation projects, provide local governments more control in transportation planning, help build transportation projects sooner and relieve congestion faster, and improve mobility and increase safety for motorists.

Central Texas Regional Mobility Authority:

In FY 2006, \$5,449 of disbursements were made to, or on behalf of, the Central Texas Regional Mobility Authority, which is located in the TxDOT Austin District, for professional services performed on the 183-A project.

Alamo Regional Mobility Authority:

During FY 2006, disbursements to the Alamo Regional Mobility Authority, which is located in the San Antonio District, totaled \$628,580 in grants and loans related to the evaluation of the US 281/Loop 1604 CDA Proposed Toll Road System.

Explanation of Tables

The listed expenditures for UTP Categories 1 through 12 represent both cash and non-cash direct expenditures related to contractor payments for highway improvement and maintenance projects.

The listed expenditures for Aviation represent cash and non-cash direct expenditures 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.

The listed expenditures for Public Transportation represent the cash and non-cash direct expenditures associated with federal & state grant programs for public transportation.

Expenditures By Unified Transportation Program Category

TxDOT District	Category 1 Preventive Maintenance and Rehabilitation	Category 2 Metro Area Corridor Projects	Category 3 Urban Area Corridor Projects	Category 4 Statewide Connectivity Corridor Projects	Category 5 Congestion Mitigation and Air Quality Improvement	Category 6 Structures Replacement and Rehabilitation
Abilene	\$41,548,261			\$5,734,000		\$8,060,108
Amarillo	87,354,174			13,034,204		6,306,348
Atlanta	29,110,638			9,319,892		5,016,327
Austin	58,230,614	\$260,033,076	\$(23,768)	189,089,939		18,259,664
Beaumont	71,565,412		31,817,750	35,021,054	\$485,019	3,990,598
Brownwood	26,725,497			(72,617)		1,570,289
Bryan	36,502,877		1,396,662	44,959,674		8,567,357
Childress	28,800,450			10,126,817		3,858,055
Corpus Christi	48,969,535	20,508,240		35,521,454		18,972,912
Dallas	129,991,343	163,456,270	154,942	417,589	31,814,872	25,427,248
El Paso	58,233,531	23,612,838		316,720	5,316,139	
Fort Worth	77,876,374	5,800,138		12,175,627	5,758,538	17,612,973
Houston	205,703,400	381,987,341		1,799,114	37,110,932	51,198,959
Laredo	30,983,525		38,771,056	3,473,167		2,547,132
Lubbock	90,618,758	40,595,147				178,481
Lufkin	38,282,600			4,758,001		11,482,156
Odessa	42,627,043					270,293
Paris	37,117,780	(40,207)		4,089,406		10,404,850
Pharr	30,905,691	72,124,933	46,427,317	25,427,894		2,281,860
San Angelo	27,589,285		707,920	1,216,976		179,290
San Antonio	133,602,117	107,186,573		14,214,631		2,912,013
Tyler	39,041,530		4,608,366	21,122,495		7,612,052
Waco	39,724,594		13,296,268	70,395,827		8,995,029
Wichita Falls	58,427,249		14,109,787	10,140,182		8,665,137
Yoakum	61,715,442			20,611,119		12,080,303
Total	\$1,531,247,722	\$1,075,264,349	\$151,266,299	\$532,893,163	\$80,485,500	\$236,449,433

Note: Negative amounts shown above are adjustments to prior year expenditures.

Expenditures By Unified Transportation Program Category, Continued

TxDOT District	Category 7 STP - Metro Mobility / Rehabilitation	Category 8 STP - Safety	Category 9 STP - Transportation Enhancements	Category 10 Miscellaneous	Category 11 District Discretionary	Category 12 Strategic Priority
Abilene	\$1,089	\$200,454	\$635	\$757,897	\$2,935,766	
Amarillo	185,670	729,022	1,321,417	570,681	10,574,107	
Atlanta		36,244,621	200,451	3,401,241	3,000,808	
Austin	9,074,865	14,444,426	1,375,237	28,300,651	17,303,339	\$24,851,313
Beaumont	4,275,281	4,160,220	11,556	280,398	19,550,061	9,177,844
Brownwood		141,052	2,647,421	427,160	6,970,944	
Bryan		1,051,522	7,615,526	7,832,695	20,090,607	1,276,962
Childress		305,803	53,012	281,264	9,445,730	
Corpus Christi	8,464,374	2,045,627		8,123,740	10,388,654	7,252,521
Dallas	69,472,251	13,650,234	2,823,632	11,656,464	33,681,567	26,655,991
El Paso	3,669,989	1,288,180	182,351	14,215,282	15,128,905	3,475,759
Fort Worth	40,687,962	5,718,451	5,520,403	5,022,054	14,012,900	4,337,628
Houston	113,047,208	4,540,893	2,886,959	30,068,068	19,144,616	53,678,312
Laredo		1,905,714	476,559	2,331,023	18,460,609	1,814,957
Lubbock	4,334,717	3,438,606	686,110	319,982	1,855,983	9,395,079
Lufkin		17,088,842	5,610,643	1,506,258	8,142,457	847,335
Odessa		566,155	766,842	4,363,876	11,078,035	
Paris		6,372,542	502,275	614,108	7,067,125	3,976,554
Pharr	14,795,285	2,894,497	4,476,672	3,079,581	13,906,233	8,484
San Angelo		20,483	346,322	716,745	7,213,328	1,527,248
San Antonio	34,786,443	18,371,984	3,373,783	5,697,395	28,434,163	28,320,355
Tyler		17,781,003	2,055,882	859,500	14,171,838	10,074,469
Waco		6,335,061	4,034,798	2,030,992	15,258,715	
Wichita Falls		2,927,614	94,567	379,431	4,961,803	
Yoakum		15,550,492	1,818,423	1,513,710	3,222,538	2,301,860
Total	\$302,795,133	\$177,773,498	\$48,881,476	\$134,350,196	\$316,000,833	\$188,972,672

Expenditures By Unified Transportation Program Category, Concluded

TxDOT District	Aviation	Public Transportation	Grand Total
Abilene	\$892,962	\$1,150,812	\$61,281,983
Amarillo	545,184	2,112,051	122,732,858
Atlanta	789,931	1,352,979	88,436,888
Austin	2,643,805	3,303,085	626,886,247
Beaumont	464,391	1,835,892	182,635,475
Brownwood	743,972	2,644,355	41,798,074
Bryan	1,032,216	6,666,585	136,992,683
Childress	38,309	783,096	53,692,537
Corpus Christi	2,747,554	1,927,866	164,922,477
Dallas	3,561,753	5,969,565	518,733,721
El Paso	101,224	825,530	126,366,448
Fort Worth	10,937,179	3,789,253	209,249,479
Houston	14,667,634	4,278,494	920,111,930
Laredo	4,064,674	2,715,020	107,543,435
Lubbock	2,682,818	3,121,923	157,227,605
Lufkin	7,225,593	138,385	95,082,270
Odessa	551,771	1,818,027	62,042,041
Paris	872,093	2,032,244	73,008,771
Pharr	261,963	4,045,065	220,635,475
San Angelo	416,467	1,442,893	41,376,957
San Antonio	2,269,389	2,721,055	381,889,903
Tyler	878,677	2,079,757	120,285,568
Waco	1,981,576	1,580,326	163,633,186
Wichita Falls	884,127	374,903	100,964,800
Yoakum	1,655,655	2,285,724	122,755,266
Subtotal	\$62,910,917	\$60,994,884	\$4,900,286,077
Medical Transportation		83,731,820	83,731,820
Public Transportation Admin & Other		3,847,730	3,847,730
Total	\$62,910,917	\$148,574,434	\$4,987,865,626

Schedule of Related Non-UTP Expenditures, FY 2006

TxDOT District	Right-of-Way	Preliminary Engineering	Construction Engineering	Total
Abilene	\$726,353	\$3,683,074	\$3,346,229	\$7,755,656
Amarillo	2,665,256	3,093,321	4,079,371	9,837,948
Atlanta	4,314,368	10,349,288	3,952,782	18,616,438
Austin	73,478,542	94,198,869	30,674,331	198,351,742
Beaumont	2,855,238	9,673,425	5,818,192	18,346,855
Brownwood	3,441,206	1,471,192	2,518,218	7,430,616
Bryan	15,106,266	7,297,825	6,056,202	28,460,294
Childress	537,359	1,981,179	2,368,786	4,887,324
Corpus Christi	2,983,337	12,139,966	6,941,858	22,065,160
Dallas	40,420,408	67,696,126	22,965,973	131,082,507
El Paso	1,019,617	16,664,826	6,293,423	23,977,866
Fort Worth	22,231,718	19,780,432	10,811,172	52,823,322
Houston	304,329,125	56,368,193	39,590,731	400,288,050
Laredo	1,025,232	16,206,791	4,999,735	22,231,759
Lubbock	2,904,960	3,988,537	6,266,033	13,159,530
Lufkin	21,293,306	13,894,437	3,586,838	38,774,581
Odessa	97,347	2,464,216	2,623,136	5,184,699
Paris	2,804,115	5,841,573	3,979,017	12,624,705
Pharr	23,434,216	16,210,969	6,339,573	45,984,758
San Angelo	651,692	1,923,095	2,780,323	5,355,109
San Antonio	20,328,236	53,023,037	18,019,992	91,371,266
Tyler	9,800,946	8,654,237	4,865,075	23,320,258
Waco	26,159,294	14,817,940	5,995,675	46,972,909
Wichita Falls	2,582,466	5,126,311	3,403,310	11,112,087
Yoakum	4,469,691	4,988,853	4,069,224	13,527,768
Subtotal	\$589,660,296	\$451,537,711	\$212,345,198	\$1,253,543,205
Non-District Specific Expenditures				
Statewide	419,203	15,476,111	56,371	15,951,685
Total	\$590,079,499	\$467,013,821	\$212,401,570	\$1,269,494,890