Appendix A:

Public Involvement Electronic Notebook

Appendix A

Includes the Public Involvement Electronic Notebook

I. Round 1 Public Involvement

- Outreach Efforts
  - Press Release (1)
  - Social Media: Facebook and Twitter
  - Email Outreach

- Engagement Efforts
  - Stakeholder Presentation
  - Open House Items:
    - Exhibits (4)
    - Handouts (4)
    - Presentations: Open House Presentation Slides, Screenshot of YouTube Video Post, Presentation Script
- Documentation
  - Round 1 Executive Summary
  - Round 1 Comment Matrix
  - Round 1 PI Log – Events Matrix

II. Round 2 Public Involvement

- Outreach Efforts
  - Press Release (1)
  - Social Media: Facebook and Twitter
  - Email Outreach
  - Newspaper Ads

- Engagement Efforts
  - Stakeholder Presentation (1)
  - Open House Items
    - Exhibits (5) and Story Maps (4)
    - Handouts (5)
  - Presentations: Open House Presentation Slides, Screenshot of YouTube Video Post, Presentation Script

- Documentation
  - Round 2 Executive Summary
  - Round 2 Comment Matrix
  - Round 2 PI Log – Events Matrix

III. Online Engagement Results Report

IV. Key Stakeholder List

V. Documentation of Public Hearing

Round 1 Public Involvement - Outreach Efforts

- Press Release
- Social Media
  - Facebook
  - Twitter
- Email Outreach

STATEWIDE PRESS RELEASE

TXDOT invites the public to plan for 2050

TxDOT is planning for the future of Texas transportation and wants to hear from the public. Texans are encouraged to get involved in the Texas Transportation Plan 2050, or TTP 2050, the update to TxDOT's long-range transportation plan.

Through a series of TTP 2050 public open house meetings, the public will have the opportunity to view exhibits, ask questions, and give their input on future TxDOT priorities and transportation investments. The open houses, slated from late January through March 2019, will feature information on TxDOT's 2050 goals and objectives, revenues and expenditures, safety initiatives, local transportation data, and Beyond the Road, an initiative highlighting TxDOT's environmental work.

To encourage public involvement and for those who can't attend, TxDOT will unveil an online TTP 2050 Virtual Open House in February. The Virtual Open House will showcase the same information as the in-person meetings, and provide an opportunity for the public to give their input on the TTP 2050.

The TTP 2050 will guide TxDOT's planning and programming for the next 30 years and set long-range goals for all transportation modes—roadways, transit, pedestrian, bicycle and freight. The plan will also address some of the state's biggest transportation challenges, including a growing and aging population; urbanization; emerging transportation technologies, like driverless cars; and limited funding.

Persons with disabilities who plan to attend this meeting and who may need assistance, or persons with special communication needs or who need an interpreter, should contact Ximenes & Associates, Inc. at 210-354-2925 at least three business days prior to the meeting so that appropriate arrangements can be made.

Members of the public who cannot attend a meeting, but who would like to receive information can call the project hotline at 1-800-558-9368. All meeting materials will be available at www.txdot.gov using the keyword search "TTP 2050."

Public comments will be accepted throughout the development of the TTP 2050 until September 1, 2019. Written comments can be submitted via email at TTP_2050@txdot.gov or by USPS mail to:
TxDOT TPP Division – TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas 78714-9217

The open houses will be held from 5:30 to 7:00 p.m., on the dates and locations shown below.

STATEWIDE PRESS RELEASE

Day:	Location:
Tuesday, January 29, 2019	San Antonio TxDOT District Office Building #2 4615 NW Loop 410 San Antonio, Texas 78229
Thursday, January 31, 2019	Austin TxDOT District Office Hearing Room, Building #7 7901 N. I-35 Austin, TX 78753
Tuesday, February 5, 2019	Laredo TxDOT District Office 1817 Bob Bullock Loop Laredo, TX 78043
Wednesday, February 6, 2019	Corpus Christi TXDOT District Office Training Center 1701 S. Padre Island Drive Corpus Christi, TX 78416
Thursday, February 7, 2019	Pharr TxDOT District Office 600 W. US Expressway 83 Pharr, TX 78577
Tuesday, February 19, 2019	TxDOT Houston District Office Conference Room 105 7600 Washington Ave. Houston, TX 77007
Wednesday, February 20, 2019	Tyler TxDOT District Office District Assembly Room 2709 W. Front Street Tyler, TX 75702
Thursday, February 21, 2019	(Dallas/Fort Worth area) North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011
Tuesday, February 26, 2019	Abilene TxDOT District Office 4250 N. Clack St. Abilene, TX 79601
Wednesday, February 27, 2019	Lubbock TxDOT District Office 135 E. Slaton Highway Lubbock, TX 79404

STATEWIDE PRESS RELEASE

Day:	Location:
Thursday, February 28, 2019	Amarillo TxDOT District Office 5715 Canyon Drive Amarillo, TX 79110
Tuesday, March 5, 2019	El Paso TxDOT District Office 13301 Gateway Blvd West El Paso, TX 79928
Wednesday, March 6, 2019	(Odessa area) Permian Basin Metropolitan Planning Organization 9601 Wright Dr., # 1 Midland, TX 79706
Thursday, March 7, 2019	San Angelo TxDOT District Office 4502 Knickerbocker Rd San Angelo, TX 76904

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The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at TxDOT.gov. "Like" us on Facebook and follow us on Twitter.

Texas Transportation Plan 2050
Public Involvement Activity Log

TTP 2050 Round 1 Social Media Log — Facebook				
Post	Date	Likes	Comments	Shares
#SanAntonio, help #TxDOT plan for 2050! #GetInvolved in the #TexasTransportationPlan2050. Join us at our #TTP2050 open house on Jan. 29, from 5:30 - 7 p.m. Details: http://ow.ly/yPnA50kmSoO	1/25/19	8	2	3
#Austin, help #TxDOT plan for 2050! #GetInvolved in the#TexasTransportationPlan2050. Join us at our #TTP2050 open house on Jan. 31, from 5:30 - 7 p.m. Details: https://bit.ly/2MBUQs4	1/25/19	11	1	1
San Antonio Mayor Ron Nirenberg shared post: #SanAntonio, help #TxDOT plan for 2050! #GetInvolved in the #TexasTransportationPlan2050. Join us at our #TTP2050 open house on Jan. 29, from 5:30 - 7 p.m. Details: http://ow.ly/yPnA50kmSoO	1/25/19	25	18	12
TxDOT wants to hear from you! This week TxDOT will hold the following public meetings: (muliple meetings listed including TTP 2050-Austin.) Visit http://www.txdot.gov/.../get-inv.../about/hearings-meetings.html for the full list of meetings and additional details.	1/28/19	9	4	4
Get ready #Austin! The #TexasTransportationPlan2050 open house is Thursday, 1/31 and #TxDOT wants you there. Details:https://bit.ly/2MBUQs4 #GetInvolved #TTP2050	1/30/19	1	2	0
#Laredo, #TxDOT wants to hear from you as we plan for the future! Come to the #TexasTransportationPlan2050 Open House Feb. 5 and#GetInvolved. Details: https://bit.ly/2DGYqOu #TTP2050	1/30/19	10	3	0
#CorpusChristi, help #TxDOT plan for 2050! The#TexasTransportationPlan2050 is your chance to #GetInvolved. Join us at our #TTP2050 Open House on Feb. 6. Details: https://bit.ly/2RnEJir #TTP2050	1/30/19	5	1	0
#CorpusChristi, you can help #TxDOT plan for 2050! The #TexasTransportationPlan2050 is your chance to #GetInvolved. Join us at our #TTP2050 Open House on Feb. 6 from 5:3-7 p.m. at the Corpus Christi TxDOT Headquarters. Details: https://bit.ly/2RnEJir #TTP2050.	1/30/19	0	0	1
#Pharr, what's in your future? Come help #TxDOT plan for 2050 and #GetInvolved! Join us at our #TexasTransportationPlan2050 Open House on Feb. 7 from 5:30 to 7 p.m. at Pharr TxDOT Headquarters. Details: https://bit.ly/2Tm389V #TTP2050.	1/31/19	0	0	0
Corpus Christi TTP 2050 Open House posted as an Event	2/5/19	11	1	0
#Houston, did you know? Harris County could grow to 7.9 million people by 2050? Help #TxDOT plan for the future at the#TexasTransportationPlan2050 Open House on 2/19. Details:https://bit.ly/2S1L3kU #TTP2050 #GetInvolved	2/12/19	14	1	3
BayTran posted "Save the date!" shared TxDOT post: #Houston, did you know? Harris County could grow to 7.9 million people by 2050? Help #TxDOT plan for the future at the #TexasTransportationPlan2050 Open House on 2/19. Details: https://bit.ly/2S1L3kU #TTP2050 #GetInvolved	2/12/19	2	0	0
#Tyler, did you know? Smith County could grow by almost 23% by 2050? #TxDOT is planning for the future and wants to hear from you! Come to the #TexasTransportationPlan2050 Open House on 2/19. Details: https://bit.ly/2UtfoFQ #TTP2050 #GetInvolved	2/13/19	4	0	4
Calling #Dallas, #FortWorth! The #TexasTransportationPlan2050 Open House is coming! #GetInvolved and give #TxDOT your feedback as they plan for the future. Details: https://bit.ly/2Gh2VkG #TTP2050	2/14/19	9	2	2
Calling #Dallas! The #TexasTransportationPlan2050 Open House is coming! #GetInvolved and give #TxDOT your feedback as they plan for the future. Details: https://bit.ly/2Gh2VkG #TTP2050	2/14/19	3	0	0
City of Azle, Tx shared post: Calling #Dallas! The #TexasTransportationPlan2050 Open House is coming! #GetInvolved and give #TxDOT your feedback as they plan for the future. Details: https://bit.ly/2Gh2VkG #TTP2050	2/14/19	?	?	?
TxDOT wants to hear from you! This week TxDOT will hold the following public meetings: (muliple meetings listed including TTP 2050 meetings in El Paso on 3/5; Midland on 3/6; San Agelo on 3/7.) Please visit http://www.txdot.gov/.../get-inv.../about/hearings-meetings.html for the full list of meetings and additional details.	3/4/19	11	5	3
#Texas population doubles by 2046! Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House athttps://bit.ly/2TK3RFI. Take the Transportation Survey athttps://bit.ly/2XTQ8LB. #GetInvolved	3/14/19	7	5	0
Missed #TxDOT's #TexasTransportationPlan2050 Open House? Visit the Virtual Open House at https://bit.ly/2TK3RFI. Help us plan the next 30 years of #Texas #transportation by taking the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved.	3/15/19	6	1	3
Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Be sure to take the Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved.	3/16/19	11	1	2
We're updating our #transportation plan and need your input! Go to https://bit.ly/2TK3RFI to visit our #TexasTransportationPlan2050Virtual Open House. Then give us your input via the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved.	3/17/19	6	2	7
#Population growth, smart cars, the #environment...all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take our Transportation Survey at https://bit.ly/2XTQ8LB to give input. #GetInvolved	3/20/19	8	2	3

Texas Transportation Plan 2050
Public Involvement Activity Log

Post	Date	Likes	Comments	Shares
We're updating our #transportation plan and need your input! Go to https://bit.ly/2TK3RFI to visit our #TexasTransportationPlan2050Virtual Open House. Then give us your input via the Transportation Survey at https://bit.ly/2XTQ8LB #GetInvolved.	3/22/19	2	0	3
Did you know? #Texas' economy may grow 330% by 2050! Help#TxDOT plan. Visit our #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Then take our Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved	3/22/19	4	1	0
#Population growth, smart cars, the #environment...all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take our Transportation Survey at https://bit.ly/2XTQ8LB to give input. #GetInvolved	3/23/19	5	1	2
The #TexasTransportationPlan2050 is focused on the future and #TxDOT wants your input! Visit our Virtual Open House at https://bit.ly/2TK3RFI. Then take the Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved.	3/24/19	8	0	2
#Houston #Dallas #FortWorth & #Austin are among the nation's 20 most congested cities. Visit https://bit.ly/2TK3RFI to help us plan for the next 30 years. Be sure to take our Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved.#TexasTransportationPlan2050	3/25/19	25	29	9
#Texas population doubles by 2046! Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved	3/26/19	62	26	18
Missed #TxDOT's #TexasTransportationPlan2050 Open House? Visit the Virtual Open House at https://bit.ly/2TK3RFI. Help us plan the next 30 years of #Texas #transportation by taking the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved.	3/27/19	8	2	2
Help #TxDOT plan for the future. Visit the#TexasTransportationPlan2050 Virtual Open House athttps://bit.ly/2TK3RFI. Be sure to take the Transportation Survey athttps://bit.ly/2XTQ8LB and #GetInvolved.	3/28/19	3	5	7
We're updating our #transportation plan and need your input! Go tohttps://bit.ly/2TK3RFI to visit our #TexasTransportationPlan2050 Virtual Open House. Then give us your input via the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved.	3/29/19	4	0	0
#Texas is growing, so #TxDOT is planning for the state's future transportation needs. #GetInvolved and visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take the Transportation Survey at https://bit.ly/2XTQ8LB.	3/30/19	21	0	3
You can help #TxDOT shape the future of #Texas transportation! Visit our #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Then give us your input via the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved.	3/31/19	16	1	8
#Population growth, smart cars, the #environment...all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take our Transportation Survey at https://bit.ly/2XTQ8LB to give input. #GetInvolved	4/14/19	6	0	2
#Houston #Dallas #FortWorth & #Austin are among the nation's 20 most congested cities. Visit https://bit.ly/2TK3RFI to help us plan for the next 30 years. Be sure to take our Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved. #TexasTransportationPlan2050	4/22/19	5	2	5
#Texas population doubles by 2046! Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved	4/26/19	12	0	4

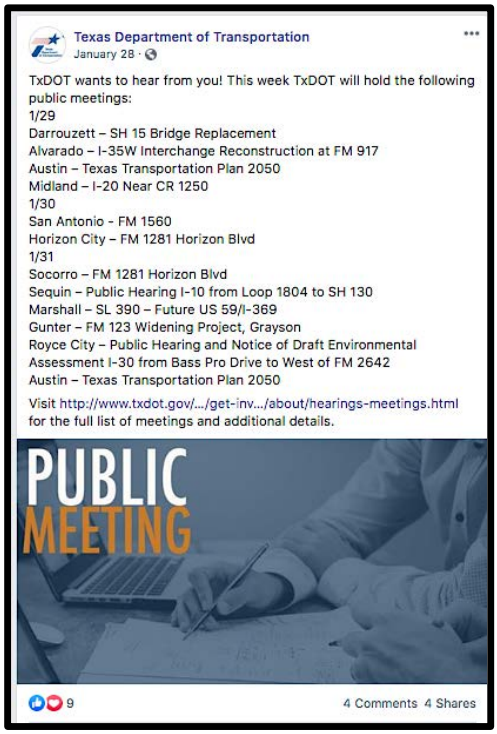
TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 1/25/19 by @TxDOT

Posted 1/25/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

TxDOT post shared 1/25/19 by San Antonio Mayor Ron Nirenberg



Posted 1/28/19 by @TxDOT

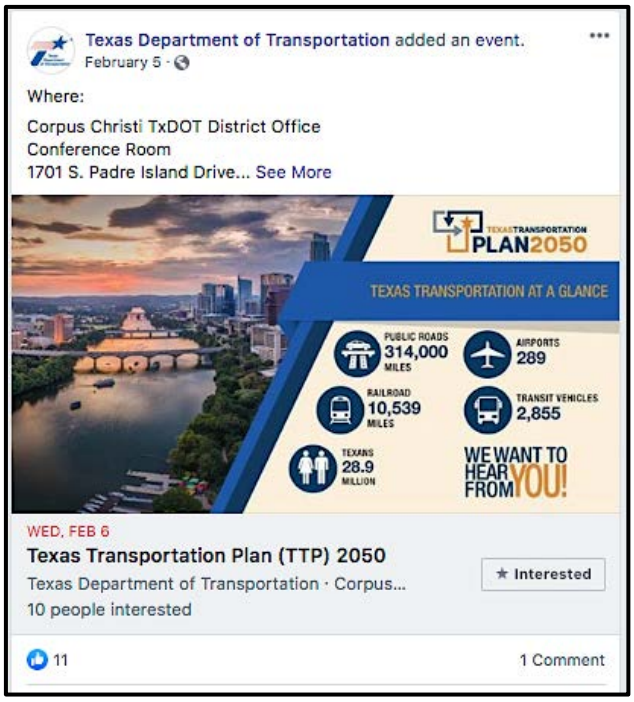
TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 1/30/19 by @TxDOT

Posted 1/30/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

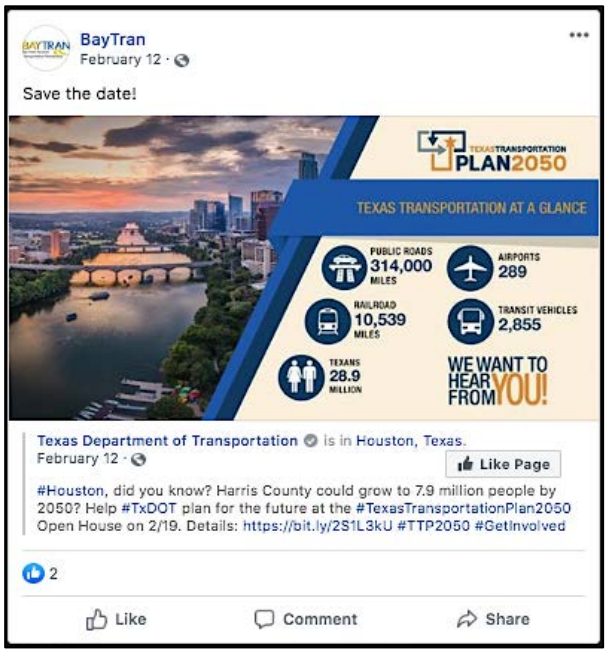
Posted 1/30/19 by @TxDOT



Posted 2/5/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 2/12/19 by @TxDOT



BayTran shared TxDOT post on 2/12/19

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 2/13/19 by @TxDOT

Posted 2/14/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 2/14/19 by @TxDOT

City of Azle TX shared TxDOT post 2/19/19

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 3/4/19 by @TxDOT

Posted 3/14/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 3/15/19 by TxDOT

Posted 3/16/19 by TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 3/17/19 by @TxDOT

Posted 3/20/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 3/22/19 by @TxDOT

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TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 3/23/19 by @TxDOT

Posted 3/24/19 by @TxDOT

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Posted 3/25/19 by @TxDOT

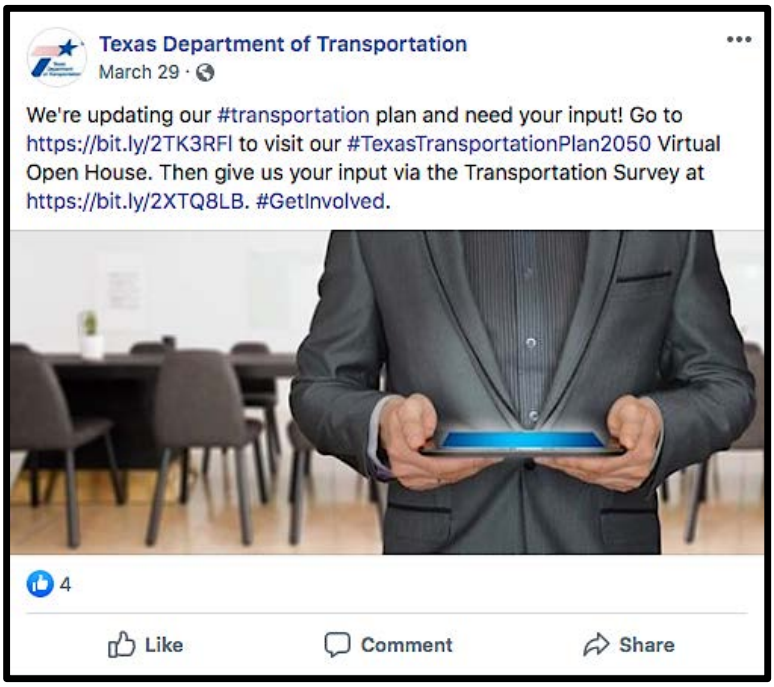
Posted 3/26/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

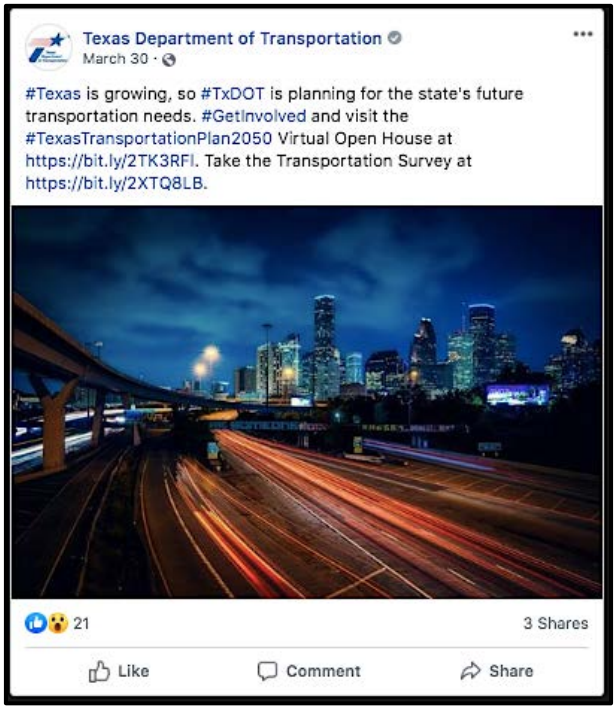
Posted 3/27/19 by @TxDOT

Posted 3/28/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

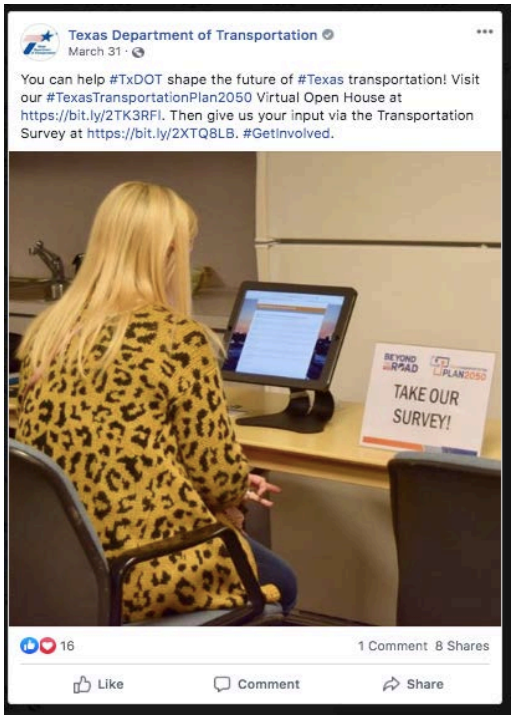


Posted 3/29/19 by @TxDOT



Posted 3/30/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

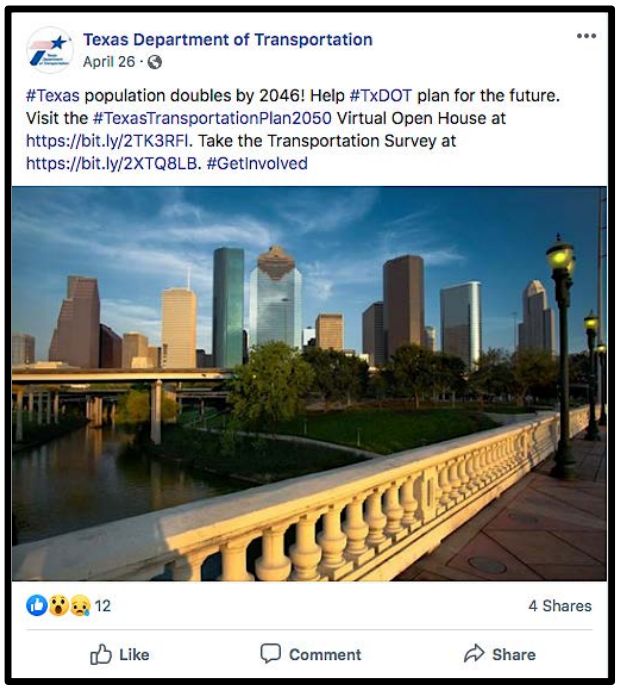


Posted 3/31/19 by @TxDOT

Posted 4/14/19 by @TxDOT

TTP 2050 ROUND 1 FACEBOOK IMAGES LOG

Posted 4/22/19 by @TxDOT



Posted 4/26/19 by @TxDOT

Texas Transportation Plan 2050
Public Involvement Activity Log

TTP 2050 Round 1 Social Media Log — Twitter					
Post	Posting Date	Posting Entity	Reply	Retweet	Like
#SanAntonio, help @TxDOT plan for 2050! #GetInvolved in the #TexasTransportationPlan2050. Join us at our #TTP2050 open house on Jan. 29, from 5:30 - 7 p.m. Details: https://bit.ly/2FXM6Lv	1/25/19	TxDOT SanAntonio	1	1	5
#Austin, help @TxDOT plan for 2050! #GetInvolved in the #TexasTransportationPlan2050. Join us at our #TTP2050 open house on Jan. 31, from 5:30 - 7 p.m. Details: https://bit.ly/2MBUQs4	1/25/19	TxDOT Austin	1	3	5
Get ready #Austin! The #TexasTransportationPlan2050 open house is Thursday, 1/31 and #TxDOT wants you there. Details: https://bit.ly/2MBUQs4 #GetInvolved #TTP2050	1/30/19	TxDOT Austin	0	2	2
#CorpusChristi, help #TxDOT plan for 2050! The #TexasTransportationPlan2050 is your chance to #GetInvolved. Join us at our #TTP2050 Open House on Feb. 6. Details: https://bit.ly/2RnEJir #TTP2050	1/30/19	TxDOT Corpus Christi	0	0	0
#Laredo, #TxDOT wants to hear from you as we plan for the future! Come to the #TexasTransportationPlan2050 Open House Feb. 5 and #GetInvolved. Details: https://bit.ly/2DGYqOu #TTP2050	1/30/19	TxDOT Laredo	0	0	0
#Pharr, what's in your future? Come help #TxDOT plan for 2050 and #GetInvolved! Join us at our #TexasTransportationPlan2050 Open House on Feb. 7. Details: https://bit.ly/2Tm389V #TTP2050	1/31/19	TxDOT Pharr	0	0	0
#Laredo, #TxDOT hopes to see you tomorrow at the #TexasTransportationPlan2050 Open House. Details: https://bit.ly/2DGYqOu #TTP2050 #GetInvolved	2/4/19	TxDOT Laredo	0	2	0
#CorpusChristi, tomorrow is your day for the #TexasTransportationPlan2050 Open House! 5:30-7 p.m. #GetInvolved as #TxDOT plans for the future. Details: https://bit.ly/2RnEJir #TTP2050	2/5/19	TxDOT Corpus Christi	0	0	0
#Pharr, the #TexasTransportationPlan2050 Open House is tomorrow, 5:30-7 p.m., and we want to see you there! #GetInvolved and help #TxDOT plan for 2050. Details: https://bit.ly/2Tm389V	2/6/19	TxDOT Pharr	0	0	0
#Houston, did you know? Harris County could grow to 7.9 million people by 2050? Help #TxDOT plan for the future at the #TexasTransportationPlan2050 Open House on 2/19. Details:https://bit.ly/2S1L3kU #TTP2050 #GetInvolved	2/12/19	TxDOT Houston	2	2	6
#Tyler, did you know? Smith County could grow by almost 23% by 2050? #TxDOT is planning for the future and wants to hear from you! Come to the #TexasTransportationPlan2050 Open House on 2/19. Details: bit.ly/2UtfoFQ #TTP2050 #GetInvolved	2/13/19	TxDOT Tyler	0	0	0
Calling #Dallas! The #TexasTransportationPlan2050 Open House is coming! #GetInvolved and give #TxDOT your feedback as they plan for the future. Details: https://bit.ly/2Gh2VkG #TTP2050	2/14/19	TxDOT Dallas	1	1	3
Calling #Dallas, #FortWorth! The #TexasTransportationPlan2050 Open House is coming! #GetInvolved and give #TxDOT your feedback as they plan for the future. Details: https://bit.ly/2Gh2VkG #TTP2050	2/14/19	TxDOT Dallas	2	1	4
#Tyler, did you know? Smith County could grow by almost 23% by 2050? #TxDOT is planning for the future and wants to hear from you! Come to the #TexasTransportationPlan2050 Open House on 2/20. Details: http://ow.ly/CV1Y50IL5bC #TTP2050 #GetInvolved	2/19/19	TxDOT Tyler	0	0	0

Texas Transportation Plan 2050
Public Involvement Activity Log

Post	Posting Date	Posting Entity	Reply	Retweet	Like
#Houston #Dallas #FortWorth & #Austin are among the nation's 20 most congested cities. No matter where in Texas you are, visit https://bit.ly/2TK3RFI to help us plan for the next 30 years. Take our Survey at https://bit.ly/2XTQ8LB and #GetInvolved #TexasTransportationPlan2050 https://twitter.com/TxDOT/status/1106000775543693 31	3/13/19	TxDOT HQ	2	6	13
#Texas population doubles by 2046! Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open Hpuse at bit/ly/2TK3RFI. Take the Transportation Survey at bit.ly/2XTQ8LB. #GetInvolved	3/14/19	TxDOT HQ	1	1	2
Missed #TxDOT's #TexasTransportationPlan2050 Open House? Visit the Virtual Open House at https://bit.ly/2TK3RFI. Help us plan the next 30 years of #Texas #transportation by taking the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved. https://twitter.com/TxDOT/status/1106535571890016258/photo/1	3/15/19	TxDOT HQ	0	3	3
Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Be sure to take the Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved. https://twitter.com/TxDOT/status/1106913045413007360/photo/1	3/16/19	TxDOT HQ	0	5	5
We're updating our #transportation plan and need your input! Go to https://bit.ly/2TK3RFI to visit our #TexasTransportationPlan2050 Virtual Open House. Then give us your input via the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved. https://twitter.com/TxDOT/status/1107381131685650433/photo/1	3/17/19	TxDOT HQ	2	5	9
#Population growth, smart cars, the #environment - all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take our Transportation Survey at https://bit.ly/2XTQ8LB to give input. #GetInvolved https://twitter.com/TxDOT/status/1108480931948564480/photo/1	3/20/19	TxDOT HQ	0	13	8
Did you know? #Texas' economy may grow 330% by 2050! Help #TxDOT plan. Visit our #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Then take our Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved https://twitter.com/TxDOT/status/1109084977692594176/photo/1	3/22/19	TxDOT HQ	0	4	5
#Population growth, smart cars, the #environment - all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take our Transportation Survey at https://bit.ly/2XTQ8LB to give input. #GetInvolved https://twitter.com/TxDOT/status/1109530470881075200/photo/1	3/23/19	TxDOT HQ	0	0	5
The #TexasTransportationPlan2050 is focused on the future and #TxDOT wants your input! Visit our Virtual Open House at https://bit.ly/2TK3RFI. Then take the Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved. https://twitter.com/TxDOT/status/1109892862139944960/photo/1	3/24/19	TxDOT HQ	0	0	2

Texas Transportation Plan 2050
Public Involvement Activity Log

Post	Posting Date	Posting Entity	Reply	Retweet	Like
#Houston #Dallas #FortWorth & #Austin are among the nation's most congested cities. Visit https://bit.ly/2TK3RFI to help us plan for the next 30 years. Be sure to take our Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved. #TexasTransportationPlan2050 https://twitter.com/TxDOT/status/1110256354986508290/photo/1	3/25/19	TxDOT HQ	1	10	11
#Texas population doubles by 2046! Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved https://twitter.com/TxDOT/status/1110620001952772097/photo/1	3/26/19	TxDOT HQ	1	8	13
Missed #TxDOT's #TexasTransportationPlan2050 Open House? Visit the Virtual Open House at https://bit.ly/2TK3RFI. Help us plan the next 30 years of #Texas #transportation by taking the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved.	3/27/19	TxDOT HQ	0	1	3
Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Be sure to take the Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved. https://twitter.com/TxDOT/status/1111348531716083712/photo/1	3/28/19	TxDOT HQ	0	0	0
We're updating our #transportation plan and need your input! Go to https://bit.ly/2TK3RFI to visit our #TexasTransportationPlan2050 Virtual Open House. Then give us your input via the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved. https://twitter.com/TxDOT/status/1111710924182827013/photo/1	3/29/19	TxDOT HQ	0	1	2
#Texas is growing, so #TxDOT is planning for the state's future transportation needs. #GetInvolved and visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take the Transportation Survey at https://bit.ly/2XTQ8LB. https://twitter.com/TxDOT/status/1112073286500769792/photo/1	3/30/19	TxDOT HQ	2	5	16
You can help #TxDOT shape the future of #Texas transportation! Visit our #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Then give us your input via the Transportation Survey at https://bit.ly/2XTQ8LB. #GetInvolved. https://twitter.com/TxDOT/status/1112438185001402368/photo/1	3/31/19	TxDOT HQ	0	1	3
#Population growth, smart cars, the #environment...all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take our Transportation Survey at https://bit.ly/2XTQ8LB to give input. #GetInvolved	4/13/19	TxDOT HQ	0	3	6
TxDOT El Paso retweeted: #Population growth, smart cars, the #environment...all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take our Transportation Survey at https://bit.ly/2XTQ8LB to give input. #GetInvolved	4/13/19	TXDOT ELP	0	4	6

Texas Transportation Plan 2050
Public Involvement Activity Log

Post	Posting Date	Posting Entity	Reply	Retweet	Like
#Houston #Dallas #FortWorth & #Austin are among the nation's 20 most congested cities. Visit https://bit.ly/2TK3RFI to help us plan for the next 30 years. Be sure to take our Transportation Survey at https://bit.ly/2XTQ8LB and #GetInvolved. #TexasTransportationPlan2050	4/22/19	TxDOT HQ	1	4	8
#Texas population doubles by 2046! Help #TxDOT plan for the future. Visit the #TexasTransportationPlan2050 Virtual Open House at https://bit.ly/2TK3RFI. Take the Transportation Survey at https://bit.ly/2XTQ8LB #GetInvolved	4/26/19	TxDOT HQ	0	3	3

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 1/25/19 by @TxDOTSanAntonio

Posted 1/25/19 by @TxDOTAustin

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 1/30/19 by @TxDOTAustin

Posted 1/30/19 by @TxDOT_CRP

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 1/30/19 by @TxDOTLaredo

Posted 1/31/19 by @TxDOTPharr

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 2/4/19 by @TxDOTLaredo

Posted 2/5/19 by @TxDOT_CRP

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 2/6/19 by @TxDOTPharr

Posted 2/12/19 by @TxDOTHouston

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 2/13/19 by @TxDOTTyler

Posted 2/14/19 by @TxDOTDallas

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 2/14/19 by @TxDOTDallas

Posted 2/19/19 by @TxDOTTyler

TTP 2050 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/13/19 by @TxDOT

Posted 3/14/19 by @TxDOT

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/15/19 by @TxDOT

Posted 3/16/19 by @TxDOT

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/17/19 by @TxDOT

Posted 3/20/19 by @TxDOT

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/22/19 by @TxDOT

Posted 3/23/19 by @TxDOT

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/24/19 by @TxDOT

Posted 3/25/19 by @TxDOT

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/26/19 by @TxDOT

Posted 3/27/19 by @TxDOT

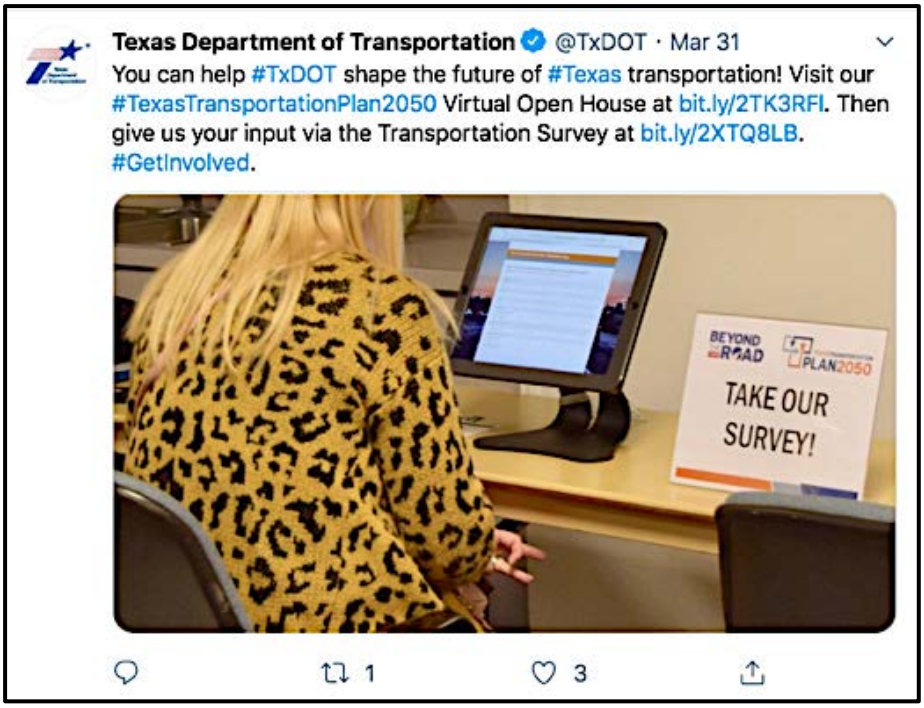
TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/28/19 by @TxDOT

Posted 3/29/19 by @TxDOT

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 3/30/19 by @TxDOT



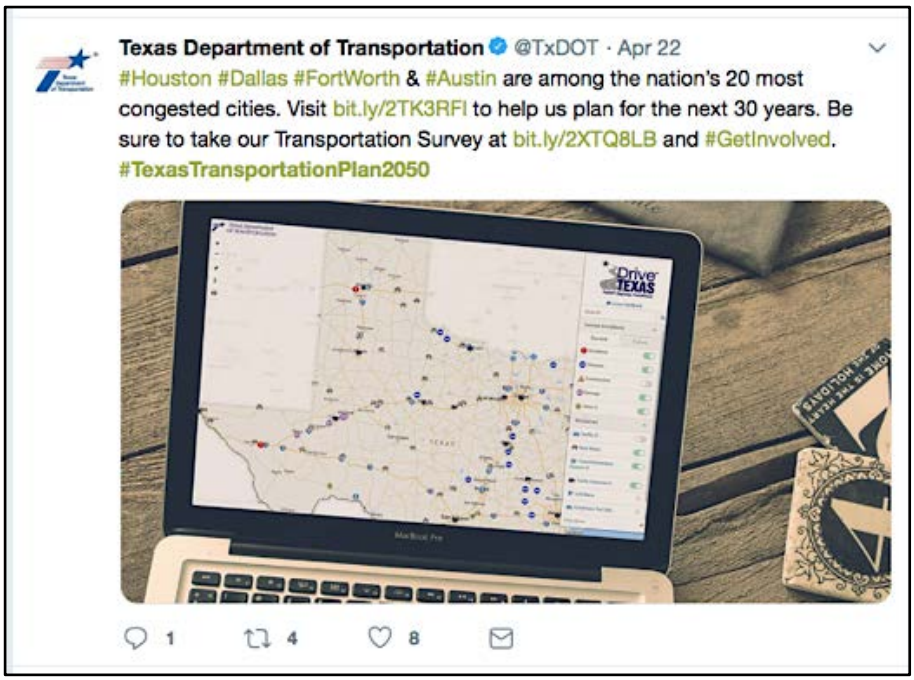
Posted 3/31/19 by @TxDOT

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

Posted 4/13/19 by @TxDOT

Posted 4/13/19 by @TxDOTELP

TTP 2050 ROUND 1 SOCIAL MEDIA POST LOG — TWITTER

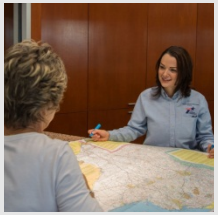


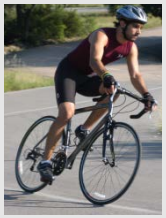
Posted 4/22/19 by @TxDOT

Posted 4/26/19 by @TxDOT

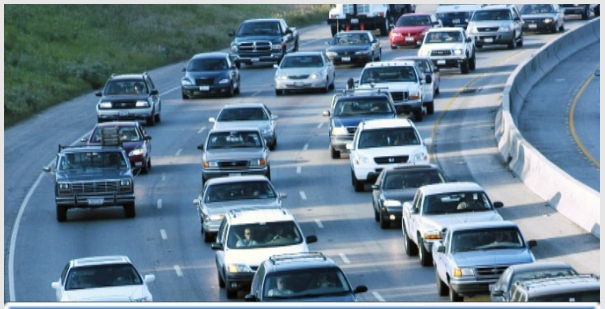
Round 1 Public Involvement - Engagement Efforts

- Stakeholder Presentation
- Open House Items
  - Exhibits
  - Handouts
  - Presentation
    - Presentation Slides
    - Screenshot of YouTube Video Post
    - Presentation Script





The following is representative of the stakeholder presentation for TTP 2050 Round 1. Slides 16-20 were tailored to the stakeholder region and therefore not identical for every presentation.



TEXASTRANSPORTATION PLAN2050

Round 1 Outreach:

Stakeholder Workshop

Agenda

Welcome & Introductions
What is the Texas Transportation Plan and Why Does it Matter?
Draft Goals & Objectives
Future Challenges & Regional Needs
BREAK TIME!
Technical Approach
Highlighting TxDOT's Environmental Excellence
Look Ahead
Adjourn

WHAT IS THE TEXAS TRANSPORTATION PLAN AND WHY DOES IT MATTER?

TTP 2050

What is the Texas Transportation Plan (TTP)?

TTP is a policy document, updated every 4 years, that:

- Guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 30 years

- Provides a performance-based framework to link investment decisions to your vision for the multimodal transportation system

How can the transportation system better serve you and our economy – today and in the future?

TxDOT: From Planning to Construction

TTP

Texas Transportation Plan

- **Purpose:** Revisit strategic vision, assess long-range needs, identify public priorities, and inform investment decisions

UTP

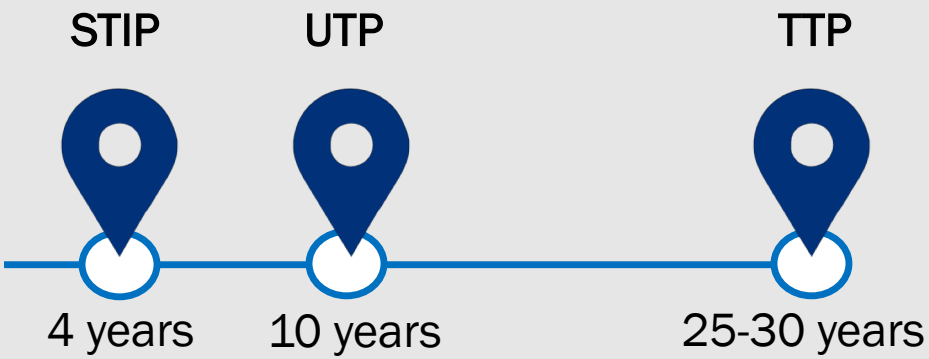
Unified Transportation Program

- **Purpose:** Identify and evaluate candidate projects designed to meet transportation needs

STIP

Statewide Transportation Improvement Program

- **Purpose:** Construction or implementation of statewide projects must be included to receive federal funding



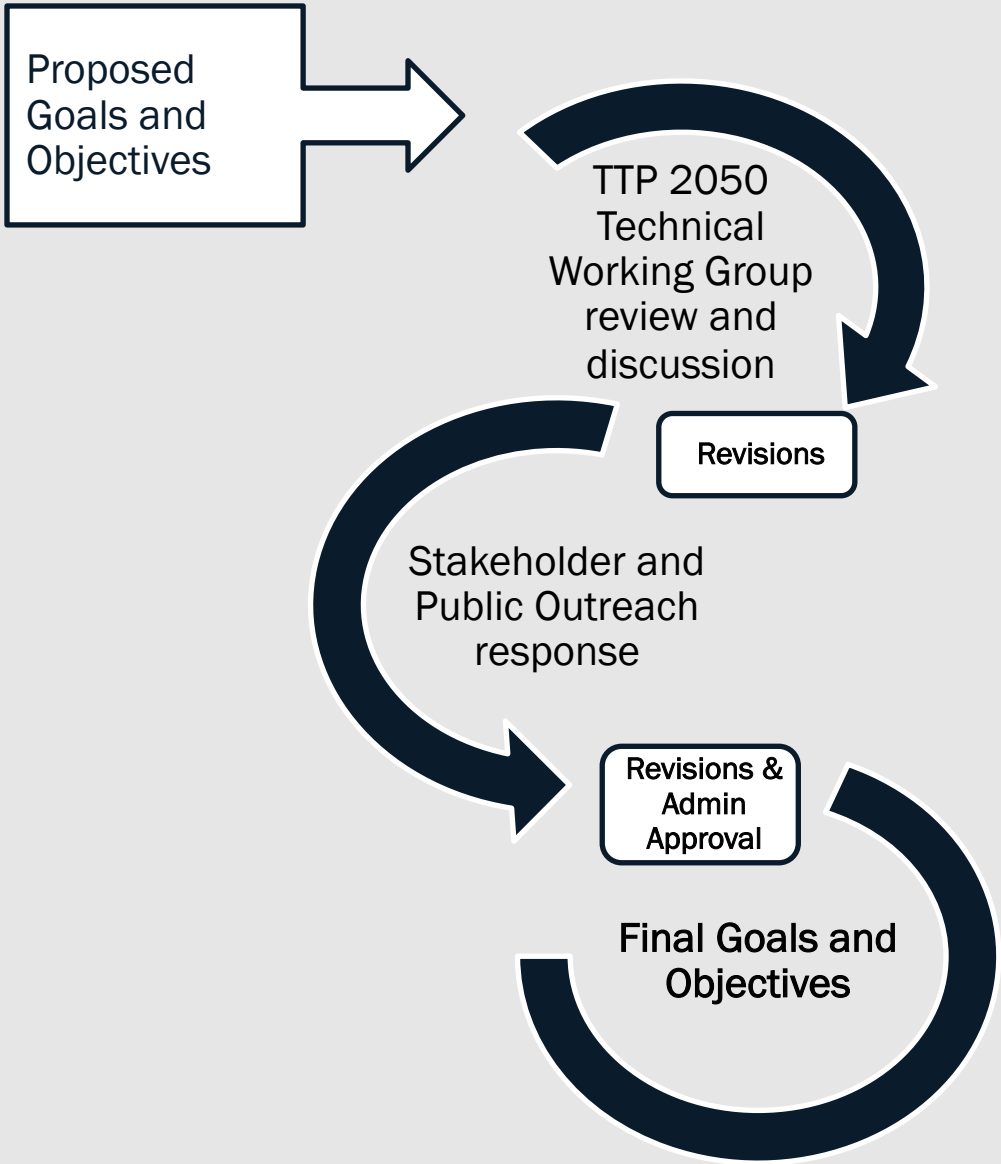
What's new since TTP 2040?

More opportunities to engage	Participate via a Virtual Open House and increased social media presence
Refining TxDOT goals, objectives, and performance measures	Refined vision for TxDOT goal areas and increased emphasis on environmental considerations
Interactive visualizations	Exploratory graphics that enable a deeper dive into system performance
Expanded technical considerations	More detailed economic and safety analyses with further considerations for the environment and emerging technologies

DRAFT GOALS & OBJECTIVES

TTP 2050

Goals and Objectives Update Process



Draft TTP 2050 Goals and Objectives

Enhance Safety

- Design and build infrastructure to reduce crashes and lessen crash severity
- Improve incident response times
- Promote safe driving, bicycling, and pedestrian activities
- Coordinate with law enforcement

Maintain our Infrastructure

- Preserve structural integrity
- Provide smooth roads
- Keep transit fleet running and devices operating
- Reduce long-term costs
- Mitigate asset risks
- Integrate resilience into planning and project considerations

Optimize Movement

- Reduce congestion
- Improve travel time reliability
- Connect the system across modes
- Implement technology and alternative strategies that reduce peak demand
- Ensure freight can move efficiently
- Strengthen connections from population clusters to job and economic activity centers

Protect and Preserve the Human and Natural Environment

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Minimize adverse impacts from construction and use

Efficiently Deliver the Right Projects

- Reduce user costs
- Maintain sustainable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs

Invest in People

- Value our employees
- Communicate effectively with customers
- Be accountable and transparent in decision-making
- Solicit feedback from the public and stakeholders
- Inform the public and stakeholders on costs, funding, and investment tradeoffs
- Improve coordination with all planning partners and stakeholders

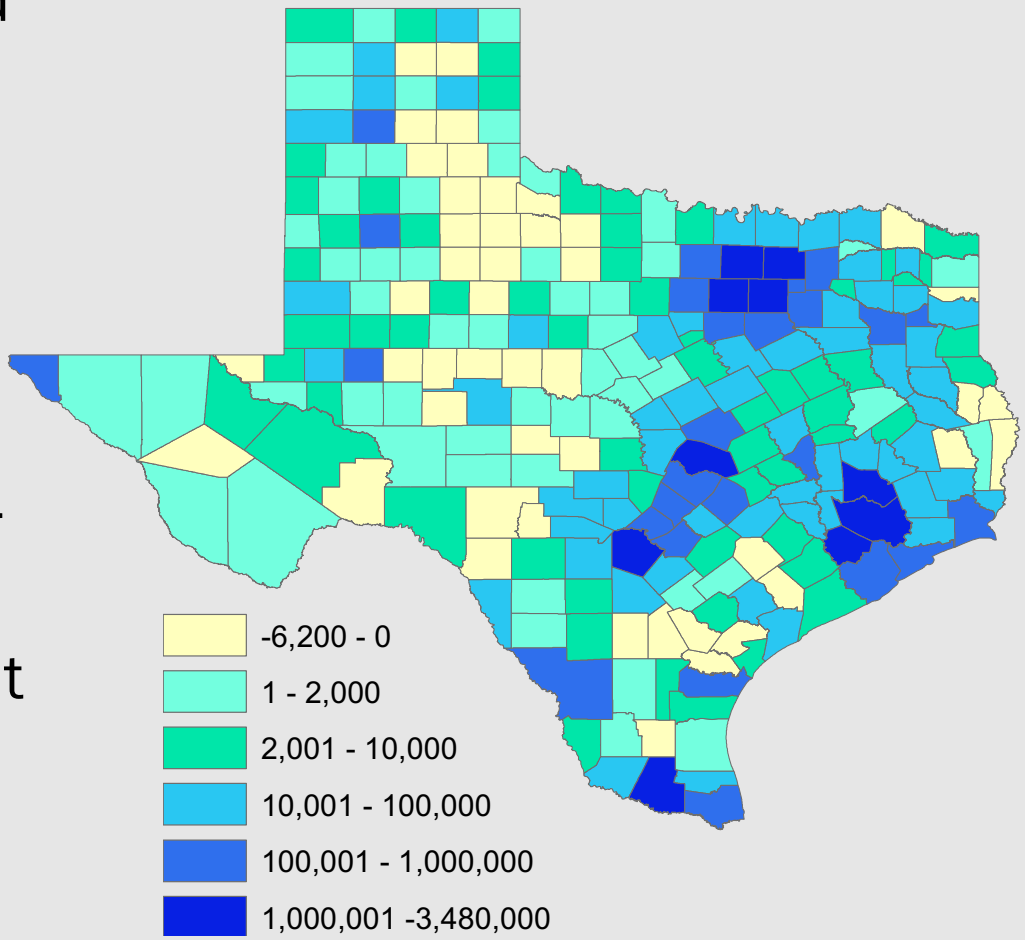
FUTURE CHALLENGES & REGIONAL NEEDS

TTP 2050

Long-Term Challenges in Texas Transportation

- **More people, more needs:** Texas population is expected to increase by 65% between 2018 and 2050
- **Emerging technology:** connected and autonomous vehicles are on their way
- **Environmental risk:** clean air amidst growing traffic and increased need for a resilient transportation network

Estimated Population Change Between 2010 and 2050



Source: Texas State Data Center 2018 Population Projections

A Growing Texas Economy

>4x The economy is expected to more than quadruple in the next 30 years

Sources: Texas State Comptroller, US Bureau of Economic Affairs (BEA), Organization for Economic Co-operation and Development (OECD)

2nd Rank of transportation and warehousing industry as contributor to GDP

Source: US Bureau of Economic Affairs, https://apps.bea.gov/itable

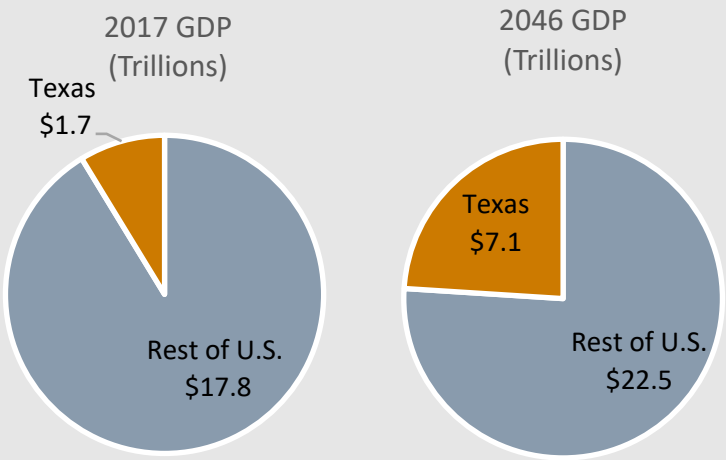
65% Projected growth in population, 2018-2050

Source: Texas State Data Center 2018 Population Projections

2.2M Jobs supported by freight transportation sector

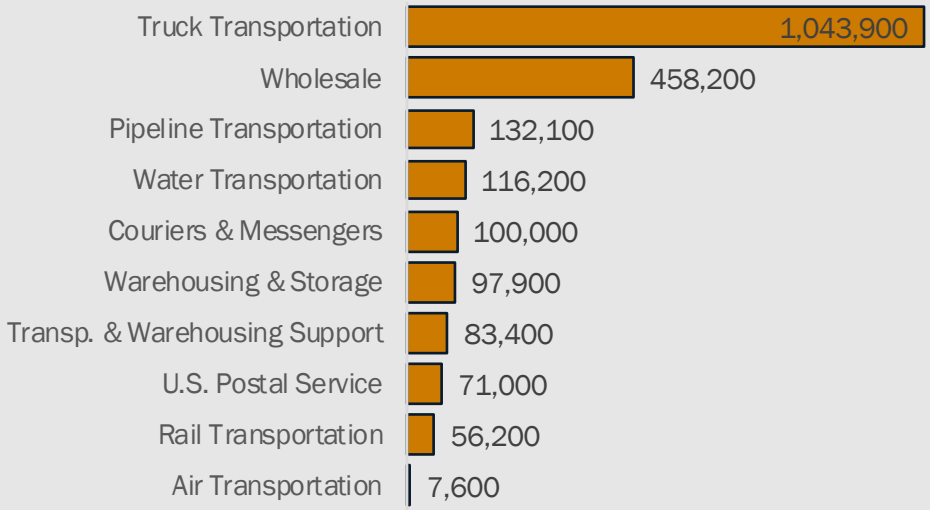
Source: 2015 IMPLAN model as cited in the 2017 Texas Freight Mobility Plan

Texas GDP as a share of U.S. GDP, 2017 versus 2046



Sources: Texas State Comptroller, US Bureau of Economic Affairs (BEA), Organization for Economic Co-operation and Development (OECD)

Jobs Supported by the Transportation Sector



Source: 2017 Texas Freight Mobility Plan

Texas Highway Usage by the Numbers

Highway/Bridge

1st in nation for size of public road network

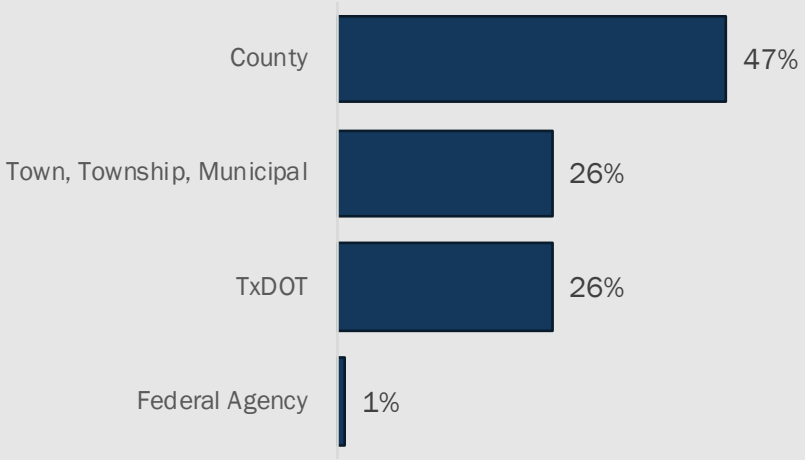
314,000 centerline miles of public roads

7.5% Texas' share of country's public roads

80,445 centerline miles of roads maintained by the state

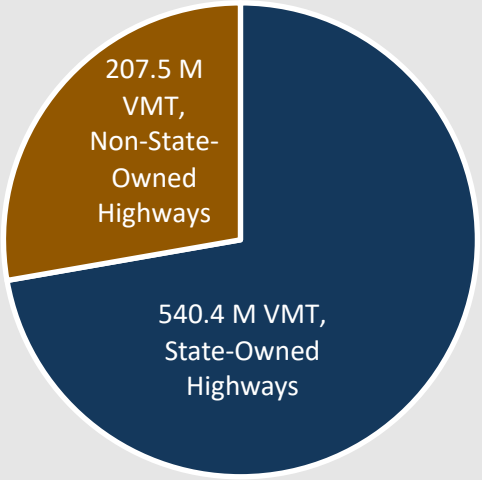
Source: TxDOT Roadway Inventory Annual Reports 2017; FHWA (2017). HM-10. Public Roads: Length by Ownership

Share of Public Road Ownership (Length in Miles)



Source: FHWA (2017). HM-10. Public Roads: Length by Ownership

Millions of Average Daily Vehicle Miles Traveled in 2017



2017 average daily VMT was 747.9 M miles

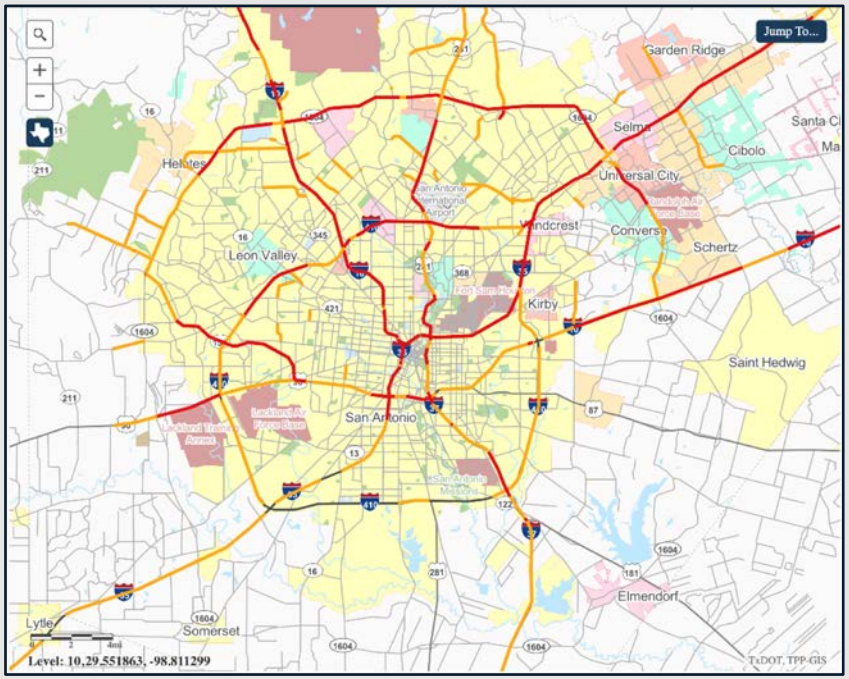
26% of roadways are state owned, but 72% of VMT occurs on state-owned highways

Source: TxDOT FY 2017 / CY 2016-2017 Pocket Facts

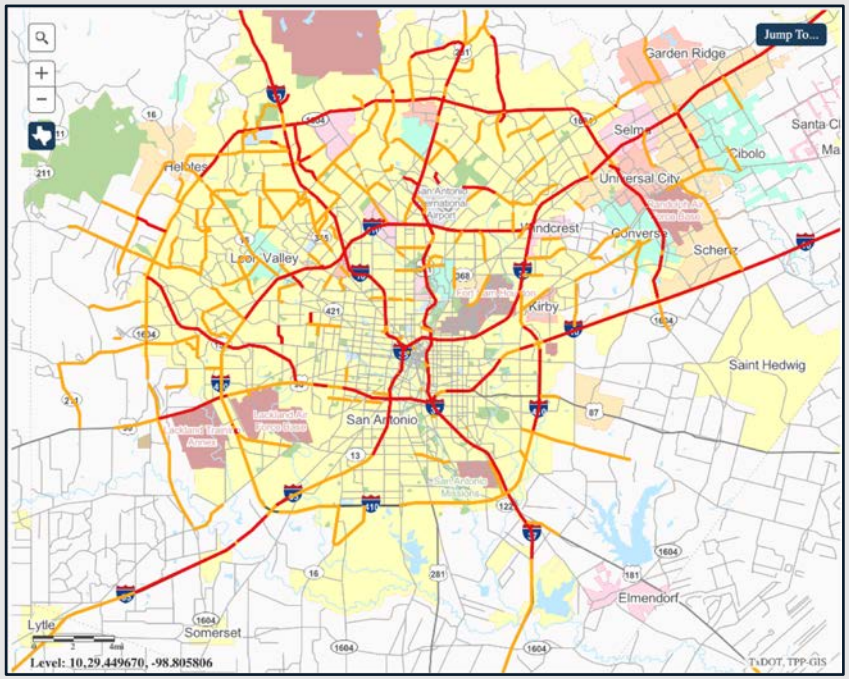
Current Congestion Levels on the State-owned Highway System

Congestion Levels in the San Antonio District

2016 Base Year



2036 Forecast Year



74% projected growth in population, 2018→2050

Source: Texas State Data Center 2018 Population Projections

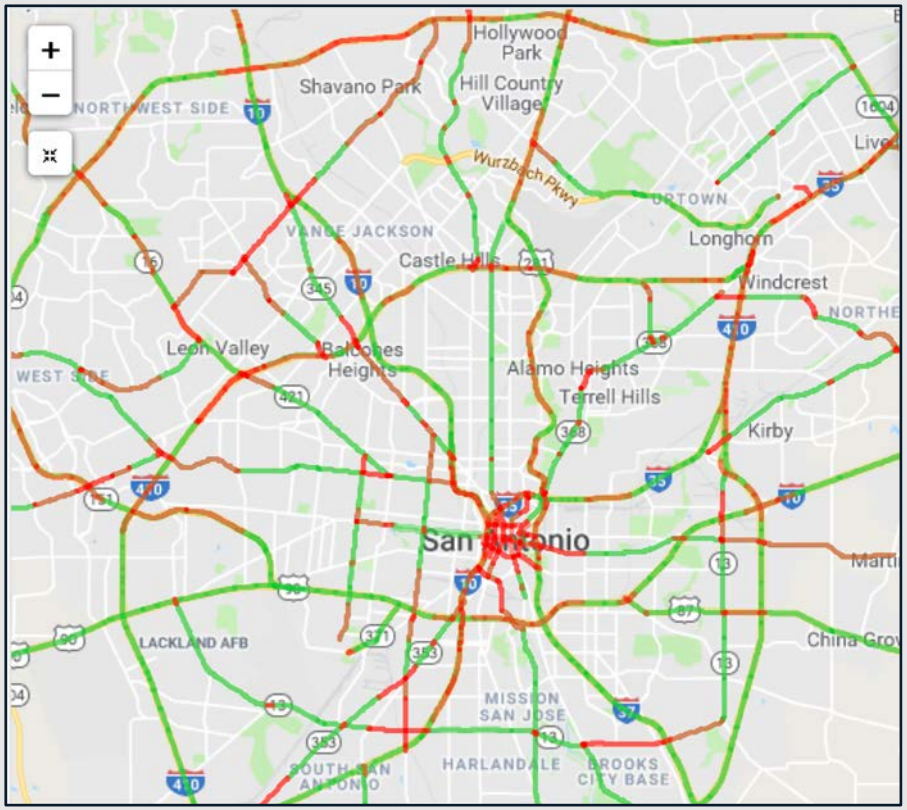
Congestion

- Congested (space between cars <175')
- Moderately Congested (space between cars >=175' and <350')

Source: TxDOT TPP Statewide Planning Map
https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

Current Travel Time Reliability on the State-owned Highway System

Level of Travel Time Reliability in the San Antonio District



Top 10 Least Reliable Roadway Segments in the San Antonio District

County	Location	Level of Travel Time Reliability (LOTTR)
Bexar	I-410 N near Winnco Dr/Exit 30	7.57
Bexar	I-35 S near San Pedro Ave/Exit 157	5.04
Bexar	I-35 S near San Pedro Ave/Exit 157	5
Bexar	I-35 S near Main Ave/Exit 157	4.77
Bexar	I-410 N near I-35 (San Antonio)	4.22
Bexar	I-10 E near Boerne Stage Rd/Exit 551	3.93
Bexar	TX-151 W near W Military Dr/Pinn Rd	3.62
Bexar	State Loop 1604 N near TX-16	3.47
Bexar	US-281 N near Josephine St/Grayson St	3.4
Bexar	I-410 E near Starcrest Dr/Exit 25	3.38

Level of Travel Time Reliability

- Reliable (LOTTR < 1.5)
- Unreliable (LOTTR >= 1.5)
- Unknown

Sources: 2017 NPMRDS

Current Safety Performance on the State-owned Highway System

5-Year Rolling Average Fatality Counts and Rate in the San Antonio District

TEXAS TRANSPORTATION PLAN2050

Explore the Texas Transportation System

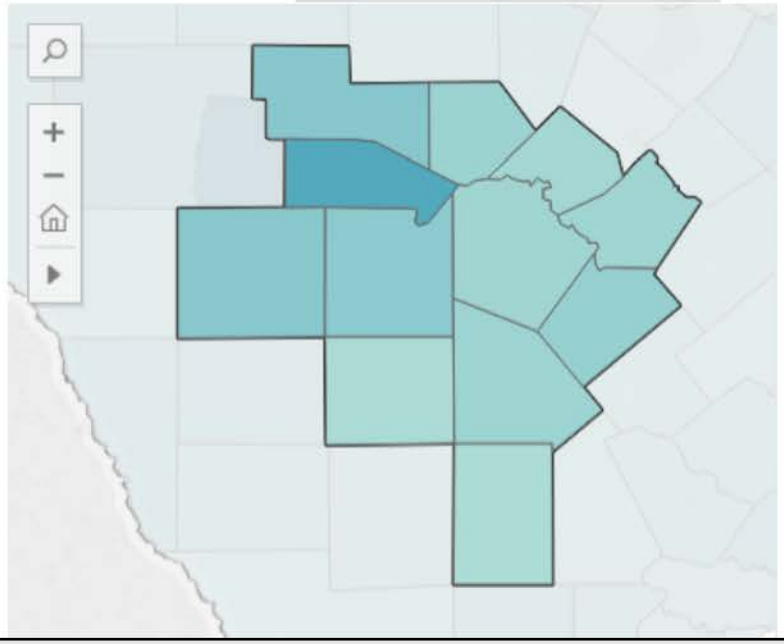
Map Measure

Fatalitity Rate per 100 Million VMT (5 Year Avg)

Map Measure

units

0.176 9.932 Null



County	
Bandera	4.552
Kerr	2.316
Uvalde	2.270
Medina	2.093
Wilson	1.659
Kendall	1.449
Atascosa	1.357
Guadalupe	1.293
Bexar	1.254
Comal	1.131
Frio	0.848
McMullen	0.793

Select a Measure: Annual Traffic Fatalities (5...

County	
Bexar	193.6
Comal	19.6
Guadalupe	18.8
Atascosa	11.2
Medina	11.0
Kerr	10.8
Wilson	7.8
Bandera	7.0
Uvalde	6.6
Kendall	6.0
Frio	4.6
McMullen	3.0

Select 2nd Measure: Bike and Pedestrian Fatalites...

County	
Bexar	57.80
Comal	3.80
Guadalupe	3.20
Medina	2.60
Wilson	1.20
Kerr	1.00
Atascosa	0.60
Uvalde	0.40
Kendall	0.40
Bandera	0.40
Frio	0.20
McMullen	0.00

1.32 Fatalities per 100M Vehicle Miles Travelled

7.52 Serious Injuries per 100M Vehicle Miles Travelled

Sources: 2014-2018 CRIS

Current Pavement Performance on the State-owned Highway System

Pavement Condition Rating and Truck Vehicle Miles Traveled in the San Antonio District

TEXAS TRANSPORTATION PLAN 2050

Explore the Texas Transportation System

Map Measure

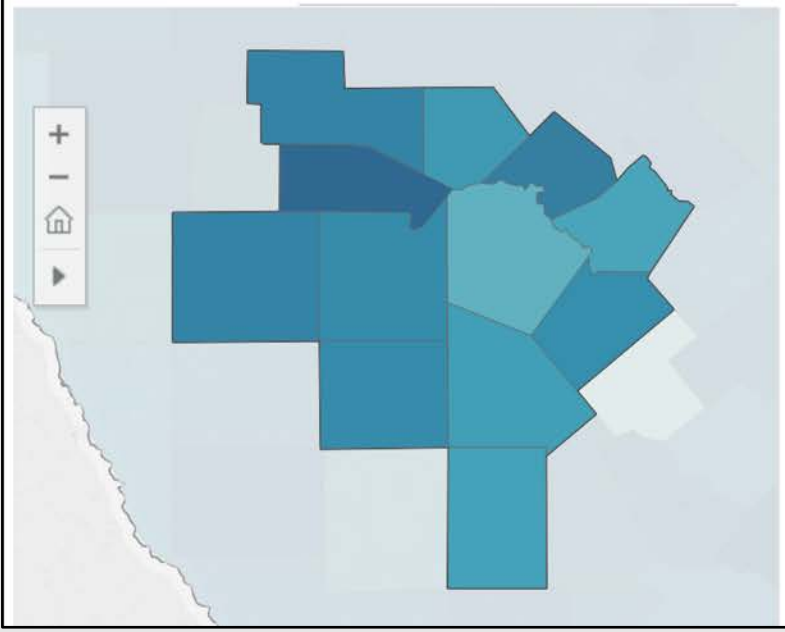
% Good or Better TxDOT Maintained Pavement Lane-Miles

Map Measure

units

0.5671 0.9984

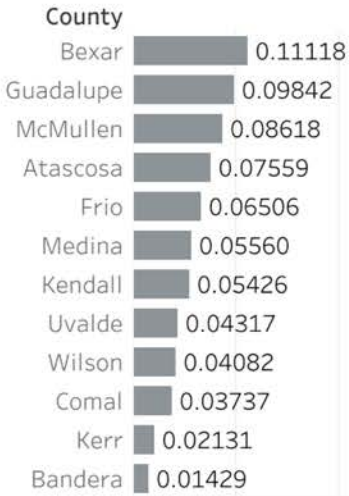
% lane miles



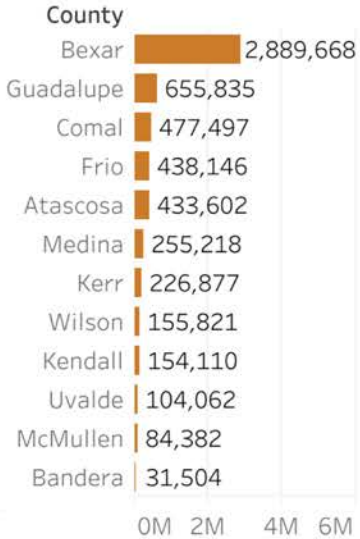
Click arrow to sort by value

County	
Bandera	0.9505
Comal	0.8873
Uvalde	0.8708
Kerr	0.8701
Medina	0.8486
Frio	0.8482
Wilson	0.8383
Kendall	0.8077
Atascosa	0.7934
McMullen	0.7830
Guadalupe	0.7749
Bexar	0.7371

Select a Measure: % Poor or Lower TxDOT Ma...



Select 2nd Measure: Freight Truck Vehicle Miles Tr...



81% Good or better pavement lane-miles

93% Fair or better pavement lane-miles

Sources: 2018 PMIS and https://www.txdot.gov/inside-txdot/division/transportation-planning/roadway-inventory.html

Current Bridge Performance on the State-owned Highway System

Bridge Condition Score, Average Age, and Total Deck Area in the San Antonio District

TEXAS TRANSPORTATION PLAN 2050

Explore the Texas Transportation System

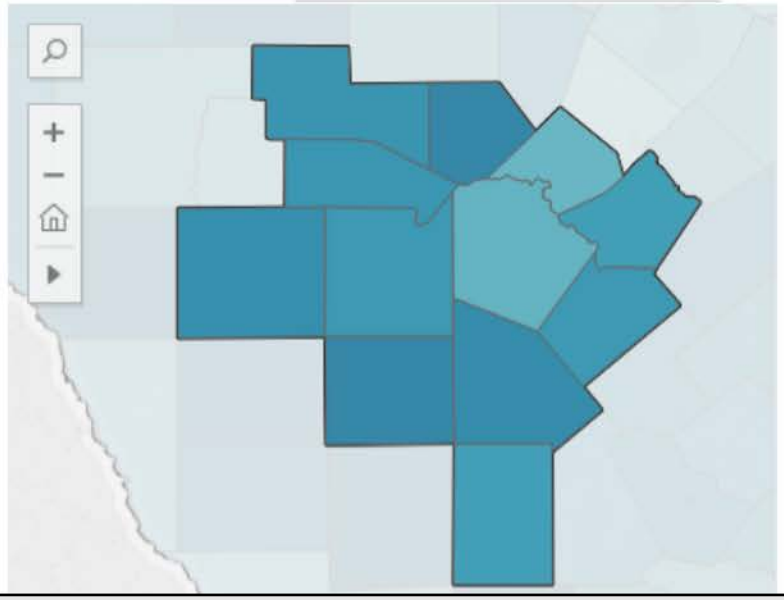
Map Measure

TxDOT Maintained Average Bridge Age in Years

Map Measure

units

4.00 60.00 years



County	
Frio	42.37
Kendall	42.37
Atascosa	40.16
Uvalde	39.16
Kerr	36.89
Bandera	36.77
Wilson	35.61
Medina	35.60
Guadalupe	33.44
McMullen	33.25
Bexar	25.16
Comal	23.89

Select a Measure

% C or Better TxDOT Maint...

County	
Wilson	1.00000
Uvalde	1.00000
Medina	1.00000
McMullen	1.00000
Kendall	1.00000
Guadalupe	1.00000
Frio	1.00000
Bandera	1.00000
Bexar	0.99862
Comal	0.99853
Kerr	0.98568
Atascosa	0.98532

Select 2nd Measure

TxDOT Maintained Bridge De...

County	
Bexar	25,145,217
Guadalupe	1,976,837
Comal	1,565,797
Kerr	1,059,747
Medina	979,314
Atascosa	895,957
Uvalde	879,428
Frio	822,996
Kendall	767,636
Wilson	419,769
McMullen	367,078
Bandera	220,805

93% B or better bridges by deck area

28 average bridge age by deck area in years

Sources: 2017 BMIS

Other Considerations?

What regional needs on the State-owned Transportation System should we focus on?

TEXASTRANSPORTATION PLAN2050

BREAK TIME!

TTP 2050

TECHNICAL APPROACH

TTP 2050

General Needs Approach

- State-owned vs. Whole System
  - Analytical effort is focused on State-owned infrastructure and TxDOT contributions
  - State funding contributions to planned projects will be proportionally split by technical need area
  - A narrative description of other infrastructure and non-TxDOT expenditures will be included by synthesizing Metropolitan Transportation Plans and broader modal study data
- Needs vs. Wants
  - Emphasis will be placed on *Need*: the minimum cost to achieve an acceptable level of performance
  - Aspirational *Wants* will be further documented with an aim at further improving statewide performance

Scenario Planning will be used to help guide the balance of funded needs and wants across investment types

Highway Preservation Needs Approach

Input

- Inventory
- Deterioration rates
- Activities
- Acceptable Performance Level
- Funding Levels

Output

- Forecast no-build conditions through 2050
- Optimize performance at various funding levels while tracking corresponding outcomes

Previous Statewide Needs Estimate

Asset	2015→2040 Needs (2014 Dollars)
Pavement	$103.7B
Bridge	$40.0B
Total	**$143.7B ($5.5B annually)**

Sources: TTP 2040

Highway Mobility Needs Approach

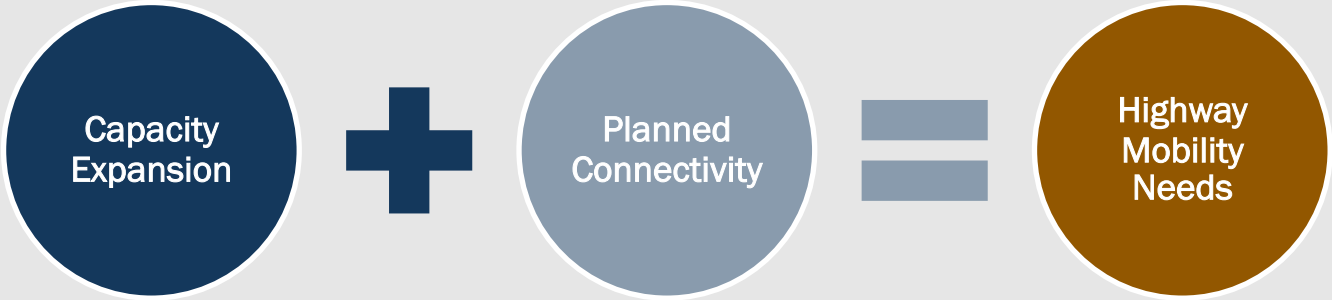
- Adapt and run **Statewide Analysis Model** (SAM) v4
  - Extrapolate previous demographics and socio-economic forecasts from 2045 to 2050
  - Confirm planned projects are represented in base and future highway networks
  - Incorporate emerging technology and trends across scenarios using market data

Previous Statewide Needs Estimate

2015→2040 Needs (2014 Dollars)
$239.2B ($9.2B annually)

Sources: TTP 2040

Model outputs identify future congested areas and the performance impact of **adding capacity** and **funding connectivity** projects



Intelligent Transportation System (ITS) Needs Approach

ITS

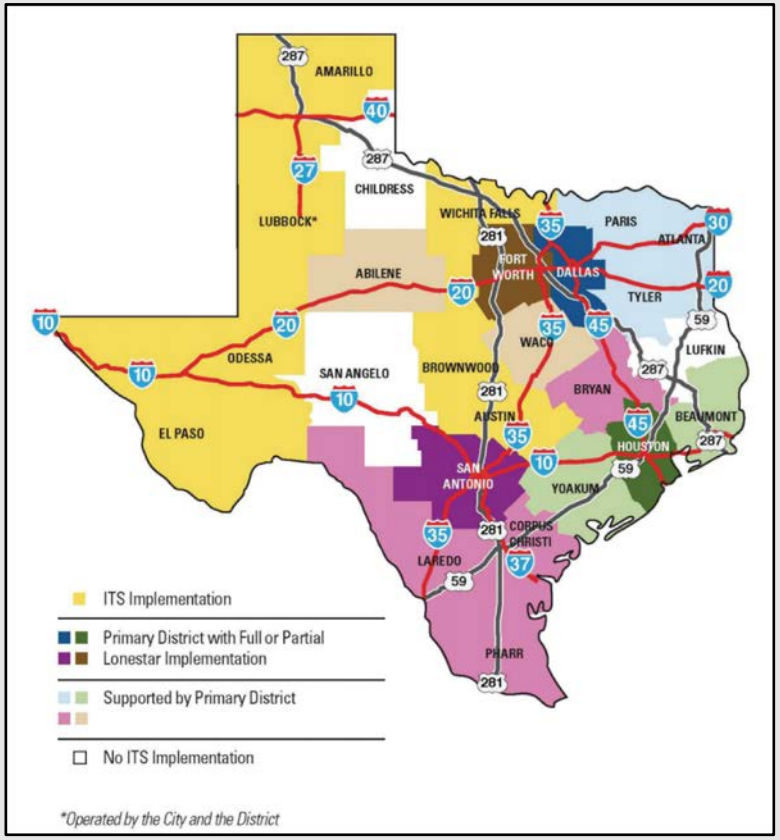
- **Planned Needs:** Assess ITS-related candidate projects submitted to TxDOT Transportation Planning & Programming Division
- **Coverage Needs:** Aggregate Regional ITS Architecture Plans
- **Preservation Needs:** Incorporate available inventories and estimate failure rates by device types

Previous Statewide Needs Estimate

2015→2040 Needs (2014 Dollars)
$13.0B ($0.5B annually)

Sources: TTP 2040

Current TxDOT ITS Implementation and Coordination

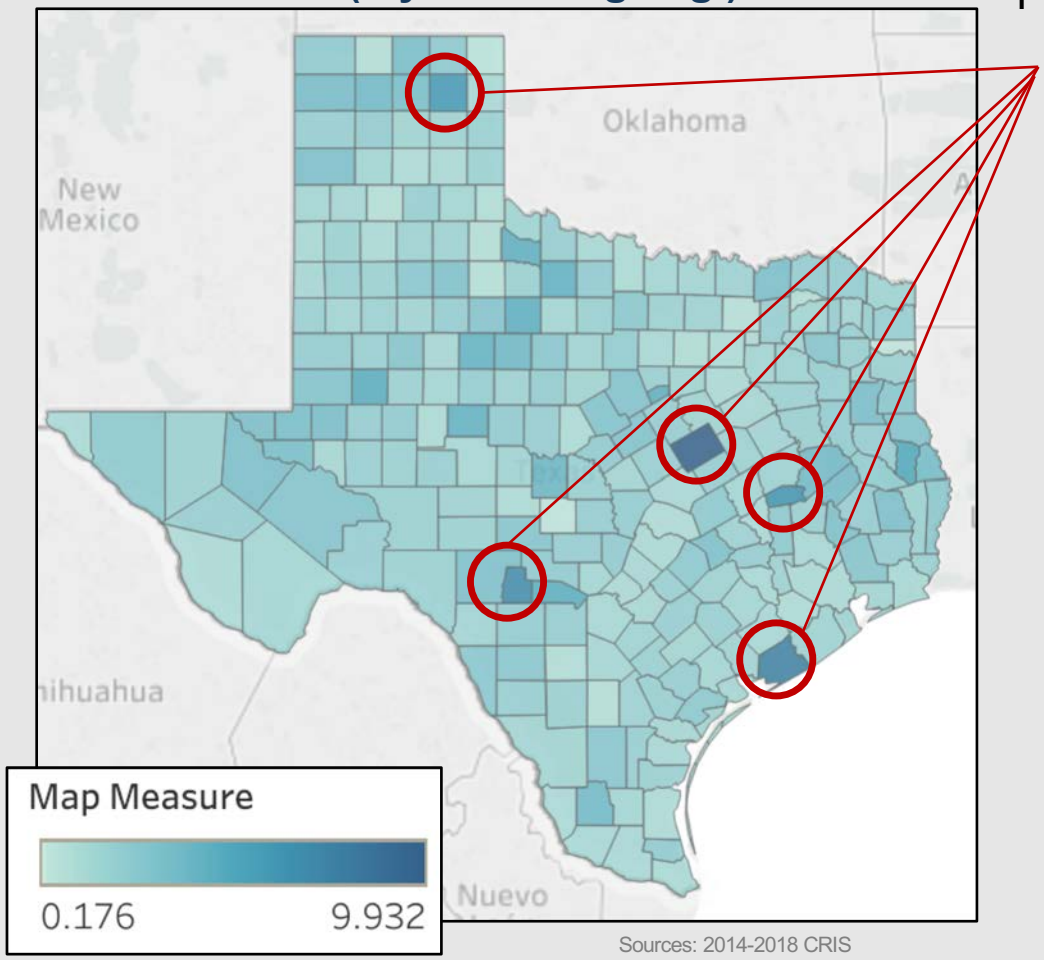


Source: ITS Strategic Plan for Texas, TTI, 2016

TxDOT Highway Safety Needs Approach

Highway/Bridge

Fatality Rates per 100M Vehicle Miles Travelled (5-year rolling avg.)



Sources: 2014-2018 CRIS

Aggregate Planned Project Needs then Screen Network for Remaining Priority Areas by:

1) Identifying crash hot spots
2) Comparing hot spot site conditions to previously scoped locations to identify appropriate countermeasure(s)
3) Applying unit cost estimates
4) Estimating performance impacts based on crash modification factor
5) Assessing minimum cost to achieve acceptable / desired performance levels

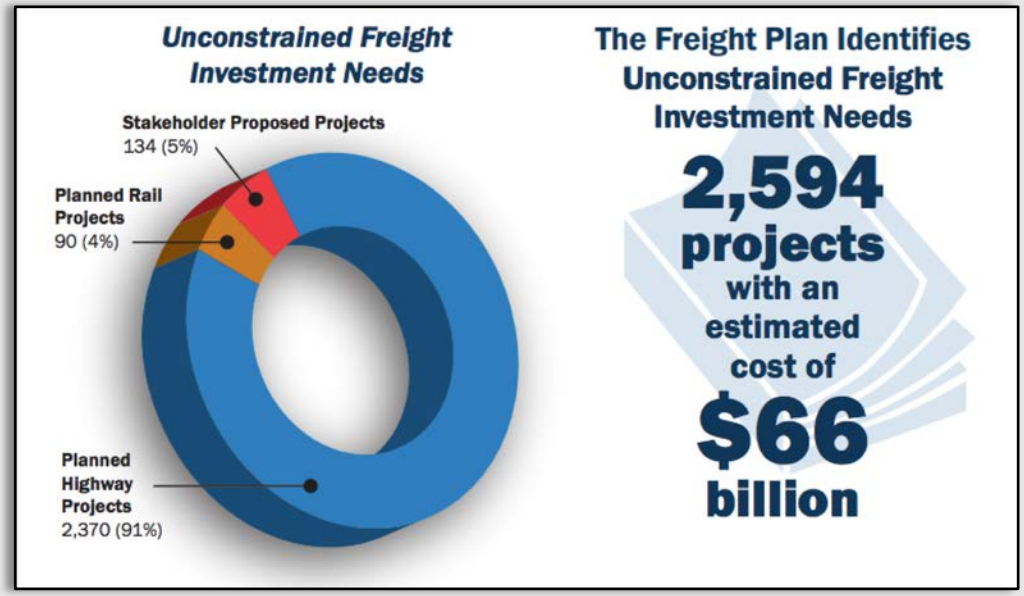
**Safety needs were not explicitly distinguished from modal estimates in TTP 2040*

Freight Needs Approach

Truck Freight | Ports/Waterways | Freight Rail | Pipelines | Aviation

- Texas Freight Mobility Plan 2017 estimated needs through 2045
- Trend analysis to be used to extrapolate needs through 2050

Previous Statewide Needs Estimate



Source: Texas Freight Mobility Plan, 2017

Transit Needs Approach

Bus Transit

Baseline of funding necessary to continue current operations

+

Expansion of service to fill gaps in geography and schedule

=

Transit Needs

- Texas A&M Transportation Institute will update the 2018 *Urban and Rural Area Transit Needs Assessment by*
  - Seeking Transit Asset Management Plan Data and
  - Incorporating additional facilities required to fill gaps
- Extrapolating Intercity Bus Grants through 2050
- Referencing Metropolitan Transit Authority (MTA) needs listed in Metropolitan Transportation Plans

Previous Statewide Needs Estimate

Agency Type	2015 → 2040 Needs (2014 Dollars)
MTA	$93.6B
Non-MTA	$7.6B
Total	**$101.2B ($3.9B annually)**

Source: TTP 2040

Bike/Ped Needs Approach

Bike/Ped

- Incorporate planned costs in Transportation Alternatives Set Aside program
- Evaluate cost of constructing potential bikeway systems identified by TxDOT with stakeholders
  - Tourism Trails
  - Connecting Spurs
- Extrapolate federal grants (ADA, Safe Routes to School) out to 2050
- Replicate highway safety analysis methodology for nonmotorized (vehicle-involved) crashes

Previous Statewide Needs Estimate

2015→2040 Needs (2014 Dollars)
$2.19B ($0.08B annually)

Sources: TTP 2040

Aviation Needs Approach

Aviation

- Pull National Plan of Integrated Airport Systems (NPIAS) projects for general aviation and basic airports to estimate future grant allocations
- Extrapolate Federal Aviation Administration grants through 2050
- Reference commercial airport needs studies

Previous Statewide Needs Estimate

2015→2040 Needs (2014 Dollars)
$20.4B ($0.8B annually)

Sources: TTP 2040

**Needs expected to be superseded by upcoming Texas Airport System Plan*

Passenger Rail Needs Approach

- Extrapolate Federal Railroad Administration grants through 2050
- Reference Amtrak's 5-Year Service Line Plans and private initiative (e.g., Texas-Oklahoma Passenger Rail Study) needs studies

Previous Statewide Needs Estimate

2015→2040 Needs (2014 Dollars)
$21.6B ($0.8B annually)

Sources: TTP 2040

**Needs expected to be superseded by ongoing Texas Rail Plan*

HIGHLIGHTING TXDOT'S ENVIRONMENTAL EXCELLENCE

BEYOND THE ROAD

https://www.youtube.com/watch?v=LG_KcNQ6hHY

TxDOT's Role

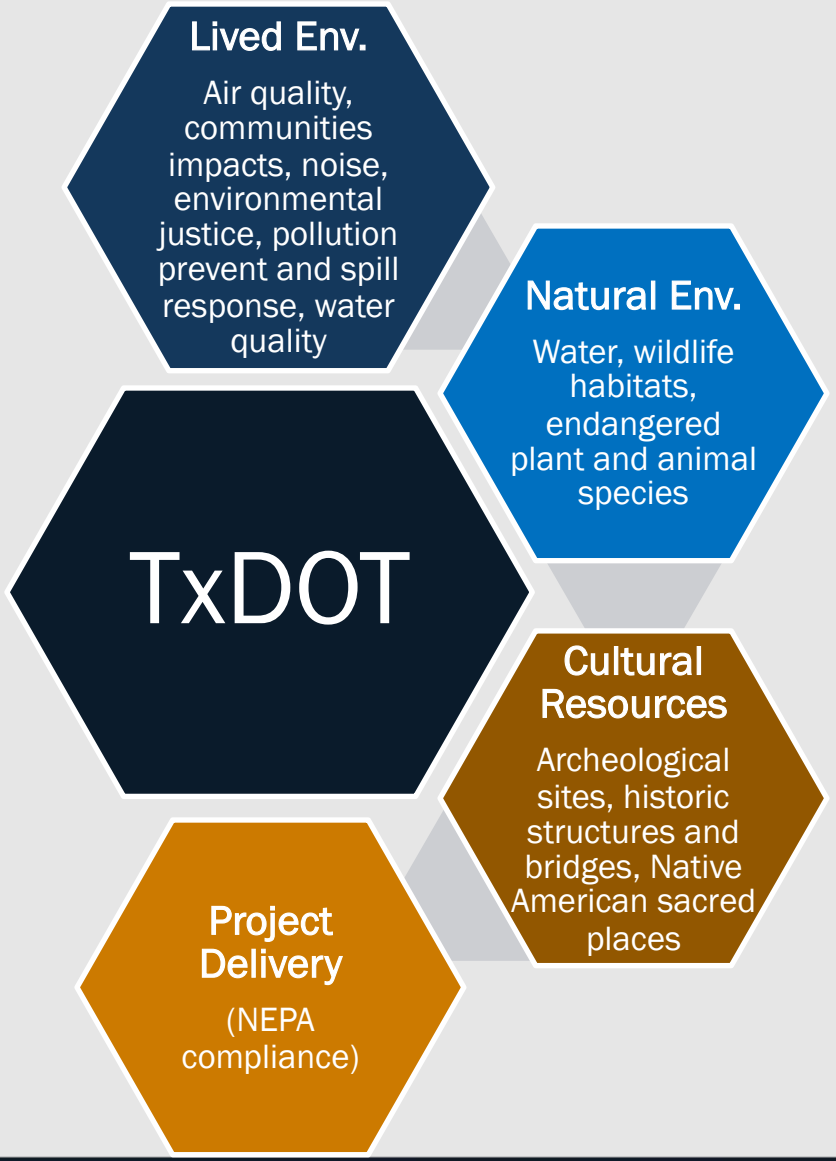
Environmental Compliance

Policy, procedures, training, guidance and technical assistance help ensure compliance with environmental regulations across TXDOT while streamlining project delivery

Public Awareness and Engagement

Work with consulting parties, resource agencies, and other groups who have an interest in project planning and implementation, including federally recognized Native American tribes, historical commissions and environmental groups

TxDOT's Environmental Compliance Focus Areas



Public Awareness & Engagement

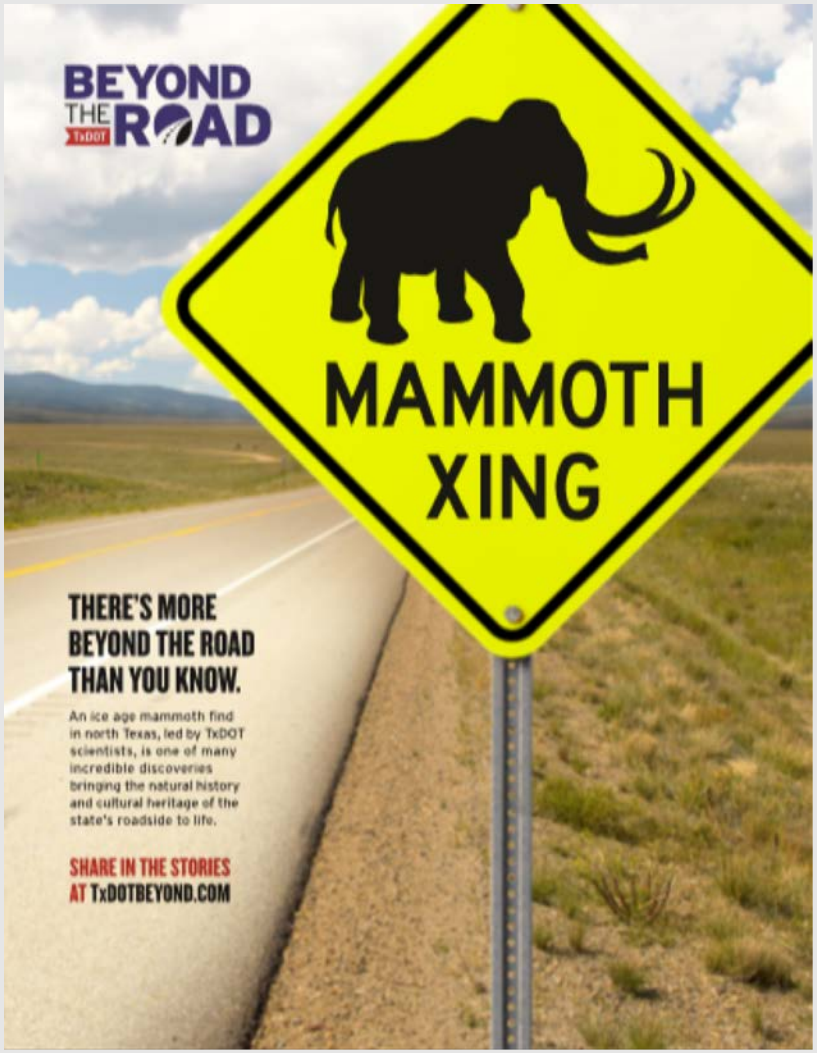
TxDOT does more than build roads. TxDOT's archeologists, biologists, historians, and environmental scientists work together to ensure that as progress is made, the preservation of natural, human, and cultural resources in Texas is considered.

BEYOND THE ROAD
TxDOT

Building Public Awareness about TxDOT's Environmental Work

Reach a statewide audience with stories of TxDOT's discoveries and stewardship (e.g. with Story Maps)

Improving Engagement

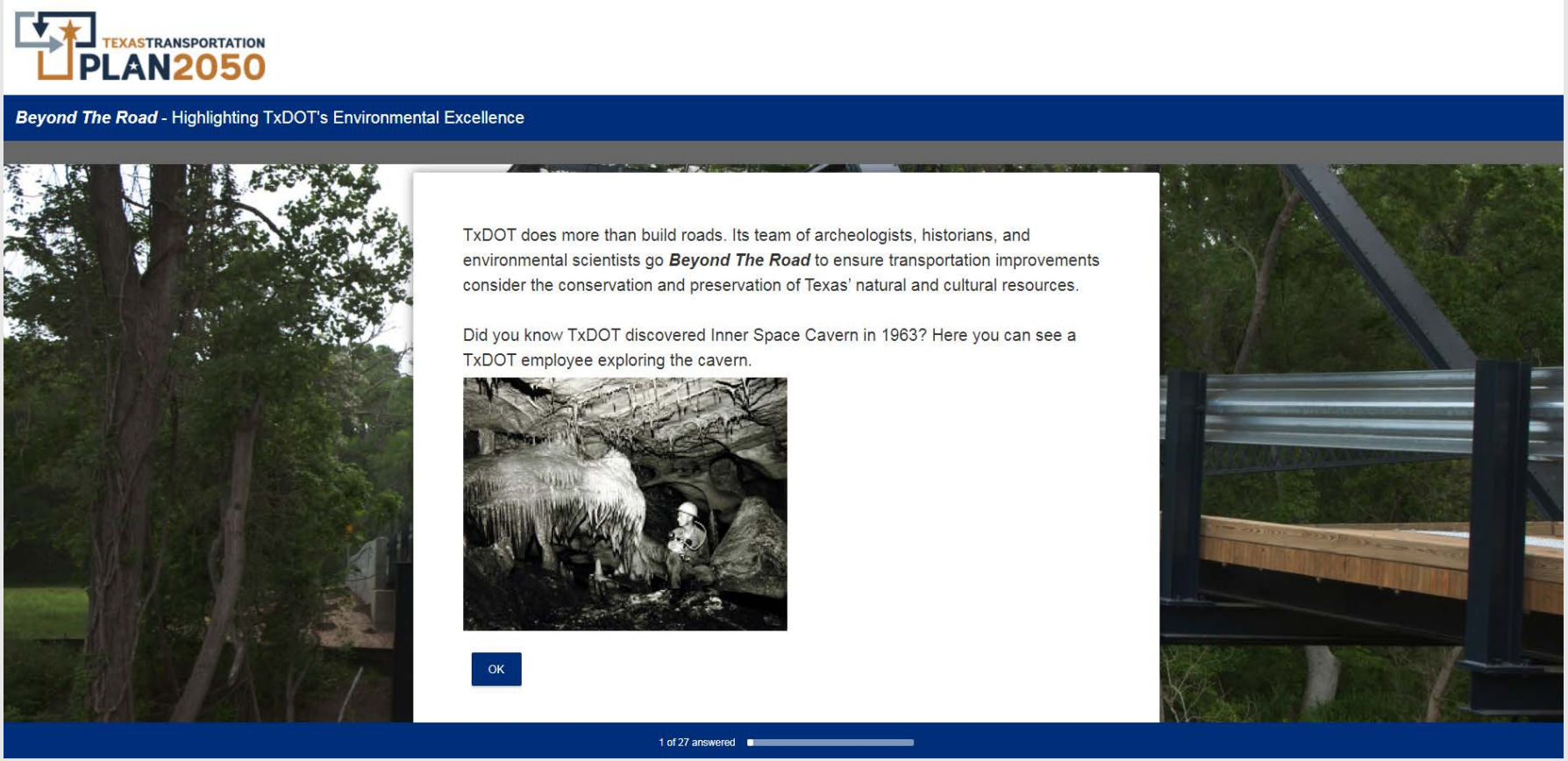


- Public doesn't connect TxDOT/Texas to outdoors, environment, archeology and history topics - unaware of department's historical preservation efforts
- Some view environment-related efforts as creating delays
- Targeted messaging can improve public awareness and view of TxDOT thus project delivery
- Traditional public involvement approaches can be supplemented with marketing and outreach

DISCUSSION TIME!

Take Our Online Survey to Learn More & Share Your Opinions!

https://www.surveymonkey.com/r/ENV2050



A LOOK AHEAD

TTP 2050

What's Next?

WINTER 2018	SPRING 2019	SUMMER 2019	FALL/WINTER 2019
Outreach: Identify Stakeholders & Update Public Outreach Plan	Outreach: Round 1 Public Outreach & Virtual Open House	Outreach: Round 2 Public Outreach & Virtual Open House	TTP 2050 Adoption & Implementation
Plan Component: Data Collection & Modal Fact Sheets	Plan Component: Modal Needs Assessments	Plan Component: Scenario Planning	Plan Component: Executive Summary

WE NEED YOUR HELP!

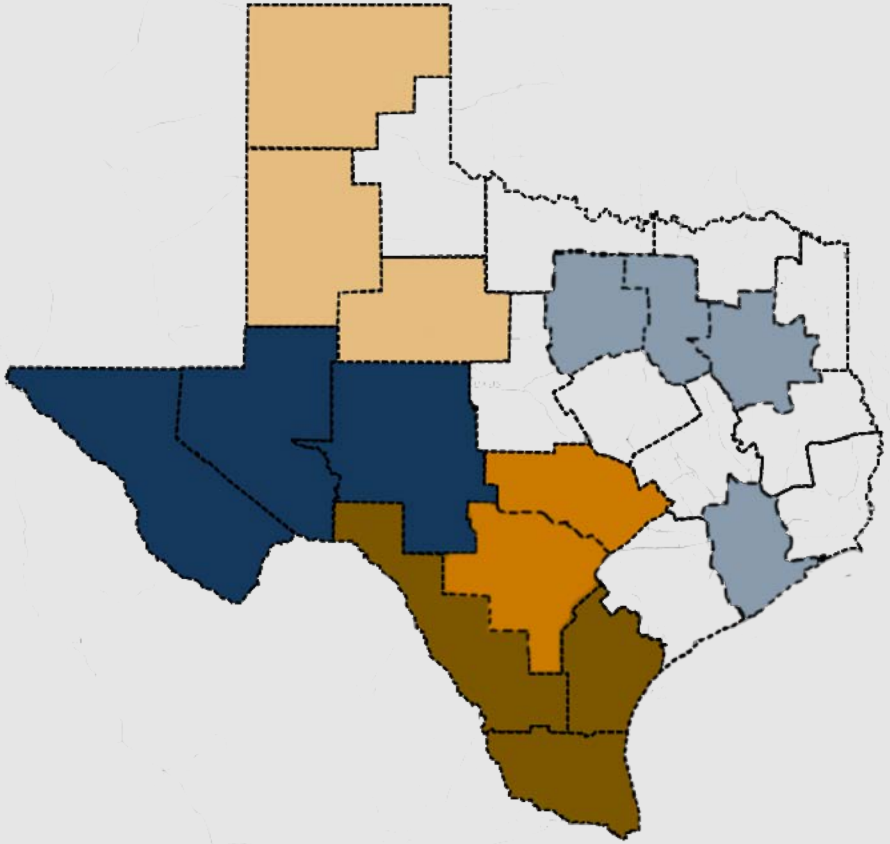
- Tell us your priorities
- Take a survey
- Leave a comment
- Spread the word

TEXASTRANSPORTATION PLAN2050

Public Meeting Schedule

Round 1 of public meetings are occurring January through March 2019. Be on the lookout for our second round of outreach this summer.

San Antonio	January 29
Austin	January 31
Laredo	February 5
Corpus Christi	February 6
Pharr	February 7
Houston	February 19
Tyler	February 20
Dallas/Fort Worth	February 21
Abilene	February 26
Lubbock	February 27
Amarillo	February 28
El Paso	March 5
Odessa	March 6
San Angelo	March 7



Connect With Us

Email: TTP_2050@txdot.gov

Web: TxDOT.gov (key word search TTP 2050)

Social Media: @TxDOT

Mail: TxDOT TPP Division – TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas 78714-9217

TEXAS TRANSPORTATION PLAN 2050

Thank you for your attention.
We hope to hear from you.

TEXAS TRANSPORTATION PLAN2050

Draft Long Range Transportation Goals

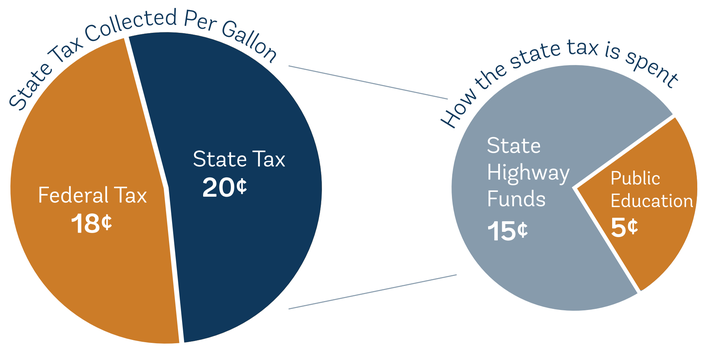
TEXAS TRANSPORTATION PLAN 2050

Paying for Transportation

Where Does the Money Come From?

Texas Gasoline Tax

Texans pay 38.4¢ of gasoline tax per gallon. 18.4¢ is federal tax and 20¢ is state tax.
The state gasoline tax is part of the state motor fuels tax, one source of revenue for the State Highway Fund.

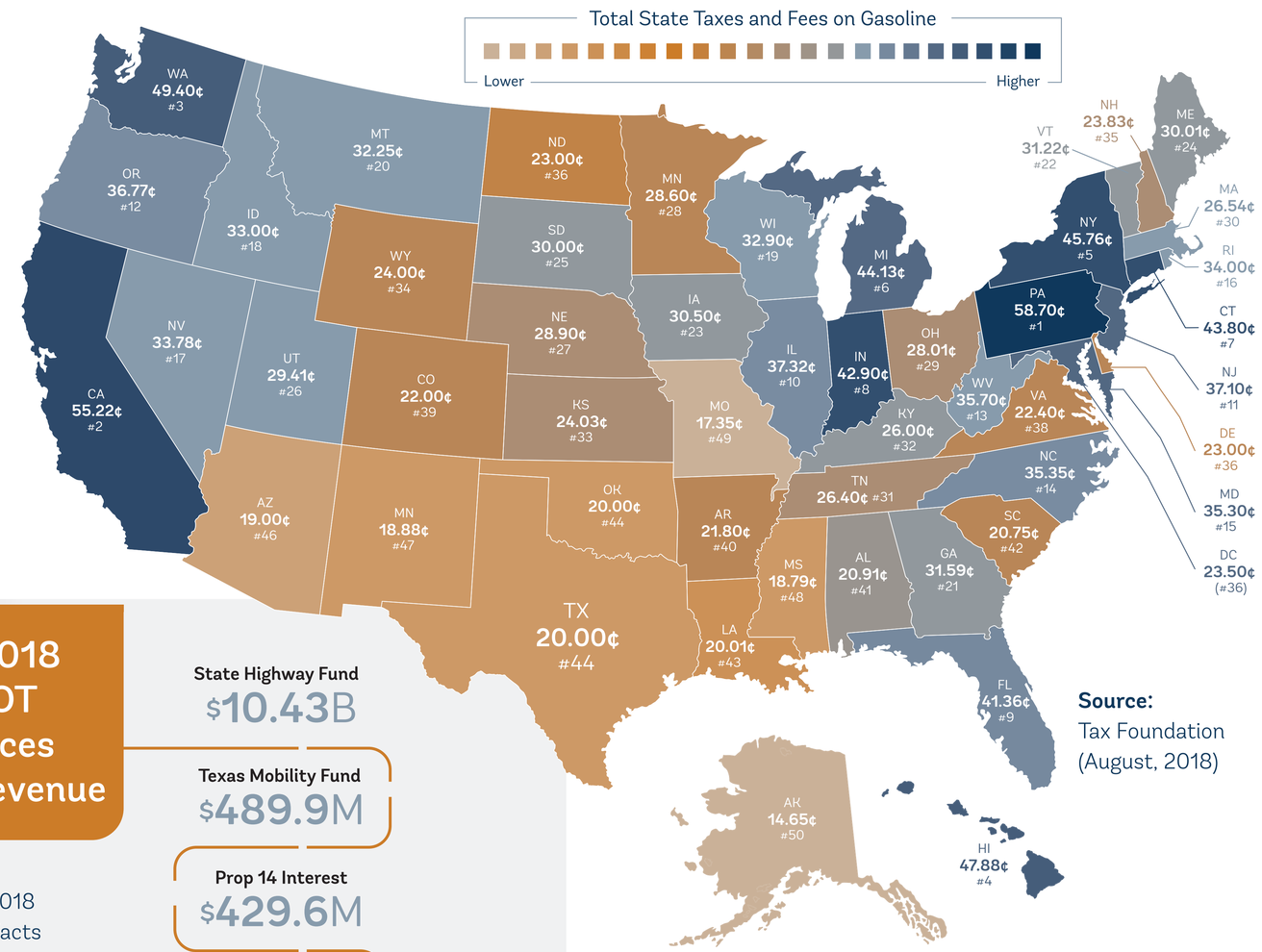


	Fed. Tax Per Gallon	State of Texas	Total Paid by Texans
Tax Per Gallon	18.4¢	20.00¢	**38.40¢**

Note: The state gasoline tax is part of the state motor fuels tax, one source of revenue for the State Highway Fund.

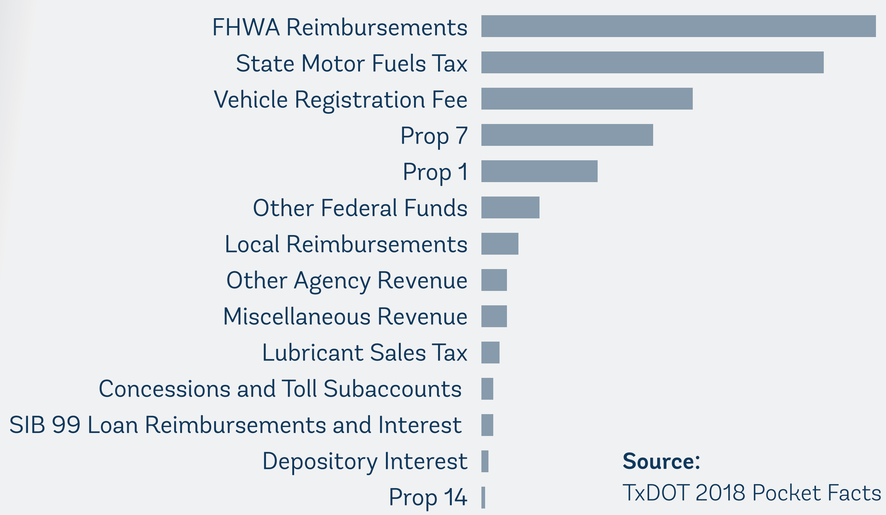
Source: TxDOT 2018 Pocket Facts

Did you know Texas has one of the lowest gasoline taxes in the country?



Source: Tax Foundation (August, 2018)

FY 2018 Sources of Revenue for the State Highway Fund



Source: TxDOT 2018 Pocket Facts

FY 2018 TxDOT Sources of Revenue

Source: TxDOT 2018 Pocket Facts

State Highway Fund	$10.43B
Texas Mobility Fund	$489.9M
Prop 14 Interest	$429.6M
Prop 12	$9.8M
Total	$11.36B

Prop 1 - A portion of existing oil and natural gas production taxes goes to the State Highway Fund.

Prop 7 - A portion of sales and use taxes, motor vehicle sales and rental taxes funds right of way activity and repays the principal and interest on general obligation bonds.

Prop 12 - Bond funding that will address congested highways, rehabilitate bridges and improve connectivity between the state's metropolitan areas.

Prop 14 - Issued notes or borrowed money used to fund highway improvement projects.

TEXAS TRANSPORTATION PLAN2050

Paying for Transportation

Where Does the Money Come From?

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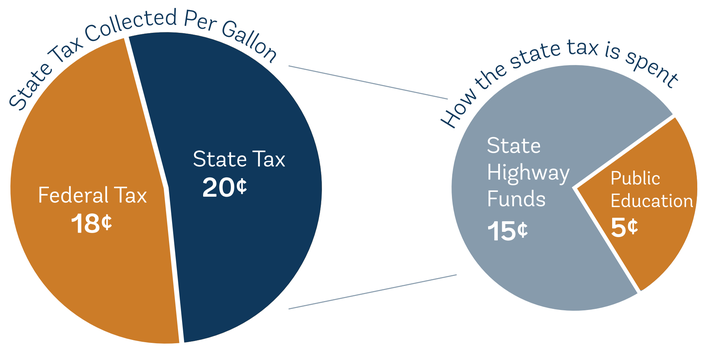

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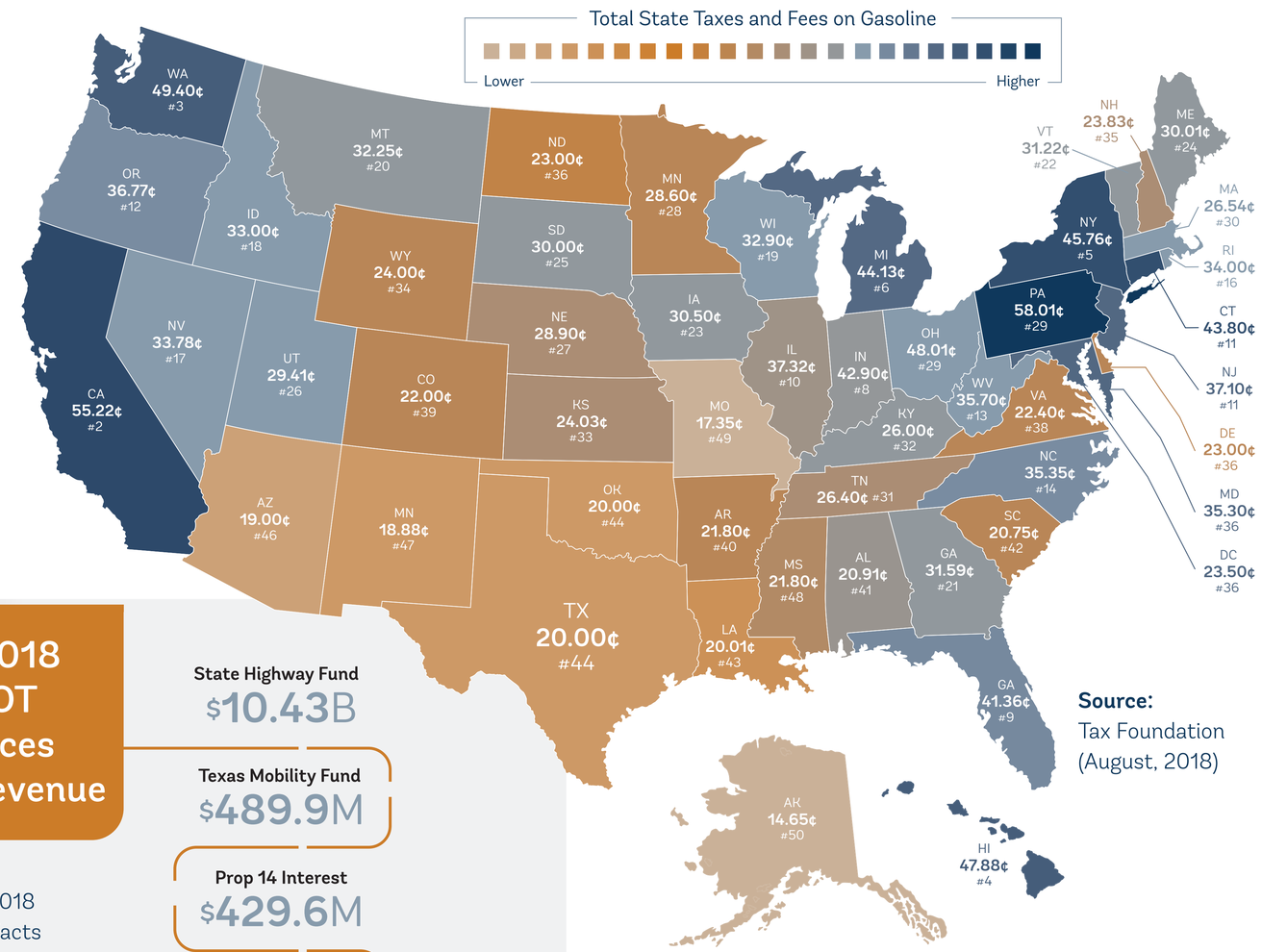

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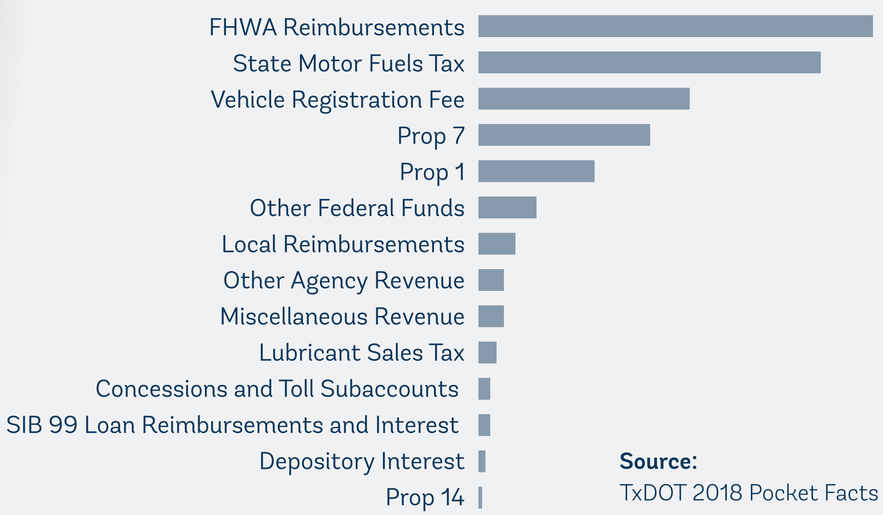

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TEXAS TRANSPORTATION PLAN 2050

Paying for Transportation Where Does the Money Go?

The Texas budget process begins during the year prior to each regular session of the state's Legislature, which are held in odd-numbered years. Each state agency prepares a detailed legislative appropriations request under the guidelines of the state's Legislative Budget Board. The legislative appropriations requests itemize the funding each agency feels it needs to pursue its various tasks, and include performance measures designed to ensure the money is spent efficiently and effectively.

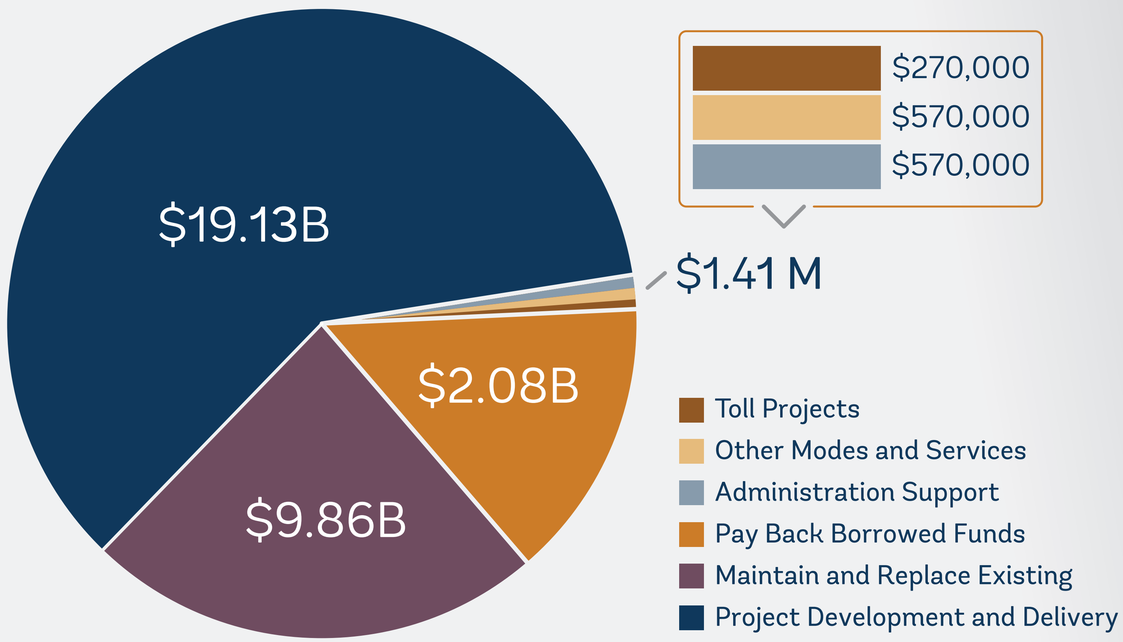
Source: "The Texas Budget Process: A Primer", Texas Comptroller's Office.

FY 2018-2019 Budget Uses

Project Development and Delivery	**$19.13B**
Maintain and Replace Existing System	**$9.86B**
Pay Back Borrowed Funds	**$2.08B**
Administration Support	**$570,000**
Other Modes and Services	**$570,000**
Toll Projects	**$270,000**

Note: Project Development includes construction, planning, design, and Right of Way acquisitions

FY 2018-2019 Budget Uses



Source: Texas Transportation Commission's Legislative Appropriations Request Overview & 2018-19 General Appropriations Act (GAA)

Draft Texas Transportation Plan 2050 Goals and Objectives

Enhance Safety

- Design and build infrastructure to reduce crashes and lessen crash severity
- Improve incident response times
- Promote safe driving, bicycling, and pedestrian activities
- Coordinate with law enforcement

Maintain our Infrastructure

- Preserve structural integrity
- Provide smooth roads
- Keep transit fleet running and devices operating
- Reduce long-term costs
- Mitigate asset risks
- Integrate resilience into planning and project considerations

Optimize Movement

- Reduce congestion
- Improve travel time reliability
- Connect the system across modes
- Implement technology and alternative strategies that reduce peak demand
- Ensure freight can move efficiently
- Strengthen connections from population clusters to job and economic activity centers

Protect and Preserve the Human and Natural Environment

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Minimize adverse impacts from construction and use

Efficiently Deliver the Right Projects

- Reduce user costs
- Maintain sustainable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs

Invest in People

- Value our employees
- Communicate effectively with customers
- Be accountable and transparent in decision-making
- Solicit feedback from the public and stakeholders
- Inform the public and stakeholders on costs, funding, and investment tradeoffs
- Improve coordination with all planning partners and stakeholders

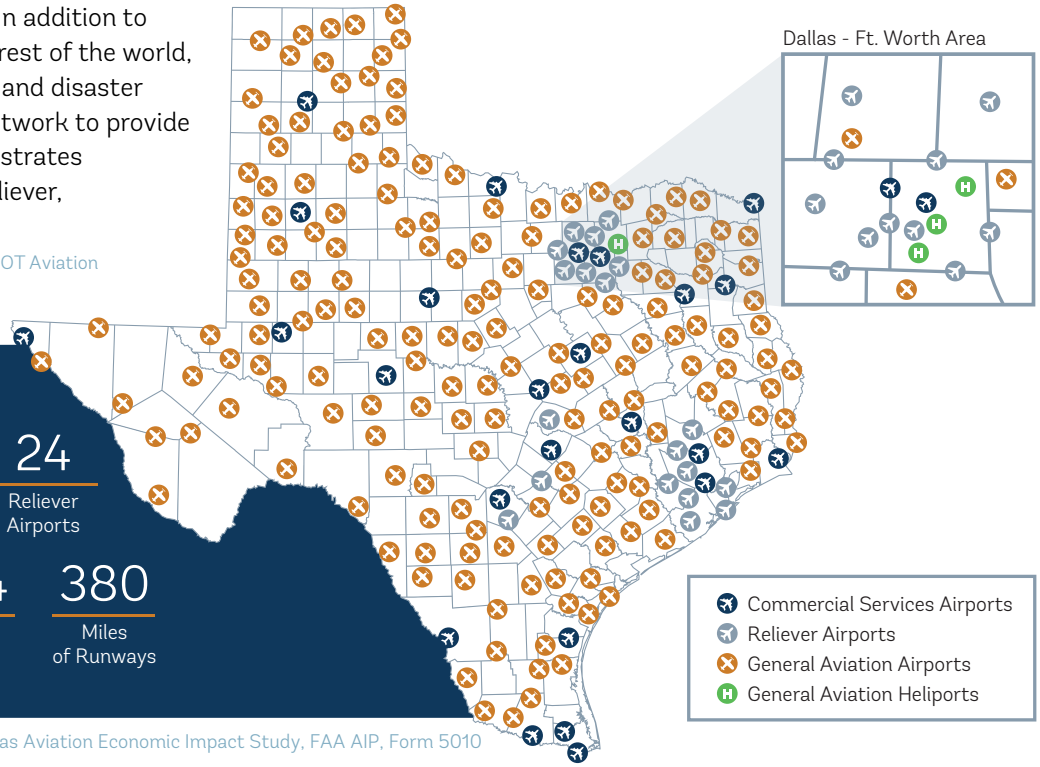
TEXAS TRANSPORTATION PLAN 2050

Aviation

Texas has a vast aviation network that transports people and goods.

In a state as big as Texas, airports are necessary to connect people with services and goods. In addition to connecting Texans to each other and the rest of the world, Emergency Medical Services, evacuation, and disaster relief depend on the extensive aviation network to provide vital services. The accompanying map illustrates the distribution of commercial service, reliever, and general aviation airports in Texas.

Source: 2018 Texas Airport Economic Impact Study. TxDOT Aviation



Texas Airport Quick Facts

25	11	16	24
Commercial Airports	Military Airfields	Public Heliports	Reliever Airports

264	52,014	12,014	380
General Aviation Airports	Licensed Pilots	Based Aircraft	Miles of Runways

Source: FAA NPIAS, Office of Governor Gregg Abbot, 2018 Texas Aviation Economic Impact Study, FAA AIP, Form 5010

Percentage of Airport Categories in Texas

General Aviation	86%	Heliports	5%
Commercial Service	8%	Military	3%

The 2018 Texas Airport Economic Impact Study, details the economic contributions of all 289 airports in the Texas Airport System. Results showed the direct and multiplier (indirect) impact of Texas airports in terms of employment, payroll, and output.

Impact Type	Employment	Payroll	Output
Direct	490,404	$17.5B	$49.2B
Multiplier	288,551	$12.6B	$45.1B
Total	778,955	$30.1B	$94.3B

Source: 2018 Texas Airport Economic Impact Study, TxDOT Aviation

Looking Ahead

Advances in technology such as self-driving cars and drone delivery may change the landscape of aviation over the next 30 years. Making informed investments in technological advancement will help Texas stay ahead of the curve.

TEXAS TRANSPORTATION PLAN 2050

Bicycle and Pedestrian

Bicycle and pedestrian modes of travel are recongnized nation-wide as cost-efficient ways to address mobility and air quality concerns while improving physical health and quality of life.

Bicycle and pedestrian networks are largely under the jurisdiction of cities and Texas Metropolitan Planning Organizations (MPOs). These entities do most of the bicycle and pedestrian planning, maintain their own bikeway systems, and gather the majority of the bicycle and pedestrian-related data. However, TxDOT has made significant strides in collecting its own information about the bicycle and pedestrian usage of the Texas transportation system.

TxDOT administers several federal grant programs. These resources go toward funding programs like the Transportation Alternatives Set-Aside Program, which sponsors local bicycle and pedestrian infrastructure projects, the Safe Routes to Schools- Infrastructure Program that supports projects that facilitate walking and biking to school, and those supported by resources commited through the Americans with Disabilities Act.

Bicycle and Pedestrian Quick Facts

45th 2016 National Ranking for commuters who bicycle or walk to work[1]

25th 2017 National Ranking for Bicycle Friendly States[2]

201% Increase in bicycle traffic in Arlington, TX between 2011 and 2016[3]

24% NHTS respondents reporting safety as the reason for not biking more and say the cause is too many cars[4]

[1] Alliance for Bicycling and Walking
[2] League of American Bicyclists
[3] People Powered Movement
[4] 2017 National Household Travel Survey

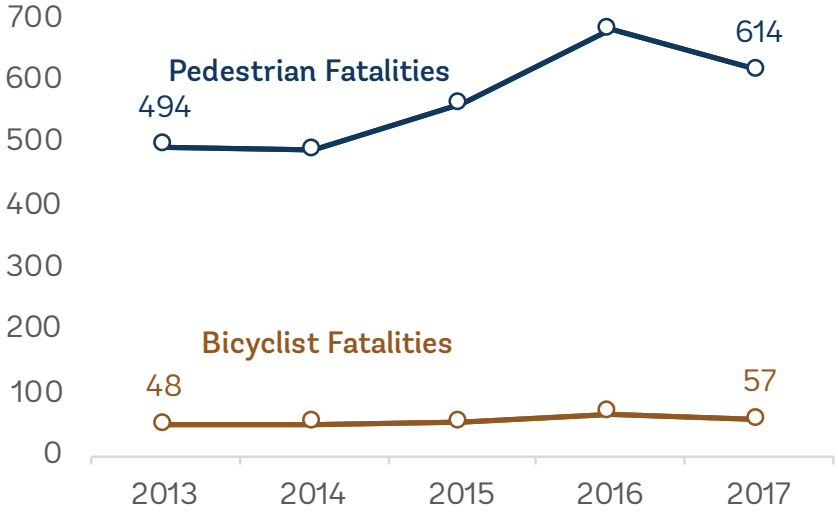
Active Commuting in Texas' Most Populous Metropolitan Areas - 2016

City	2016 Ranking	% of Commuters who Walk or Bike to Work
Austin	20	4.2
Houston	30	2.7
San Antonio	41	2.1
El Paso	42	2.1
Dallas	44	2.1
Arlington	46	1.9
Forth Worth	50	1.3

Source: 2016 Walking and Bicycling Benchmarking Report (2011-2013 ACS data)

Bicycle and Pedestrian Safety

There was a decrease in bicyclist and pedestrian fatalities from 2016 to 2017 in Texas. Since 2013, however, pedestrian and bicyclist traffic fatalities have been rising along with statewide vehicle miles traveled.



Source: Texas Motor Vehicle Crash Statistics, TxDOT

Looking Ahead

Collecting bicycle and pedestrian data helps TxDOT understand how many people walk and bicycle and where the most popular routes exist. This data informs decisions about where new bicycling and walking frastructure should go to best serve the most Texans.

As the population continues to rise, especially in urban areas, active modes of transportation may be more even more essential to improving resident health, decreasing air and other pollutants, and offering low-cost, accessible transportation options.

TEXAS TRANSPORTATION PLAN 2050

TEXAS DEPARTMENT OF TRANSPORTATION

Environment

TxDOT integrates environmental considerations into agency activities and over a range of areas.

Quick Facts

24% Decrease in Particulates (24-Hour PM2.5, 2002 to 2017)

28% Decrease in Ozone (2000 to 2017)

42% Decrease in Nitrogen Dioxide (Annual NO_2, 2000 to 2017)

78% Decrease in Carbon Monoxide (1-hour CO 2000 to 2017)

Source: Texas Commission on Environmental Quality Data

100+ Truss Bridges TxDOT has Moved or Repurposed[1]

31 Archeological Sites Excavated in the Past 18 Years[2]

11.7M Tons of Paper TxDOT has Recycled since 1994[3]

660,000 Gallons of Alternative Fuels Consumed by TxDOT vehicles in FY 2017[4]

[1]TxDOT Experts [2]TxDOT Experts [3]TxDOT.gov [4]Pocket Facts FY 2017

Environmental Compliance

TxDOT's Environmental Affairs Division thoroughly reviews a project's environmental impacts before clearing it for construction. TxDOT considers several factors related to a project's location, including **air and water quality issues, environmental justice and noise impacts, historic properties, endangered plant and animal species and more.**

Cultural Resources

Before TxDOT builds projects, archeologists and historians consider how they will affect Texas' history, heritage, and cultural environment.

TxDOT consults with the Texas Historical Commission, the cultural resources community, and federally recognized Native American tribes to determine how to manage archeological sites and historic buildings and bridges under the guidance of the National Historic Preservation Act.

Wildlife

TxDOT biologists work with engineers to plan for the conservation of wildlife habitats. To prevent animals such as the ocelot (pictured below) from becoming extinct, TxDOT is committed to doing its part through a number of innovative programs, including **wildlife crossings, roadside maintenance, and stream and habitat maintenance as part of its work under the National Environmental Policy Act.**

Campaigns

Don't mess with Texas: For over thirty years, the Don't mess with Texas campaign has educated Texans on the real cost of littering. The campaign raises awareness and gets people involved in cleaning up roads.

Drive Clean Texas: Drive Clean Texas is a statewide initiative that encourages drivers to keep their car in shape and take simple steps that will help keep the air clean.

Beyond The Road: TxDOT has a long history of discovering and preserving the resources of Texas before constructing projects. The Beyond The Road campaign tells stories about TxDOT's environmental work to inspire the public to learn about and engage with TxDOT.

Programs

TxDOT Green: TxDOT recycles for the benefit of the environment and to generate revenue for the agency. The initiative collected 23,363,656 pounds of recycled paper over the last 24 years.

Pollinator Program: Butterflies, bees and other pollinators help TxDOT keep its 800,000 acres of roadsides and 5,000 species of beautiful flowering plants alive and well. Plants provide color and habitat for wildlife.

Clean Air Plan: The Clean Air Plan is TxDOT's internal effort to reduce air pollution. In FY 2017, TxDOT vehicles used about 660,000 gallons of alternative fuels, including biofuels, CNG and propane.

For more Information, visit TxDOT.gov and keyword search "Environmental Affairs".

TEXAS TRANSPORTATION PLAN 2050

Freight

Quality of life and a thriving economy in Texas depend on the daily delivery of millions of tons of goods.

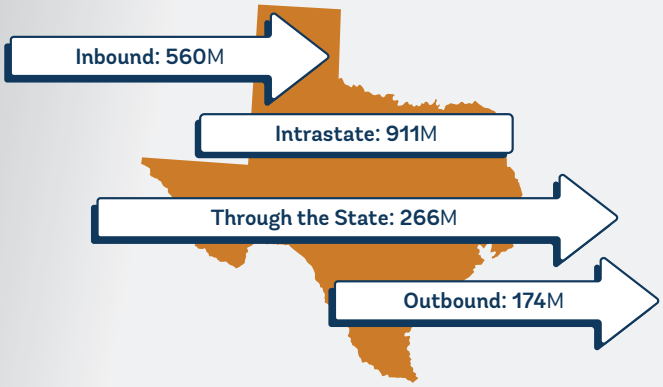
Freight is transported on Texas' multimodal network of highways, railways, waterways and ports, inland ports, airports and pipelines. Freight supports nearly 2.2 million jobs in Texas, adding almost $145 billion in labor income and yield approximately $49 billion in tax revenues.[1]

Texas Freight Summary

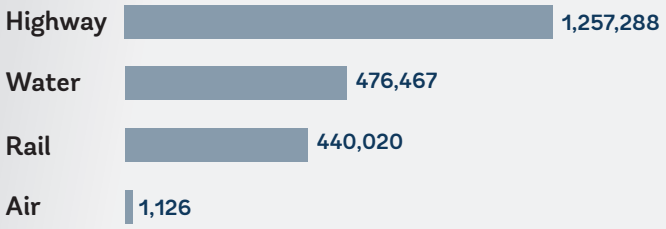
Mode	System Total	On the Texas Multimodal Freight Network	Mode Share (2016)
Highways	314,000 roadway centerline miles	21,861 miles 745 miles designated as critical rural freight corridors 372 miles designated as urban freight corridors	54%
Rail	10,539 miles of railroads	10,539 miles of railroads 3 class I railroads 49 class III or shortline railroads	20%
Ports and Waterways	21 total ports, including 11 commercial deep water and 6 shallow draft 379 miles of Gulf Intracoastal Waterway	9 deepwater ports handling more than 2 million short-tons of cargo annually 1 shallow draft port handling more than 2 million short-tons of cargo annually 379 miles of Gulf Intracoastal Waterway	26%
Airports	24 commercial airports	Top 7 air cargo airports by landed weight	0.1%
Border crossings	20 commercial border crossings	15 commercial vehicle crossings 5 rail crossings	N/A

Source: Texas Freight Mobility Plan 2017

Movement of Texas Freight in 2016
(weight in tons)



2016 Texas Freight by Mode
(weight in thousand tons)



Source: TRANSEARCH, 2015, May 31, 2018 TxFAC presentation

Looking Ahead

As Texas' population grows, so does the demand for goods. This trend combined with the growth of e-commerce is likely to put a strain on the state's multimodal freight network. Investments in alleviating congestion and improving multimodal connectivity will promote safe and efficient freight movement in the future.

TEXASTRANSPORTATION PLAN2050

Highway Mobility

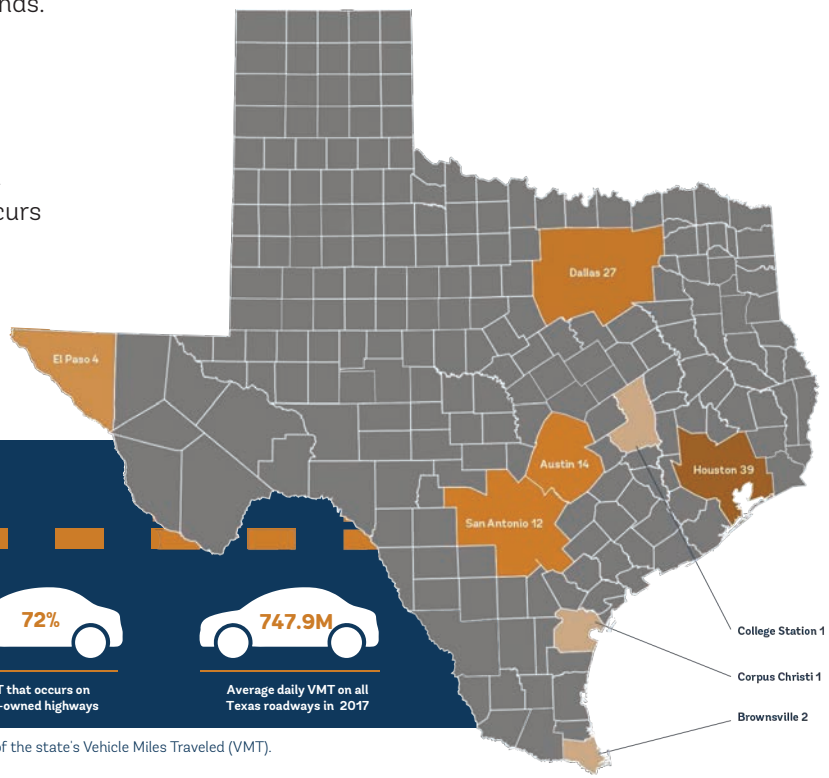
Urban areas of all sizes are experiencing the challenges of population and job increases leading to increased congestion.

In the biggest regions and most congested corridors, traffic jams can occur at any hour, weekdays or weekends. The problems that travelers and shippers face include extra travel time, extra cost from wasted fuel and lost productivity and increasing unreliability.

Despite high levels of congestion, the majority of work travel in the state's largest metropolitan areas still occurs via single occupancy vehicles (SOV). A summary of commuter mode choices for Austin, Dallas, El Paso, Houston, and San Antonio are shown in Table 2.

Metropolitan Areas with Texas' 100 Most Congested Roadways in 2018

Source: Texas A&M Transportation Institute



Texas Highway Mobility Quick Facts

273.2 B
Total Annual Vehicle Miles Traveled (VMT) on all Texas roadways in 2017

26%
State Owned Highways

72%
VMT that occurs on state-owned highways

747.9M
Average daily VMT on all Texas roadways in 2017

Note: TxDOT owns just over 1/4 of Texas highways. However, these roads generate nearly 3/4 of the state's Vehicle Miles Traveled (VMT).

Millions of Average Daily Vehicle Miles Traveled in 2017

Source: TxDOT FY 2017 / CY 2016-2017 Pocket Facts

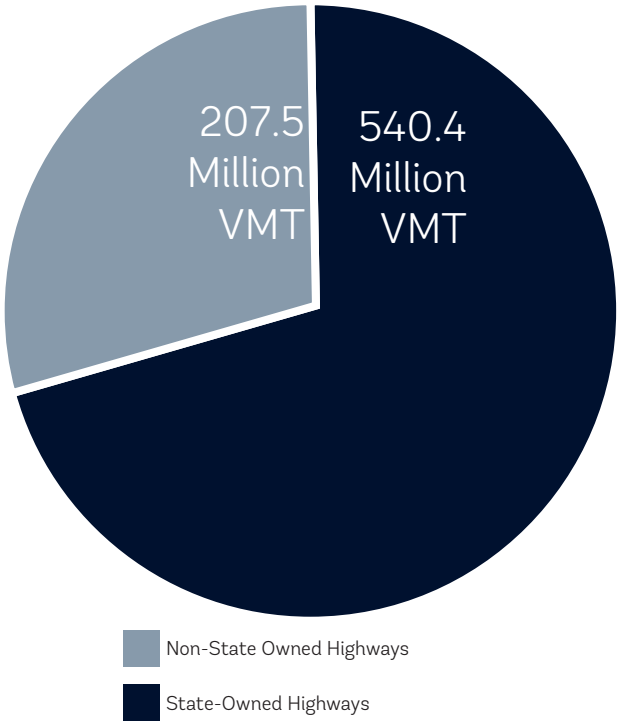


Table 2: Commuter Made Choice Profile

	Austin	Dallas	El Paso	Houston	San Antonio
Drive Alone (Car, Truck, Van)	73.8%	76.2%	80.3%	76.6%	79%
Carpool (Car, Truck, Van)	9.5%	11.3%	11.1%	11.3%	11.1%
Public Transportation	3.9%	4.2%	1.7%	3.9%	3.1%
Walk	2.3%	1.9%	1.6%	2.1%	1.7%
Other Means	2.6%	1.8%	2.1%	2.4%	1.4%
Work at Home	7.9%	4.6%	3.2%	3.6%	3.7%

Source: US Census. 2013-2017. American Community Survey. 5-Year Estimates

Note: ACS 3-year estimates were used previously in TTP 2040 but have been discontinued. Previous estimates will remain available, but new 3-year estimates will no longer be produced. The 5-year estimates were chosen for the above summary profile.

TEXAS TRANSPORTATION PLAN 2050

Highway Preservation

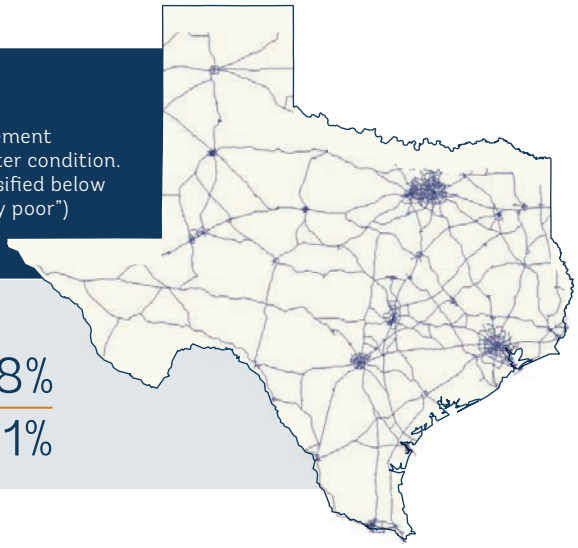
Texas has the largest road network in the country and TxDOT maintains more lane-miles of pavement than any other state DOT

Texas Road Network Quick Facts

314K Miles
miles of public roads

TxDOT maintains over **80K Miles**
nearly 2K lane-miles of roads

86.3% TxDOT maintained pavement lane-miles, good or better condition. Less than 5% were classified below fair (i.e. "poor" and "very poor")



Texas Bridges Quick Facts

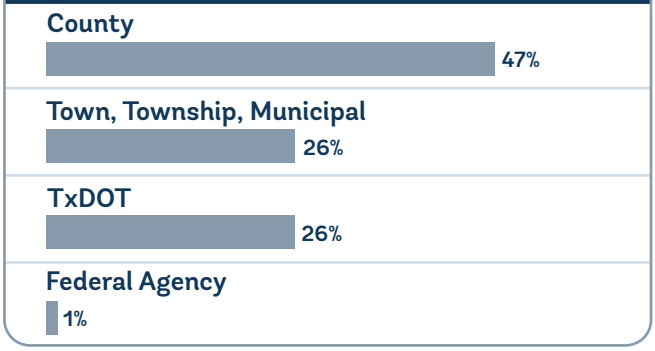
54K Bridges Statewide
TxDOT maintains nearly two thirds of them.

91% Bridges Statewide
One of the best two state condition groups ('A' or 'B').

Since 2000 average daily traffic on Texas bridges grew **58%**

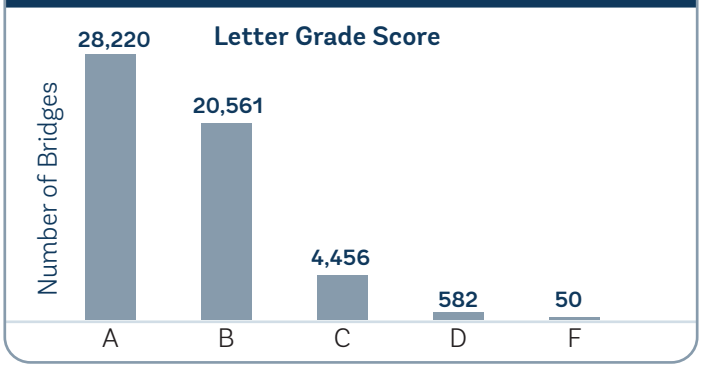
Share of average daily traffic using "poor" bridges fell by **81%**

Share of Public Road Ownership
(Percentage of total roadway miles in Texas)



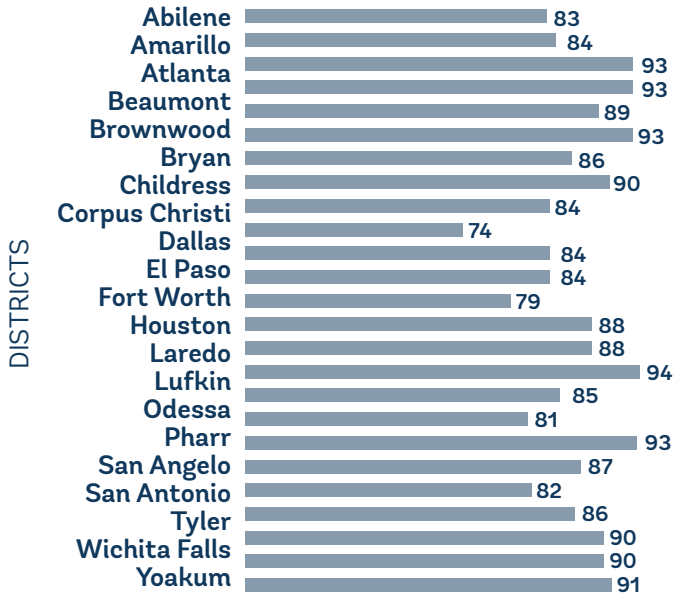
Source: FHWA HM-10. Public Roads: Length by Ownership, 2017
[1] Note: these are miles, not lane-miles

Number of Bridges in State Condition Score Groups



Source: 2017 Bridge Management Information System

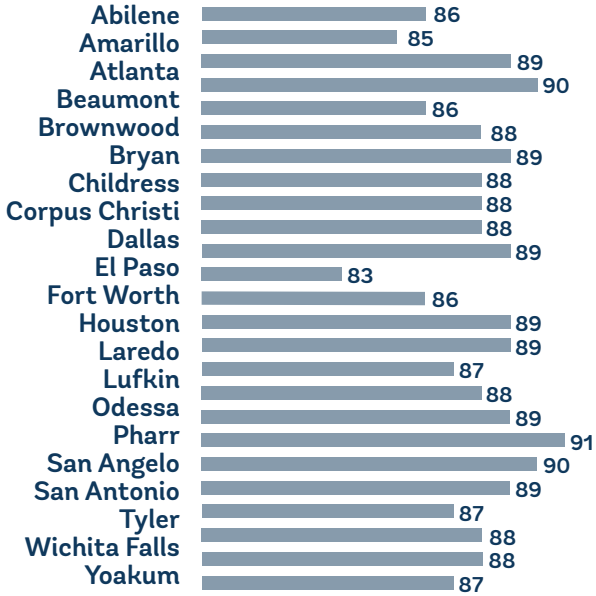
2018 Pavement Condition by TxDOT District



A score of 70 or Higher is considered 'Good'

Source: 2018 Pavement Management Information System

2017 Bridge Condition Score by TxDOT District



A score of 80 or Higher is considered 'Good'

Source: 2017 Bridge Management Information System

TEXAS TRANSPORTATION PLAN 2050

Passenger Rail

Intercity passenger rail provides a vital link in the transportation network.

Amtrak Intercity Passenger Rail Routes in Texas

1. **Heartland Flyer**
   Fort Worth to/from Oklahoma City (daily)
2. **Sunset Limited**
   Los Angeles to/from New Orleans (triweekly)
3. **Texas Eagle**
   Chicago to/from San Antonio (daily)

Texas Passenger Rail Considerations

- Amtrak operates all intercity passenger rail service in Texas, primarily using Class I freight railroad facilities
- TxDOT's roles in passenger rail include long-term planning, monitoring service quality, and facilitating improvements
- AMTRAK's on on-time performance improved in FY 2016, but remains a challenge due to issues associated with operating on Class I freight railroad facilities.

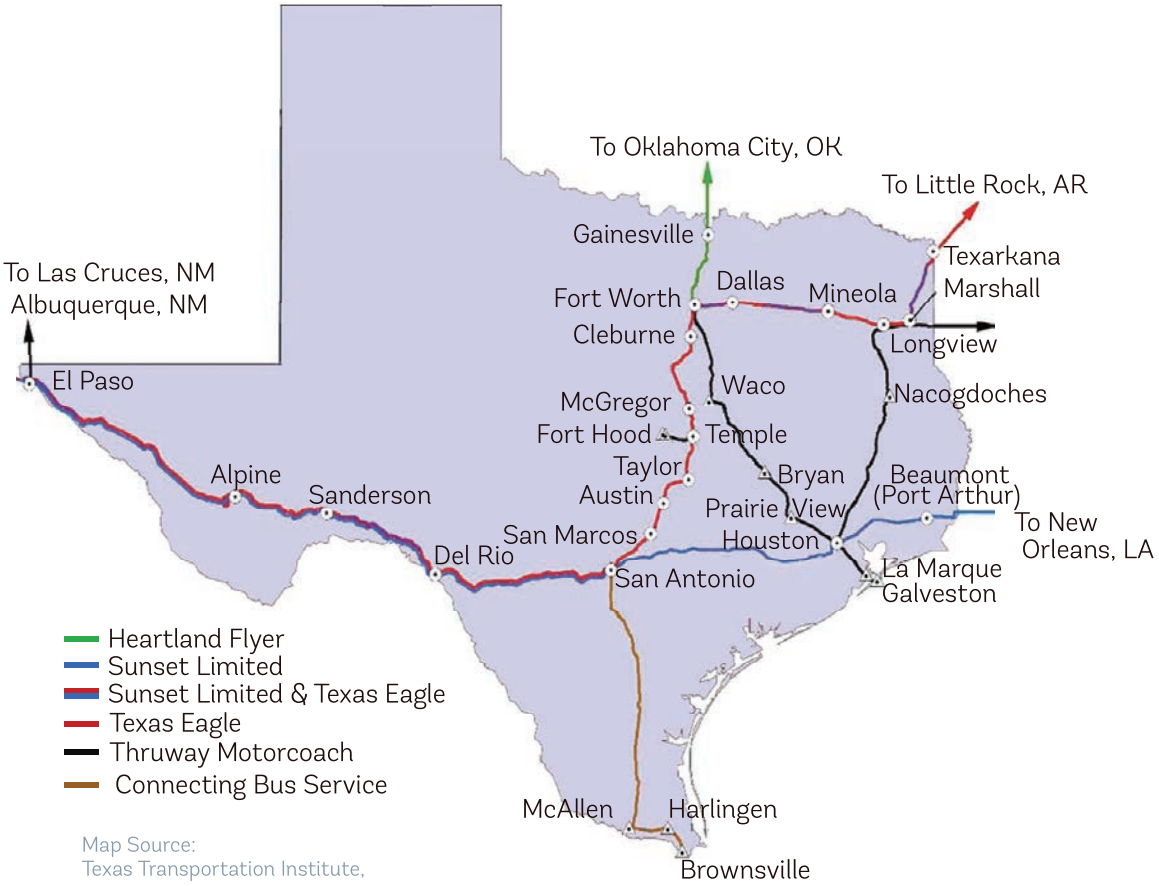
Texas Passenger Rail Quick Facts

1,539
Amtrak Track Miles

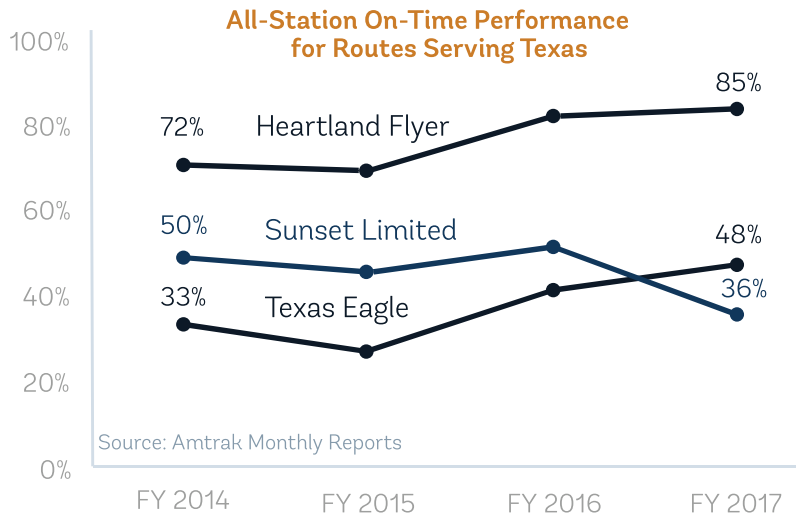
19
Active Amtrak Stations

8.8%
Increase in Texas passenger rail trips from 2016 to 2017

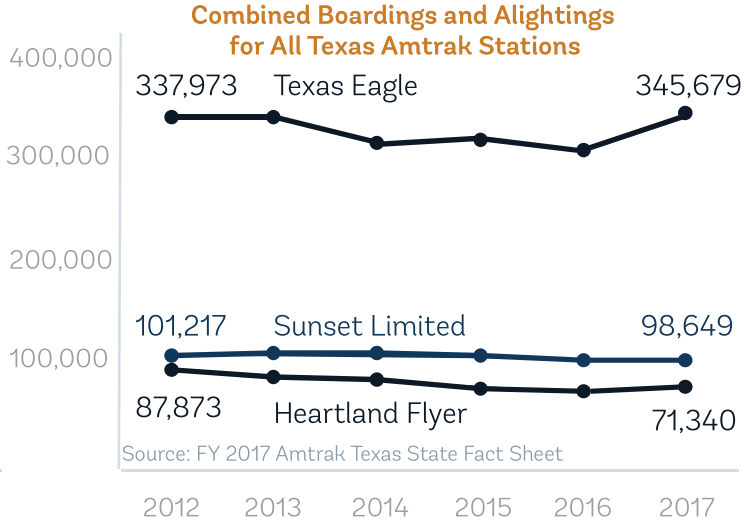
Source: FY 2017 Amtrak Texas State Fact Sheet



Map Source:
Texas Transportation Institute,



Source: Amtrak Monthly Reports



Source: FY 2017 Amtrak Texas State Fact Sheet

TEXAS TRANSPORTATION PLAN 2050

Safety

The safety of drivers on Texas roadways is TxDOT's top priority.

TxDOT's goal areas emphasize the need to reduce annual fatalities and serious injuries. As Texas' population increases, however, keeping incident rates low becomes an even more difficult task. Texas population has grown at an average annual rate of 1.80%, the third highest growth rate in the country. Fortunately, traffic fatality and serious injury rates have not increased at the same rate.

Texas 2017 Traffic Safety At-a-Glance:

3,721
Total Fatalities on Texas Roads
Source: Texas Motor Vehicle Traffic Crash Facts, 2017

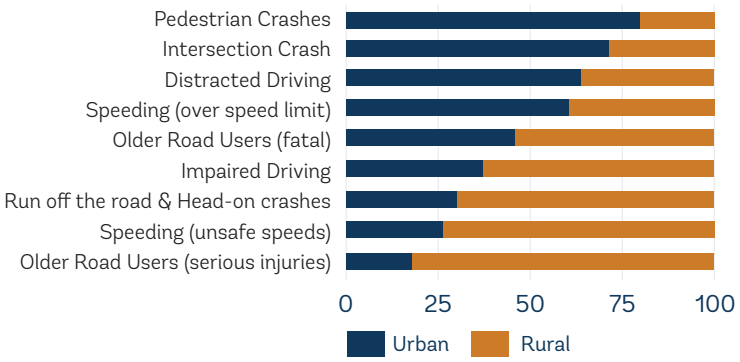
60%
Of Serious Injury Crashes Take Place in Urban Areas, While 40% Take Place in Rural Areas.
Source: Texas Traffic Safety Task Force Report

17,546
Serious Injuries on Texas Roads
Source: Texas Motor Vehicle Traffic Crash Facts, 2017

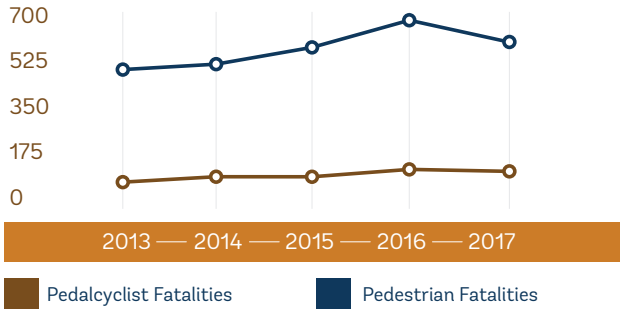
Improving Emphasis Areas

The Highway Safety Plan for FY 2019 has identified various emphasis areas that significantly contribute to crash counts. These include:

- **Run off the Road**
- **Distracted Driving**
- **DUI**
- **Intersections**
- **Pedalcyclists**
- **Pedestrian**

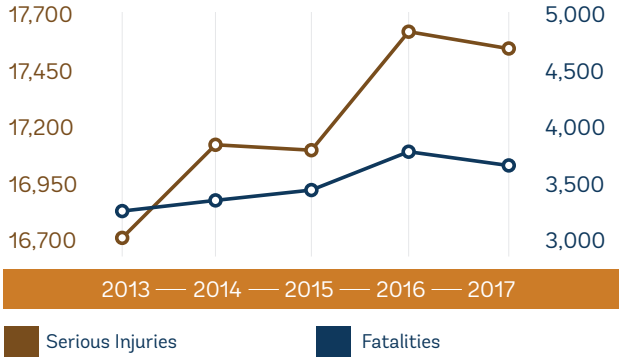


Bike/Ped Fatalities

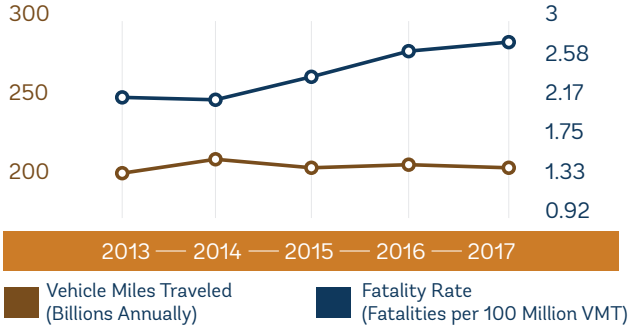


Source: Texas Motor Vehicle Crash Facts, 2013-2017

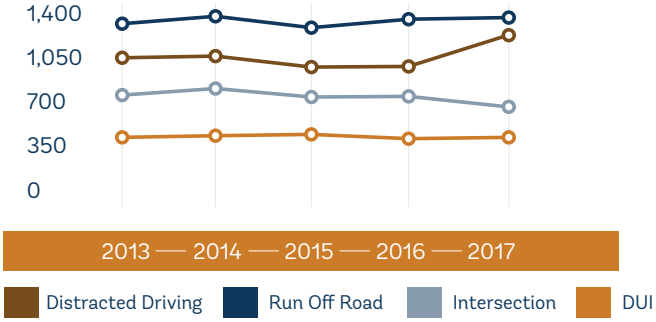
Serious Injuries and Fatalities



VMT and Fatality Rate Comparison



Fatalities by Emphasis Area Over Time



Source: Texas Motor Vehicle Crash Facts, 2013-2017

Looking Ahead

As the ride-sharing economy grows and individuals become less likely to take their own car to work, it is possible that emphasis areas such as alcohol-involved crashes and distracted driving change significantly. Future-looking data collection may team up with private companies working in Texas such as Uber and Lyft to understand the impact of these industries on crashes.

TEXAS TRANSPORTATION PLAN 2050

Transit

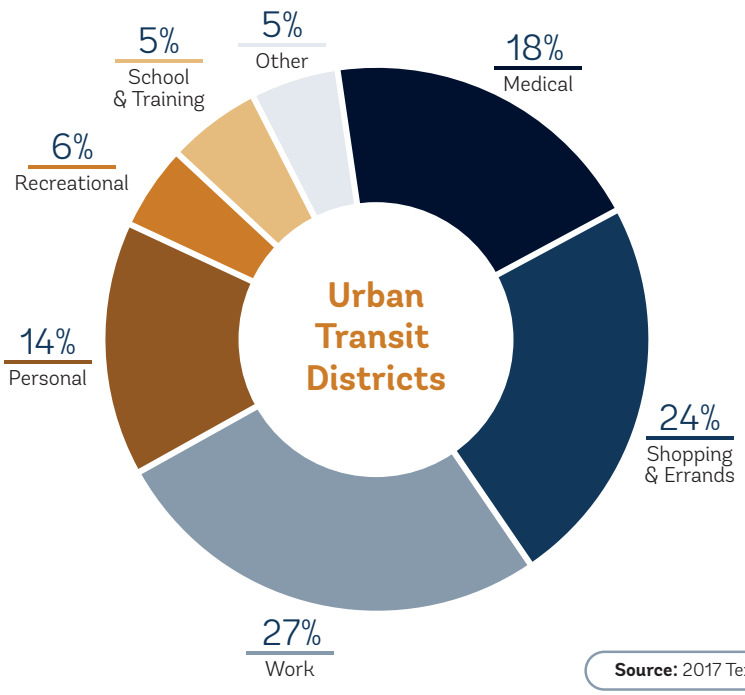
Transit plays a vital role in Texas, accounting for 283 million trips in 2017, including medical trips, shopping and errands, and commuting.

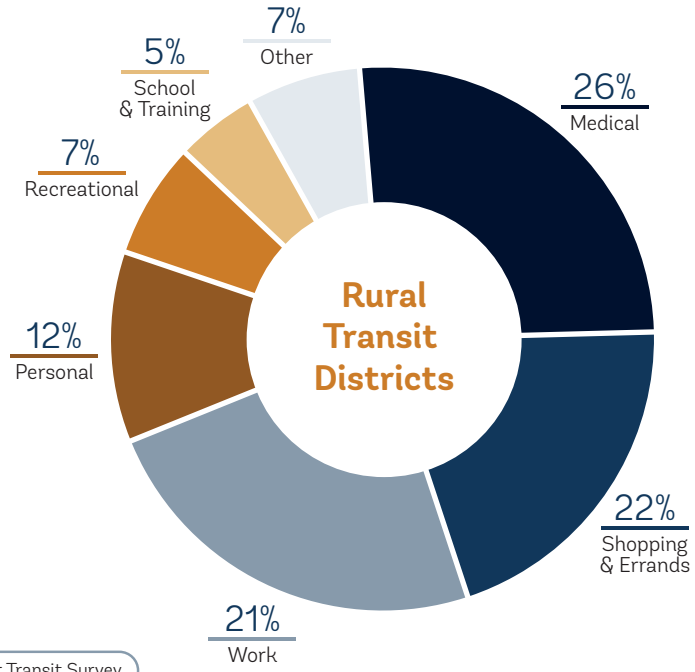
Public transit is especially important in the rural areas of the state, where one third of all public transportation trips are used to travel to and from medical appointments. In Texas' populous and growing urban areas, transit contributes to lowering highway congestion and improved air quality, and a higher portion of workers rely on transit to commute to and from work.

Texas Transit At-a-Glance:

- 132 transit agencies
- 8,855 transit vehicles
- 255 million vehicle revenue miles
- 283 million passenger trips

Source: 2018 Texas Transit Statistics Preliminary Report





Source: 2017 Texas Rider Transit Survey

Public transit ridership activity is decreasing in Texas overall. However, ridership is growing in urban areas, possibly due to increasing traffic congestion. Transit vehicles are traveling longer distances overall, which is reflected in the increase in operating costs.

Vehicle revenue mile and operating costs trends

Vehicle Revenue Miles	Operating Cost
Increased by 4.49% across all programs	Increased by 3.6% across all programs
Increased by 3.1% for MTA programs	Increased by 0.41% per year for MTA programs
Increased by of 9.4% for rural programs	Increased by 2.9% per year for rural programs
Decreased by of 0.8%.for urbanized programs	Increased by 2.3% per for urban programs

*Vehicle Revenue Miles (VRM) traveled are the miles that vehicles have traveled while in revenue service.

Source: 2018 Texas Transit Statistics Preliminary Report

TEXAS TRANSPORTATION PLAN 2050
TEXAS DEPARTMENT OF TRANSPORTATION

1. Where do you live?

City or Town	County	Zip Code

2. What ways do you travel? *(Please answer all)*

Method of Travel	Daily	Weekly	Monthly	Seldom	Never
Drive alone in vehicle					
Carpool or vanpool					
Motorcycle or moped					
Public transit (e.g. city bus, light/commuter rail)					
Bus between cities (e.g. Greyhound, Kerrville, Tornado, MegaBus, etc)					
Taxicab					
Bicycle					
Train (Amtrak)					
Airplane					
Ferryboat					
Rideshare (Lyft, Uber)					
Motor-assisted or electric scooters (e.g. Lime, Bird)					
Shared mobility (e.g. bike share, car share, etc.)					
Walk					

3. How do you commute from home to work or school most of the time?

Commute Method	Choose one
Drive alone in vehicle	
Carpool or vanpool	
Motorcycle or moped	
Public transit (e.g. city bus, light/commuter rail)	
Bicycle	
Walk	
Taxicab	
Work at home or telecommute	
Rideshare (Lyft, Uber)	
Motor-assisted or electric scooters (e.g. Lime, Bird)	

4. Where do you work or go to school?

City or Town

County

Zip Code

5. How far is your one-way commute to work or school?

Approximate Miles

6. What are the 5 most important factors in choosing how you commute to work or school?

(One is the most important)

Most important factor	Rank Top 5
It is the only option available	
Travel time	
Reliability	
Cost	
Safety	
Flexibility	
Convenience	
Need to make stops going to or from work (e.g. errands, children)	
Emergency or unplanned trips	
Wellness and health	
Environmental concerns	
Accessiblity (mobility impaired)	
Other (please specify):	

7. As we prioritize transportation investments, how important are these goals to you?

General Goal Areas	Very important	Important	Neutral	Unimportant	Very unimportant
Safety (Infrastructure preservation to maintain a safe system)					
Asset Management (Prioritizing cost beneficial preservation to ensure physical assets remain safe and in good condition)					
Optimize System Performance (Integrated transportation system that provides reliable and accessible mobility enabling economic growth)					
Multimodal Connectivity (Extent to which various modes are connected to other modes to move people and goods efficiently)					
Stewardship (Earning public trust, socially responsible planning, maintaining accountability in decision making)					
Customer Service (Educating the public, listening to and incorporating public needs and priorities into the planning process)					
Sustainable Funding (Identifying and documenting funding sources to meet the State's future transportation needs)					
Innovation (Constructing transportation networks to support connected and self-driving vehicles)					
Environmental (Ensuring the protection and enhancement of natural and cultural resources)					

8. How would you rate the following transportation issues?

Issues	Very important	Important	Neutral	Unimportant	Very unimportant
Traffic congestion and delays					
Potholes, crumbling roads and bridges					
Pedestrian and bicyclist safety					
Inconvenient transit hours of service					
Transit routes don't work for my needs					
Lack of alternative modes of travel (besides passenger vehicles)					
Unsafe/narrow roads					
Lack of travel options between cities					
Impacts to natural and cultural resources					

TURN OVER FOR PAGE 2

TEXASTRANSPORTATION PLAN2050
TEXAS DEPARTMENT OF TRANSPORTATION

9. How would you rate these potential solutions for improving transportation?

Potential Solutions	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
CONGESTION					
Add lanes to existing roads or freeways					
Build more roads or freeways					
Add turn lanes at intersections					
Improve traffic signal timing					
SAFETY					
Add shoulders to existing roads					
Improve pavement and bridges					
Provide driver information systems (e.g. Waze, changeable message signs, traffic cameras)					
Reduce conflicts between pedestrians/ bicyclists and passenger vehicles (e.g. more signalized crosswalks)					
Reduce traffic conflicts between heavy trucks and passenger vehicles					
NON-MOTORIZED TRAVEL					
Add new or widen existing sidewalks					
Build more bicycle lanes or paths					
EXPANDED ALTERNATIVE OPTIONS					
Land use development that encourages transportation options					
Integrate vehicle technology (connected vehicles, self-driving vehicles)					
Expand airports and terminals					
Provide more bus service					
Build more light/commuter rail lines					
Build more high speed rail lines between large cities					
Build high occupancy vehicle lanes (HOV/carpool/bus)					
Increase bus hours of service per day/days of the week					
Have more express bus routes/bus rapid transit					

10. If you could spend $100 to improve transportation facilities in Texas, how much would you spend on each of the following?

Category	Amount ($100 total)
Reducing congestion on highways	
Repairing or maintaining highways and bridges	
Improving public transit	
Improving airports	
Improving route and facilities for freight	
Improving ports	
Constructing more pedestrian and bicycle facilities	
System upgrades to support innovative technologies	
Other:	

TELL US ABOUT YOURSELF!

This project is requesting demographic information to evaluate the effectiveness of public outreach activities and to comply with Title VI of the Civil Rights Act. **The identity of individuals is kept confidential**. The results are reported as totals only, and **used solely to help improve future outreach**.

How did you hear about the project?

- ☐ Public notice
- ☐ Newsletter
- ☐ Website
- ☐ Email
- ☐ Friend or co-worker
- ☐ Other_____

Your Race/Ethnicity:

- ☐ African-American
- ☐ Caucasian
- ☐ Hispanic
- ☐ American Indian/Alaskan
- ☐ Asian or Pacific Islander
- ☐ Unknown/Don't want to say

Household Income:

- ☐ $0 – $9,999
- ☐ $10,000 – $14,999
- ☐ $15,000 – $24,999
- ☐ $25,000 – $34,999
- ☐ $35,000 – $49,999
- ☐ $50,000 – $74,999
- ☐ $75,000 – $99,999
- ☐ $100,000 – $149,999
- ☐ $150,000 – $199,999
- ☐ $200,000 or more
- ☐ Prefer not to say

Age:

- ☐ 16-19
- ☐ 20-24
- ☐ 25-29
- ☐ 30-34
- ☐ 35-39
- ☐ 40-44
- ☐ 45-49
- ☐ 50-54
- ☐ 55-59
- ☐ 60-64
- ☐ 65-69
- ☐ 70 or older
- ☐ Prefer not to say

Gender Identity:

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

What language is spoken at home?

☐ English ☐ Spanish ☐ _____

11. Check all the modes you would consider using for commuting (not recreation):

- ☐ Rail
- ☐ Bus
- ☐ Bike
- ☐ Walk
- ☐ Self-Driving (Cars and Buses)
- ☐ Taxi
- ☐ Rideshare (e.g. Lyft and Uber)
- ☐ Electric scooters
- ☐ Other (please specify below) _____

12. What does the future look like for Texas transportation?

13. Additional comments:

For more info, please visit txdot.gov and keyword search "TTP2050."

TEXASTRANSPORTATION PLAN2050
TEXAS DEPARTMENT OF TRANSPORTATION

1. ¿En dónde vive?

Ciudad	Condado	Código Postal

2. ¿De que manera viaja? *(Por favor responda a todas)*

Método de transporte	Diario	Semanal	Mensual	Rara Vez	Nunca
Manejando vehículo solo(a)					
Compartiendo auto o van					
Motocicleta					
Transporte público (ej. autobús, tren ligero o suburbano)					
Autobús entre ciudades (ej. Greyhound, Kerrville, Tornado, MegaBus, etc.)					
Taxi					
Bicicleta					
Tren (Amtrak)					
Avión					
Ferry					
Vehículos Compartidos (Lyft, Uber)					
Motonetas o scooter eléctricos (ej. Lime, Bird)					
Movilidad Compartida (ej.bicicletas o vehículos de uso compartido, etc.)					
Caminando					

3. ¿Cómo viaja de su casa al trabajo o a la escuela la mayoría del tiempo?

Método de viaje	Escoja uno
Manejando vehículo solo(a)	
Compartiendo auto o van	
Motocicleta	
Transporte público (ej. autobús, tren ligero o suburbano)	
Bicicleta	
Caminando	
Taxi	
Trabajando desde casa o teletrabajando	
Vehículos Compartidos (Lyft, Uber)	
Motonetas o scooter eléctricos (ej. Lime, Bird)	

4. ¿En dónde trabaja o va a la escuela?

Ciudad

Condado

Código Postal

5. ¿Cuál es la distancia de su viaje de ida al trabajo o a la escuela?

Millas aproximadas

6. ¿Cuáles son los 5 factores más importantes cuando elije cómo viaja al trabajo o a la escuela?

(El numero 1 es el más importante)

Factores más importantes	Indique los 5 mas importantes
Es la única opción disponible	
Tiempo de viaje	
Fiabilidad	
Costo	
Seguridad	
Flexibilidad	
Conveniencia	
Si tengo que hacer paradas de ida o regreso (ej. mandados, niños)	
Viajes de emergencia o no planeados	
Bienestar y salud	
Asuntos ambientales	
Accesibilidad (movilidad reducida)	
Otro (por favor especifique):	

7. Al priorizar las inversiones en transporte, ¿qué tan importantes son estas metas para usted?

Áreas de Metas	Muy Importante	Importante	Neutro(a)	Sin Importancia	Muy poca importancia
Seguridad (Preservación de la infraestructura para mantener un sistema seguro)					
Gestión de Recursos (Dar prioridad a la preservación a beneficio de los costos para asegurar que los recursos físicos se mantengan seguros y en buenas condiciones)					
Optimizar el Rendimiento del Sistema (Sistema de transporte integrado que proporciona movilidad fiable y accesible que permite el crecimiento ecónomico)					
Conectividad Multimodal (El grado al cual están conectados los varios métodos de transporte a otros metódos para mover a personas y bienes de manera eficiente)					
Responsabilidad (Ganar la confianza del público, planificación socialmente responsable, tomar decisiones responsables)					
Servicio al Cliente (Educando al público, escuchando e incorporando las necesidades y prioridades del público en el proceso de planificación)					
Fondos Sostenibles (Identificando y documentando las fuentes de fondos para cumplir con las futuras necesidades de transporte del Estado)					
Innovación (Construyendo redes de transporte para brindarle apoyo a los vehículos conectados y autónomos.					
Ambiental (Garantizando la conservación y preservación de recursos naturales y culturales)					

8. ¿Cómo calificaría los siguientes problemas de transporte?

Problemas	Muy Importante	Importante	Neutro(a)	Sin Importancia	Muy Poca Importancia
Congestión de trafico y demoras					
Baches, carreteras y puentes deteriorados					
Seguridad de peatones y ciclistas					
Horarios inconvenientes de los servicios de tránsito					
Las rutas de tránsito no funcionan para mis necesidades					
Falta de métodos de transporte alternativos (además de vehículos de pasajeros)					
Calles inseguras o angostas					
Falta de opciones para viajes entre ciudades					
Impacto a los recursos naturales y culturales					

VOLTEA PARA LA PÁGINA 2

TEXAS TRANSPORTATION PLAN 2050

9. ¿Cómo calficaría estas soluciones potenciales para mejorar el transporte?

Soluciones Posibles	Muy de Acuerdo	De Acuerdo	Neutro	Desacuerdo	Muy Desacuerdo
CONGESTIÓN					
Agregar carriles a carreteras y autopistas existentes					
Construir más carreteras o autopistas					
Agregar carriles para dar vuelta en las intersecciones					
Mejorar la sincronización de los semáforos					
SEGURIDAD					
Agregar acotamientos a las carreteras existentes					
Mejorar pavimento y puentes					
Proporcionar sistemas de información para el conductor (ej. Waze, señalamientos con mensajes modificables, cámaras de trafico)					
Disminuir conflictos entre peatones/ciclistas y vehículos de pasajeros (ej. más cruces señalados)					
Reducir conflictos de transito entre camiones de carga y vehículos de pasajeros.					
VIAJES NO MOTORIZADOS					
Agregar banquetas o hacerlas más anchas					
Construir más carriles o caminos para bicicletas					
MÁS OPCIONES ALTERNATIVAS					
Desarollo del use de terrenos que fomenta opciones de transporte					
Integrar technología automotriz (vehículos conectados, vehículos autónomos)					
Expander aeropuertos y terminales					
Proporcionar más servicio de autobuses					
Construir más líneas de tren ligero/suburbano					
Construir más líneas de tren ligero/suburbano de alta velocidad entre las ciudades grandes					
Construir corriles para vehículos de alta ocupacíon (HOV/viajes compartidos/autobuses					
Incrementar los horarios de servicio de autobus por día/días de la semana					
Tener más rutas de autobus exprés/metro					

10. ¿Si pudiera gastar $100 para mejorar las instalaciones de transporte en Texas, cuanto gastaría en las siguientes?

Catagoría	Cantidad ($100 total)
Reduciendo la congestión en las autopisas	
Reparando o manteniendo las autopistas y puentes	
Mejorando el transporte público	
Mejorando los aeropuertos	
Mejorando las carreteras e instalaciones para el transporte de carga	
Mejorando los puertos	
Construyendo más instalaciones para peatones y bicicletas	
Actualizaciones del sistema para apoyar las tecnologías innovadoras	
Otros:	

¡CUÉNTANOS ACERCA DE USTED!

Este proyecto solicita información demográfica para evaluar la eficacia de las actividades de información pública y para cumplir con el Título VI de la Ley de Derechos Civiles. **La identidad de las personas se mantiene confidencial.** Los resultados se informan únicamente como totales y se utilizan únicamente **para ayudar a mejorar las futuras comunicaciones.**

¿Cómo se entero del proyecto?:

- ☐ Aviso Público
- ☐ Boletín de noticias
- ☐ Sitio de web
- ☐ Correo electrónico
- ☐ Amigo o colega
- ☐ Otro: _____

Su Raza/Etnicidad:

- ☐ Afroamericano
- ☐ Caucásio
- ☐ Hispano
- ☐ Indio Americano/de Alaska
- ☐ Asiático o de las islas del Pacifico
- ☐ Desconocido/Prefiero no decir

Ingresos del Hogar:

- ☐ $0 – $9,999
- ☐ $10,000 – $14,999
- ☐ $15,000 – $24,999
- ☐ $25,000 – $34,999
- ☐ $35,000 – $49,999
- ☐ $50,000 – $74,999
- ☐ $75,000 – $99,999
- ☐ $100,000 – $149,999
- ☐ $150,000 – $199,999
- ☐ $200,000 o más
- ☐ Prefiero no decir

Edad:

- ☐ 16-19
- ☐ 20-24
- ☐ 25-29
- ☐ 30-34
- ☐ 35-39
- ☐ 40-44
- ☐ 45-49
- ☐ 50-54
- ☐ 55-59
- ☐ 60-64
- ☐ 65-69
- ☐ 70 o más
- ☐ Prefiero no decir

Identidad de Género:

- ☐ Hombre
- ☐ Mujer
- ☐ Prefiero no decir

¿Que idioma se habla en su hogar?

☐ Inglés ☐ Español ☐ _____

11. Marca todos los modos de transporte que consideraría utilizar para ir al trabajo.

- ☐ Tren
- ☐ Autobús
- ☐ Bicicleta
- ☐ Caminando
- ☐ Vehículos Autónomos (Autos y Autobuses)
- ☐ Motonetas
- ☐ Taxi
- ☐ Vehículos Compartidos (ej. Lyft y Uber)
- ☐ Otro (por favor especifique aquí) _____

12. ¿Cómo será el futuro del transporte en Texas?

13. Comentarios Adicionales:

Para mas información, por favor visita txdot.gov y busque "TTP 2050".

TEXAS DEPARTMENT OF TRANSPORTATION

TEXASTRANSPORTATION PLAN2050

PUBLIC MEETING COMMENT FORM

This form is provided to document your comments regarding the Texas Transportation Plan (TTP) 2050. Information about the TTP 2050 is available on TxDOT's website at https://www.txdot.gov; search key phrase "TTP 2050." Please use the space provided below to write comments, and attach additional pages if necessary. You may leave the form at the meeting or mail it to the address provided below. You may also submit comments via e-mail to TTP_2050@txdot.gov. Public comments will be accepted throughout the development of the TTP until it is adopted in early 2020. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No Yes **Meeting Location?** _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Please mail your comments to:

TxDOT TPP Division TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas, 78714–9217
TTP_2050@txdot.gov

Please Print:

Your Name: _____

Address: _____

_____

Email:_____

(Texas Transportation Code, §201.811(a)(5)): **check each of the following boxes that apply to you:**

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION

TEXASTRANSPORTATION PLAN2050

REUNION PUBLICA HOJA PARA COMENTARIOS

Este formulario se le provee para documentar sus comentarios respecto al Plan de Transporte de Texas (TTP por sus siglas en inglés) 2050. Información del TTP 2050 está disponible en el sitio web de TxDOT en https://www.txdot.gov; busque usando la frase clave "TTP 2050." Favor de usar el espacio a continuación para escribir sus comentarios, y si necesita, agregue hojas adicionales. Puede dejar el formulario en la reunión, o mandarlo por correo a la dirección a continuación. También puede entregar comentarios por correo electrónico a TTP_2050@txdot.gov. TTP_2050@txdot.gov. Se aceptaría comentarios del público durante todo el periodo de desarrollo del TTP hasta que sea adoptado al principio de 2020. Apreciamos su interés y valoramos sus opiniones.

¿Asistió a una de las reuniones públicas? (marque uno) No Sí

¿El local de la reunión?_____

Comentarios:

_____

_____

_____

_____

_____

_____

_____

_____

_____

Favor de mandar sus comentarios por correo a:
TxDOT TPP Division TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas, 78714–9217

TTP_2050@txdot.gov

Favor de escribir en letra de molde:

Nombre: _____

Dirección: _____

_____

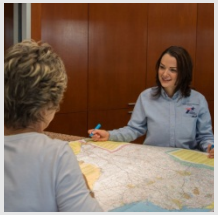
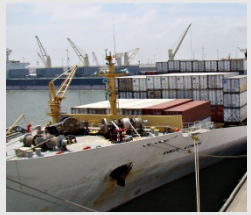
Correo Electrónico: _____

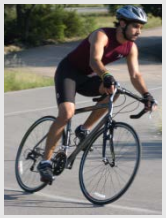
(Código de Transporte de Texas, §201.811(a)(5)): **marque cada una de las frases que puedan aplicarse a usted:**

☐ Soy empleado de TxDOT ☐ Hago comercio con TxDOT

☐ Yo podría beneficiar económicamente de este proyecto u otro asunto sobre lo cual estoy comentando.

Texas Department of Transportation



TEXAS TRANSPORTATION PLAN 2050

Round 1 Outreach:

Public Meeting

What is the Texas Transportation Plan?

The Texas Transportation Plan (TTP) is a policy document, updated every 4 years, that:

- Guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 30 years; and

- Provides a performance-based framework to link investment decisions to your vision for the transportation system

How can the transportation system better serve you and our economy – today and in the future?

TxDOT: From Planning to Construction

TTP

Texas Transportation Plan

- **Purpose:** Revisit strategic vision, assess long-range needs, identify public priorities, and inform investment decisions

UTP

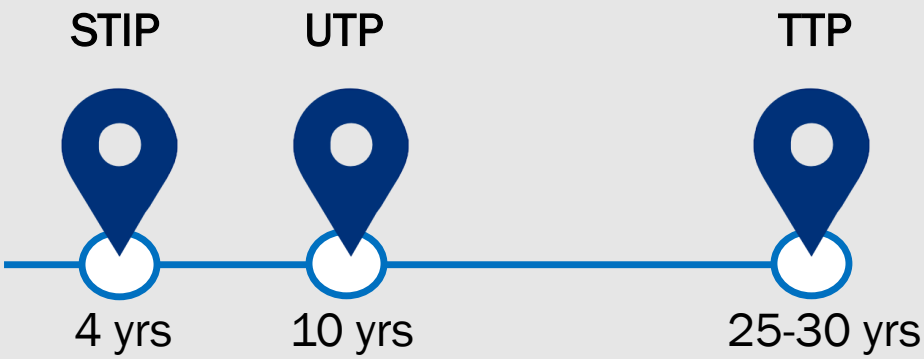
Unified Transportation Program

- **Purpose:** Identify and evaluate candidate projects designed to meet transportation needs

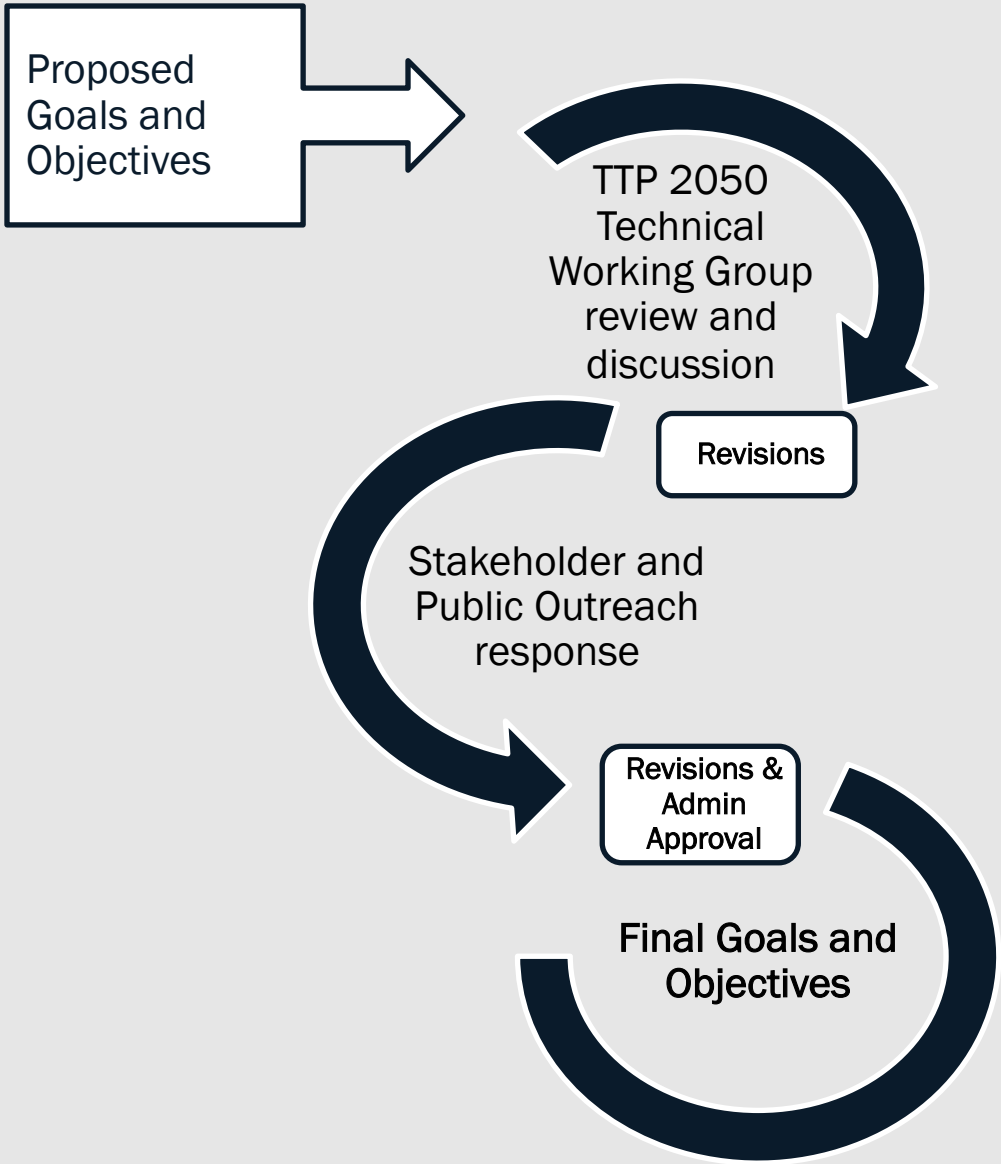
STIP

Statewide Transportation Improvement Program

- **Purpose:** Construction or implementation of statewide projects must be included to receive federal funding



Goals and Objectives Update Process



Draft TTP 2050 Goals and Objectives

Enhance Safety

- Design and build infrastructure to reduce crashes and lessen crash severity
- Improve incident response times
- Promote safe driving, bicycling, and pedestrian activities
- Coordinate with law enforcement

Maintain our Infrastructure

- Preserve structural integrity
- Provide smooth roads
- Keep transit fleet running and devices operating
- Reduce long-term costs
- Mitigate asset risks
- Integrate resilience into planning and project considerations

Optimize Movement

- Reduce congestion
- Improve travel time reliability
- Connect the system across modes
- Implement technology and alternative strategies that reduce peak demand
- Ensure freight can move efficiently
- Strengthen connections from population clusters to job and economic activity centers

Protect and Preserve the Human and Natural Environment

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Minimize adverse impacts from construction and use

Efficiently Deliver the Right Projects

- Reduce user costs
- Maintain sustainable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs

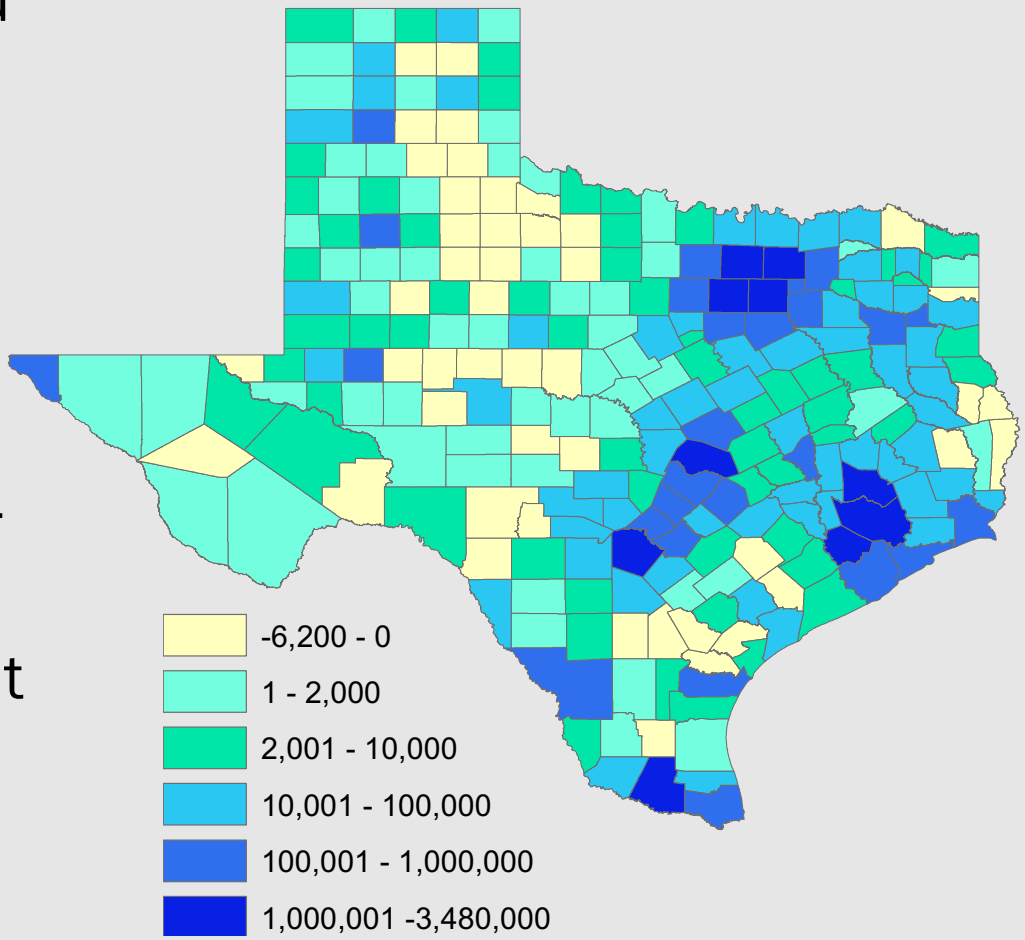
Invest in People

- Value our employees
- Communicate effectively with customers
- Be accountable and transparent in decision-making
- Solicit feedback from the public and stakeholders
- Inform the public and stakeholders on costs, funding, and investment tradeoffs
- Improve coordination with all planning partners and stakeholders

Long-Term Challenges in Texas Transportation

- **More people, more needs:** Texas population is expected to increase by 65% between 2018 and 2050
- **Emerging technology:** connected and autonomous vehicles are on their way
- **Environmental risk:** clean air amidst growing traffic and increased need for a resilient transportation network

Estimated Population Change Between 2010 and 2050



Source: Texas State Data Center 2018 Population Projections

A Growing Texas Economy

>4x The economy is expected to more than quadruple in the next 30 years

Sources: Texas State Comptroller, US Bureau of Economic Affairs (BEA), Organization for Economic Co-operation and Development (OECD)

2nd Rank of transportation and warehousing industry as contributor to GDP

Source: US Bureau of Economic Affairs, https://apps.bea.gov/itable

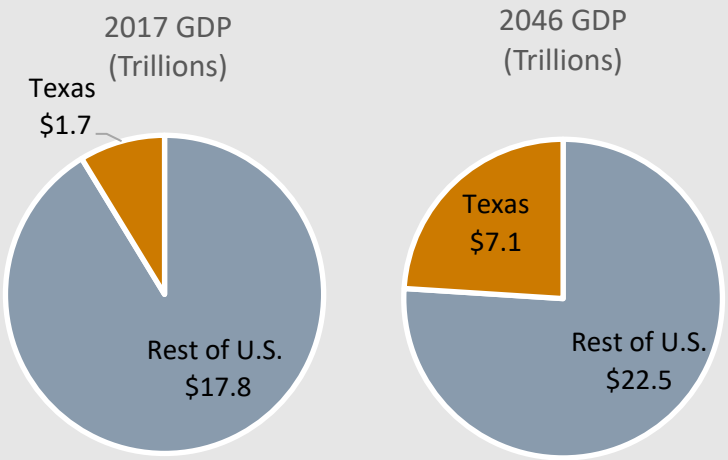
65% Projected growth in population, 2018-2050

Source: Texas State Data Center 2018 Population Projections

2.2M Jobs supported by freight transportation sector

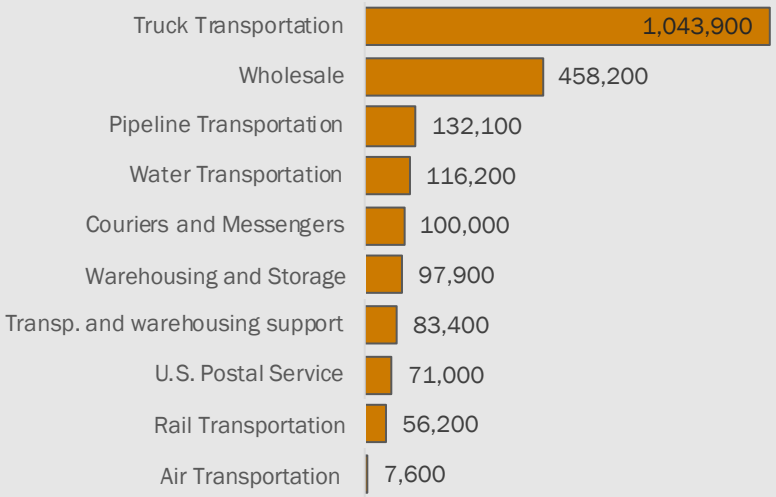
Source: 2015 IMPLAN model as cited in the 2017 Texas Freight Mobility Plan

Texas GDP as a share of U.S. GDP, 2017 versus 2046



Sources: Texas State Comptroller, US Bureau of Economic Affairs (BEA), Organization for Economic Co-operation and Development (OECD)

Jobs Supported by the Transportation Sector



Source: 2017 Texas Freight Mobility Plan

Texas Highway Usage by the Numbers

Highway/Bridge

1st in nation for size of public road network

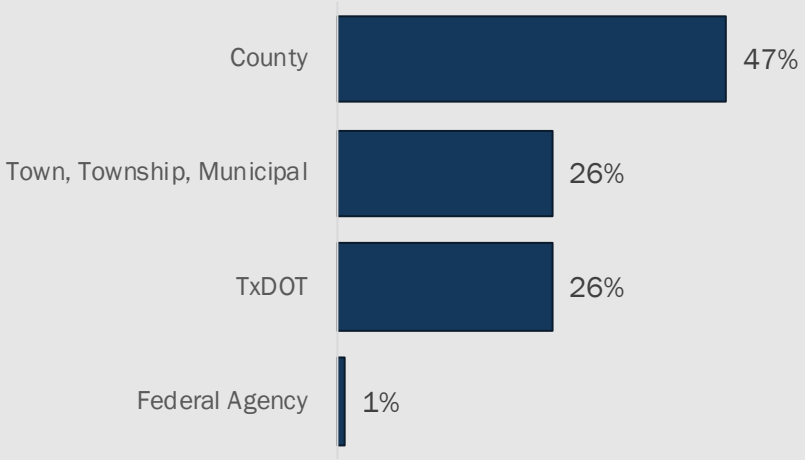
314,000 center line miles of public roads

7.5% Texas' share of country's public roads

80,445 State-maintained centerline miles

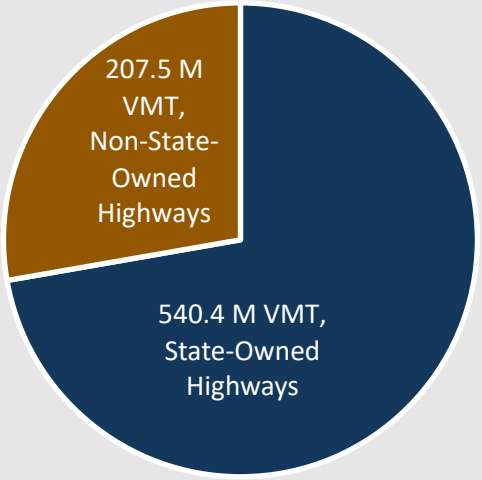
Source: TxDOT Roadway Inventory Annual Reports 2017; FHWA (2017). HM-10. Public Roads: Length by Ownership

Share of Public Road Ownership (Length in Miles)



Source: FHWA (2017). HM-10. Public Roads: Length by Ownership

Millions of Average Daily Vehicle Miles Traveled in 2017



2017 average daily VMT was 747.9 M miles

26% of roadways are state owned, but 72% of VMT occurs on state-owned highways

Source: TxDOT FY 2017 / CY 2016-2017 Pocket Facts

Texas Safety by the Numbers (2017)

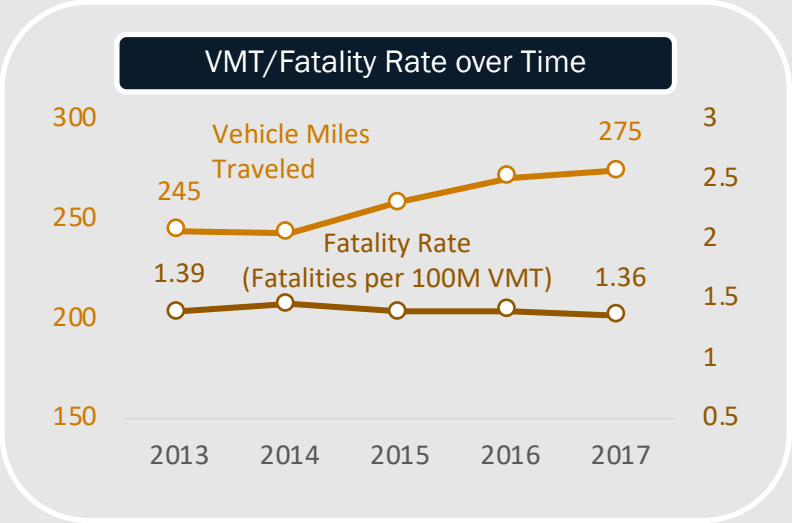
3,721 Total fatalities on Texas roads

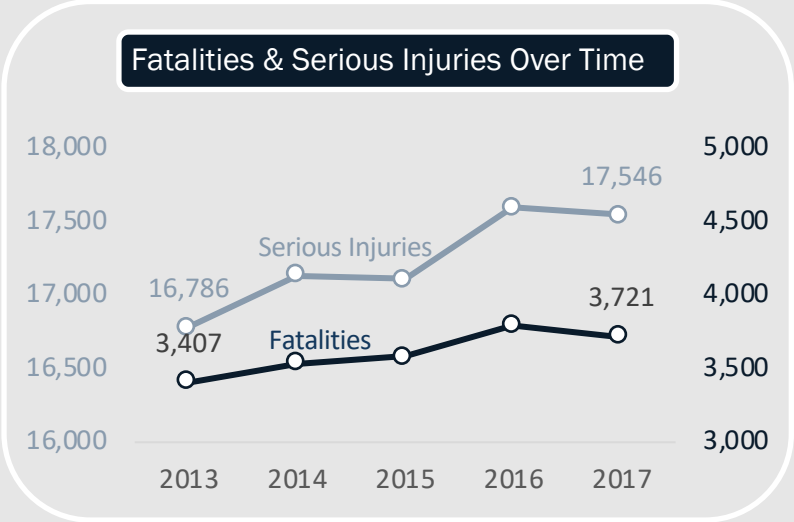
1,024 Alcohol-impaired driving deaths

17,546 Serious injuries on Texas roads

501 Motorcycle fatalities on Texas roads

The number of Vehicle Miles Travelled (VMT) have increased, yet the fatality rate has declined.





Source: Texas Motor Vehicle Traffic Crash Facts Calendar Year 2017

TxDOT Safety Initiatives

Projected growth in population and VMT will likely call for continued safety-related campaigns. However, new trends and technology may lead TxDOT to focus on different safety emphasis areas.

Texas Highway & Bridge Preservation by the Numbers

Highway/Bridge

87.9% TxDOT-maintained lane-miles in good or better condition

Source: TxDOT Performance Dashboard, http://www.dot.state.tx.us/dashboard/

54,000 Total bridges in the state

Source: National Bridge Inventory

91% Of all bridges in top two state condition groups

Source: TxDOT's Bridge Management Information System, 2017

100% Of districts with "good" average on-system pavement condition

Source: TxDOT, Conditions of Texas Pavements 2014-2017

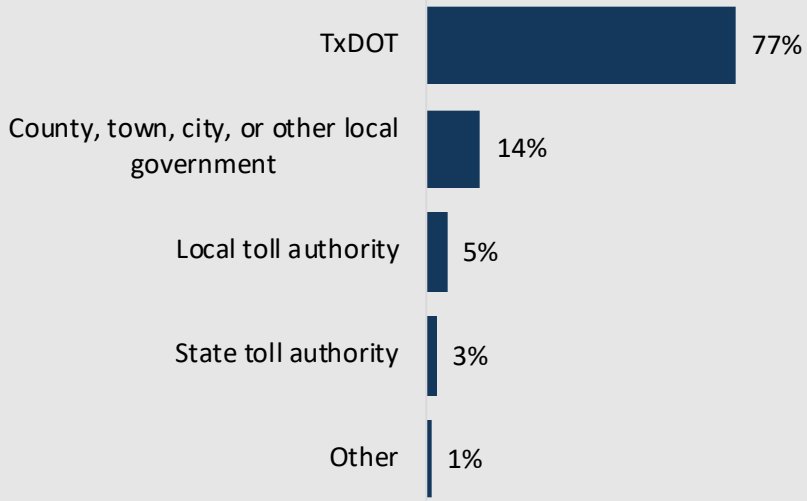
58% Increase in traffic on Texas bridges since 2000

Source: National Bridge Inventory, Bridge Condition by Functional Classification

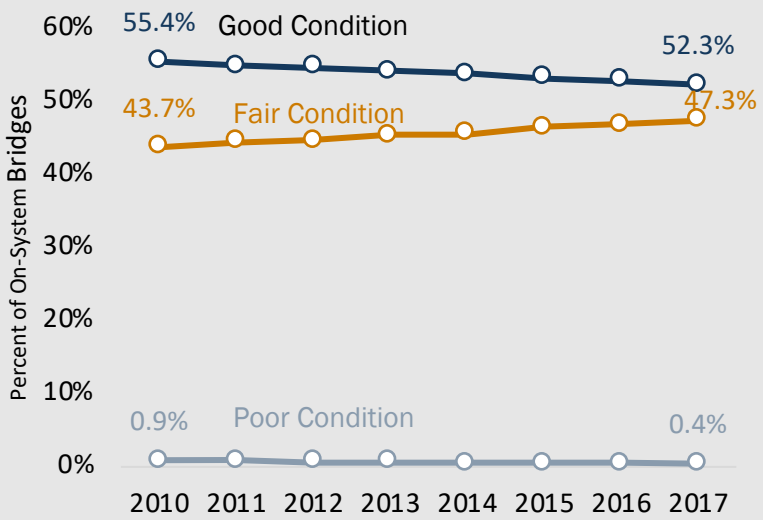
81% Decrease in share of traffic using 'poor' bridges since 2000

Source: National Bridge Inventory, Bridge Condition by Functional Classification

Share of Bridge Ownership (Deck Area)



TxDOT On-System Bridge Condition: 2010 through 2017



Texas Highway Congestion by the Numbers

Highway/Bridge

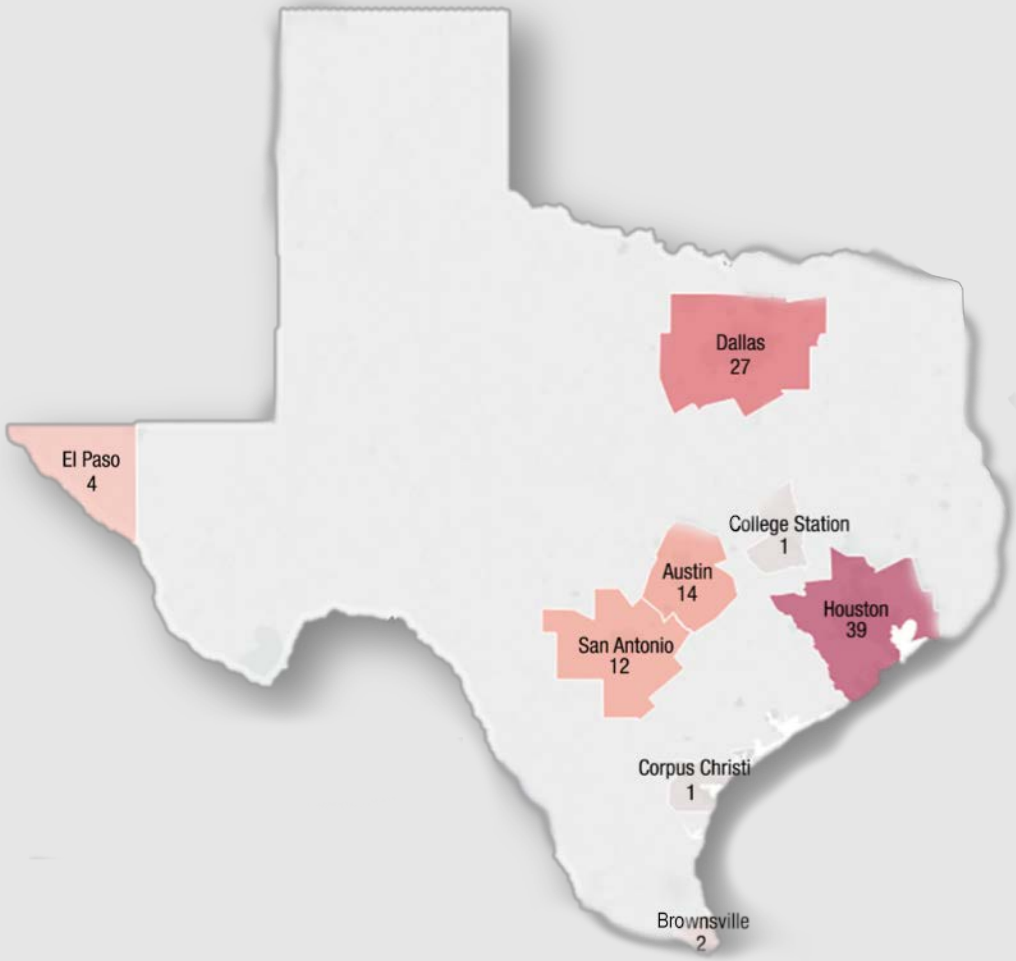
ITS

578M
Total Annual Delay
(person-hours)

215M
Total Annual Wasted Fuel
(gallons)

$11.6B
Total Annual
Congestion Cost

Metropolitan Areas with Texas's 100 Most Congested Roadways in 2018



Source: TTI, Texas' Most Congested Roadways 2018

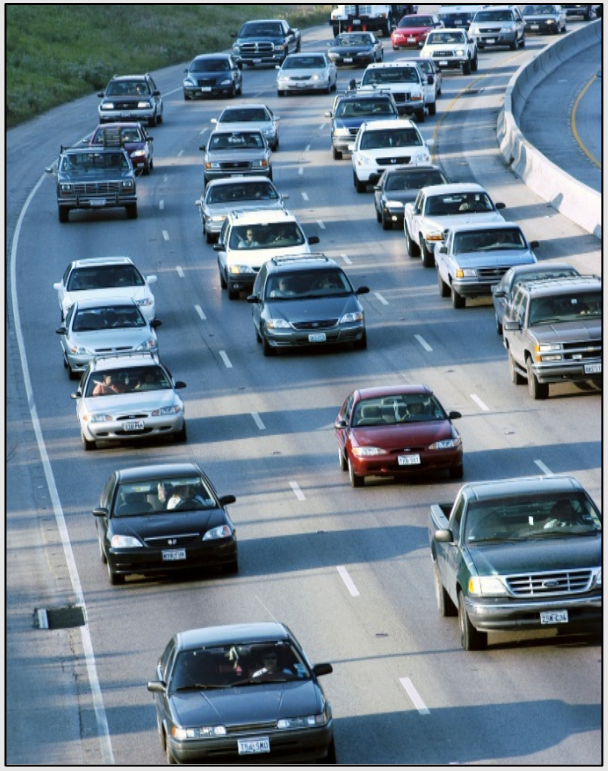
Highway/Bridge

ITS

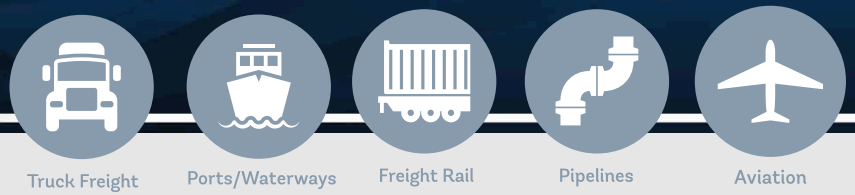
TxDOT's Highway Role

TEXAS CLEAR LANES

- Provide safe and reliable transportation
- Identify challenges, policies, programs, investment strategies and data needed to enhance highway mobility
- Preserve the state highway system at acceptable performance levels at the lowest possible cost
- Set design standards and provide construction oversight
- Monitor operations and deploy emerging transportation technologies



Texas Freight by the Numbers



21,861 Miles on the Texas Highway Freight Network

10,539 Miles of Texas railroads

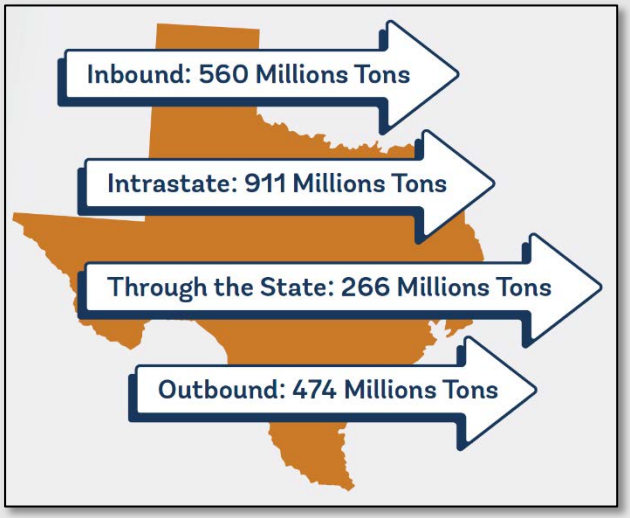
379 Miles of Gulf Intracoastal Waterway

21 Total ports

20 Commercial border crossings

7 Texas home to the top 7 air cargo airports by landed weight

2015 Texas Freight Movement

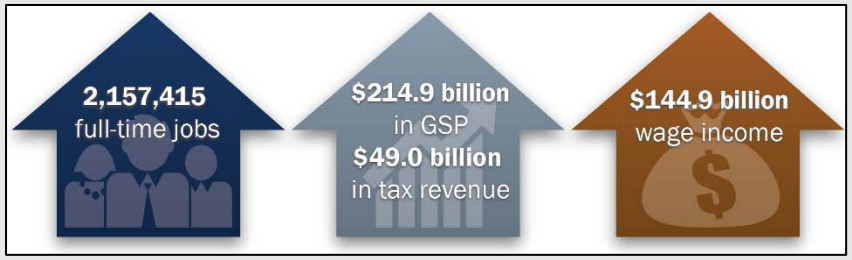


Source: TRANSEARCH, 2015, May 31, 2018 TxFAC presentation

2016 Texas Freight Tonnage by Mode (in thousands)

Source: Texas Freight Mobility Plan, 2017

Estimated Economic Impact of Texas Freight



Source: Texas Freight Mobility Plan, 2017

Texas Bus Transit by the Numbers

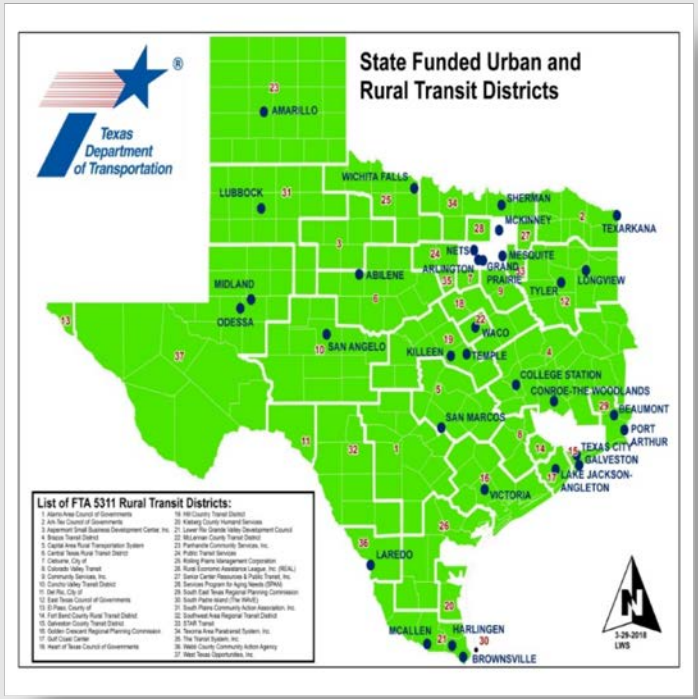
Bus Transit

30M Transit Trips on State-Funded Systems in 2017*

283M MTA & Public Transit Trips in 2017**

2,855 Transit vehicles (including buses & vans)

$597M Typical annual federal & state apportionments**



*State-funded urban and rural transit districts. **All public transit, including metro transit authorities.
Source: TTI 2017 Urban and Rural Area Transit Needs Assessment

Bicycling and Walking in Texas

Bike/Ped

45th 2016 National Ranking for combined commuters who bicycle or walk to work

25th 2017 National Ranking for Bicycle Friendly States (up from 30th in 2015)

2.41 per 100,000 capita — 2016 Pedestrian fatality rate per 100,000 people (National Avg. = 1.85)

2.33 per million capita — 2016 Bicyclist fatality rate (National Avg. = 2.6)

201%

Increase of bicycle traffic in Arlington, TX between 2011 and 2016

24%

NHTS respondents reporting safety as the reason for not biking more and say the cause is too many cars

Top 50 Most Populous Cities for Active Commuting

City	2016 National Ranking	% of Commuters who Walk or Bike to Work
Boston	1	16.7
Washington, D.C.	2	16.7
San Francisco	3	13.9
Seattle	4	12.9
Portland, OR	5	12.1
Austin	20	4.2
Houston	30	2.7
San Antonio	41	2.1
El Paso	42	2.1
Dallas	44	2.1
Arlington, TX	46	1.9
Fort Worth	50	1.3

**NHTS := National Household Travel Survey*

Texas Aviation by the Numbers

Aviation

52,014 Licensed Pilots

12,100 Based Aircraft

380 Runway Miles

264 General Aviation Airports

25 Commercial Airports

24 Reliever Airports

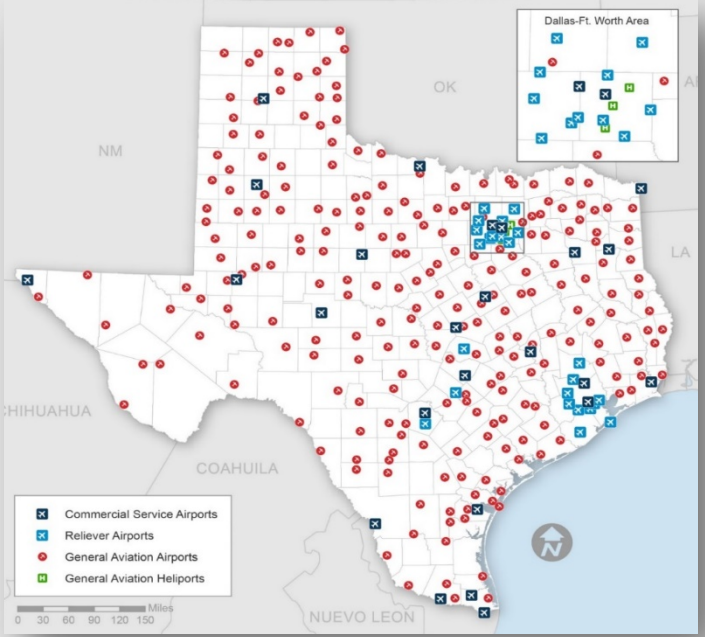
16 Public Heliports

11 Military Airfields

Estimated Economic Impact of Texas Aviation

Impact Type	EMPLOYMENT	PAYROLL	OUTPUT
Direct	490,404	$17.5 billion	$49.2 billion
Multiplier	288,551	$12.6 billion	$45.1 billion
Total	**778,955**	**$30.1 billion**	**$94.3 billion**

Source: Texas Aviation Economic Impact Study, 2018.



Passenger Rail by the Numbers

Passenger Rail

1,539 miles of Amtrak track

Source: 2016 Texas Rail Plan

19 active Amtrak stations in Texas

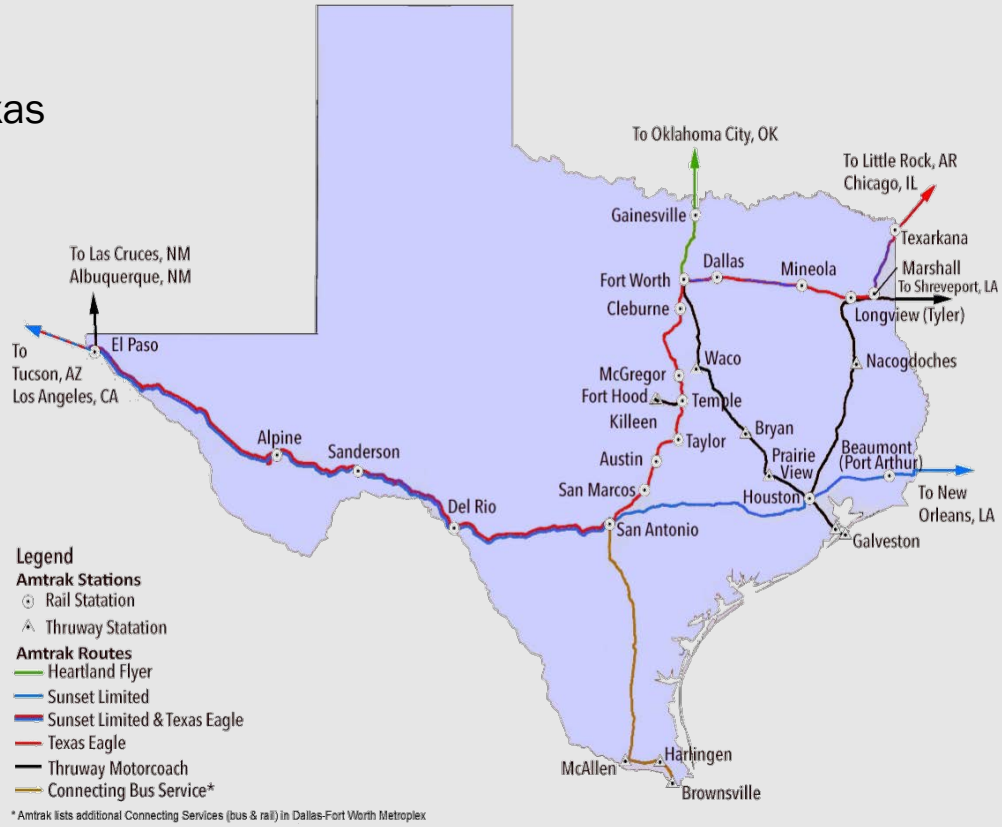
Source: 2017 Amtrak State Fact Sheet

8.8% increase in Texas passenger rail trips 2016 - 2017

Source: 2016 and 2017 Amtrak State Fact Sheets

Heartland Flyer	Sunset Limited	Texas Eagle
Daily	Triweekly	Daily
Fort Worth - Oklahoma City	Los Angeles - New Orleans	Chicago - San Antonio

Current Texas Amtrak Routes



Source: Spring Summer 2015 Amtrak. System Timetable

TxDOT's Environmental Work by the Numbers

11.7M

Tons of paper TxDOT has recycled since 1994

660,000

Gallons of alternative fuels consumed by TxDOT vehicles in FY 2017

31

Archeological sites excavated in the past 18 years

24% ↓

Decrease in Particulates

[24-Hour. PM2.5, 2002 → 2017]

28% ↓

Decrease in Ozone

(2000 → 2017)

42% ↓

Decrease in Nitrogen Dioxide

[Annual NO_2, 2000 → 2017]

78% ↓

Decrease in Carbon Monoxide

[1-hour CO, 2000 → 2017]

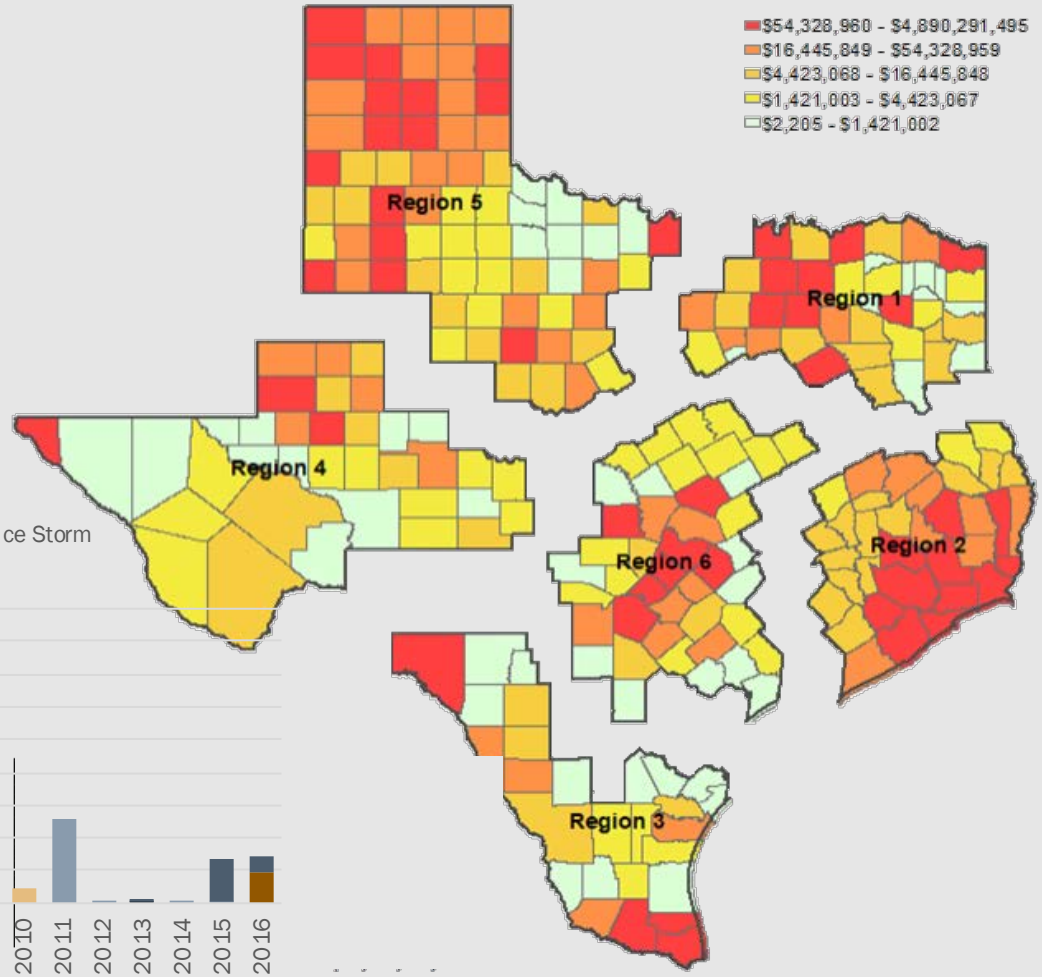
Source: Texas Commission on Environmental Quality Data
https://www.tceq.texas.gov/airquality/airsuccess

Texas Environmental Risk & Resiliency Quick Facts

$20.67B

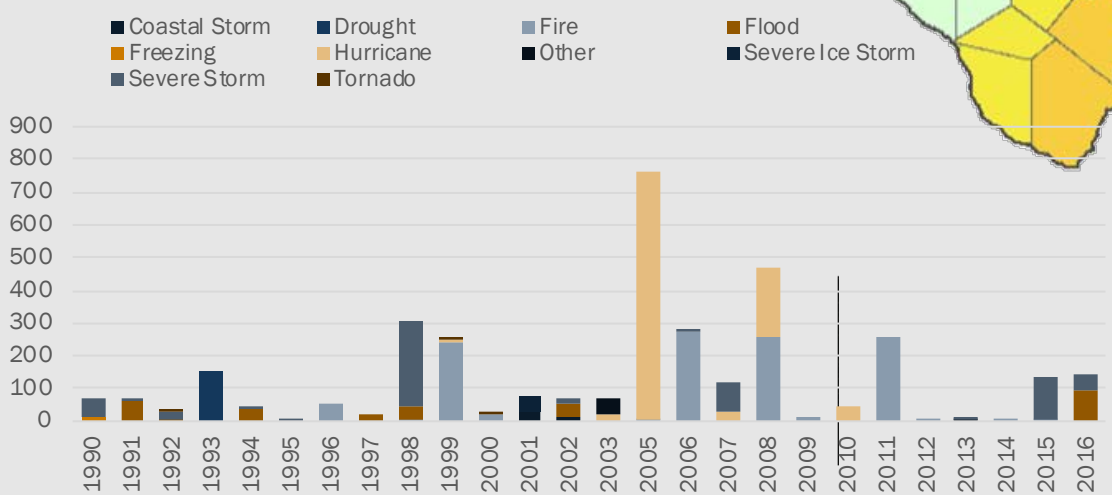
in projected weather-related losses in Texas over next 5 years.

Weather-Related Dollar Loss Forecast by County 2019-2023



Source: Texas Geologic Society

Texas FEMA Disaster Declarations by Type

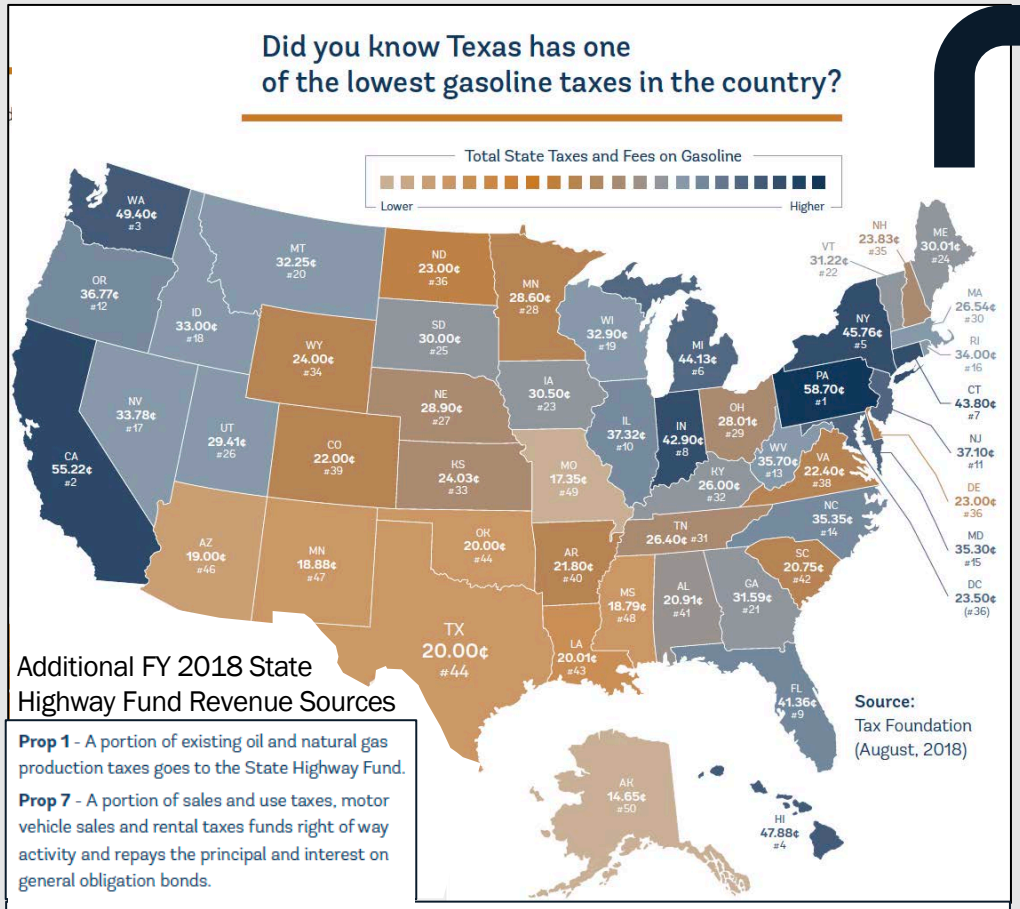


Source: FEMA

TxDOT Role's in Protecting and Preserving the Environment

- **Streamline project delivery** by integrating environmental considerations across agency activities with respect to:
  - **Lived Environment** - Air Quality, Community Impacts, Noise, Environmental Justice
  - **Natural Resources** – Water, Protected Species, Coastal, Farmland, Resource Use
  - **Cultural Resources** – Archeological, Historic, Tribal

Where does TxDOT's Money Come From?

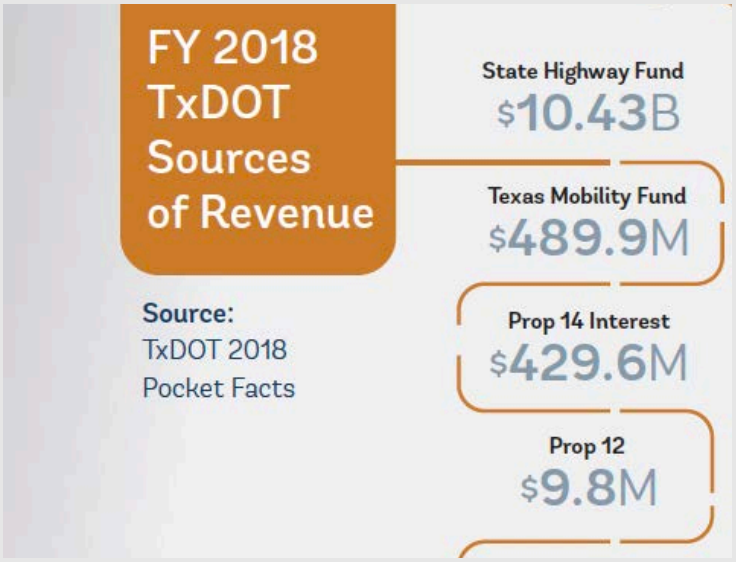


Additional FY 2018 State Highway Fund Revenue Sources

Prop 1 - A portion of existing oil and natural gas production taxes goes to the State Highway Fund.

Prop 7 - A portion of sales and use taxes, motor vehicle sales and rental taxes funds right of way activity and repays the principal and interest on general obligation bonds.

FHWA Reimbursements | Vehicle Registration Fee | Other Federal Funds | Local Reimbursements | Other Agency Revenue
Miscellaneous Revenue | Lubricant Sales Tax | Concessions and Toll Subaccounts | Loan Reimbursements & Interest
Depository Interest | Prop 14



$11.4B

FY 2018 TxDOT Revenue

How would you allocate your tax dollars?

What's Next?

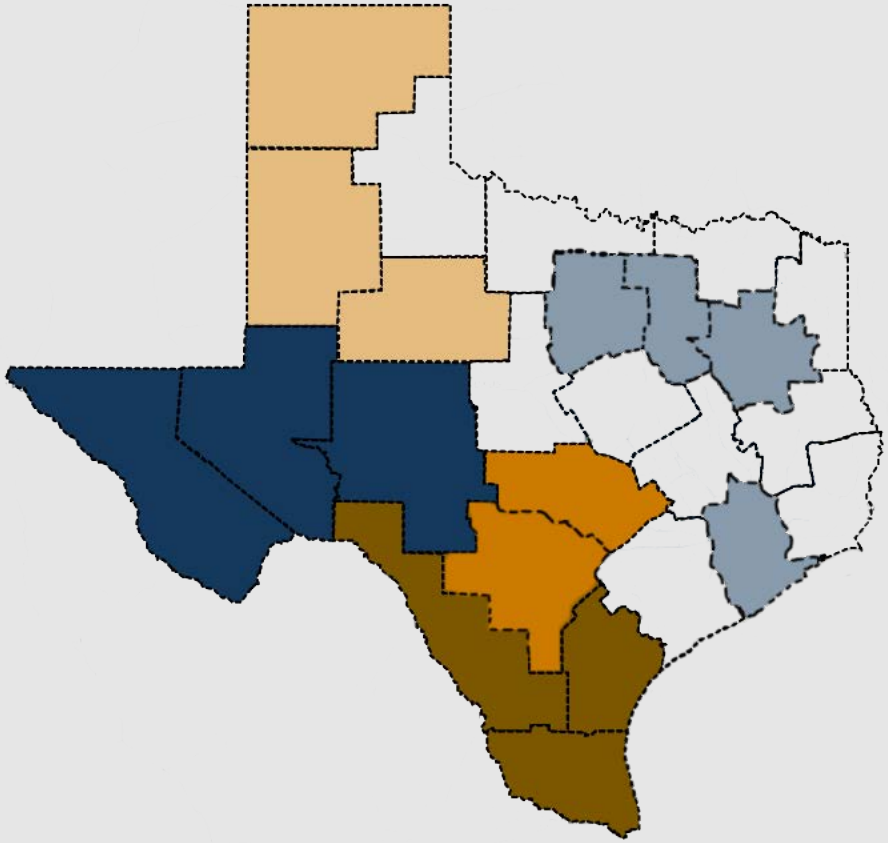
TEXASTRANSPORTATION PLAN2050

Fall 2018	Winter 2019	Spring/Summer 2019	Winter 2019
Outreach: Identify Stakeholders & Update Public Outreach Plan	Outreach: Round 1 Public Outreach & Virtual Open House	Outreach: Round 2 Public Outreach & Virtual Open House	
Collaboration: Form Technical Working Group (TWG)	Collaboration: TWG Meeting: Goals, Objectives & Measures	Collaboration: Implementation Strategies	Collaboration: TTP 2050 Adoption & Implementation
Plan Component: Data Collection & Modal Fact Sheets	Plan Component: Modal Needs Assessments	Plan Component: Scenario Planning	Plan Component: Executive Summary

Public Meeting Schedule

Round 1 of public meetings are occurring January through March 2019. Be on the lookout for our second round of outreach this summer.

San Antonio	January 29
Austin	January 31
Laredo	February 5
Corpus Christi	February 6
Pharr	February 7
Houston	February 19
Tyler	February 20
Dallas/Fort Worth	February 21
Abilene	February 26
Lubbock	February 27
Amarillo	February 28
El Paso	March 5
Odessa	March 6
San Angelo	March 7



WE NEED YOUR HELP!

- Tell us your priorities
- Take a survey
- Leave a comment
- Spread the word

Email: TTP_2050@txdot.gov

Web: TxDOT.gov (keyword search TTP 2050)

Social Media: @TxDOT

Mail: TxDOT TPP Division – TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas 78714-9217

TEXAS TRANSPORTATION PLAN 2050

Thank you for your attention.
We hope to hear from you.

YouTube

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Texas Transportation Plan 2050

1,403 views • Feb 19, 2019

15 1 SHARE SAVE ...

Round 1 Open House
Video Presentation Script

SLIDE 1

Welcome and thank you for being a part of the public process as we develop the Texas Transportation Plan 2050.

Your input will help the Texas Department of Transportation and the Texas Transportation Commission prioritize transportation investments throughout the state for years to come.

We want your thoughts on transportation challenges and concerns, as well as feedback on priority areas identified by the state.

SLIDE 2

By working together to refresh TxDOT's long-range strategic vision we are able to better serve you and the millions of visitors to the great state of Texas. The Texas Transportation Plan guides TxDOT's policy and decision-making by setting a 30-year, long-range vision for the state's transportation network. The plan is multimodal in that it covers all modes of transportation including roadways, freight and passenger rail, bicycles, pedestrians, aviation, ports and waterways and more.

By understanding your priorities, TxDOT will be able to better focus its investment strategies over the next 30 years. Further, based on direction received under the last two transportation bills, TxDOT now undertakes a performance-based planning process. This process requires the tracking of key performance measures to ensure transportation investments are making a positive impact in the safe, reliable movement of people and goods.

SLIDE 3

Ultimately, we want to hear your thoughts on how we can improve the state transportation system to better serve you and our Texas economy.

Given that this is a long-range plan, try to open your mind to future possibilities.

What will mobility look like in 30 years?

What do you want it to look like?

SLIDE 4

In addition to long range planning, TxDOT also conducts mid and short-range planning efforts to ensure projects that are needed, ready, and supported by the community -- move forward. They do this through two additional planning levels. The first is the Unified Transportation Program (UTP). The UTP is a 10-year plan that assesses the feasibility of long-range planning concepts and screens projects in the long-range plan to identify viable projects for advanced planning and construction. The Statewide Transportation Improvement program, or STIP, identifies the highest priority projects for construction funding over the next two to five years. STIPs are developed in cooperation with local metropolitan and rural planning organizations.

Your input on the long-range plan today will guide TxDOT's efforts in these other plans, thus impacting projects and investments statewide.

SLIDE 5

Today, we are asking for your feedback on the state's long-range goals and objectives. The plan goals are statements that lay out the desired outcomes for transportation in the state. The objectives are more specific actions taken to reach the desired outcomes.

Goals and objectives are important because they drive the direction of the agency's overall investment strategy. The Texas Department of Transportation has started to solicit feedback from a variety of stakeholders. We are traveling across the state to collect feedback from Texans just like you.

SLIDE 6

Transportation is important to every aspect of our life. From the food we eat to the clothes we wear, everything arrives to us via the transportation system, and anytime we go anywhere we use the transportation system.

These goals are broad in nature to help cover the multiple aspects involved. They were developed with input from subject matter experts and now we want your feedback.

The goals are designed to embody the most important aspects of the work TxDOT does, to fulfill the agency's mission, which is to deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

Please let us know which goals matters most to you, and if you feel anything is missing.

SLIDE 7

In order to deliver on the plan's goals, we need to be mindful of the challenges Texas faces over the next 30 years. While the future is uncertain, continued population growth is expected. Planning will be key to make sure our transportation system continues to operate at the current performance levels -- despite a rapidly growing population. Other challenges include preparing for emerging transportation technology – from self-driving cars to drones, as well as environmental risk and resiliency.

SLIDE 8

While Texas faces some transportation challenges, it also offers a tremendous amount of economic opportunity for individuals and businesses looking to relocate.

The Texas economy is projected to more than triple over the next 30 years with much of this growth fueled by a strong freight and energy industry. Looking at it from a different perspective, if Texas were a nation, it would rank as the 10th largest economy in the world. Texas is open for business and companies and people are making their way here.

SLIDE 9

People often say everything is bigger in Texas and that is certainly true for the roadway network. Texas has the largest public roadway network of any other state in the U.S with more than 300,000 miles of roads. TxDOT is directly responsible for more than a quarter of the state's roadways, and these state-owned roads ***carry nearly three quarters of all travel statewide!***

To keep this extensive network running smoothly, TxDOT's technical divisions constantly work to identify more effective strategies to improve system performance. From exploring new pavement designs to developing innovative ways to detect wrong way drivers – TxDOT crews are on the job.

SLIDE 10

Safety is TxDOT's number one priority. In 2017, there were 3,721 fatalities and 17,546 serious injuries on Texas roads. Crashes involving alcohol were one of the most significant crash types with more than 1,000, and there were more than 500 motorcycle fatalities.

However, these numbers do not tell the full story.

TxDOT has been tracking safety data for some time now. While the number of crashes is fairly large, they have not kept pace with the growth in traffic, meaning the rate of increase in fatal and serious crashes is lower than the rate of increase in overall traffic.

SLIDE 11

In addition to improved designs and operational support, TxDOT promotes safer driving habits through a number of campaigns and public service announcements on the most significant safety challenges.

Such topics include discouraging distracted driving, raising awareness of safety around construction zones and response vehicles, buckling up, and planning for times when alcohol use may impair safe driving.

TxDOT campaigns and PSAs are available for viewing on TxDOT.gov and are shared on social media channels throughout the year. Local districts are also encouraged to hold media and community events to help raise events around these important safety initiatives.

To get a sense of the impact of these campaigns one has only to look at the success of the TxDOT Click It or Ticket campaign. The initiative is estimated to have saved 5,473 lives, prevented more than 95,500 serious injuries and saved more than $20.7 billion in related economic costs from 2002 through 2017, according to the National Highway Traffic Safety Administration.

SLIDE 12

Adding lanes to our transportation system is of little use if we do not maintain the system that is already in place.

As our population grows and vehicle miles traveled increase, so too will our maintenance needs. Currently, 86.3% of TxDOT maintained lane-miles are in good-or-better condition. TxDOT has effectively managed costs by focusing on preventive maintenance which is less expensive than having to fully rehabilitate or replace pavement and bridges.

SLIDE 13

One of the downsides to a booming economy, is the increased congestion. As jobs relocate to Texas, so too, will the people. Unlike population growth that occurs naturally, growth through migration can actually have a greater impact on our transportation system as the people who move here may bring with them more drivers and more daily trips.

Currently, the state experiences 578 million-person hours of annual delay, which leads to 215 million gallons of wasted fuel every year and an estimated $11.6 billion in total congestion costs. TxDOT's goal moving forward is to manage congestion and help maintain current levels of congestion despite the increase in population.

SLIDE 14

The state hopes to fulfill their highway role by adding capacity, or lanes, in the state's most congested roadways through the Texas Clear Lanes program. Texas Clear Lanes is an initiative created by Governor Greg Abbott to identify and address the state's most congested chokepoints and work with transportation planners to get new roads built swiftly and effectively. The program targets funding for these congestion relief projects in the five largest metropolitan regions.

New technology is also expected to help maintain current levels of congestion and ensure the safety of the travelling public. As Intelligent Transportation Systems (ITS) get smarter, TxDOT traffic engineers will be better able to manage capacity on the system at various hours of the day.

SLIDE 15

Freight deals with the movement of goods. Everything you are wearing or that you consumed today came to you as part of the freight system.

Further, the movement of freight is the foundation of the Texas economy. For the past 14 years, Texas has been number 1 in the nation for exports.

Overall, Texas freight volumes are expected to grow from 2.2 billion tons to 4.0 billion tons over the next 30 years, due largely to our growth in population but also an expansion in international trade.

SLIDE 16

TxDOT is committed to providing travel options for its users, public transportation is an important element of the state's multimodal network. Including metropolitan transit authorities, Texans took 283 million trips using public transportation trips in 2017 alone. Unfortunately, public transportation is expensive and user fees typically do not cover the cost of providing the service. To that end, TxDOT invests around $600 million of its budget each year in public transportation.

TxDOT also provides financial, technical, and coordination assistance to rural and smaller urban public transportation providers through the TxDOT Public Transportation Division. The division works with local agencies to provide a safe, reliable network of transportation options so people can choose to do something other than drive their personal vehicles.

SLIDE 17

TxDOT's Public Transportation Division also works with Bicycle and Pedestrian programs, with a focus on safety. While Texas as a whole, lags behind other more bicycle friendly cities around the country, some cities like Arlington, have seen significant improvements in mode share. TxDOT also ensures state facilities are in compliance with the Americans with Disabilities Act.

Overall, TxDOT aims to provide more commuters the option to bike or walk to work by improving safety and providing connecting facilities. One way we do this is through Transportation Alternative and Safe Routes to School funds. These funds can be used for locally

sponsored bicycle and pedestrian infrastructure projects in communities with less than 200,000 people.

The next call for projects for both of these programs opens in February 2019. Workshops will be held across the state in February and early March to further discuss this opportunity.

SLIDE 18

Given the vast distances between population centers, air travel is often a necessity in Texas.

In addition to serving the needs of decentralized industry and other businesses, aviation offers many opportunities for the development and diversification of the state's economy.

The Aviation Division helps cities and counties obtain and disburse federal and state funds for reliever and general aviation airports included in the 300-airport Texas Airport System Plan. The division also participates in the Federal Aviation Administration State Block Grant Program, to help fund improvements for general aviation airports. While Commercial Service airports generate significant revenue to support their operations and maintenance, General Aviation airports have limited opportunity to generate self-sustaining revenue. These airports rely on public financing for capital improvements.

SLIDE 19

TxDOT works with private and public partners to provide passenger rail service throughout the state including over 1,500 miles of Amtrak track.

Over the next 30 years, TxDOT will need to decide how to best focus investments to improve service to meet ridership demand. Currently, TxDOT is working through a process with Texas Central Railway to provide high speed rail service between Houston and the Dallas. Should this effort prove successful, it could provide a model for future passenger rail projects in the state.

Because the majority of rail service is provided by the private sector, TxDOT's Rail Division serves a more supportive, coordinating role in the state's passenger rail system.

The division implements rail-related policies; performs infrastructure and operational analysis and rail project planning; monitors potential rail line abandonments; oversees rail-highway safety and rail inspections; and manages the South Orient Railroad.

SLIDE 20

Transportation has the potential to impact the human and natural environment in many ways. TxDOT takes the impacts into consideration throughout the entire planning process and tries to protect and preserve the state's community, natural, and cultural resources wherever possible.

TxDOT does its part to help reduce vehicle emissions throughout the state by incorporating alternative fuel vehicles in its fleet and reducing congestion.

SLIDE 21

Risk and resiliency is another growing environmental consideration at TxDOT. Most recently Texas experienced flooding caused by Hurricane Harvey and seen wildfires in Bastrop and other rural areas.

The Texas Geologic Society has forecasted the cost of weather-related incidents for each Texas county, and statewide – that cost is expected to be more than $20 billion over the next five years.

SLIDE 22

The Environmental Division at TxDOT focuses on streamlining the project delivery process and complying with federal requirements. This work requires looking at environmental considerations throughout the project development process.

TxDOT works to avoid impacts when possible, minimize impacts when it's impossible to avoid them, and mitigate for impacts when needed.

SLIDE 23

TxDOT's funding comes from a number of sources but the one you may be most familiar with is the gas tax, or motor vehicle fuel tax. While the gas tax is one of the largest contributors to the State Highway Fund, Texas still enjoys one of the lowest fuel tax levels in the country!

In all, TxDOT handled **$11.4 billion** in revenue to build, maintain, and operate the state's transportation network in the fiscal year 2018.

SLIDE 24

Again, we are excited you decided to join us today. Our work on the Texas Transportation Plan 2050 is just beginning. Following this round of public outreach, there will be additional research, analysis, and plan development work through the spring to revise the goals and objectives, develop measures of effectiveness, and start to look at needs by modes.

This will be followed by another round of public outreach that will occur in early summer 2019 before wrapping up with scenario planning and implementation strategies in the fall. Our goal is for final approval of the plan to take place at the end of the year so it can be released to the public in early 2020.

SLIDE 25

We're taking this show on the road through the month of March. We want to hear from people like you who live in different parts of the state. Here's where we'll be over the next couple of months. If you know someone who lives in another part of the state, please feel free to let them know we're coming to town.

SLIDE 26

As a reminder, we need your help! We appreciate you taking the time to join us and hope you will continue your participation by:

- Telling us your priorities
- Taking a survey
- Leaving a comment, and

- Spreading the word!

You can submit your comments using the contact information on the screen. You can also, join our information list by emailing us at TTP_2050@txdot.gov.

Thank you for your time and attention. We hope you will stay informed and stay involved. Together, we can keep the great state of Texas moving forward.

Round 1 Public Involvement - Documentation

- Round 1 Executive Summary
- Round 1 Comment Matrix
- Round 1 PI Log – Events Matrix

Texas Transportation Plan 2050
Round 1 Stakeholder Outreach & Public Involvement
DRAFT Executive Summary

Outreach Overview

The first round of Texas Department of Transportation (TxDOT) Texas Transportation Plan (TTP) 2050 stakeholder workshops and public open-houses were held January through March of 2019 at 14 locations across the state, along with a virtual open house made available to those unable to attend a public open-house in-person [for more information, please see the TTP 2050 Public Outreach Plan].

Stakeholders included local, state, county, and municipal government representatives, elected officials, local transportation agencies (including metropolitan planning organizations and councils of governments), representatives from ports and maritime commerce entities, representatives from active transportation organizations, and members of private transportation-related entities (oil and gas, Plains to Ports), as well as local TxDOT District personnel.

On each meeting day, the team held an afternoon stakeholder workshop and an evening public open house. In total, 235 stakeholders (in-person or called-in) and 138 members of the public attended the outreach events.

Region	Meeting Date	Attendance
San Antonio (SAT)	January 29, 2019	Stakeholder: 40 (Public: 36)
Austin (AUS)	January 31, 2019	Stakeholder: 16 (Public: 11)
Laredo (LRD)	February 5, 2019	Stakeholder: 19 (Public: 5)
Corpus Christi (CRP)	February 6, 2019	Stakeholder: 9 (Public: 1)
Pharr (PHR)	February 7, 2019	Stakeholder: 19 (Public: 4)
Houston (HOU)	February 19, 2019	Stakeholder: 31 (Public: 18)
Tyler (TYL)	February 20, 2019	Stakeholder: 14 (Public: 2)
*Dallas / Fort Worth (DFW)	February 21, 2019	Stakeholder: 21 (Public: 33)
Abilene (ABL)	February 26, 2019	Stakeholder: 8 (Public: 2)
Lubbock (LBB)	February 27, 2019	Stakeholder: 10 (Public: 6)
Amarillo (AMA)	February 28, 2019	Stakeholder: 7 (Public: 7)
El Paso (ELP)	March 5, 2019	Stakeholder: 17 (Public: 5)
Odessa (ODA)	March 6, 2019	Stakeholder: 12 (Public: 5)
San Angelo (SJT)	March 7, 2019	Stakeholder: 12 (Public: 3)

** Meeting held at the North Central Texas Council of Governments (NCTCOG) office included TxDOT Dallas and Fort Worth Districts, while all other meetings were held at the corresponding TxDOT District Office*

The purpose of the meetings was to:

- Gather stakeholder/public feedback on i) statewide goals and objectives, ii) potential future challenges and regional needs, and iii) environmental issues; and

- Inform stakeholders/public of i) TxDOT's multimodal roles, responsibilities, and planning processes, ii) current performance levels and trends, and iii) general funding levels and expenditures.

Individual meeting summaries were prepared and are published separately. This document summarizes the findings across the regions, including responses to facilitated questions, transportation usage survey results, and submitted comment cards.

Stakeholder Meeting Overview

At each of the stakeholder meetings, TxDOT staff and the contracted consulting team explained the purpose of TTP 2050. It guides TxDOT's policy and decision-making by setting a 30-year, long-range vision for the state's transportation network. The plan is multimodal in that it covers all modes of transportation including roadways, freight and passenger rail, bicycles and pedestrians, aviation, ports and waterways, and more. Texas is facing tremendous growth and with this growth comes challenges. The TTP 2050, once adopted, will provide policy guidance that informs the more near-term Unified Transportation Plan (UTP) as well as the Statewide Transportation Improvements Plan (STIP). The TTP is updated every four years. Please refer to the Stakeholder Workshop PowerPoint Presentation that was presented at the meeting for additional detail.

Draft Goals and Objectives

After the presentation, stakeholders were asked to respond to three questions related to the goals and objectives. The following tables summarize their responses and where their responses overlap.

What's missing from the draft goals and objectives?

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Improving the use of technology		¢			¢	¢	¢		¢	¢	¢	¢	¢	¢
Need greater emphasis on multimodal solutions such as transit and bicycles	¢				¢	¢				¢	¢	¢		¢
Funding should be its own goal			¢			¢			¢	¢			¢	¢
Add aviation and freight	¢						¢				¢		¢	¢
Input from local governments			¢		¢							¢		¢
Inclusion of scooters and electric bicycles to be more inclusive when talking about micromobility	¢				¢							¢		
Consideration of differences between urban and rural areas particularly when it comes to safety concerns	¢		¢								¢			

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Communication with local and private entities needs to be emphasized			¢		¢									¢
Environmental impacts by mode				¢							¢			¢
Need a goal encouraging greater coordination between three levels of government					¢							¢		¢
Support for economic development was not explicit	¢			¢										
Need to mention ports in the plan				¢								¢		
Incident clearing times as they relate to safety								¢	¢					
Need to mention passenger and/or high-speed rail											¢			¢
Need to include all emergency responders not just law enforcement	¢													
Importance of redundancy in addition to resiliency	¢													
Ways to save money by increasing efficiencies within TxDOT	¢													
Meeting the state's growth in both employment and population		¢												
Need to mention educating the public					¢									
Need to mention enforcement					¢									
Need to mention regulations that guide the process					¢									
"Movement of people and goods"						¢								
Minimizing disruptions to businesses and communities during construction						¢								
Need to mention air quality								¢						
Need to mention environmental justice								¢						

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
When talking about delivering the right project, need to also include the right mode								¢						
Remove “reduce user cost” and replace with “more equitable user cost” or more “efficient use of user cost”								¢						
Change “reduce congestion” to “reduce congestion where applicable/appropriate”								¢						
Need to mention relationship between land use and transportation								¢						
Need to enhance signage									¢					
Discussion on opportunity costs of doing high dollar projects									¢					
Risks of only planning for single occupancy vehicles (SOVs)									¢					
Risks associated with climate change									¢					
Optimizing the performance of the existing system									¢					
Need to mention cultural resources										¢				
Need to mention hazmat											¢			
Need discussion on a methodology for determining priorities													¢	
Consideration of regional travel issues													¢	
Need to mention connectivity														¢

What concerns you? What might be hard to accomplish?

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Balancing the vastly different needs of urban and rural areas of the state	¢					¢		¢		¢	¢	¢	¢	
How to plan for technology and its transformative nature, i.e. connected/autonomous vehicles				¢	¢		¢	¢	¢			¢	¢	
How to fund transportation infrastructure	¢					¢		¢				¢	¢	¢
Preserving infrastructure with the amount of growth anticipated over the next 30 years	¢					¢		¢				¢		¢
How to fund transportation projects in rural areas more equitably			¢					¢		¢		¢	¢	
Accountability and transparency				¢		¢		¢				¢		
Finding ways to create equity across modes	¢					¢					¢			
Ways to efficiently deliver multimodal projects and optimize operations on existing facilities			¢			¢			¢					
How to create a self-sustaining transportation system					¢	¢		¢						
Securing political support	¢												¢	
Improving quality of life		¢	¢											
Alternative strategies that help manage travel demand should be listed, as well as HOV lanes		¢				¢								
Prioritize vulnerable users such as people on bicycles and pedestrians						¢						¢		
Population estimates and how they would be used in the planning process							¢						¢	

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
The need to advance Ports to Plains and high-speed rail programs									¢					¢
How to work with local governments (international governments) on projects										¢		¢		
How to maintain cultural assets		¢												
Work zone safety and the use of technology to promote safety needs to be mentioned		¢												
Veterans need to be specifically identified under "invest in people"		¢												
Growing cities need more amenities such as traffic signals to be able to adjust to the growth		¢												
Congestion – it impacts quality of life, leads to lost productivity, and also leads to pollution			¢											
How to better plan land use for cities and counties					¢									
How access management is being handled across the region					¢									
Look at using porous materials that do well in flood conditions						¢								
Legislative caps on city taxes							¢							
How to work seamlessly with law enforcement to enforce safety									¢					
More coordination between districts and divisions/Austin										¢				
How local plans fit with national plans for truck lanes, railroad freight, and freight conveyance												¢		
How to keep up with performance measures												¢		

What do you feel is good or on point?

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Enhancing safety	¢				¢		¢			¢		¢		
Sustainable funding	¢			¢									¢	¢
Making freight movement more efficient	¢				¢							¢	¢	
Protecting cultural resources	¢							¢			¢			
Preserving existing infrastructure					¢			¢				¢		
Improving bicycle and transit facilities	¢									¢				
Improved coordination with stakeholders and partners		¢		¢										
Explore travel demand management strategies to reduce peak hour demand		¢											¢	
Incorporate environmental considerations earlier in the process		¢					¢							
Use of population clusters or density clusters versus residential as a positive	¢													
Improving coordination in rural areas	¢													
Everything presented was good and on point			¢											
Enhancing communities				¢										
Promoting mass transit					¢									
Connecting systems across modes, between roadway facilities and rail ports							¢							
Protecting natural resources											¢			
Protecting historic resources											¢			
Delivering the right projects														¢

Future Challenges and Regional Needs

Participants were then presented with information on future statewide challenges and regional needs specific to their district. The information included data on statewide long-term challenges including population growth, emerging technology, and environmental risks. They were also provided information on the growing economy, current performance measures including safety and associated existing conditions for highway usage, congestion, and reliability, as well as pavement and bridge performance. The regional conditions portion of the presentation was tailored for each meeting. Following the presentation, participants were asked to share their thoughts about regional needs. The following table lists their responses and areas of overlap.

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Increased truck traffic will require additional funding for maintenance			¢							¢	¢		¢	¢
The length of time it takes for environmental and to build projects.			¢			¢		¢					¢	¢
Providing multimodal transportation options in order to address the needs of an aging population and get people out of single-occupancy vehicles and into other modes	¢			¢		¢				¢				
Need to accommodate bicycle and pedestrian mobility in general					¢	¢	¢	¢						
Funding to keep up with maintenance is a major issue					¢					¢	¢		¢	
Challenge with GPS directing truck traffic onto routes that cannot handle heavy loads							¢				¢		¢	¢
TxDOT should work with city and county officials to establish future right-of-way preservation and planning	¢	¢												
Addressing travel demand and congestion at its source				¢		¢								
Funding for the 20% local match is a challenge					¢								¢	
Need four-lane divided roadways instead of super twos											¢			¢

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Congestion and how it affects people's ability to get to work on time, the ability for emergency responders to get to calls in a timely fashion, and incident response times	¢													
Bexar County's nonattainment status	¢													
New highway from Elgin to Houston		¢												
Increased traffic at the Y – needs to be studied for potential safety improvements		¢												
Need urban growth connections that are fast and reliable		¢												
SH 45 at I-35 is experiencing bumpy pavement conditions		¢												
Austin needs redundancies added to their system		¢												
Border cities should get to add their sister cities across the border to show impacts and needs for the region			¢											
Regardless of Laredo's population growth, its freight will continue to grow due to its position on the border			¢											
Moving freight through the region in an eco-friendly, efficient, pro-active way				¢										
Planning with consideration for seasonal traffic and hurricane evacuation routes				¢										
Reducing pedestrian fatalities through pedestrian education				¢										
Need to upgrade US 77, SH 281, and US 83					¢									

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Need greater connectivity between county and local roads to the state system					¢									
Reduce congestion at international crossings					¢									
Improving highway safety by reducing the speed limit					¢									
Need to go from two lanes to four lanes on US 287 and SH 19							¢							
Need for additional capacity on I-20 because it is congested at all hours of the day							¢							
I-20 bridges are too low and need to be raised							¢							
Need for a road diet on Gentry to accommodate bicycle and pedestrian facilities							¢							
Need to separate vehicular and truck traffic on I-30							¢							
Need alternative transportation to revitalize downtown Mineral Wells								¢						
Truck traffic in downtown Waco creates a reliability issue								¢						
Pedestrian design criteria for TxDOT needs to be reexamined								¢						
TTP 2050 should reference MPO plans where they exist								¢						
Increased rest areas on I-20 with increased truck parking									¢					
Improved horizontal geometry on I-20 – currently designed for 50 mph but drivers typically go 100 mph									¢					
Conversion from two-way frontage roads to one-way frontage roads on I-20									¢					

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Add cable barriers to Tier 2 and 3 roads to make them safer									¢					
General concerns about flooding and low water crossings									¢					
US 83 needs a historic resources study									¢					
Abilene District needs additional ITS resources									¢					
Need additional funds to support future missions at the Air Force Base (AFB)									¢					
Interested in high-speed rail from Abilene to Dallas									¢					
Congestion in Seminole – it can take four cycles to get through a traffic signal and roads in Seminole are Tier 1 oil field roads										¢				
Distracted driving in rural areas										¢				
Speeding and excessive traffic on US 82 has led to numerous fatalities										¢				
Excessive driveways plus high-speeds has made Sherman-Denison dangerous										¢				
Need dedicated turning lanes at intersections on two-lane highways											¢			
Need to match the speed limit to the contextual surrounding of the area											¢			
Soncy Road has so many driveways it is operating as a regular downtown street and not a highway											¢			
VFW Highway has 17 new developments planned which will create a safety hazard											¢			

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
TxDOT funding is too formulaic and needs to be revisited												¢		
Crossing into the US from Juarez takes longer than crossing at Laredo or Del Rio due to infrastructure constraints and congestion												¢		
I-10 Go took 1 segment off the top 100 most congested roadways and since then two others have risen on the list												¢		
Need to consider improvements to SE FM 1110 and other FMs in El Paso County												¢		
I-10 on west side is only two lanes from Mesa to Artcraft with no ramps - residential growth is coming – needs funding												¢		
Railrunner in New Mexico is considering a connection to El Paso and also looking at passenger rail from Juarez												¢		
Super twos for SH 176 are not coming in fast enough – road may already need four additional lanes													¢	
Odessa experiences a high number of bridge strikes, approximately 100/year													¢	
With regards to I-20 stakeholders said it can be hard to exit because the four-way stops cause traffic to back up onto highway													¢	
Two-way frontage roads are terrible													¢	
Need passing lanes on two-lane roads													¢	

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Need to add more deceleration lanes to avoid trucks making sudden stops													¢	
Need cell phone pull off areas due to oil/gas industry regulations													¢	
Need parking for freight trucks													¢	
Local truck stops are congested and affecting local street network													¢	
Need traffic loop in Pecos City in Reeves County													¢	
Odessa is revisiting freight study because the original study did not address energy													¢	
McCulloch County has a great amount of needs and could benefit from a truck relief route														¢
Recent inclement weather events have put significant stress on bridges, one in particular is the Kim Goldwater crossing at McCulloch County														¢
Participants also expressed a need for greater connectivity from San Angelo outward														¢
US 87 is currently a four-lane highway, but north and northeast corridors would greatly increase regional connectivity														¢
I-14 and I-27 have been discussed for 20 years without much action														¢

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
A relief route around the city is currently underway but additional funding is needed to finish it and there is already heavy use of the facility on the east and south ends of the route														¢
There is a desire to bring larger freight corridors through the region, but the state's emphasis is on I-35														¢

TxDOT ENV Beyond The Road

TxDOT Environmental Affairs Division (ENV) was provided a half-hour to introduce the Beyond The Road program and campaign. Stakeholders were presented information on ENV's role within TxDOT and the environmental compliance focus areas. They were also introduced to the Beyond The Road campaign that highlight's TxDOT's environmental excellence stories. Participants were then asked to share what environmental issues were most important to them or their district. The following table lists the responses by district and also identifies areas of overlap.

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Impacts on air quality	¢				¢	¢		¢				¢	¢	
Need more public involvement earlier in the process			¢			¢		¢		¢				
Environmental process can be time intensive and costly for the project – could be streamlined				¢				¢						¢
Water rights and water resources									¢	¢				¢
Protection of historic bridges	¢								¢					
TxDOT needs to talk to local governments about what cultural resources they think are important, not to rely on stakeholders		¢								¢				
Engineers and developers are not familiar with the environmental process			¢							¢				

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Impacts on agricultural lands					¢				¢					
Need better communication between historic preservation officers and related resources										¢				¢
Increasing resiliency while also mitigating environmental impacts	¢													
Federal agency staffing issues can often lead to local delays for studies and projects	¢													
Concerns about new highways being built through dwindling historic ranches, farms, and agricultural lands	¢													
Water quality and impervious surfaces especially in the hill country are an important environmental concern		¢												
Need to be able to maintain roads after TxDOT builds them		¢												
Would like more information on the mammoth discovery			¢											
TxDOT needs to do a better job of publicizing their success stories				¢										
Impacts that wind turbines have on monarchs and birds					¢									
Impacts to wetlands							¢							
Air quality conformity process needs to be more flexible								¢						
Impacts of overweight loads during summer months									¢					
Wildlife crossings									¢					
Interested in oral histories for the helium plant											¢			

Comment	SAT	AUS	LRD	CRP	PHR	HOU	TYL	DFW	ABL	LBB	AMA	ELP	ODA	SJT
Concerned about TxDOT's work on the loop because they felt they were losing the identity of the county seat											¢			
Concerned about hazardous material route planning for Duma (told it is the city's responsibility)											¢			
Biggest concern is getting contractors who know and use local flora and fauna in their landscape designs												¢		
Need to work more with locals to help get their projects through NEPA so projects move forward that complement TxDOT projects												¢		
Concerned about overcrowded living conditions on unpermitted properties with 15 RVs operating off of one or two undersized water houses													¢	
Dark skies initiatives for road lighting													¢	
Need to consider Native American resources in transportation planning														¢

Comment Card

Finally, stakeholders were asked to fill out a comment card where they were free to comment on any part of the meeting. The following summarizes the comments received by the category of topics. The comments submitted below are representative of all the comments received.

Active Transportation

- Explore off road, side paths for people who ride bicycles.
- Sidewalks are broken, lacking, or need to be replaced.
- Need more bicycle and pedestrian awareness.
- Bicycle and pedestrian projects are relatively low cost.
- How can a neighborhood or community invest in a bond or project for their community rather than wait for government agencies to plan?

- Provide detours for vulnerable users during construction.
- Every driver begins and ends as a pedestrian: sidewalks, crosswalks, and adequate lighting are crucial.
- Provide support for entire communities without sidewalks, especially schools.
- Enhance safety by promoting safe bike/pedestrian intersections and movements.

Aviation

- I would like to see an international terminal built between Austin and San Antonio that can handle non-stop flights to every major world city.

Environmental

- How will we handle car emissions as we are not tested for them?
- Look at impacts of transportation on butterfly and birding in terms of eco-tourism.
- When improving drainage or outfalls, not only design for capacity but also design to be visually appealing so they can serve dual purpose as parks.
- TxDOT should lead the nation and develop/promote alternative fuels and modes of transportation.
- Need more transparency from TxDOT. Before TxDOT decides to fund a project that was designed 10 years ago, they need to require new public involvement and traffic analysis.

Freight

- Look at international impacts on freight including Panama Canal, Matamoros, etc.
- Rural rail district offers freight alternatives but lacks needed funding.
- Restrict oversized loads from traveling in July-September because it is so hot the weight can damage the roads.
- Truck traffic is a major concern for the Permian Basin. Truck parking facilities are needed.
- Local truck stops are impacting the travel network with added congestion.
- The more we can separate freight movement from other traffic, the better.

Funding

- Please reconsider any and all user fees on electric vehicles as we should be encouraging their use to minimize impacts to air quality.
- Provide equitable funding across the state.
- Revisit funding forecast.
- Consider an alternative to the gas tax for funding.
- Grow and maintain sustainable funding.

General

- Look for ways to save money and do work efficiently.
- How will other plans be included in this process?
- It would be helpful to know resources available to present at community meetings.
- Design a city for aging in place.

Goals and Objectives

- The goals are good but may need to be prioritized in order to give Districts better direction.
- The City of Arlington supports the goals and objectives of the TTP 2050.
- Need objectives about keeping pace with tech in marketplace.
- Objectives should be adopted as written.

Multimodalism

- I would like to see a paradigm shift away from SOV travel; I feel it's very important!
- TxDOT needs to shift away from car-only planning.
- Need more emphasis on intermodal connections.
- Change TxDOT policies from moving more cars faster to moving more people safely.
- We need two-way HOV/HOT lanes connecting activity centers along all radial corridors in Houston.

Maritime

- Texas needs ferries like the Great Lakes and New Orleans to move drivers of personal and commercial vehicles to other eastern states in the Gulf.
- Look beyond roads to waterways. TxDOT is a sponsor of the Intracoastal Waterway and TTP 2050 should stress importance of waterway transportation.

Performance Measures

- Consider equity in project prioritization.
- Consider metrics that support resiliency in mobility.
- Consider projects that reduce greenhouse gas emissions in non-attainment areas of the state.
- Elevate equity in decision-making using data and analytics.
- No loss of life by traffic collision is acceptable and we should design our streets to prevent fatalities and serious injuries.
- Public health and quality of life impacts should be prioritized and weighted at the forefront of any project.

Public Involvement

- PowerPoint graphics were difficult to see due to color choices.
- Prioritize educating public on current and future issues and alternatives.
- Interested in more information and follow-up meeting.
- Very informative. Good insight for residents of Texas.
- Not enough notice about the meeting.
- Outreach, outreach, outreach.
- I like the "public house" format of the meeting but doubt many local public citizens will attend.
- Good meeting with lively comments.
- Excellent materials, thank you for hosting this event.
- Conduct statistically valid surveys before implementing any improvements to make sure people will use them.

- Very informative. I learned a lot.
- Thank you for the opportunity to participate. Looking forward to the implementation of the goals and objectives.
- Really good information. Covered much more than I expected.
- Consider going to a “rural” location for input to get folks from a smaller municipality.
- Wish environmental video incorporated public transit or trains and not just highway widening.
- Not all who attended had opportunity to participate. Please be fair to all and allow them to ask questions without being cut off.

Rail

- Revisit intercity rail between San Antonio and Houston.
- Need a faster way to get to Austin from San Antonio.
- Texas needs elevated trains like Chicago and high-speed rail in between cities like Germany.
- Consider having parallel rail traffic throughout the state to allow for movement of freight and passengers.
- High-speed rail should still be one of our long-range goals, especially in the Texas Triangle.
- The rail portion of the plan needs to be bolstered. When compared to other major metro areas, Dallas and Houston are somewhat behind.

Roadways

- Cibolo is a high growth area and needs a road to IH 35, FM 78, and IH 10.
- Build and expand roads and highways to safely move people and goods around the state.
- Building and maintaining roads to assist millions of Americans moving to Texas has to be the highest priority.
- Hwy 355 underpass in Mathis, TX is only 14 ft high and causes an issue for trucks that are passing through. It needs to be redesigned or have the truck traffic rerouted.
- Need to add lanes to IH 20 in Van Zandt County and all of Tyler District IH 20.
- Loop 335 needs to be completed to be a true loop to ease downtown truck traffic.
- TxDOT should work with Amarillo to mow and beautify I-40.
- I would like more information on the President George Bush Turnpike, US Hwy 80 and other projects in eastern Dallas/western Koufman [sic] counties and how TTP 2050 will affect them.
- On ramps do not seem to give people enough time to increase speed before merging into traffic.
- The Permian Basin needs improved roads to include turn lanes, paved shoulders, etc. I-20 resiliency is severely impacted due to crashes.

Technology

- Need to take into consideration future and emerging technologies.
- Digital billboards are incredibly more distracting than stationary billboards
- El Paso is so far behind in technology in every aspect but especially the camera system [at] TransVista.

Transit

- Bus depots are typically in high crime areas that attract undesirable people and walking from these locations is unsafe and a deal breaker for most people. Makes mass transit difficult.
- We need help. The best place to build mass transit is often in/under/adjacent to TxDOT ROW, especially near downtown or high-density areas.
- TxDOT needs to begin devoting significant resources to public transportation and mass transit projects.
- Need increased access to public transportation for vulnerable populations near medical facilities.
- Not enough is said or done in regard to public transportation. I am proposing free public transportation for over 350,000 seniors (www.sanantoniosss.org).
- TxDOT needs to invest heavily in public transportation, specifically high-speed rail, in order to meet the goals identified in TTP 2050.
- Public transit is not be [sic] TxDOT's responsibility. It should be handled by local transit agencies.
- A two-way barrier protected HOV lane is critical to Houston's high capacity transit future.

Conclusion

As expected, and considering the size and diversity of Texas, topics varied depending on the region of the state where the meeting took place. Regardless of the location, several common themes emerged. First, funding seemed to be top of mind for most stakeholders. Rural districts seemed particularly concerned with the distribution of funding and the sense that they were not receiving enough funds to meet the increased demand on their roadways from the oil and gas industry, trucks that are inadvertently diverted by GPS applications, and their own increasing populations. Urban districts seemed overwhelmed by increasing congestion and the need to provide multimodal solutions that are not only costly but also somewhat outside of TxDOT's typical project types.

Another theme that emerged is a growing concern about how to plan for emerging technologies and particularly connected and automated vehicles. Most districts were quick to point out the omission of technology in the goals and objectives and talked about their own frustrations about how to model for traffic patterns that are completely unknown to them at this point. The sense is that many of the districts are looking to the statewide plan to provide some of this direction and guidance so that the districts can follow.

Finally, the third major theme that emerged from the stakeholder meetings is the sense that funding going to be even more strained as freight increases. Already, cities and counties in rural districts are talking about the impacts of heavier trucks and loads on their roadways. As the number of freight vehicles increases, the frequency of the maintenance required for roadway network will, too. When you consider TxDOT already has a considerable shortage in funds to meet current transportation demands, this additional wear and tear will only serve to amplify the current funding problems. With regards to Beyond The Road, most districts seemed receptive to the campaign but several felt that it was missing a discussion on air quality, water resources, and a discussion regarding impacts to agricultural lands.

TxDOT TTP 2050 R-1 Comment Matrix (Jan/Feb/March, 2019)							
Commenter Number	Meeting Location/Comment Source	Comment Date	Commenter Name	Organization	Texas Transportation Code Response	Comments	Response
1	SAT/Comment Card	1/29/19	Diane Rath	AACOG		The graphs in the Power Point are very difficult to see due to the color choices-If not redone, distribute handouts.	
2	SAT/Comment Card	1/29/19	Wayne Peters	New Braunsfels City Council D-5		Most visuals were not readable from middle to back of room. Is the presentation available online? It should be if not.	
3	SAT/Comment Card	1/29/19	Arnold Dollase	Castroville EDC		Information and follow-up meeting will be of interest.	
4	SAT/Comment Card	1/29/19	Lydia Kelly	Bike Texas		Great meeting. Good participation from stakeholders. Thanks for including me as a multi-modal enthusiast.	
	SAT/Comment Card					Off road side paths for people who ride bikes . They work in other states like Minnesota and Colorado, and they have brutially cold winter. But people ride year long. "Build the System" and it will get used, especially when you connect facilities at the end of transit to employers. Please note-maintenance and building their faciities are quite less than facilities for heavy vehicles. Bike facilities should be seriously considered with ALL the roadways-City, County and State. And not be removed without looking at all possibilities-Like what is happening on Broadway (San Antonio).	
5	SAT/Comment Card	1/29/19	Reggie Fountain	Bexar County-ARMA	I do business with TxDOT	While multi-modal options sound great, San Antonio is not set up to be feasible. Bus depots are typically located in or around areas of high crime and attract undesirable people. Walking from these locations is unsafe and is a deal breaker. You would really need a change in developement philosophies to get mass transit to work in my opinion again.	
6	SAT/Comment Card	1/29/19	Tom Hornseth	Comal County		The initial discussion on the DRAFT TTP 2050 goals and objectives involved a lot of tedious nitpicking of language. Whoever wrote the text in the six boxes did an excellent job and the objectives should be adopted as written.	
7	SAT/Comment Card	1/29/19	Timothy Neuman	Medina County	I do business with TxDOT	Look into ways to save money and do work efficiently.	
8	SAT/Comment Card	1/29/19	Joel W. Hicks	City of Cibolo		The congestion on FM 1103 (Cibolo), one of the faster growing cities with more military personnel moving into the area due to school districts. Have many active duty, retired, civilian personnel working at Randolph AFB, Ft. Sam and Lackland. So many employed JBSA, needing roadway out of Cibolo to IH-35, FM 78 and IH-10.	
9	SAT/Comment Card	1/29/19	Kevin Webb	Comal County		Build and expand roads and highways to safely move people and goods around the State.	
10	SAT/Comment Card	1/29/19	Mayor Chris Riley	Leon Valley		Over next 30 years: Major emphasis-multimodal due to non attainment status of HOV lanes, etc.; Re-look at the Inter city rail between San Antonio and Houston; Climate change-How to prepare and mitigate for effects on roads, bridges-infrastructure of TxDOT; Beautify roadways-trees, plantings help to calm traffic.	
11	SAT/Comment Card	1/29/19	Chrissy Q. McCain	City of San Antonio D1 City Council		We need help! The best place to build mass transit/park-n-rides/multi-modal is often in/under/adjacent to TxDOT ROW. Especially near downtown or high density areas.	
12	SAT/Comment Card	1/29/19	Timothy Medrano			I would like to see a faster way to get to Austin from San Antonio. I suggest partnering with one of the hyper loop companies to make sure that is a safe and efficient mode of transportation for the state of Texas.	
	SAT/Comment Card					I would also like to see an international terminal built between Austin and San Antonio that can handle non-stop direct flights to every major world city.	
13	SAT/Comment Card	1/29/19	Stacey Sinclair	HNTB	I do business with TxDOT	I'm hoping for a paradigm shift away from SOV travel. I know this will be challenging but I feel its VERY important!	
14	SAT/Comment Card	1/29/19	Ezra Johnson			According to the San Antonio Express-News, less than one percent of TxDOT's budget was designated for public transit. No money was allotted for inter-city rail. As it becomes more and more apparent that adding lane miles and new roads is ineffective in combating traffic congestion. TxDOT needs to begin devoting significant resources to public transit and mass transit projects. The 2050 Draft plan does not even mention public transportation as one of its potential goals is concerning.	
15	SAT/Comment Card	1/29/19	Ingrid Wilgen			What about car emissions? How will we handle that in the future as unlike other states cars are not tested for emissions?	
	SAT/Comment Card					San Antonio sidewalks -the sidewalks-broken and lacking as they need to be replaced. They are terrible for those who are disabled in wheelchairs. Walking is the most basic mode of transportation. This needs to be addressed.	
16	SAT/Comment Card	1/29/19	Cindy Warden	UTHSC		We at UTHSC are interested in increasing access to public transportation for our vulnerable population. Possibly more than accessibility would be functionality of transportation available (decreased times, more bus stops, stops closer to buildings for handicapped, etc.). Thank you!!	
17	SAT/Comment Card	1/29/19	CristinaSolorzano	Ghisallo Cycling Initiative		More bicycle awareness and pedestrian too.	
18	SAT/Comment Card	1/29/19	Carl Bradtmiller	Ghisallo Cycling Initiative	I do business with TxDOT	It will take decades to reverse the car-only planning that has happened for years. TxDOT needs to understand that "transportation" does not mean only cars. Continuing road-centric development ensures that other users will be marginalized further. The comparative costs of bike and pedestrian safety infrastructure are very low compared to signaling and signage related vehicle travel. Especially in urban areas, equal buildiing must be given to alternative transportation.	
19	SAT/Comment Card	1/29/19	Mel Feldman	SASSS		Not enough is said or done in regard to public transportation. Everything discussed is about bike, rail, etc. My proposal is in regard to public (free) transportation for over 350,000 seniors that reside in Bexar County that will double in 10-20 years. The website, www.sanantoniosss.org, was formed as a non-for-profit 4 years ago.	
20	SAT/Comment Card	1/29/19	J. Norton			Building and maintaining roads to assist millions of Americans moving to Texas is ABSOLUTELY the highest priority, as we balance our priorities of work, school, and families.	
21	SAT/Comment Card	1/29/19	R. Perez	Cobb Fendley	I do business with TxDOT	Very informative.	
22	SAT/Comment Card	1/29/19	Tom Bauman		I do business with TxDOT	Good insight for residents of Texas.	
23	SAT/Comment Card	1/29/19	Huntley Turner	Martin Marietta	I do business with TxDOT	Please add to database.	
24	SAT/Comment Card	1/29/19	Brandon Davis	Denial.me		Please add to database.	
25	SAT/Comment Card	1/29/19	Markeis Mc Cray			Texas needs elevated trains (like Chicago), more ferries (like The Great Lakes and New Orleans) and high speed rail in between cities (like Germany). The ferries could move drivers of personal vehicles and commercial vehicles from Texas to other eastern states in the Gulf of Mexico. The elevated train could be constructed without ripping up roadways, they can also move vehicles. High speed rail can get tourist and Texans to all of the events without congesting roads.	
26	AUS/Comment Card	1/31/19	Matt Best	HDR, Inc.	I do business with TxDOT	How will TxDOT implement alt. strategies to reduce demand? Does TxDOT have control/authority? How will this be measured? Tied to peak hour, volumes, or demand?	
27	AUS/Comment Card	1/31/19	Bonnye Brewington	City of Hutto	I do business with TxDOT	In the City of Hutto there is only one rail crossing that is at grade with the railroad which has a line that runs hourly. The one crossing NOT at grade is the toll. There are 2 TxDOT crossings at grade in town and more within miles in each direction of City's center all at grade. Trucks use these crossings as well as many school buses which slow traffic significantly.	

Texas Transportation Plan 2050
Public Involvement Activity Log

Commenter Number	Meeting Location/Comment Source	Comment Date	Commenter Name	Organization	Texas Transportation Code Response	Comments	Response
28	AUS/Comment Card	1/31/19	Shubhada Saxena			Include "age friendly" goals in 2050 list. Invest in people or "optimize movement"; Ensure TxDOT has "age friendly" certification (e.g. City of Austin has an Age Friendly Action Plan); Invest in technology but also human interaction to serve older adults-not just ADA since age-friendly is different from accessible for those with disabilities; Review [section] 5310 program so local resources can be shared for efficiency; Make cultural competency a goal (language access is one area of that and done well); Multi-modal public transport is an easier behavioral change for immigrants; Participate in "sister city" like "sister state" exchange to impact worldwide transport solutions.	
29	LRD/Comment Card	2/5/19	Andrew L. Carranco			Nicely set up. Great lecturer. Need to offer others so they have this opportunity to hear lecturer.	
30	LRD/Comment Card	2/5/19	Unknown (No name on Comment Card)			Enjoyed presentation. Look forward to seeing the plan updated and implemented.	
31	LRD/Comment Card	2/5/19	Doug Howland			Yes I attended the public meeting.	
32	LRD/Comment Card	2/5/19	Greg Beckelhymer			TxDOT Bob Bullock Loop 20 location. More information as to how the money flows, top-down and vice-versa. Methods to solicit funds from TxDOT/Federal Government. Methods to analyze to be able to prioritize a city's needs.	
33	CRP/Comment Card	2/6/19	Raymon Butler			Please add to database.	
34	CRP/Comment Card	2/6/19	Michael Barrera	City of Mathis		The Highway 355 underpass in town (Mathis, TX) is only 14' high. As such large freight uses the business route which goes directly thru our downtown and create a safety concern for pedestrians, cyclists and children in the middle school. I would like to see a plan to address option 2: (a) design a new route for truck traffic; (b) make the under pass deeper and wider. (c) make a flyover over the rail; (d) elimintate the underpass by creating a normal road crossing. Goal would be to elminate freight traffic in our downtown district.	
35	CRP/Comment Card	2/6/19	Ben Galvan	Port of Victoria		Please add to database.	
36	CRP/Comment Card	2/6/19	J. Pollack			Not enough advance notice about meeting/not enough stakeholder involvement in process. Suggest including: objectives related to incorporating and keeping pace with tech change in marketplace. More emphasis on multimodal connections (mentioned but only generally). Full specturm cost/benefit analysis for project prioritation/justification. Example: monitoring quality of life & environmental costs/benefits rather than just considering traditional valuation (capital costs vs. reduced congestion & safety factor).	
37	PHR/Comment Card	2/7/19	Rolando Gutierrez			Yes I attended the public meeting, Edinburg, Texas	
38	PHR/Comment Card	2/7/19	Ernesto Willaims			First year attended. Need to screen the contractors awarded a bid from not claiming bankruptcy before finish the job. Real good information.	
39	PHR/Comment Card	2/7/19	Chanel Borrego	City of Donna		Ensuring reliability of alternative routes selected during construction of major projects. Developing a multi-modal hub in region to be accessed by opinions projects; IBTC; SH69; IH2 - International effects on transportation system specifically freight; Panama Canal, Matamores, highway and surrounding land use on both sides. Economic Tourism in region. Large butterfly and birding, need to identify species and how effected by transportation.	
40	PHR/Comment Card	2/7/19	Unknown (No name on Comment Card)			TxDOT should prioritize customer service and educating the public on current and future issues and alternatives.	
41	PHR/Comment Card	2/7/19	Patricia Longoria	City of McAllen		Definitely not a boring meeting. Thank you and very informative. I think key and necessity is public education and strive for compliance. Outreach, outreach, outreach.	
42	PHR/Comment Card	2/7/19	Raymond G. Sanchez	TxDOT	I am employed by TxDOT.	How will other plans be included into this process? Example: MPO MTP's into the Texas Transportation Plan 2050 plan update. Thank you for the workshop.	
43	PHR/Comment Card	2/7/19	Pedro R. Alvarez	TxDOT	I am employed by TxDOT.	Attended meeting. Add to database.	
44	PHR/Comment Card	2/7/19	Griselda Saldivar	TxDOT	I am employed by TxDOT.	Interested in high-speed alternative modes of public transportation to connect deep south Texas to major cities. In regards to designing - incorporating quality of life, for example whem improving drainage or outfalls, not only design for capacity but also design to be usually appealing and dual usage for parks, waterfront appeal.	
45	HOU/Comment Card	2/19/19	Oscar Slotboom			Objectives relating to public transit, such as "keep transit fleet running and devices operating" should be removed from the goals and objectives. Public transit is not the responsibility of TxDOT; public transit is handled by local agencies such as DART and Metro.	
46	HOU/Comment Card	2/19/19	Peter Eccks			The goals are laudable - but in practice, may conflict with one anoter (e.g. optimize movemebt for motorists through a busy urban intersection while enhancing safety for bikes and pedrestirans). I encourge this plan to order/rank these priorities, with focus and priority on bike/pedestrian safety.	
47	HOU/Comment Card	2/19/19	Clark Martinson	Bike Houston		Fix it first - maintain what we have rather than tearing down, adding ROW. Rebuild larger. Reduce fatalities - vision zero. Reduce carbon emissions/fine particulate matter. Provide detour for vulnerable users (safer) during construction. Reduce VMT by discouraging long trips and rewarding short trips & transit. Deisng a city for aging inplace invest in freight shuttler from Barb. County to Chambers County. Change policies to move more cars faster to moving more people safely. MPO TIP calls need to encourage local sponsors for active transportation & allocate more funds. TxDOT needs to allocate 10% of annual budget to pedestrian/bike infrastructure within cities and connecting towns/cities for tourism.	
48	HOU/Comment Card	2/19/19	Alejandro Porer			Local control of Federal $$ more simplified for local government can implement. Not every town has same priorities. Texas is dependent on oil/gas, if we consider how that industry affects road usage, then observations must be done when/if that industry is negatively affected. Same for shipping idustry at Port of Houston. Appreciate the Environmental video. However, wish there was some incorporation of buses, trains rather than just a highway widening.	
49	HOU/Comment Card	2/19/19	Katrina Bayer			We desperately need two-way HOV/HOT lanes connecting activity centers along all radial corridors. The more we can separate freight movement from other traffic the better. Every driver begins and ends as a pedestrian: sidewalks, crosswalks and adequate lighting are crucial. Transportation goes beyond just highways.	
50	HOU/Comment Card	2/19/19	Bruce Mann			Grow and maintain sustainable funding - goal. Shorten project timelines as a goal. Region - Houston is freight - 16% of state economy.	
51	HOU/Comment Card	2/19/19	Jessica Sarpu	Houston ISD		Provide support for entire communities without sidewalks, especially including schools. This also contributes to multi-generational safe access to public transportation and in turn higher education and job opportunities. Enahnce safety - promote safe bike/pedestrian inetersections options movement - strengthen commutes from population cluster to jobs. Natural Enviroment - enhance communities quality of life.	
52	HOU/Comment Card	2/19/19	Daniel			Not all who attended had opportunity to participate in response. Please be fair to all and allow all to ask questions & don't cut off those who did not ask any questions & wanted to.	
53	HOU/Comment Card	2/19/19	Lauren Grove			Enhancing safety involves more than just coordination with law enforcements - need coordination with schools, private entities, public agencies, health sector Using data to make informed decisions. Elevating equity in decsion-making and add data analytics. Designing infrastructure to move people, not engines. No loss of life by traffic collision is acceptable and we should desing our streets to prevent fatalitiies and serious injuries. Public health and quality of life impacts prioritized and weighted at the forefront of any project.	

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54	HOU/Comment Card	2/19/19	Melissa Beeler			Add address & mitigate historical adverse impacts from previous TxDOT (When you touch a project address the exisiting adverse impacts I-45 flooding. Make the place better than you left it.) projects & policies under Protect & Preserve Human.Natural environment. More transparency from TxDOT. I don't even hear about these mtgs. Very transparent, inclusive engagement before desing of these projects. Now I & the Southeast community have to play catch-up with SH35, an access managed elevated highway through our community that doesn't need it because TxDOT decided to do this 10 years ago. Before deciding to fund a concept & design from 10 years ago require new engagemnt & traffic analysis before actually doing it.	
55	HOU/Comment Card	2/19/19	J. Sam Lott			Houston has a unique transit asset that has been built. The center of TxDOTs freeway ROW in the famm of Houston. Metros's barrier protected HOV lane system with direct connection lanes to corridor transit centers. The new hgih capacity transist planning study mentioned in the session discussion under taken by the HGAC shows that this infrastructure is critical to our future. TxDOT must work proactively with HGAC and Houston Metro to expan this barrier protected system to 2-way operations throughout the 8 county region.	
56	HOU/Comment Card	2/19/19	Dr. I. Ford			Please incorporate safety for all road users in engineering design; STOP pushing projects that DO NOT have equitable quality of life for communities (urban) NOT just suburban. Avoid the mealy-mouth community outreach and look to that first. We are tired of the typical, patriarchal push for concrete lands [sic]. You can't eat it!	
57	HOU/Comment Card	2/19/19	Unknown (No name on Comment Card)			Plan ahead and explore emerging technologies of autonomous and connected vehicles plus self driving cars; Plan/Design minor thoroughfares w/complete street concepts, especially sidewalks	
58	TYL Comment Card	2/20/19	Steve Presley			Please consider the cost effectiveness of having parallel (+2way) rail traffic throughout the state to increase the efficiencey of moving freight (+passengers) by many more rail pathways than are currently used to get more trucks off the road for long hauls because of increased truck and car traffic on Why 287/19 from Loop 256 SE in Palestine to the S. Anbour County line, 4 lanes are needed and safer even than tthe "super 2" like structure.	
59	TYL Comment Card	2/20/19	Lisa Crossman	City of Tyler		Continued population growth and climate change concerns are going to make the current status quo (ie adding more lanes, roads to accommodate more cars) is not going to be sustainable in the long run. TxDOT has the opportunity to be a leader in the nation to develop and/or promote alternative fuels and modes of transportation.	
60	TYL Comment Card	2/20/19	Hank R. Clamba			Need to add lanes to IH-20-Van Zandt County and all of Tyler District, IH-20.	
61	TYL Comment Card	2/20/19	Brian Lee	Titus County		My passion is interstate travel. Commuter vs. Freight and developing ways to more efficiently and safely move freight. Rail is still an excellent value but is not usually a part of any TXDOT conversations. NETEX Rural Rail district offers freight alternatives but lacks needed funding.	
62	DFW Comment Card	2/21/19	Ann Foss	City of Arlington		The City of Arlington supports the goals and objectives of the TTP 2050. The City particularly supports testing and implementation of innovative transportation technologies, methods and approaches, including connected and automated vehivles, to achieve all goals, specifically enhancing safety and optimizing movement.	
63	DFW Comment Card	2/21/19	Rachel Albright			To meet your goals of improving safety, decreasing congestion, protecting infrastructure, and decreasing the environemntal impact. I suggest increasing funding and support of pubic transportation agencies, and supporting infrastructure. If we heavily invest in high speed rail and urban transit systems we give citizens the freedom to choose their prefered modes and make the non-single occupancy vehicle a more attractive options. The mount of resources we waste on congestion and emergency services (not to mention the toll on-road infrastructure) makes transit a fiscally responsible investment in our future.	
64	DFW Comment Card	2/21/19	Matthew Agles			Consider equity in prioritization of projects. Identify metrics that help prioritization. Consider metrics that support resiliance in mobility including projects that reduce Ghos and hel p with the states non-attainment zones. Look toward the future, support projects that include the intergration of emerging technologies, including multi-modal projects.	
65	DFW Comment Card	2/21/19	Frank Caceres			If a neighborhood or member of a community wishes to invest in a bond or project for their community how do we go about that? For example, addition of a bike lane, specifically on the street to speed the proecess-up rather than waitinf for government agencies to plan.	
66	DFW Comment Card	2/21/19	Qiau He			I like the format of this public outreach in a "ppen house" way rather than giving presentation in town halls. However, I doubt many local public reg. blue collar class will come to the council of Government. I think a more easily-reachable place like this would be more easily accessible. I am excited about share-mobility objective in Texas Transportation Plan 2050. Because it will bring a lot of improvements to the well-being related accessibility for the lower income community, college students and the elderly populations. It is still a purpose to build better transit system with more shared mobility options and commuting. Also, high speed rail should definitely be one of our long range goals that Texas needs to work on, especially in the Texas Triangle area.	
67	DFW Comment Card	2/21/19	R. Lyle Jenkins, P.E.	Town of Sunnyvale		I would be interested in finding out more information about the President George Bush Turnpike, U.S. Highway 80 and other projects in eastern Dallas/western Koufman counties and how the 2050 plan will affect this area. Thank you.	
68	DFW Comment Card	2/21/19	Michael Allen			The rail portion of the state's public transportation seems to need to be bolstered. When compared to other major metro areas, Dallas and Houston are somewhat behind.	
69	DFW Comment Card	2/21/19	James Orenstein	Solar Synergy		I understand you are considering implementing Vehicle Miles Traveled (VMT) fees in pursuit of your goals for maintaining sustainable funding and fairly distributing transportation benefits and costs. I urge you to look at how these fees may affect elcetric transportation and how they align with your goals to protect and preserve the human and natural environment. Agencies including the TCEQ are promoting electric vehicles and other clean fuel alternatives in order to improve air quality. Here in North Central Texas there are several agencies including the Norht Central Texas Council of Governments and DFW Clean Cities which are involved in clean transportation programs. This is in part due to our region being in non-compliance with EPA limits on ozone, due largely to vehicle emissions. I urge you to consider as a reousrce, the Texas Electric Transportation Resources Allianace (TxETRA), which can be found online at txetra.org. Specifically, I urge opposition to HB-1971, relating to imposing an additional fee for the registration of electic and hybrid vehicles. It is not fair and does not align with TxDOT and TCEQ onjectives as mentioned above.	
70	DFW Comment Card	2/21/19	Chasidy Benson			In considering funding of infrastructure, there should be more of a focus on the equitable distribution of opportunites within the North Texas area. Specifically, southern Dallas County would benefit from a greater support of TxDOT projects/funding.	
71	ABL/Comment Card	2/26/19	Michael Haithcoch	TxDOT - Abilene District		Good meeting with lively comments. Good interactionwith multiple agencies and private stakeholders.	
72	ABL/Comment Card	2/26/19	Unknown (No name on Comment Card)			To the extent possible TxDOT infrastructure and project design specification should be "futures shaped" to ensure emerging technology and/or opportunity/needs.	
73	ABL/Comment Card	2/26/19	Timothy Schmidt			Excellent materials, thank you for hosting this event.	

Commenter Number	Meeting Location/Comment Source	Comment Date	Commenter Name	Organization	Texas Transportation Code Response	Comments	Response
74	ABL/Comment Card	2/26/19	Lori Dodd			My legislative issues: Who writes/enforces the law/rules re: Roadwy Signage? Those bright constantly changing billboards are - in my opinion- incredibly more distracting than a stationary billboard with some local businesses listed out on it. Ramp decision on and off the interstate in particular, but other US Highways as well. Poor visibility of space to increase speed before merging into traffic. All over the state; I'd also like to say I hope there would be numerous surveys (valid) of the area before a major infrastructure or transportation improvement is implemented. Make sure the people will actually use it to before the time and money spent. In thinking specifically of "mass transit" of any sort. Many people aren't going to give up their personal convenience of a car/truck. Some will and it will help some. But I'm saying lots of rural folks aren't going to let go of personal convenience; I agree that it seems that a survey or updating of some nature would be vaulable in places where signal lights are installed. Seems like the timing could be re-calibrated or reset on some of them; Restrict oversizes loads from traveling in July-September. It's so hot it can harm the roads, I live on SH6.	
75	LBB/Comment Card	2/27/19	Missy Passmore			Thank you for the opportunity to participate. Looking forward to the implemenation of the goals and objectives and really excited to see the "protect and preserve the human and natural environment" section as a priority in this plan!	
76	AMA/Comment Card	2/28/19	Beth Duke	Center City		Well organized. Very professional - In Amarillo we hope Loop 335 may be completed to be a true loop to ease downtown truck traffic. - We want TxDOT to work more closely with Amarillo to beautify I-40. This is the first impression many people have of Texas.	
77	AMA/Comment Card	2/28/19	Richard Bowers			It would be helpful to know the individually/resources available to present at community/county group meetings.	
78	ELP/Comment Card	3/5/19	Bernie Sargent			Please add to database.	
79	ELP/Comment Card	3/5/19	Walter Mlller			Equitable funding access the state. Improvement of I-10 bottleneck to national economy. Revisit funding forecast. Consider an alternative to the gas tax or funding.	
80	ELP/Comment Card	3/5/19	Linda Mena	TxDOT		Safety & funding are my concerns - El Paso is growing rapidly. We are so behind in technology in every aspects especially our camera system transvista.	
81	ELP/Comment Card	3/5/19	Al Borrego			Very informative. A lot of follow-up information. Learned a lot. Thank you.	
82	ODA/Comment Card	3/6/19	Hal Feldman	City of Odessa		The Permian Basin is a unique, best based on it being in the center of the energy sector. Truck traffic is a major concern of the region. Truck parking facilities are needed. Improved roads (turn lanes, paved shoulders...) are needed in this region. Local truck stops are impacting the travel network with added congestion. I-20 resiliancy is severly impacted due to accidents.	
83	SJT/Comment Card	3/7/19	Jimmy Shidds			I attended the 2050 planning meeting. I was welcomed with enthusiasm. The interesting thing discovered at the meeting was the improved travel time reliability and ensuring freight can move efficiently. Also interesting was the plan to protect cultural, natural, and historic resources.	
84	SJT/Comment Card	3/7/19	WJ Wilson			Really good information. Covered the whole gamut. Much more than I expected.	
85	SJT/Comment Card	3/7/19	Unknown (No name on Comment Card)			They talked about the bids higher than TxDOT projections. Around the San Angelo District the majority of work is done by one entity (Reese Albert Construction). Other businesses had tried to work/put bids in but Reese Albert owns the quaries around San Angelo. Therefore, they are able to mark up the price of road construction material for other businesses and eventually eat out the profit margin. Eventually you have other businesses not wishing to submit bids in the area.	
86	SJT/Comment Card	3/7/19	Jennifer Juarez			Please add to database.	
87	SJT/Comment Card	3/7/19	Anthony Groves	City of Brady		Consider a "rural" location (example: Brownwood) to collect folks' inputs from smaller municipalities. Brady is on the edge of so many regions of so many agencies we sometimes get lost in the jurisdictions.	
88	Emailed comment	2/5/19	Advait Sane			Please make the park above the sunken freeway between downtown Houston and East downtown Houston a top priority. Bringing down a physical barrier between these two parts of Houston will make both areas more desirble.	Thank you for taking the time to send your feedback to guide the development of the TTP 2050, the state's multi-modal, long-range transportation plan. We will also be holding an open-house style public meeting in Houston on Feb. 19 to solicit input. At the open house, the public can review displays, talk with staff, and provide input. We will also be holding a Webex is you are unable to attend (see attached). Public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019. Feel free to let us know if you have any further input.
89	Emailed comment	2/1/19	Glen Hamner			2/1/19: Ok, TxDOT is having a show and tell all across Texas. But, don't you think, in this day and time, that reaching out for public comment should be digitial?	Thank you for your interest in TxDOT's Texas Transportation Plan (TTP) 2050. At this point in the planning process, we do not have a plan for the public to review. We are currently asking for the public's thoughts and opinions on the goals and objectives to be included in the TTP 2050. We will have all the public meeting material online for you to review and provide comments on within the next week. We will contact you when it is posted on-line for your review. We would appreciate any comments you have regarding our goals and objectives or on our planning process. Public comments will be accepted until Sept. 6, 2019. Feel free to let us know if you have any further input.
						2/1/19: Where is my copy of the 2050 plan? If you really want feedback from the users, then provide us with a digital file of your plan and we'll ge back to you. Why would you want to make your life so complicated?	
						2/5/2019: Mr. Granger, I'd be more than willing to review your goals and objectives, have you a digital file of these?	Thank you for being willing to review TxDOT's 2050 goals and objectives. Throughout Round 1 of our public outreach, we are soliciting input on the current draft of goals and objectives, which is below: (Document attached to email response). The goals and objectives serve as a starting point for the discussion. As mentioned, all public meeting materials will be available for review on the TxDOT website within the next week. We will contact you when it is posted online.
						2/6/19: These goals are as anticipated. My history was being part of an Air Force organization that focused on many of the same issues with respect to supporting our installations and their interface with local communities. If there was one thing that I would suggest TxDOT take into serious consideration, installing Roundabouts or Go-Arounds at intersections currently clogged by traffic signals. Why this concept of reducing congestion has not taken hold locally is beyond comprehension. Such a simple and unintrusive traffic management device, yet, where are they? Bring them to Boerne and watch life here return to normal. Sure, we have more drivers now, its only our failure to keep intersections moving that is causing the backups. Also, someone needs to mandate that new neighborhoods/developments be connected by multiple means of departure/ingress to the existing circulation infrastructure. Keyhole developments must be banished from the hill country. Circulation enhancement means giving the driver alternatives, even if the development must bear the burden of providing backdoor roadways. Urban/rural circulation loops do not have to be installed by design, but rather, by improving circulation through the augmentation/integration of existing roadways, a well managed/designed circulation pattern will emerges along with a communities natural development, providing all the alternatives that any hill country resident will appreciate and eventually learn to embrace. One day, you too will be on the sidelines, providing insights and encouragement to those in the thick of life in the fast lane. Life is good in the slow lane, as the roads less taken are always more interesting.	Thank you! These are great comments that will help drive the conversation. Roundabouts have been proven safer and more efficient than other types of circular intersections. Back in 2011, TxDOT commissioned the *Texas Roundabout Guidelines* from the Center for Transportation Research at the University of Texas at Austin, and since then it seems that the concept is catching on in some parts of the state. Here is a Texas Roundabout Mapper that is worth looking at. I've got a nice little library of roundabout links, so let me know if you need anything on the topic. Thanks again for taking the time to send us your input. And of course, feel free to send more our way!

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						2/22/19: It would be nice to have a digital file of what is being viewed in the hinterlands. If serious about public input, provide access to the 2050 plan using a digital format. Collecting comments at locations throughout the state may have worked before the digital age, but, you'll receive more feedback using this forum than what you'll gather using '50's technology.	Hello Mr. Hamner and thank you for your patience. All of the materials from the open house are available on our brand new Virtual Open House, which has all the same materials as the real life open house. Additional materials for the Texas Transportation Plan 2050 are available on the TxDOT website. Public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send your input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
						3/1/19: So glad I did not waste my time. This was the least effective I've seen come out of TXDot is a really long time. Sorry, hold no punches, tell no lies. Whoever approved this presentation should be sent back to the unemployment line. Dude, I'm not kidding. This was gross waste of my tax dollars.	Thank you for giving us the benefit of these comments and the additional ones made Sunday. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
90	Emailed comment	2/6/19	Cade Ritter			Please prioritize the development of effective passenger rail in the main metro areas. Congestion is bringing the state to a halt, and as I'm certain TxDOT knows, building more roads will only exacerbate the problem. I know that 99% of TxDOT funding goes to roads; that percentage should be much smaller in the coming years. Build rail.	Thank you Mr. Ritter for taking the time to send your feedback to guide the development of the TTP 2050, the state's multi-modal, long-range transportation plan. Public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019. Feel free to let us know if you have any further input.
						3/27/19: $11 billion in budget each year, yet TxDOT only invests 600 million into public transit. This must change. We need to be funding large public transit infrastructure projects for Texans. Cars are killing our state and its cities.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
91	Emailed comment	2/11/19	Michael Nahas			I am an economist. The CBO has a good report on costs, it is urban congestion and heavy trucks. We need congestion pricing and weight-dependent taxes on trucking. Technology can help. are you working on either of these approaches? HTTPS//www.cbo.gov/sites/default/files/112th-congress-2011-2012/reports/03-23highwayfunding.pdf	Thank you for taking the time to send your feedback to guide the development of the TTP 2050, the State's multi-modal, long-range transportation plan. Managed lanes are highway lanes where operational strategies are proactively implemented and managed in response to changing conditions. Managed lane strategies are vital to improving traffic flow and reducing congestion on Texas roadways. Pricing is a key feature of managed lanes: Dynamic pricing – fee adjusts in real-time to mitigate congestion in the lane. Time-of-day pricing – fees increase or decrease at certain times of day Variable pricing – fee-based congestion management solution; can be dynamic or based on time of day Managed lanes offer travel options and choices, greater travel time reliability, more efficient use of system capacity, flexible use in emergency situations, and improved traffic flow on both managed and general use lanes as well as other benefits. Please see Managed Lanes - What They Are and Why We Need Them on TxDOT.gov. Please also see this Inventory of Managed Lane Facilities, which includes future managed lane projects statewide and in Austin. For more information on transportation revenue options, we would also recommend the Matrix of Illustrative Surface Transportation Revenue Options, from the American Association of State Highway Transportation Officials (AASHTO). Your comment regarding weight-dependent fees on trucking may be better served by the Texas Department of Motor Vehicles (TxDMV), which is responsible for oversize/overweight permits and the registration of commercial fleets. As an economist, you may be interested in TxDMV's Vehicle Title and Registration data. Jeremiah Kuntz is the Director of the Vehicle Titles & Registration division. Public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019. Feel free to let us know if you have any further input.
92	Emailed comment	2/19/19	Jeff Davis	Republic Title of Texas, Inc.-Chairman/Ft. Worth Division		Sorry I am unable to attend your meetings. I am concerned though about a 2050 plan that does not include public transportation. It is a partial solution for the environment, and a solution for economic development opportunities in urban areas as well as getting folks to their schools and work each and every day. We cannot keep building roads. Please use your considerable expertise in recommending solutions for everyone. Many thanks...	Thank you for taking the time to send your feedback to guide the development of the TTP 2050, the state's multi-modal, long-range transportation plan. We are sorry that you were not able to make one of our meetings. However, public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to let us know if you have any further input.
93	Emailed comment	2/19/19	Daniel DiJoseph			I appreciate y'all reaching out to the public for feedback! I was looking at your open house in Arlington on Thursday February 21 and am wondering if public input can be given online instead? Also, will anything be presented at the open house that isn't available online? Thanks.	Thank you for your interest in the TTP 2050, the state's multi-modal, long-range transportation plan. We are sorry that you were not able to make one of our meetings. However, public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to send your input to us by: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email Survey: https://www.surveymonkey.com/r/TTP2050 or Email: TTP_2050@txdot.gov.
94	Emailed comment	2/19/19	David Manuel			Where can we review the Virtual Open House materials? I'm having trouble locating them on the project website	Thank you for taking the time to send your feedback to guide the development of the TTP 2050, the state's multi-modal, long-range transportation plan. The Virtual Open House should be uploaded as early as tomorrow. Would you like us to email you when it is up?

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95	Emailed comment	2/19/19	Paul McManus			I'm very interested in attending the Texas Transportation Plan 2050 meeting in Arlington on February 21, but I'll be unable to attend due to my work schedule. As a result, I wanted to e-mail you some thoughts and suggestions I have regarding this transportation plan. As a Denton County resident who has had terrific experiences with mass transit, and also a resident who's very concerned about car traffic, road congestion, and air quality throughout the Dallas-Fort Worth area, as well as in all of Texas, I wanted to write to ask you to please place emphasis on improving and expanding mass transit options throughout Texas, including services for Dallas Area Rapid Transit (DART), Trinity Metro, and the Denton County Transportation Authority (DCTA) here in the DFW area. With rapid population growth and an increase in vehicle traffic here in Denton County, as well as throughout DFW and Texas, the availability of effective and extensive mass transit options is critical not only for people who need and want them, but it's also critical for promoting and advancing economic development, better connecting people to employment, shopping and entertainment centers, as well as reducing traffic congestion, providing better local and regional mobility, promoting the use of mass transit, reducing the stress of having to drive, improving air quality, and improving the overall quality of life for all citizens. My 14-year-old son and I have frequently traveled on DART's, Trinity Metro's, and DCTA's trains and buses, and we've had nothing but wonderful experiences in our travels! I also serve on DCTA's Citizens Advisory Team (CAT), and I'm also involved with the Fort Worth-based Tarrant Transit Alliance (TTA) non-profit transit advocacy organization. I can honestly say that DCTA, Trinity Metro, and DART are all wonderful transit agencies with people who are dedicated to providing great transit services, as well as expanding transit options throughout DFW. I appreciate your consideration of my suggestions. Please let me know if you have any questions or need any additional information. Thank you very much!	Thank you for taking the time to send your feedback to guide the development of the TTP 2050, the state's multi-modal, long-range transportation plan. We are sorry that you were not able to make one of our meetings. However, public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to let us know if you have any further input.
96	Emailed comment	1/30/19	Ariel Heckler			Comment: We're currently looking at doing a long-range plan like you (Texas Transportation Plan 2040). I have a few questions and I was wondering if you would be willing to share the following information. 1. How long did it take to complete the plan? 2. What was the budget to do the plan? 3. Did you use a consultant? 4. How long was the public involvement?	Here are the answers to you questions plus some additional information. 1. We completed the TTP 2040 in 18 months. It was a very tight schedule. 2. The budget was about $2M - $2.5M. I wasn't the contract manager for that plan so I can't say for sure. 3. Yes we hired a consultant. The budget was the consultant amount. 4. We conducted to two targeted rounds of stakeholder and public outreach, but to comments up to three months until final. We created an electronic public outreach notebook which include all public meeting agendas, sign-in sheets, notes, and all comments received throughout the process. We are currently in the process of updating the TTP 2040 to the TTP 2050. Here are the answers for your questions for the 2050. 1. We have a 18 month contract with our consultant team. Again, this is a very tight timeline. It is a lot of work in a short period. I would prefer 2-years. 2. Our budget is $1.77M for the plan and $1.38M for the outreach effort. 3. Yes we have a consultant. This consultant team has more subs consultants with specific modal SMEs which is very helpful. 4. Again we are doing to rounds of targeted public outreach but will be taking public comments throughout. Please let me know if you have any other questions. I would be happy to provide any additional information.
97	Emailed comment	1/31/19	Lyle Jenkins	Town of Sunnyvale		Please add to database.	
98	Emailed comment	1/31/19	Mel Feldman	San Antonio SSS Organization		Not enough concern for public transportation. Please carefully read my website: www.sanantoniosss.org. This is a senior transportation initiative that will serve over 350,000 seniors residing in the greater San Antonio/Bexar County area in 10-20 years this will expand to another 200,000 more seniors who need more reliable means of mobility and this will also put more veterans to work. Like I said before not enough attention is being focused on senior transportation in Bexar County and San Antonio for over 350,000 seniors in 10, 20 years this number will increase to over 600,000. Please read my website www.sanantoniosss.org.	
99	Emailed comment	2/15/19	James Orenstein			Just saw email notification of February 21 DFW meeting & am trying to understand if it is relevant to my concerns with local DFW issues and how it fits in with other initiatives: 1) Relevant to electric vehicle advocacy? Sustainable funding is necessary to continue to invest in the Texas transportation system across all modes. TxDOT can maximize the use of existing funding through performance-based project selection and operational enhancements to improve efficiency throughout the department, but these initiatives will not close the funding gap between needs and revenues. TxDOT will need to work closely with state and local elected officials to increase existing revenues and create new capital. One of those is the Vehicle Miles Traveled (VMT) tax. Replacing or augmenting the current per-gallon fuel tax with a user fee based on vehicle miles traveled that directly connects road usage to the user. This fee structure would be more inclusive and compensate for lost revenues due to fuel efficient, hybrid, and electric vehicles. 2) Relevant to commmuter rail plans for Duncanville/Cedar Hill Midlothian line & Mesquite Sceyene line? Although the TTP 2050 is not project-specific, we are interested in receiving input about the modes of transportation, such as rail, that the public feels can meet its current and future needs. 3) How is this related to the DFW area Mobility 2045 Regional Transportation Plan? As the designated Metropolitan Planning Organization for the Dallas- Arlington-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) is required to maintain a long-range transportation plan that defines a path for the region's multimodal transportation system. Similarly, the Texas Transportation Plan (TTP 2050) is the most recent update to the state's long-range transportation plan and sets the direction for the future of Texas' multimodal transportation system by informing investment strategies tailored to make progress towards TxDOT's performance goals and objectives. 4) How is this related to other DFW Regional Transportation Planning (RTP) & DFW Clean Cities Electric Vehicles North Texas (EVNT) initiatives/planning? Assuming that this is referring to the Unified Planning Work Program for Regional Transportation Planning, the UPWP covers two fiscal years rather than 30, like the TTP 2050, and is obviously regional in nature, whereas the TTP 2050 is statewide in nature. The Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector. The TTP sets the direction for the future of Texas' Multimodal Transportation System by informing investment strategies tailored to make progress towards TxDOT's performance goals and objectives.	Thank you for your interest in the TTP 2050, the state's multi-modal, long-range transportation plan. We provided responses to your questions in a blue font below your questions. We hope you are able to make the meeting. However, public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to send your input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email Survey: https://www.surveymonkey.com/r/TTP2050 or Email: TTP_2050@txdot.gov.
98	Emailed comment	2/16/19	Joy Paprskar			Do you have a power point or transcript of your information available for those of us already scheduled that day?	Thank you for your interest in the TTP 2050, the state's multi-modal, long-range transportation plan. We provided responses to your questions in a blue font below your questions. We hope you are able to make the meeting. However, if not, I would recommend checking out our Virtual Open House, which will have all the materials from the meeting. Public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send your input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.

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Commenter Number	Meeting Location/Comment Source	Comment Date	Commenter Name	Organization	Texas Transportation Code Response	Comments	Response
99	Emailed comment	2/21/19	John Vetesk			I'm am life long Lubbock citizen who almost got an engineering degree at Texas Tech University. I became a math teacher, still very interested in growth of Lubbock, especially it's transportation future. Would like to attend the February 27 meeting at DOTS. If I can't make it, could you send presentation information? I'll pay for mailing if needed.	Thank you for your interest in the TTP 2050, the state's multi-modal, long-range transportation plan. I will check if the Lubbock presentation has been finalized and get back with you as soon as I can. Thank you for your patience. All of the materials from the open house are available on our brand new Virtual Open House, which has all the same materials as the real life open house. Additional materials for the Texas Transportation Plan 2050 are available on the TxDOT website. Public comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send your input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
100	Emailed comment	2/25/19	Barbara Bedrick	City of Post Oak Bend		Is there a way for the Clty of Post Oak Bend to get a copy of the presentation? Thank you as we were unable to attend.	We have attached the main presentation as well as the slides specific to the Dallas/Fort Worth region. Thank you for giving us the benefit of any of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
101	Emailed comment	2/26/19	Doyle Light			Most of my concerns were discussed during the meeting AND are noted on the flip-chart generated. I write these additional comments to REINFORCE what I believe are "priority concerns" for my community! *Maintain Our Infrastructure - Funding for maintenance/improvements of existing infrastructure is sorely lacking! The correct "balance" with regard to new construction vs. maintenance does not currently exist! Deterioration of existing infrastructure is advancing rapidly! Greater emphasis of maintenance projects NOW, will prevent the requirement of "total rebuilds" later. Over the long-haul...and ultimately, this will actually provide for more miles of "better roads" per $'s spent! Rapid deterioration is continuing and will be ongoing until this is addressed. Please don't allow this to continue by "kicking-the-can-down-the-road", so to speak. Please INCREASE infrastructure maintenance in priorities for funding! New is nice, but please remember, I have to drive an existing roadway to reach the NEW!! *Invest in People - Improve coordination with all planning partners and stakeholders - Help me have a "heard voice"! I consider myself "very involved". I speak with area & district TxDOT personnel often; attend RTIP, STIP, UTP and TTP at every opportunity. I am in a 16 county COG region that has a 12 county metropolitan planning area. My city/county is NOT one of these 12. I often feel that the voice of the "rural cities/counties" are drowned-out or overlooked in the planning process by these "organized metropolitan planning areas". I am encouraging my Regional Transportation Council to include discussion/effects on rural transportation in decisions made and establish better dialogue outside the MPA with the rural cities/counties. Any avenue TxDOT has to help/encourage in this regard is appreciated.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
102	Emailed comment	2/27/19	Richard Hennessy			I believe high speed rail service is a needed transportation service in Texas, and should have followed the Interstate Highway System as a public works project. I don't know the appropriate agency of Texas government, but I would strongly support the company proposing the high speed rail system between the Dallas-Ft. Worth and Houston areas being declared to be a railroad company in its acquisition of property for the system. I am appalled that a judge would determine on a technicality that the company that is actively acquiring property for such a needed transportation system for Texas is not a "railroad" and not authorized to use eminent domain authority to acquire needed property. The very purpose of eminent domain is to allow property to be acquired PRIOR to construction of a railroad to allow said construction to proceed and to provide a public transportation benefit to the state. Surely the law regarding railroad Eminent Domain authority doesn't intend to restrict railroad construction to railroad companies already in operation. That would seem to be discriminatory. Thank you for your consideration.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
103	Emailed comment	2/28/19	Mark Brinton			Unless you are pushing telecommuting, Attempting to Reduce peak demand is a foolish goal.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
104	Emailed comment	3/1/19	David Baker			I travel over parts of I-27, US-60, 214, and stateline every week for work. Depends on the day on which parts and which roads. My longest day is Amarillo to Hobbs via Muleshoe and Plains. I-27, my only complaint is the slow speed of the construction around the I-40 interchange. US-60 and 214, signs too small to read them before you pass them. Aggregate surface treatment transmits too much noise into the car to use hands-free phone communication devices nor does it actually fix the roads. Stateline, signs too small to read them before you pass them. For a 70 mph road there are no shoulders if you need to get out of the traffic lane. 2009 MUTCD with Revisions 1 and 2, May 2012. Section 2A.11 Dimensions. 01 The "Standard Highway Signs and Markings" book (see Section 1A.11) prescribes design details for up to five different sizes depending on the type of traffic facility, including bikeways. Smaller sizes are designed to be used on bikeways and some other off-road applications. Larger sizes are designed for use on freeways and expressways, and can also be used to enhance road user safety and convenience on other facilities, especially on multi-lane divided highways and on undivided highways having five or more lanes of traffic and/or high speeds. The intermediate sizes are designed to be used on other highway types. Standard: 02 The sign dimensions prescribed in the sign size tables in the various Parts and Chapters in this Manual and in the "Standard Highway Signs and Markings" book (see Section 1A.11) shall be used unless engineering judgment determines that other sizes are appropriate. Except as provided in Paragraph 3, where engineering judgment determines that sizes smaller than the prescribed dimensions are appropriate for use, the sign dimensions shall not be less than the minimum dimensions specified in this Manual. The sizes shown in the Minimum columns that are smaller than the sizes shown in the Conventional Road columns in the various sign size tables in this Manual shall only be used on low-speed roadways, alleys, and private roads open to public travel where the reduced legend size would be adequate for the regulation or warning or where physical conditions preclude the use of larger sizes. Option: 03 For alleys with restrictive physical conditions and vehicle usage that limits installation of the Minimum size sign (or the Conventional Road size sign if no Minimum size is shown), both the sign height and the sign width may be decreased by up to 6 inches. Guidance: 04 The sizes shown in the Freeway and Expressway columns in the various sign size tables in this Manual should be used on freeways and expressways, and for other higher-speed applications based upon engineering judgment, to provide larger signs for increased visibility and recognition. 05 the sizes shown in the oversized columns in the various sign size tables in this manual size should be used for those special applications where speed, volume, or other factors result in conditions where increased emphasis, improved recognition, or increased legibility is needed, as determined by engineering judgment or study. 06 Increases above the prescribed sizes should be used where greater legibility or emphasis is needed. If signs larger than the prescribed sizes are used, the overall sign dimensions should be increased in 6-inch increments. Standard: 07 Where engineering judgment determines that sizes that are different than the prescribed dimensions are appropriate for use, standard shapes and colors shall be used and standard proportions shall be retained as much as practical. Guidance: 08 When supplemental plaques are installed with larger sized signs, a corresponding increase in the size of the plaque and its legend should also be made. The resulting plaque size should be approximately in the same relative proportion to the larger sized sign as the conventional sized plaque is to the conventional sized sign.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.

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Commenter Number	Meeting Location/Comment Source	Comment Date	Commenter Name	Organization	Texas Transportation Code Response	Comments	Response
105	Emailed comment	3/6/19	Gabe Colombo			TxDOT's prioritization of automobile transportation must change if Texas is to remain viable economically. Traffic congestion and automobile-oriented cities are a major quality-of-life detractor – not to mention excessive in their use of energy compared to compact cities and active transportation and destructive of the interconnected ecologies we rely on for sustenance – and we simply cannot build our way out of traffic congestion in our rapidly urbanizing state, nor should we aspire to do so. Any healthy city will have automobile congestion. Therefore, we must shift our vision of how we build and get around in our state, prioritizing more compact land-use patterns; public transit, walking, bicycling, and other alternative modes of transportation; and alternative intercity transportation options such as high-speed rail. Most Texans in urban areas mistakenly believe that the use of a private automobile in free-flowing traffic is a right, without understanding the amount of space and energy they are consuming, and this must change. If it does, we might actually see a healthier, happier, and more beautiful state in the future.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
106	Emailed comment	3/12/19	Cyndee Ebeling	Melrose International, LLC./Dallas Showroom		CAN YOU CONSIDER PASSING A LAW THAT WOULD KEEP TRUCKS OUT OF THE EXPRESS LANES. We are paying extra to drive in these express lanes. These big trucks are getting in these lanes and driving 60 mph. Backing up traffic and wasting our time and money. In fact, trucks should never be in the left lane of a highway period.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
107	Emailed comment	3/14/19	Robert Parson			I am by no means an engineer, but it seems to me highway convergence is usually the biggest problem next to wrecks or stalls on the freeways. it also seems to me, maybe because I live in the suburbs, that most people get on the freeway and go to the next interchange versus getting off at the next 1 or 2 exits. Why can't we build a bypass from say FM 1960 or Beltway 8, to IH 610? You could do this for US 290, I-45 N, I-10 W and US-69 N. exit 610 or exit I-10 from the north,exit 610 or I-45 from the west. Get on at 1960 or the belt, and run all the way into 610 or I-10. No other on ramps or off ramps. Maybe even elevated. Just a thought.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
108	Emailed comment	3/16/19	Randy Hutcheson			We need more public transit and trains connecting major cities. Stop build highways everywhere!	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
109	Emailed comment	3/18/19	Brennan Marshall			YOU NEED TO PUT IN A CEMENT BARRIER ON HIGHWAY 6 IN ROBERTSON COUNTY STARTING AT THE BRAZOS/ROBERTSON COUNTY LINE. THERE ARE MORE ACCIDENTS THERE THAN ANYWHERE ELSE ON HIGHWAY 6.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
110	Emailed comment	3/18/19	Sarah Simpson	Colorspace Architecture & Urban Design-Principal Architect		I was unable to attend a public meeting in person; however, I have reviewed the virtual open house materials and write to submit the following comments: In general, the overall tone and draft goals of the materials presented are disappointingly vague, obsolete, and unambitious given the pressing health and quality of life issues Texans are facing. Per the recent 2018 IPCC Report, we are facing dire consequences resulting from climate change and bold moves within the transportation sector to curb daily emissions is an absolute necessity. Climate change will also undoubtedly wreak havoc on our existing infrastructure in the coming decades with increased periods of 100°+ temperatures, increased drought, and increased flash flooding, add such extreme conditions increase wear and tear on infrastructure and will make it more difficult, more expensive, and more environmentally damaging to maintain the state's ROW - especially if it continues to expand. Parallel to the climate crisis is an increasing threat of death on Texas roads, a statistic this state unfortunately continues to lead in and continues to accept as a cost of doing business on a daily basis. Despite these concerns, I did not see either of these serious threats commensurately reflected in any of the presented materials. Given these realities, the TTP 2050 must move beyond outdated "best practices", 20th century promises of ending congestion with more roadways, and embedded industry agreements that perpetuate the status quo. Instead, I urge you to revise the TTP 2050 draft goals to make serious commitments to its citizens for real improvements to quality of life and position Texas as a transportation leader amidst a growing state-wide and national crisis. Specific comments about open house materials: Enhancements to Long-Range Transportation Goals: Increase equitable transportation options for all Texans; Reduce state-wide transportation-related emissions; Reduce state-wide Vehicle Miles Traveled of single occupant vehicles; Increase alternative transit use, including passenger rail, bus, cycling and walking; Improve status of 45th in nation for bike and walking commuting; Focus on improving daily commuter rail ridership vs. only on long-distance rail; Acknowledge induced demand and research-proven inability to "build our way out of congestion"; Update / improve Texas Clear Lanes policy to focus on Transportation Demand Management (TDM) vs. roadway expansion; Strengthen commitments to safety; Decrease roadway deaths overall and per capita; aim to not lead the nation in fatalities and injuries; Note current commitments to Vision Zero / Road to Zero policies and/or officially adopt one; Improve Texan health by encouraging active transportation and reducing life safety risk on state roads; Plan for comprehensive maintenance that anticipates impacts of climate change; Strengthen cost commitments; Reduce user costs by enabling higher rates of more cost-effective public transportation trips; Move to more robust user-based funding of roads to de-incentive trips (via TDM including increased gas tax, congestion pricing, road-to-toll conversions); (For reasons listed above) Reduce roadway expansion spending and refocus on maintenance / improvement of existing infrastructure. Comments re: Paying for Transportation: Project costs need to be broken out into categories, including roadway expansion, alternative transit improvements, etc. to provide citizens with better idea of what types of projects these funds are actually going to. Currently vague and confusing. It appears that funding allocation to alternative transportation aka "Other Modes" cannot even be represented with a % because it is currently so low. When no investment is made in other modes, then alternatives will continue to fail. Funding to support alternative transit projects that prioritize Passenger Rail, Bus Rapid Transit, Carpooling, Cycling, etc. has to be increased to allow them to become viable alternatives. Comments re: Bicycle Tourism: This is an important feature to provide within the Texas landscape. But the emphasis of cycling improvements should be on infrastructure that supports more equitable	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
111	Emailed comment	3/25/19	Lorrie Lemire			I thought this website was pretty neat. Nice work!	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
112	Emailed comment	3/25/19	Trevor Renn			1: Too much politics. Please hire professional engineers to provide proper solutions to the real problems we are facing. 2: TxDOT and cities should work together to improve the traffic signals. Good signal system should be able to reduce the congestion significantly. 3: Do not develop public transportation system unless there is a way to increase the population density. 4: Thinking about building the city vertically in major cities.	Thank you for giving us the benefit of your comments. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
113	Emailed comment	3/27/19	Cody Theilen			Please widen Mykawa Road in Houston from 1 to 2 lanes (and relieve the bottleneck) in each direction, this road is in terrible condition and creates a massive safety hazard with the amount of freight and traffic, in general, that is present every day.	Thank you for giving us the benefit of your comment. We have passed it along to TxDOT's Houston district. If you have comments that are statewide in nature, please send them our way. Comments will be accepted throughout the development of the Texas Transportation Plan until Sept. 6, 2019, and we will be having a second round of public involvement in early summer. Feel free to take our Survey or send any additional input to us anytime using the links below: Web form: https://www.txdot.gov/contact-us/form.html?id=ttp-2050-email or Email: TTP_2050@txdot.gov.
114	Virtual Open House	3/1/19	Glen P. Hamner Jr.		San Antonio	So glad I did not waste my time. This was the least effective I've seen come out of TXDot is a really long time. Sorry, hold no punches, tell no lies. Whoever approved this presentation should be sent back to the unemployment line. Dude, I'm not kidding. This was gross waste of my tax dollars.	

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115	Virtual Open House	3/17/19	Mike Broderick		middle school lago vista	safety first should include turn lanes at singelton rd. also the new guard rails have made 1431 less safe. i would rather hit a tree than no choice but head on collision. this is a big deal. i have been driving this road since 1980 and these new guard rails need to go for the most part. and 1431 from cedar park through lago vista needs center lane all the way.	
116	Virtual Open House	3/26/19	Cade Ritter		Online	It is disappointing to see that there is not a heavy emphasis on intra-urban and interurban passenger rail investment. Congestion and emissions will only get worse until TxDOT is willing to accept that passenger rail is the only way forward for urban transportation. We need to catch up with the rest of the world. We should model ourselves like Europe. In the 90s, Ann Richards pushed for statewide high-speed rail. Where is the political will now?	

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TxDOT TTP 2050 R-1 Events and Attendance Log					
Activity Date	Activity	Location	TTP Team Personnel Present	# of Attendees (SH=stakeholder)	Purpose
9/27/18	TWG TTP 2045 Kick Off Meeting	118 E. Riverside Dr Building 200, Conference Room 1A.2 Austin, TX	TxDOT: Peter Smith, Peggy Thurin, Casey Dusza; High Street: Kevin Ford; Ximenes & Associates: Sonia Jimenez	24-TxDOT Division Reps.	To discuss project overview, planned approach, TWG Roles, and next steps
12/10/18	TEMPO Meeting	North Central Texas Council of Governments 616 Six Flags Dr. 2910 East 5th ST. Arlington, TX 76011	TxDOT: Roger Beall and Casey Dusza	48 Attendees	To review TTP 2050 process and share information about the TTP 2050 Round 1 effort. Agenda here: https://www.texasmpos.org/wp-content/uploads/2018/12/NEW-TEMPO-Agenda-final-12_10_2018.pdf Sign in sheet here: https://www.texasmpos.org/wp-content/uploads/2019/07/12-10-18-TEMPO-Winter-Mtg-Roster.pdf
1/17/19	Technical Working Group (TWG)	118 E. Riverside Dr Building 200, Training Room E Austin, TX	TxDOT: Casey Dusza; High Street Consulting: Kevin Ford, Anna Batista; Ximenes & Associates: Sonia Jimenez	23-TxDOT Division Reps.; 2-FHWA Reps.	To process recommendations and discuss the draft goals, objectives, measures, and next steps.
1/23/19	Transit Operators	TxDOT-AUS, 200 Riverside	TxDOT: Casey Dusza; High Street: Victoria Zuber; Whitman, Requardt & Associates: Jonathan Avner; Ximenes and Associates: Sonia Jimenez	Approximately 100 with transit agency reps from around the state.	Present info on the TTP 2050 purpose, process, How it relates to Transit Operators programing. To gather feedback on the draft goals and objectives as well as input on local issues and proposed improvements for this specific topic
1/25/19	Bicycle Advisory Committee	125 E. 11th Street Ric Williamson Hearing Room (12st) Floor Austin, TX	TxDOT: Casey Dusza High Street: Rebecca Van Dyke	9-BAC Members; 10-Non-BAC Members	Present info on the TTP 2050 purpose, process, How it relates to Bicycle/Ped programing. Requested that the BAC spread the word about the outreach effort. Meeting transcript found here: http://ftp.dot.state.tx.us/pub/txdot-info/safety/bicycle/advisory-committee/2019/meeting-transcript-2019-1-25.pdf
Week 1					
1/29/2019	Stakeholder Workshop	TxDOT-SAT, Bldg. 2	TxDOT TPP: Casey Dusza, Laura Perez, Shana Thomas, Susan Rossi,Ibrahima Tembely , Jefferson Grimes (TxDOT TPP OPI) TxDOT ENV: Bruce Jensen, Rebekah Dobrasko, Laura Cruzada. High Street Consulting: Kevin Ford,Victoria Zuber. Atkins: Janna Rosenthal,Elizabeth Story Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Elaine Bretschneider SRI Foundation: Terry Klein	40-SH; 5-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
1/29/19	Public Open House	TxDOT-SAT, Bldg. 2	TxDOT TPP: Casey Dusza, Laura Perez, Shana Thomas, Susan Rossi,Ibrahima Tembely , Jefferson Grimes (TxDOT TPP OPI) TxDOT ENV: Bruce Jensen, Rebekah Dobrasko, Laura Cruzada. High Street Consulting: Kevin Ford,Victoria Zuber. Atkins: Janna Rosenthal,Elizabeth Story Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Laura Calderon, Laura Vasquez, Linda Ximenes, Elaine Bretschneider SRI Foundation: Terry Klein	36-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.

Texas Transportation Plan 2050
Public Involvement Activity Log

Activity Date	Activity	Location	TTP Team Personnel Present	# of Attendees (SH=stakeholder)	Purpose
1/31/19	Stakeholder Workshop	TxDOT-AUS, Hearing Room	TxDOT TPP: Casey Dusza, Laura Perez, Shana Thomas, Susan Rossi,Ryan Granger, Ibrahima Tembely, Jefferson Grimes (TxDOT TPP OPI) TxDOT ENV: Bruce Jensen, Rebekah Dobrasko, Laura Cruzada. High Street Consulting: Kevin Ford,Victoria Zuber. Atkins: Janna Rosenthal,Elizabeth Story Ximenes & Associates: Sonia Jimenez,Elaine Bretschneider SRI Foundation: Terry Klein	16-SH; 12-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
1/31/19	Public Open House	TxDOT-AUS, Hearing Room	TxDOT TPP: Casey Dusza, Laura Perez, Shana Thomas, Susan Rossi,Ibrahima Tembely , Jefferson Grimes (TxDOT TPP OPI) TxDOT ENV: Bruce Jensen, Rebekah Dobrasko, Laura Cruzada. High Street Consulting: Kevin Ford,Victoria Zuber. Atkins: Janna Rosenthal,Elizabeth Story Ximenes & Associates: Sonia Jimenez,Elaine Bretschneider SRI Foundation: Terry Klein	11-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
Other Activity					
2-4-19 to 2-8-19	NAGPRA Consultation with Tribes	Woodward Conference Center, 3401 South I-35, Austin, Texas 78741 (Wyndham Garden Hotel)	TxDOT ENV: Laura Cruzada High Street: Victoria Zuber, Erin Dean (VIA phone) Ximenes & Associates: Linda Ximenes and Elaine Bretschneider Galindo Env. Consulting: Mary Jo Galindo, Jimmy Arterberry; Atkins: Kelley Russell	25-Tribal Reps.; 12-State/Federal Agency Reps.; 5-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues. Also to determine tribal participation in TxDOT's Long Range Transportation Plan, the Texas Transportation Plan (TTP) 2050. They were also asked to take the online Transportation Usage Survey.
Week 2					
2/5/19	Stakeholder Workshop	TxDOT-LRD, Large Conference Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke; Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Laura Calderon	19-SH; 11-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/5/19	Public Open House	TxDOT-LRD, Large Conference Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke; Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Laura Calderon	5-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
2/6/19	Stakeholder Workshop	TxDOT-CRP, VTC Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke; Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Laura Calderon	9-SH; 4-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/6/19	Public Open House	TxDOT-CRP, VTC Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke; Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Laura Calderon	1-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
2/7/19	Stakeholder Workshop	TxDOT-PHR, Conference Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko, Laura Cruzada; High Street Consulting: Rebecca Van Dyke; Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Laura Calderon	19-SH; 11-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/7/19	Public Open House	TxDOT-PHR, Conference Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko, Laura Cruzada; High Street Consulting: Rebecca Van Dyke; Ximenes & Associates: Sonia Jimenez, Maria Hernandez, Laura Calderon	4-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
Other Activities					
2/11/19	TTP 2050 R-1 Virtual Open House (Launch date is 2/11/2019)	Online	N/A	765-Survey Users	Online virtual open house/meeting to inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.

Texas Transportation Plan 2050
Public Involvement Activity Log

Activity Date	Activity	Location	TTP Team Personnel Present	# of Attendees (SH=stakeholder)	Purpose
2/13/19	House Transportation Hearing Committee-Presentation	Capital Building, Austin, TX Room E2.030	TxDOT: James Bass, Brian Ragland, Marc Williams (testifying); Brian Barth, Dana Glover, Bill Hale, Michael Lee (not testifying)	15-Committee Members Carlos Calle and Lauren Freriks, State Legislative Affairs produced report. Chairman Terry Canales (D-Edinburg) and the following members were present: Vice Chair Brooks Landgraf (R-Odessa), Rep. Diego Bernal (D-San Antonio),Rep. Yvonne Davis (D-Dallas), Rep. Craig Goldman (R-Fort Worth), Rep. Cole Hefner (R-Mount Pleasant), Rep. Matt	This was part of a legislative briefing to the House Transportation Committee. It highlighted the importance of what TxDOT does and especially the importance of what you support within TPP. Three key TPP areas are highlighted – the UTP, Project Tracker, and though less obvious, we had major responsibilities with respect to the Sunset Bill Implementation.
Week 3					
2/19/19	Stakeholder Workshop	TxDOT-HOU, ENV Room 105	TxDOT TPP: Ibrahima Tembely, Ryan Granger; TxDOT ENV: Bruce Jensen; High Street Consulting: Rebecca Van Dyke; Atkins: Elizabeth Story, Lacey Atkins; Ximenes & Associates:Sonia Jimenez, Maria Hernandez	31-SH; 8-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/19/19	Public Open House	TxDOT-HOU, Auditorium	TxDOT TPP: Ibrahima Tembely, Ryan Granger; TxDOT ENV: Bruce Jensen; High Street Consulting: Rebecca Van Dyke; Atkins: Elizabeth Story, Lacey Atkins; Ximenes & Associates:Sonia Jimenez, Maria Hernandez	18-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
2/20/19	Stakeholder Workshop	TxDOT-TYL, Assembly Room	TxDOT TPP: Ibrahima Tembely, Ryan Granger; TxDOT ENV: Bruce Jensen; High Street Consulting: Rebecca Van Dyke; Atkins: Elizabeth Story; Ximenes & Associates:Sonia Jimenez, Maria Hernandez	14-SH; 7-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/20/19	Public Open House	TxDOT-TYL, Assembly Room	TxDOT TPP: Ibrahima Tembely, Ryan Granger; TxDOT ENV: Bruce Jensen; High Street Consulting: Rebecca Van Dyke; Atkins: Elizabeth Story; Ximenes & Associates:Sonia Jimenez, Maria Hernandez	2-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
2/21/19	Stakeholder Workshop	TxDOT-DFW, Swing Space, Lg Mtg Room	TxDOT TPP: Ibrahima Tembely, Ryan Granger; High Street Consulting: Rebecca Van Dyke; Atkins: Elizabeth Story; Ximenes & Associates:Sonia Jimenez, Maria Hernandez	21-SH; 11-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/21/19	Public Open House	TxDOT-DFW, Swing Space, Lg Mtg Room	TxDOT TPP: Ibrahima Tembely, Ryan Granger; High Street Consulting: Rebecca Van Dyke; Atkins: Elizabeth Story; Ximenes & Associates:Sonia Jimenez, Maria Hernandez	33-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
Week 4					
2/26/19	Stakeholder Workshop	TxDOT ABL, ABL-Room 1	TxDOT TPP: Peggy Thurin, Shana Thomas; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	8-SH; 5-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/26/19	Public Open House	TxDOT ABL, ABL-Room 1	TxDOT TPP: Peggy Thurin, Shana Thomas; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	2-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
2/27/19	Stakeholder Workshop	TxDOT LBB, Conference Room	TxDOT TPP: Peggy Thurin, Shana Thomas; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	10-SH; 3-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
2/27/19	Public Open House	TxDOT LBB, Conference Room	TxDOT TPP: Peggy Thurin, Shana Thomas; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	6-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
2/28/19	Stakeholder Workshop	TxDOT-AMA, HR Room, Bldg. H Conference Ctr.	TxDOT TPP: Peggy Thurin, Shana Thomas; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	7-SH; 5-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues

Texas Transportation Plan 2050
Public Involvement Activity Log

Activity Date	Activity	Location	TTP Team Personnel Present	# of Attendees (SH=stakeholder)	Purpose
2/28/19	Public Open House	TxDOT-AMA, HR Room, Bldg. H Conference Ctr.	TxDOT TPP: Peggy Thurin, Shana Thomas; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	7-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
Week 5					
3/5/19	Stakeholder Workshop	TxDOT ELP, Lg Conference Room	TxDOT TPP: Shana Thomas, Susan Rossi; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Kevin Ford, Rebecca Van Dyke, Victoria Zuber; Atkins: Carlos Valdez, Edgar Fino; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	17-SH; 4-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
3/5/19	Public Open House	TxDOT ELP, Lg Conference Room	TxDOT TPP: Shana Thomas, Susan Rossi; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Kevin Ford, Rebecca Van Dyke, Victoria Zuber; Atkins: Carlos Valdez, Edgar Fino; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	5-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
3/6/19	Stakeholder Workshop	TxDOT ODA, Permian Basin MPO, Board Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Atkins: Carlos Valdez, Edgar Fino; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	12-SH; 4-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
3/6/19	Public Open House	TxDOT ODA, Permian Basin MPO, Board Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Atkins: Carlos Valdez, Edgar Fino; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	5-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
3/7/19	Stakeholder Workshop	TxDOT SJT, Bldg. E Training Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Atkins: Carlos Valdez, Edgar Fino; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	12-SH; 8-TxDOT Staff	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
3/7/19	Public Open House	TxDOT SJT, Bldg. E Training Room	TxDOT TPP: Casey Dusza, Laura Perez; TxDOT ENV: Rebekah Dobrasko; High Street Consulting: Rebecca Van Dyke, Victoria Zuber; Atkins: Carlos Valdez, Edgar Fino; Ximenes & Associates: Sonia Jimenez, Maria Hernandez	3-Public	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
5/21/19	Emerging Technology Scenarios Workshop (TWG)	Riverside Campus Austin, Texas	TxDOT: Peter Smith, Peggy Thurin, Casey Dusza, Ryan Granger, Michael Chamberlain, David Freidenfeld, Caroline Mays, Casey Wells, Janie Temple; High Street: Kevin Ford, Craig Secrest, Victoria Zuber; WRA: Jonathan Avner; EDRG: Kyle Schroeckenthaler	TxDOT: 9 NonTxDOT Staff: 5	Presented TTP status update, Round 1 outcomes, revised goals and objectives, shared investment strategies, and discussed future baselines required to develop scenarios for the TTP 2050, Round 2 and next steps.

Round 2 Public Involvement - Outreach Efforts

- Press Release
- Social Media
  - Facebook
  - Twitter
- Email Outreach
- Newspaper Ads

DRAFT — SAMPLE DISTRICT PRESS RELEASE

TXDOT invites the public to help plan state's future transportation system enhancements with Texas Transportation Plan 2050 — Round 2

Contact:
Phone:
Date:

CITY – If you had limited revenues, but a growing list of transportation improvements, what choices would you make? TxDOT is inviting the public to attend a Texas Transportation Plan 2050 (TTP 2050) open house to learn more about this issue and to help answer this important question. The TTP 2050 updates the state's long-range transportation plan and sets the direction for the future of Texas' multimodal transportation system.

To participate, the public can attend a TTP 2050 open house on DATE, 5:30 p.m. – 7 p.m., at VENUE NAME, STREET ADDRESS, CITY, TX, ZIP CODE. Since it is an informal, open house format, attendees can come and go at their convenience.

The open house will focus on the difficult funding choices and how you would invest in TxDOT system enhancements given limited revenues. Members of the public can give their input using an online, interactive "investment choices" tool. The tool presents four future scenarios that consider various transportation goals, the participant's level of support for each goal, and the level of investment the participant would make given different spending categories. The results from this tool, the transportation usage survey, and public comments submitted at the open house, will help inform TxDOT's long-range transportation plan.

(Sample quote developed by District PIOs) TxDOT's DISTRICT NAME District Engineer, DE NAME cites some key factors impacting the future of CITY/REGION transportation system, "We are in the midst of unprecedented population growth and increasing traffic. These factors have significant implications for how we move people and freight. Funds are always limited and choices will have to be made, so I'm urging everyone to attend this open house and give us their input."

The open house will also feature information on TxDOT's 2050 goals and objectives, revenues and expenditures, safety initiatives, and local transportation data. TxDOT staff will be available to answer questions attendees may have.

For those who cannot attend, TxDOT is providing the TTP 2050 Virtual Open House (hyperlink), that replicates the in-person experience. The Virtual Open House includes opportunities for the viewer to give their input via the "investment choices" tool, the transportation usage survey, and the ability to submit comments.

TTP 2050 — Round 2 follows Round 1 conducted earlier this year. Anyone who attended a Round 1 open house is encouraged to continue their participation as there will be new information and opportunities to comment. During Round 1, TxDOT gathered feedback on the

TTP 2050 draft goals and objectives. These goals and objectives were revised and will guide the investment priorities for future funding policies. Round 2 will solicit public feedback and input to inform these priorities.

Overall, the TTP 2050 will guide TxDOT's planning and programming for the next 30 years and set long-range goals for all transportation modes—roadways, transit, pedestrian, bicycle and freight. Besides limited funding, the plan will also address some of the state's biggest transportation challenges, including a growing and aging population; urbanization; and emerging transportation technologies, like driverless cars.

Persons with disabilities who plan to attend and who may need assistance, or persons with special communication needs or who need an interpreter, should contact Casey Dusza at (512) 486-5149 or casey.dusza@txdot.gov at least three business days prior to the meeting so that appropriate arrangements can be made. Every reasonable effort will be made to accommodate these needs.

Members of the public who cannot attend a meeting, but who would like to receive information or submit comments can email TTP_2050@txdot.gov or call the toll free messaging center at 1-855-TEXAS50 (839-2750). All meeting materials will be available at www.txdot.gov using the keyword search "TTP 2050."

Online surveys will close on Friday, November 1, 2019 and public comments will be accepted throughout the development of the TTP 2050 until DATE, 2019. Written comments can be submitted via email at TTP_2050@txdot.gov or by USPS mail to:

TxDOT TPP Division – TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas 78714-9217

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The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at TxDOT.gov. "Like" us on Facebook and follow us on Twitter.

Texas Transportation Plan 2050
Public Involvement Activity Log

TTP 2050 R2 Newspaper Contacts and Ad Information			
Paper	Status	Meeting Date	Published Date
El Mañana Periodico Laredo Area	Tearsheet on file	Sept. 24 Laredo Mtg.	Fri. Sept. 20
Laredo Morning Times	Tearsheet on file	Sept. 24 Laredo Mtg.	Sun. Sept. 15
El Mensajero Amarillo Area (Spanish)	Tearsheet on file	Oct. 1 Amarillo Mtg.	Weds. Sept. 25 thru Tues. Oct. 1
Amarillo Globe News	Tearsheet on file	Oct. 1 Amarillo Mtg.	Sun. Sept. 22
Abilene Reporter News	Tearsheet on file	Oct. 3 Abilene Mtg.	Weds. Sept. 25
San Angelo Standard Times	Tearsheet on file	Oct. 21 San Angelo Mtg.	Weds. Oct. 9
Conexion Hispana San Angelo Area	Tearsheet on file	Oct. 21 San Angelo Mtg.	Thurs. Oct. 3
Andrews County News Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Sun. Oct. 6
The Monahans News Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 17
Martin County Messenger Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 10 & Thurs. Oct. 17
Pecos Enterprise Paper Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 10
Fort Stockton Pioneer Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 3
Odessa American	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Sun. Oct. 6
Midland Reporter - Telegram	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Sun. Oct. 6

Rev. 12_18_19_LV (XAI)

GOBIERNO DE MÉXICO | CULTURA

Cultura Comunitaria

Misiones por la diversidad cultural-Tamaulipas

Milpa Cultural
Jornada de participación ciudadana y diagnóstico vivo en materia cultural.

Sábado 21 de septiembre
de 12 a 17 horas.

Convocamos a talleristas artistas, artesanos, danzantes fotógrafos, músicos, maestros de arte y oficios, promotores culturales, cocineros de platillos tradicionales, historiadores, escritores y en general a personas que trabajen en el sector cultural, a construir el diagnóstico vivo del quehacer cultural en tu comunidad, en tu municipio, en tu estado.

Nuevo Laredo
Teatro Lucio Blanco
en la Casa de la Cultura
Calle Lincoln #821
Colonia Viveros
Nuevo Laredo, Tamaulipas

Aquí todas y todos nos involucramos en la construcción de las políticas culturales.

Entrada libre.

TAMAULIPAS

AUXILIA SEMAR A BARCO PESQUERO EN MATAMOROS

TAMAULIPAS.- La Secretaría de Marina-Armada de México auxilió a la tripulación del barco pesquero "Buena Ventura" que presentaba una inundación en su cuarto de máquinas, además de que reportaban a una persona con lesiones. Los hechos ocurrieron el 16 de septiembre.

Curso de computación
Básico

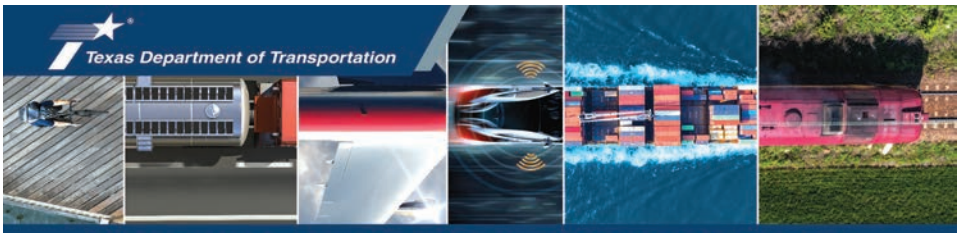
Se impartira:
Word, Excel, Power Point
y Navegación en Internet

Horarios sabatino:
9:00 am - 1:00 pm

21 de Septiembre al 9 de Noviembre

NUEVO LAREDO CITY COLLEGE

Texas Department of Transportation



TXDOT QUIERE SABER DE USTED MIENTRAS HACE PLANES PARA
EL FUTURO DEL TRANSPORTE DE TEXAS

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) los invita a una exhibición pública sobre el desarrollo del Plan de Transporte de Texas (TTP por sus siglas en inglés) 2050. El TTP 2050 es el plan multimodal de transporte a largo plazo del estado y sirve como el documento de política rector para abordar el rendimiento de las mejoras futuras de transporte. El TTP 2050 incluirá estrategias para todos los modos de transporte, así como información respecto a tecnologías emergentes (por ejemplo, coches autónomos) y operaciones de emergencia.

TEXASTRANSPORTATION PLAN2050

REUNION PUBLICA
EN LAREDO

Para mas información o para visitar la exhibición virtual favor de visitar a txdot.gov y busque con la clave "TTP 2050."

MARTES
24 DE SEPTIEMBRE DE 2019

TxDOT Laredo, Salón de Conferencia Grande
1817 Bob Bullock Loop, Laredo, TX 78043

5:30 P.M. a 7:00 P.M.

Se aceptarán comentarios hasta principios de 2020, antes que la Comisión de Transporte de Texas acepta formalmente al plan. Comentarios del público se pueden someter por correo electrónico al TTP_2050@txdot.gov, por teléfono al 1-855-TEXAS-50 (839-2750), o por correo al: TxDOT TPP-TTP 2050, Attn: Casey Duzsa, PO Box 149217, Austin, TX 78714-9217.

Se le pide a personas que tengan alguna discapacidad y piensan asistir y posiblemente necesitarán servicios auxiliares que se comuniquen al 210-354-2925 o lvasquez@xa-sa.com dos días antes de la reunión. TxDOT hará todo esfuerzo razonable para acomodar a estas necesidades.

NATIONAL

White House says bin Laden son killed in US operation

By Zeke Miller
Associated Press

WASHINGTON – The White House announced Saturday that Hamza bin Laden , the son of the late al-Qaida leader who had become an increasingly prominent figure in the terrorist organization, was killed in a U.S. counterterrorism operation in the Afghanistan-Pakistan region.

A statement issued in President Donald Trump's name gave no further details, such as when Hamza bin Laden was killed or how the United States had confirmed his death. Administration officials would provide no more information beyond the three-sentence statement from the White House.

American officials have said there are indications that the CIA, not the U.S. military, conducted the strike. The CIA declined comment on whether the agency was involved.

The White House statement said Hamza bin Laden's death "not only deprives al-Qaida of important leadership skills and the symbolic connection to his father, but undermines important operational activities of the group." It said Osama bin Laden's son "was responsible for planning and dealing with various terrorist groups."

The U.S. officials had suspected this summer that Hamza bin Laden was dead, based on intelligence reports and the fact that he had not been heard from in some time. The officials spoke on condition of anonymity to discuss intelligence matters. Defense Secretary Mark Esper told Fox News Channel in a late August interview that it was "my understanding" that Hamza bin Laden was dead.

A U.S. official familiar with the case who spoke on condition of anonymity about intelligence-gathering said bin Laden was killed in the past 18 months. Confirming such a high-profile death can take a long time, said the official, who declined to say what led the U.S. to report bin Laden's death with certainty.

The younger bin Laden had been viewed as an eventual heir to the leadership of al-Qaida, and the group's leader, Ayman al-Zawahri, had praised him in a 2015 video that appeared on jihadi websites, calling him a "lion from the den of al-Qaida." Bin Laden's death leaves Zawahiri with the challenge of finding a different successor.

The U.S. government in February said it was offering $1 million for help tracking down Hamza bin Laden as part of the State Department's Rewards for Justice program. The department's notice said he was married to a daughter of Abdullah Ahmed Abdullah, an al-Qaida leader and Egyptian charged for his role in the 1998 bombings of U.S. embassies in East Africa. They were said to have two children, Osama and Khairiah, named after his parents.

He was named a "specially designated global terrorist" in January 2017, and he had released audio and video messages calling for attacks against the U.S. and its allies. To mark one 9/11 anniversary, al-Qaida superimposed a childhood photo of him over a photo of the World Trade Center.

Video released by the CIA in 2017 that was seized during the 2011 U.S. raid that killed Osama bin Laden showed Hamza bin Laden with a trimmed mustache but no beard at his wedding. Previous images have only shown him as a child.

Hamza bin Laden is believed to have been born in 1989, the year of the Soviet withdrawal from Afghanistan, where his father became known among the mujahedeen fighters. His father returned to Saudi Arabia and later fled to Sudan after criticizing the kingdom for allowing U.S. troops to deploy in the country during the 1991 Gulf War. He later fled Sudan for Afghanistan in 1996, where he declared war against the U.S.

As al-Qaida's leader, Osama bin Laden oversaw attacks that included the 1998 bombings of the U.S. embassies in Kenya and Tanzania, as well as the bombing of the USS Cole off Yemen. He and others plotted and executed the 2001 attacks against the United States that led to the U.S. invasion of Afghanistan. U.S. Navy SEALs killed the elder bin Laden in a raid on a house in Abbottabad, Pakistan, in 2011.

This past March, Saudi Arabia announced that it had revoked the citizenship of Hamza bin Laden. The kingdom stripped Osama bin Laden's citizenship in 1994 while he was living in exile in Sudan when Hamza bin Laden was just a child. It was unclear where Hamza bin Laden was at the time of the Saudi action.

Hamza bin Laden began appearing in militant videos and recordings in 2015 as an al-Qaida spokesman.

"If you think that your sinful crime that you committed in Abbottabad has passed without punishment, then you thought wrong," he said in his first audio recording.

After the Sept. 11 attacks, a U.S.-led invasion of Afghanistan sought to topple the Taliban, an ally of al-Qaida, and seize the elder bin Laden. He escaped and split from his family as he crossed into Pakistan. Hamza was 12 when he saw his father for the last time – receiving a parting gift of prayer beads.

"It was as if we pulled out our livers and left them there," he wrote of the separation.

Hamza and his mother followed other al-Qaida members into Pakistan and then Iran, where other al-Qaida leaders hid them, according to experts and analysis of documents seized after U.S. raid that killed Osama bin Laden. Iran later put the al-Qaida members on its soil into custody. During this time, Hamza married.

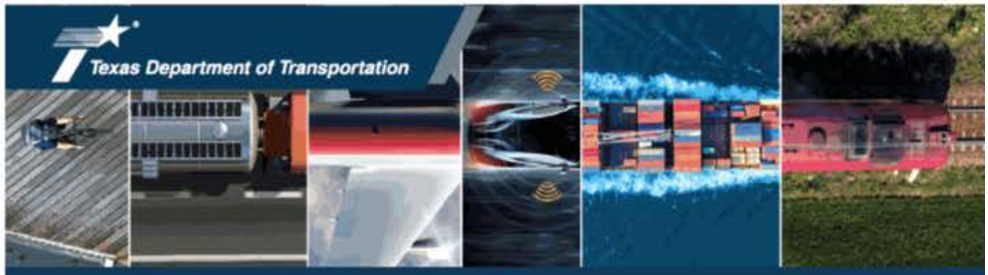
In March 2010, Hamza and others left Iranian custody. He went to Pakistan's Waziristan province, where he asked for weapons training, according to a letter to the elder bin Laden. His mother left for Abbottabad, joining her husband in his hideout. On May 2, 2011, the Navy SEAL team raided Abbottabad, killing Osama bin Laden and his son Khalid, as well as others. Saber and other wives living in the house were imprisoned. Hamza again disappeared.

In August 2015, a video emerged on jihadi websites of al-Zawahri introducing "a lion from the den of al-Qaida" – Hamza bin Laden. Since then, Hamza had been featured in al-Qaida messages, delivering speeches on everything from the war in Syria to Donald Trump's visit to Saudi Arabia on his first foreign trip as president.

But he hadn't been heard from since a message in March 2018, in which he threatened the rulers of Saudi Arabia.

AP

In this image from video released by the CIA, Hamza bin Laden, the son of of the late al-Qaida leader Osama bin Laden is seen as an adult at his wedding. The White House says Hamza bin Laden has been killed in a U.S. counterterrorism operation in the Afghanistan-Pakistan region. A White House statement gives no further details, such as when Hamza bin Laden was killed or how the United States confirmed his death.



TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR

THE FUTURE OF TEXAS TRANSPORTATION

The Texas Department of Transportation (TxDOT) is hosting an open house to gather public input as part of developing the Texas Transportation Plan (TTP) 2050. The TTP 2050 is the state's multi-modal, long-range transportation plan and serves as the guiding policy document for addressing the state's future transportation performance improvements. The TTP 2050 will include strategies for all transportation modes as well as information about emerging technology (i.e. self-driving cars) and emergency operations.

TEXAS TRANSPORTATION PLAN2050

LAREDO OPEN HOUSE

For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"

TUESDAY
SEPTEMBER 24, 2019

TxDOT Laredo, Large Conference Room
1817 Bob Bullock Loop, Laredo, TX 78043

5:30 - 7PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.

Persons with disabilities, who plan to attend, and who may need auxiliary services are requested to contact 210-354-2925 or lvasquez@xa-sa.com, two business days prior to the meeting. TxDOT will make all reasonable efforts to accommodate these needs.

Reconoce error en partido ante Pumas

cometido en 2013, cuando las presentarán las denuncias correspondientes a la brevedad, "estamos rastreando la información para presentar la denuncia correspondiente en razón de que hay un claro acto de corrupción".

investigaciones relacionadas con posibles actos de lavado de dinero y corrupción política vinculada con la Secretaría de Comunicaciones y Transportes (SCT) en la anterior administración con el titular de la SCT, Javier Jiménez Espriú, para informarle también de los resultados que tiene la investigación y se presentarán las denuncias correspondientes.

TXDOT QUIERE SABER DE USTED MIENTRAS HACE PLANES PARA

EL FUTURO DEL TRANSPORTE DE TEXAS

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) los invita a una exhibición pública sobre el desarrollo del Plan de Transporte de Texas (TTP por sus siglas en inglés) 2050. El TTP 2050 es el plan multimodal de transporte a largo plazo del estado y sirve como el documento de política rector para abordar el rendimiento de las mejoras futuras de transporte. El TTP 2050 incluirá estrategias para todos los modos de transporte, así como información respecto a tecnologías emergentes (por ejemplo, coches autónomos) y operaciones de emergencia.

TEXASTRANSPORTATION PLAN2050

REUNION PUBLICA EN AMARILLO

MARTES
1 DE OCTUBRE DE 2019

TxDOT Amarillo
Centro de Conferencia en Edificio H
Salón de Conferencia HR Norte y Sur
5715 Canyon Drive
Amarillo, TX 79110

5:30 P.M. a 7:00 P.M.

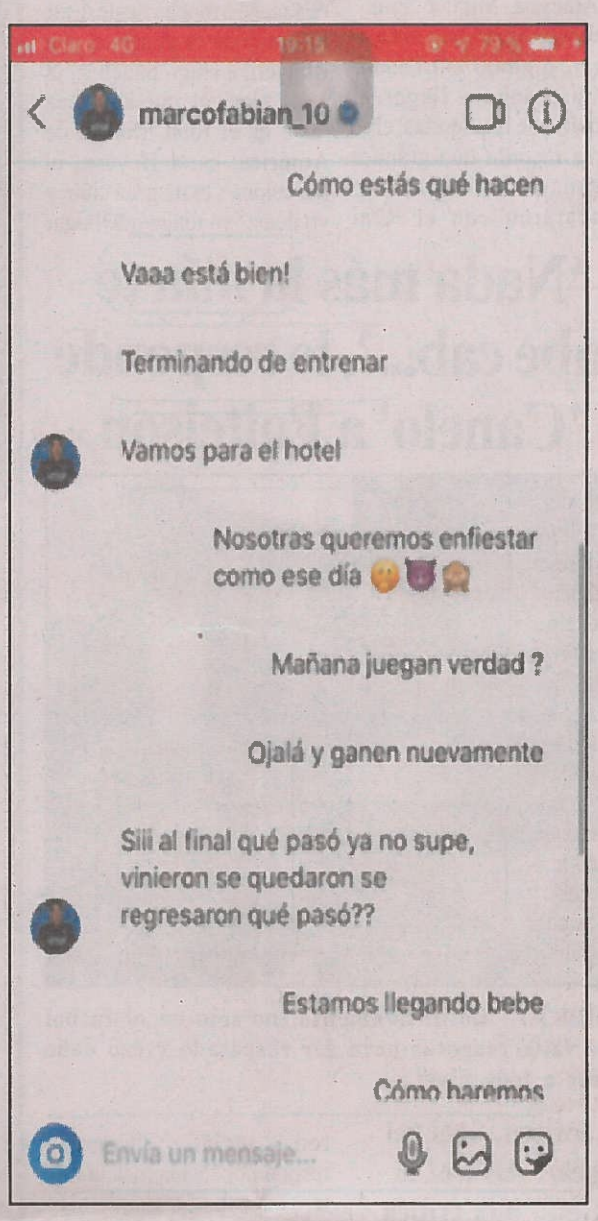
Se aceptarán comentarios hasta principios de 2020, antes que la Comisión de Transporte de Texas acepta formalmente al plan. Comentarios del público se pueden someter por correo electrónico al TTP_2050@txdot.gov, por teléfono al 1-855-TEXAS-50 (839-2750), o por correo al: TxDOT TPP-TTP 2050, Attn: Casey Duzsa, PO Box 149217, Austin, TX 78714-9217.

Para más información o para visitar la exhibición virtual favor de visitar a txdot.gov y busque con la clave "TTP 2050."

Se le pide a personas que tengan alguna discapacidad y piensan asistir y posiblemente necesitarán servicios auxiliares que se comuniquen al 210-354-2925 o lvasquez@xa-sa.com dos días antes de la reunión. TxDOT hará todo esfuerzo razonable para acomodar a estas necesidades.

¡Ahora son mensajes de texto!

Salen nuevas "pruebas" en torno al escándalo de la fiesta de la Selección Mexicana en Nueva York.



Nuevos elementos salieron a la luz sobre el caso de la presunta fiesta en la que se involucraron miembros de la Selección Mexicana con mujeres influencers de Instagram

De acuerdo con Botineras del Mundo, la cuenta de Twitter que reveló del escándalo de esta fiesta que disfrutaron algunos integrantes de la Selección Mexicana antes de recibir la aplastante goleada de 3-0 que recibieron por parte de Argentina, Marco Fabián habría invitado a las chicas vía mensaje privado de Instagram.

En el video, del que aún se duda su autenticidad, se puede leer una conversación en la que el integrante del Tri platica con una mujer que habla en plural, hacen referencia a una fiesta previa en el hotel y Fabián deja la puerta abierta para otra posible fiesta al día siguiente.

Tal como lo informó El Mensajero, Miguel Layún, "Chicharito" Hernández, Héctor Moreno, Guillermo Ochoa y el mismo Marco Fabián estuvieron en el ojo del huracán hace un par de semanas, cuando salieron a la luz los videos y las imágenes de las chicas que se hospedaron en el mismo hotel, asistieron a sus partidos, estuvieron en la misma fiesta que ellos y fueron documentadas en el aeropuerto por uno de los integrantes del equipo mexicano.

¿Castigarán a Marco Fabián por meter mujeres al hotel de concentración?

Tal parece que el escándalo de la Selección mexicana en Nueva York no ha concluido, pues además de trascender el despido de un empleado de logística, también la Federación Mexicana de Futbol (FMF) podría sacrificar a un jugador.

Según lo publicado por el portal de El Universal, Yon de Luisa, presidente del organismo, pretendería dar un castigo ejemplar para demostrar que hay cero tolerancia ante actos de indisciplina por parte de los jugadores.

Ante esto, apuntan a que Marco Fabián sería suspendido del Tricolor por supuestamente introducir mujeres al hotel de contratación en San Antonio.

Por su parte, la cuenta "Botineras del mundo" en Twitter (la cual filtró las fotos de la fiesta), insiste en asegurar que la salida de los seleccionados nacionales Guillermo Ochoa, Héctor Moreno, Javier Hernández, Miguel Layún y Marco Fabián, no sólo fue para pasar una tarde en el "Lavo Brunch NYC" de la ciudad de Nueva York, sino que además pagaron el avión de las modelos, para supuestamente pasar la noche con ellas.

NEWS

WORD OF THE DAY

redoubtable

(adj.): rih-DOUT-uh-bul
Definition: causing fear or alarm — formidable; illustrious, eminent; broadly — worthy of respect
Example: "There, amid the planers and sawdust, 46 craftsmen create custom-built pieces for private clients and for such redoubtable institutions as 10 Downing Street, Westminster Abbey, and even Hogwarts." — Mark Rozzo, Vanity Fair, May 2019

LANE CLOSURES

Texas Department of Transportation officials have announced the following lane closures as part of ongoing projects.

Routine Maintenance
Various lanes will be closed on Amarillo Boulevard and Port Lane for patching repairs.
The right lane of I-27 southbound will be closed at McCormick Road for mowing.
There will be various lane closures on the western and eastern portions of SL 335 – Soncy Road and Lakeside Drive – for booming of steep embankments that the other mowers cannot get.
Expect various right lane closures in both directions of I-27 from 26th Avenue to Georgia Street for erosion control.
On I-40 westbound, expect various lane and shoulder closures at the downtown interchange for erosion control.
I-40 westbound will be reduced to one lane at Paramount Boulevard on Wednesday, Sept. 25, for patching repairs.
Watch for crews making patching repairs on FM 591 in Potter County.

Overlay
Overlaying of the southeastern quadrant of State Loop (SL) 335 will continue for at least two weeks, weather permitting. Expect various lane closures and short-term ramp closures along this 10-mile stretch of roadway with traffic reduced to one lane, guided by a pilot car. Motorists should expect delays during this final surface work.
Crews will continue to place hot mix and overlay on I-40 westbound from Adkisson Road to Hope Road.
Expect various lane closures on US 287 starting at 8.6 miles east of the Carson County line to one mile west of FM 2589 for mill and fill operations followed with overlay in both directions. The city of Claude is not included in the overlay area.

Other:
The right two lanes of I-40 eastbound will be closed from Arthur Street to Ross Street from 8 p.m. Wednesday, Sept. 25, until 6 a.m. Thursday, Sept. 26, to make corrections to the ride quality. If more than one night is required to perform this work, then only the right lane will be closed on the evening of Sept. 26.
Vega: Expect daily left lane closures on I-40 in both directions, just east of Vega, while TxDOT's contractor works to build detours in advance of a bridge deck replacement project.
Canyon: Expect right lane closures in both directions of SH 217 in Canyon from 23rd Street to Holman Lane to install curbs, ramps, and sidewalks.

All projects are subject to change because of weather, emergency work and other unexpected events.

READ MORE NEWS AT
AMARILLO.COM

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TEXAS TRANSPORTATION PLAN 2050

AMARILLO OPEN HOUSE

TUESDAY
OCTOBER 1, 2019

TxDOT Amarillo District
HR Conference Room
5715 Canyon Drive
Amarillo, TX 79110

5:30 - 7 PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Duszz, PO Box 149217, Austin, TX 78714-9217.

For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"

Persons with disabilities, who plan to attend, and who may need auxiliary services are requested to contact 210-354-2925 or hvasquez@va-a.com, two business days prior to the meeting. TxDOT will make all reasonable efforts to accommodate these needs.

PUBLIC MEETINGS

Monday

Potter County Commissioners' Court: 9 a.m., 500 S. Fillmore - Room 106
Consider taking action as required by Occupation Code 2001.502 in order to receive proceeds from bingo prize fees collected by the Texas Lottery Commission.
Amarillo Economic Development Corporation Board of Directors: 11 a.m., Amarillo EDC Offices - Suite 20580 1 S. Fillmore
Executive Session: a. Deliberation regarding economic development negotiations in accordance with the Texas Open Meetings Act, Section 551.087: Discussion regarding commercial or financial information received from a business prospect and/or to deliberate the offer of a financial or other incentive to a business prospect: Project # 19-03-01 (Manufacturing); Project # 19-05-02 (Manufacturing); Project # 19-07-01 (Utilities); Project # 19-08-02 (Manufacturing). Discuss and consider the offer of a financial incentive to a business prospect: Project 19-03-01 (Manufacturing). Staff financial and operational updates.
Pedestrian and Bicycle Safety Advisory Committee: 11 a.m., Simms Building - Second Floor808 S. Buchanan St.
Receive public safety general traffic accident statistics; receive public safety update on pedestrian and bicycle statistics; and receive staff liaison update.
Planning and Zoning Commission: 3 p.m., City Hall - Council Chamber601 S. Buchanan St.
Subdivision Plat/s:
The Planning and Zoning Commission will consider the following subdivision plat/s:
A. P-19-76 Memory Acres Unit No. 14, an addition to the city of Amarillo, being an unplatted tract of land in Section 107, Block 2. AB&M Survey, Potter County. Vicinity - Whittaker Rd. and 34th Ave. Applicant - Joe McCartt for DC Amarillo, LLC
B. P-19-79 Wolflin Estates Unit No. 11, an addition to the city of Amarillo, being a replat of a portion of Lot 15 and all of Lot 16, Block 37, Wolflin Estates Unit No. 1, in Section 186, Block 2, AB&M Survey, Randall County. Vicinity - Oldham Cir. and Lipscomb St. Applicant - Patrick O'Neill Ware
C. P-19-84 Eastridge Unit No. 46, an addition to the city of Amarillo, being a replat of Lots 8 and 9, Block 1. Amended Plat of Eastridge, in Section 104, Block 2, AB&M Survey, Potter County. Vicinity - NE 11th Ave and Columbine St. Applicant - Rodrigo Gonzalez

Tuesday

Amarillo City Council: 1 p.m., City Hall - Council Chamber601 S. Buchanan St.
Reports and updates from City Council members serving on outside boards: Environmental Task Force and Pedestrian and Bicycle Safety Advisory Committee; State of the City update; Neighborhood Planning Committee update; utility billing update; consider the second and final reading of an ordinance adopting the city of Amarillo budget for the 2019-20 fiscal year; consider the second and final reading of an ordinance approving the city of Amarillo tax roll, setting an ad valorem property tax rate and levying a tax on all property subject to taxation within the city for the 2019 tax year; take a separate ratification vote on the tax rate; consider a resolution approving the 2019-20 budget for the Convention & Visitor Council, which is funded through a tax levied upon hotel occupancy; consider the purchase of Fire Truck Ladder Style 77 for $949,419 to be used for daily operational requirements and increased staffing at Station No. 5; and consider a professional services agreement with Schrickel Rollins / PSC for $425,000 for the design of an aquatics facility to be located in Thompson Park.

Thursday

North Heights Advisory Association: 6 p.m., United Citizens Forum901 N. Hayden St.
The North Heights Advisory Association will host its monthly meeting at the United Citizens Forum.

TODAY IN HISTORY

The Associated Press
In **1776,** during the Revolutionary War, Capt. Nathan Hale, 21, was hanged as a spy by the British in New York.
In **1862,** President Abraham Lincoln issued the preliminary Emancipation Proclamation, declaring all slaves in rebel states should be free as of January 1, 1863.
In **1927,** Gene Tunney successfully defended his heavyweight boxing title against Jack Dempsey in the famous "long-count" fight in Chicago.
In **1949,** the Soviet Union exploded its first atomic bomb.
In **1950,** Omar N. Bradley was promoted to the rank of five-star general, joining an elite group that included Dwight D. Eisenhower, Douglas MacArthur, George C. Marshall and Henry H. "Hap" Arnold.
In **1961,** the Interstate Commerce Commission issued rules prohibiting racial discrimination on interstate buses.
In **1975,** Sara Jane Moore attempted to shoot President Gerald R. Ford outside a San Francisco hotel, but missed.
In **1980,** the Persian Gulf conflict between Iran and Iraq erupted into full-scale war.
In **1985,** rock and country music artists participated in "FarmAid," a concert staged in Champaign, Illinois, to help the nation's farmers.
In **1989,** the Irish Republican Army bombed the Royal Marines School of Music in Deal, Kent, England, killing 11 band members. Songwriter Irving Berlin died in New York City at age 101.
In **1993,** 47 people were killed when an Amtrak passenger train fell off a bridge and crashed into Big Bayou Canot near Mobile, Alabama. (A tugboat pilot lost in fog pushed a barge into the railroad bridge, knocking the tracks 38 inches out of line just minutes before the train arrived.)
In **1994,** the situation comedy "Friends" debuted on NBC-TV.
In **1995,** an AWACS plane carrying U.S. and Canadian military personnel crashed on takeoff from Elmendorf Air Force Base near Anchorage, Alaska, killing all 24 people aboard.
Ten years ago: President Barack Obama, visiting New York, brought together Israeli Prime Minister Benjamin Netanyahu and Palestinian President Mahmoud Abbas for their first face-to-face meeting.
Five years ago: The United States and five Arab nations launched airstrikes against the Islamic State group in Syria, sending waves of planes and Tomahawk cruise missiles against an array of targets.
One year ago: Paul Simon ended what was billed as his final concert tour in a park in Queens, New York, telling the hometown crowd that their cheers "mean more than you can know."
Today's Birthdays: Baseball Hall of Fame manager Tommy Lasorda is 92. Actress Anna Karina is 79. Actor Paul Le Mat is 74. Musician King Sunny Ade is 73. Rock singer David Coverdale (Deep Purple, Whitesnake) is 68. Actress Shari Belafonte is 65. Singer Debby Boone is 63. Country singer June Forester (The Forester Sisters) is 63. Singer Nick Cave is 62. Classical crossover singer Andrea Bocelli is 61. Singer-musician Joan Jett is 61. Actor Scott Baio is 59. Actress Catherine Oxenberg is 58. Actress Bonnie Hunt is 58. Actor Rob Stone is 57. Actor Dan Bucatinsky (TV: "24: Legacy") is 54. Musician Matt Sharp is 50. Rock musician Dave Hernandez is 49. Rapper Mystikal is 49. Rhythm-and-blues singer Big Rube (Society of Soul) is 48. Actor James Hiller (TV: "The Crown") is 46. Actress Mireille Enos is 44. Actress Daniella Alonso is 41. Actor Michael Graziadei is 40. Actress Ashley Drane (Eckstein) is 38. Actress Katie Lowes is 37. Rock musician Will Farquarson (Bastille) is 36. Actress Tatiana Maslany is 34. Actor Ukweli Roach (TV: "Blindspot") is 33. Actor Tom Felton is 32. Actress Teyonah Parris is 32. Actress Juliette Goglia is 24. Actress Dalya Knapp is 9.

NATION & WORLD IN BRIEF

LANCASTER, S.C.
Deputies say South Carolina shooting leaves 2 dead, 8 hurt

Authorities said a shooting at a bar in South Carolina left two people dead and eight injured early Saturday.

The Lancaster County Sheriff's Office said in a statement that the agency was investigating a shooting at a bar at about 2:45 a.m.

Two adult males were shot and killed. Four injured victims were airlifted to medical facilities for treatment. The other four people were treated at local facilities for injuries considered noncritical. An eleventh victim was treated and released for minor injuries incurred after falling down while trying to flee. The victims' identities were not released.

media AMARILLO GLOBE-NEWS (USPS 016-480) Periodicals postage paid at Lubbock, Texas.
Postmaster: Send address changes to Amarillo Globe-News, 600 S. Tyler, Suite 103, Amarillo, TX 79101

ESTABLISHED NOV. 4, 1909

Physical address:
600 S. Tyler, Suite 103, Amarillo, TX 79101
Mailing address:
P.O. Box 2091, Amarillo, TX 79166
Printing address:
710 Ave. J, Lubbock, TX 79401

The Globe-News is published daily by GateHouse Media at 710 Ave. J, Lubbock, TX 79401-1808.

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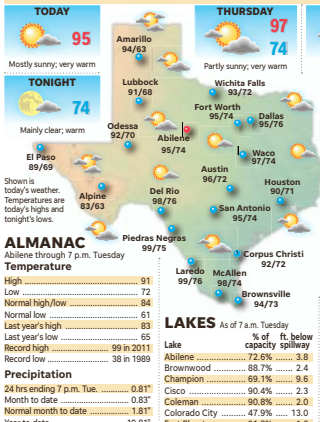
GateHouse Media

FIVE-DAY FORECAST FOR ABILENE

AccuWeather DOWNLOAD THE FREE APP

TODAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
95	97 / 74	97 / 71	94 / 73	93 / 72
Mostly sunny; very warm	Partly sunny; very warm	Partly sunny; breezy	Mostly sunny; breezy	A thunderstorm around

TONIGHT 74 — Mainly clear; warm



Shown is today's weather. Temperatures are today's highs and tonight's lows.

ALMANAC

Abilene through 7 p.m. Tuesday

Temperature

High	91
Low	72
Normal high/low	84
Normal low	61
Last year's high	83
Last year's low	65
Record high	99 in 2011
Record low	38 in 1989

Precipitation

24 hrs ending 7 p.m. Tue.	0.81"
Month to date	0.83"
Normal month to date	1.81"
Year to date	19.81"
Normal year to date	18.77"
Last year to date	16.99"
Record for year	48.77" in 1941

UV INDEX TODAY

The higher the **AccuWeather.com UV Index™** number, the greater the need for eye and skin protection.

0-2 Low; 3-5 Moderate; 6-7 High; 8-10 Very High; 11+ Extreme

LAKES

As of 7 a.m. Tuesday

Lake	% of capacity	ft. below spillway
Abilene	72.6%	3.8
Brownwood	88.7%	2.4
Champion	69.1%	9.6
Cisco	90.4%	2.3
Coleman	90.8%	2.0
Colorado City	47.9%	13.0
Fort Phantom	91.8%	1.6
Hord's Creek	86.1%	2.7
Hubbard Creek	92.3%	1.6
Ivie	71.4%	9.2
Leon	88.7%	1.9
Millers Creek	92.0%	1.0
Oak Creek	91.4%	1.5
Possum Kingdom	96.2%	2.2
Proctor	80.8%	2.4
Spence	28.7%	35.2
Stamford	90.9%	1.0
Sweetwater	97.6%	0.5
Thomas	28.1%	27.1

Source: Texas Water Development Board

TEXAS WEATHER

City	Today hi/lo/w	Thu. hi/lo/w
Amarillo	94/63/pc	84/63/s
Austin	96/72/s	97/72/s
Beaumont	88/71/pc	88/72/pc
Brownsville	94/73/pc	94/74/s
Brownwood	94/71/s	95/71/pc
College Station	92/72/s	92/72/s
Corpus Christi	92/72/pc	93/73/pc
Dalhart	94/56/pc	85/60/s
Dallas	95/76/s	95/74/s
Del Rio	98/76/s	97/76/pc
Eastland	95/73/s	95/73/pc
El Paso	89/69/pc	89/67/pc
Galveston	87/80/pc	88/81/pc
Houston	90/71/pc	89/72/s
Laredo	99/76/s	99/76/s
Longview	93/69/s	92/69/s
Lubbock	91/68/pc	90/66/pc
Midland	93/71/pc	95/70/pc
Odessa	92/70/c	93/71/pc
Presidio	92/66/t	93/67/s
San Angelo	97/71/s	97/72/pc
San Antonio	95/74/pc	95/74/s
Texarkana	92/70/pc	90/69/s
Tyler	95/72/s	93/71/s
Waco	97/74/s	97/73/s
Wichita Falls	93/72/s	94/73/pc

w-weather: s-sunny, pc-partly-cloudy, sh-showers, t-thunderstorms, r-rain, sf-snow flurries, sn-snow, i-ice.

SUN AND MOON

	Sunrise	Sunset
Today	7:29 a.m.	7:32 p.m.
Thursday	7:29 a.m.	7:31 p.m.
	Moonrise	**Moonset**
Today	3:41 a.m.	5:48 p.m.
Thursday	4:50 a.m.	6:32 p.m.

New	First	Full	Last
Sep 28	Oct 5	Oct 13	Oct 21

WINDS

Average wind speed yest.	10.1 mph
Highest sustained gust	16 mph
Direction	South
Today	SSW at 8-16 mph
Thursday	SSW at 8-16 mph
Friday	SSW at 10-20 mph
Saturday	S at 10-20 mph
Sunday	S at 12-25 mph

WATERING SCHEDULE

Residential customers:
- Odd-numbered addresses - Wednesdays, Fridays, Sundays
- Even-numbered addresses - Tuesdays, Thursdays, Saturdays

Commercial customers:
- Mondays, Wednesdays, Fridays

*Residential watering not allowed between 10 a.m. and 6 p.m.

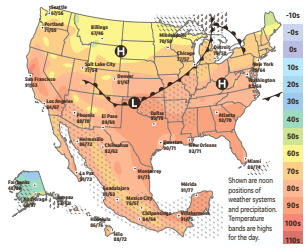
EXTREMES

NATIONAL:
Tue. for the 48 contiguous states
High: 98 in Albany, GA
Low: 23 in Dillon, CO

STATE:
High: 98 in McAllen
Low: 55 in Muleshoe

Forecasts and graphics provided by **AccuWeather, Inc.** ©2019

NATIONAL WEATHER



City	Today hi/lo/w	Thu. hi/lo/w
Atlanta	92/70/pc	93/72/s
Boston	73/62/s	82/59/pc
Buffalo	77/60/s	69/50/sh
Chicago	77/57/pc	70/57/s
Fairbanks	48/30/c	45/29/pc
Las Vegas	94/72/s	89/69/pc
Little Rock	88/72/pc	87/70/t
Los Angeles	84/67/s	79/67/pc
Miami	88/74/s	89/76/pc
New Orleans	92/71/s	92/73/s
New York City	78/64/s	81/60/s
Oklahoma City	90/70/pc	86/71/pc
Orlando	92/67/s	91/68/s
Philadelphia	80/62/s	86/60/s
Pittsburgh	78/60/s	71/49/c
Raleigh	85/66/pc	91/67/s
Salt Lake City	77/54/s	80/56/pc
San Francisco	91/63/s	79/62/s
Tampa	92/73/s	91/74/s
Wash., DC	83/64/s	89/64/s

WORLD WEATHER

City	hi/lo/w	hi/lo/w
Athens	82/68/pc	81/69/s
Beijing	89/58/pc	88/57/s
Berlin	64/49/sh	69/55/pc
Bermuda	84/76/r	82/73/pc
Buenos Aires	83/54/s	80/50/s
Cairo	92/74/s	95/74/s
Calgary	60/41/pc	51/32/r
Dublin	65/53/sh	61/50/sh
Guam	87/77/pc	85/77/t
Hong Kong	87/77/pc	87/77/s
Jerusalem	81/59/s	83/63/s
London	68/59/sh	67/55/r
Mexico City	76/57/t	76/54/t
Moscow	45/32/c	49/34/c
Paris	68/59/sh	72/59/sh
Rio de Janeiro	75/66/r	72/68/r
Rome	78/63/t	80/59/pc
Seoul	79/59/pc	81/63/c
Sydney	65/54/c	68/56/sh
Tokyo	79/67/pc	78/66/pc
Toronto	78/59/pc	69/49/sh
Warsaw	63/52/c	61/50/sh

Latte

Continued from Page 6A

Regardless, pumpkin-everything season is upon us, heralding the return of Starbucks highly anticipated PSL. And while we'll be the first to admit we've been known to guzzle that beloved fall beverage with wild abandon, we wanted to shake things up a bit this year with a healthier pumpkin spice latte so you can enjoy your favorite fall drink guilt-free.

We probably don't have to tell you that buying a PSL from the 'Bux every morning (and every afternoon, no judgment) will put a dent in your bank account. Plus, there's the fact that — although we do enjoy indulging — store-bought coffee beverages are chock-full of sugar and artificial ingredients.

But since the PSL is an integral part of us proclaiming the glory of fall to all who'll listen, we had to find a suitable and less-sugary alternative.

Pumpkin Spice Latte

Pumpkin spice syrup

¼ cup pumpkin puree

¼ cup maple syrup

¼ cup water

½ tablespoon vanilla powder or pure vanilla extract

2 tablespoon pumpkin spice powder

Latte

4 tablespoon pumpkin spice syrup

2 ounces espresso or ¼ cup strong brewed coffee

1½ cups milk

Whipped topping (Optional)

Garnish pumpkin spice (powder or cinnamon stick)

To make a hot latte: First, make the syrup by combining all syrup ingredients in a bowl and mixing well. Set aside.

Heat milk until it begins to simmer, but do not let it boil.

Add pumpkin spice syrup to mug and add coffee. Stir well.

Froth milk in a French press by gently plunging up and down at the surface of the milk (optional).

Pour milk over the coffee and syrup to fill, stir to combine.

Top with whipped topping (optional). Garnish with a sprinkle of pumpkin spice powder or a cinnamon stick.

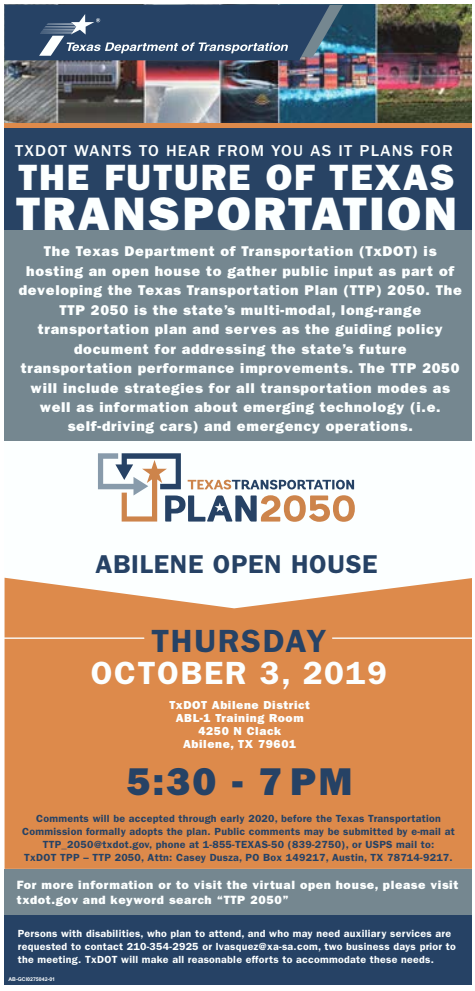
To make an Iced latte: First, make the syrup by combining all syrup ingredients in a bowl and mix well. Pour in a mug and set aside.

Add cold coffee to the mug and stir well. Top it with ice.

Pour milk over coffee and syrup to fill, stir to combine.

Top with whipped topping (optional). Garnish with a sprinkle of pumpkin spice powder or a cinnamon stick

Find more recipes and wellness tips on MakeitGrateful.com.



FBI: Inmate most prolific serial killer in US history

Tamara Lush and Adrian Sainz
ASSOCIATED PRESS

ST. PETERSBURG, Fla. – The inmate who claims to have killed more than 90 women across the country is now considered to be the most prolific serial killer in U.S. history, the Federal Bureau of Investigation said.

Samuel Little, who has been behind bars since 2012, told investigators last year that he was responsible for about 90 killings nationwide between 1970 and 2005. In a news release on Sunday, the FBI announced that federal crime analysts believe all of his confessions are credible, and officials have been able to verify 50 confessions.

Investigators also provided new information and details about five cases in Florida, Arkansas, Kentucky, Nevada and Louisiana.

Little, 79, is serving multiple life sentences in California. He said he strangled his 93 victims, nearly all of them women. Some of his victims were on the margins of society. Many were originally deemed overdoses, or attributed to accidental or undetermined causes. Some bodies were never found.

The FBI provided 30 drawings of some of his victims, color portraits that were drawn by Little in prison. They are haunting portraits, mostly of black women.

The agency also provided videos taken during prison interviews with Little. He described how he spoke about a woman he strangled in 1993, and how he rolled her down a slope on a desolate road.

"I heard a secondary road noise and that meant she was still rolling," he said.

In another video, Little described a victim in New Orleans. "She was pretty. Light-colored, honey brown skin," he said. "She was tall for a woman. Beautiful shape. And, uh, friendly."

It was 1982, and they met in a club. She left with him in his Lincoln, and they parked by a bayou.

"That's the only one that I ever killed by drowning," he said.

Investigators across the country are still trying to piece together Little's confessions with unidentified remains and unsolved cases from decades past. In August, he pleaded guilty to murdering four women in Ohio. He was convicted in California of three slayings in 2013 and pleaded guilty to another killing last year in Texas.

Authorities in Knox County, Tennessee, said Monday that a woman named Martha Cunningham was likely a victim of Little.

The Knoxville News Sentinel reported in December that a cold case investigator with the Knox County Sheriff's Office had identified the victim who Little called "Martha." The Knoxville mother's body was found in a wooded area in eastern Knox County in 1975.

Cunningham's body was found by two hunters on Jan. 18, 1975. She was bruised and nude from the waist down; her pantyhose and girdle bunched around her knees. Her purse and some of her jewelry were missing. Her body appeared to have been dragged into the woods and dumped behind a pine tree, authorities said at the time.

Samuel Little claims to have killed more than 90 women across the country. Federal crime analysts believe all of his confessions are credible, and officials have been able to verify 50 confessions. MARK ROGERS/ODESSA AMERICAN VIA AP

Despite that evidence, detectives at the time attributed Cunningham's death to natural causes within a day of the discovery. The medical examiner's investigative report lists the probable cause of death as "unknown."

Festival

Continued from Page 1A

and Percussion awards, along with first place. Eldorado earned second place and Ozona took third.

3A district: Reagan County High School earned Outstanding Color Guard and Breckenridge won the Outstanding Percussion award. Wall received first place, followed by Sonora High School in second and Colorado City in third.

4A districts: Big Spring earn Outstanding Color Guard and the first place awards. Lake View won the Outstanding Percussion award and took second place. Andrews High School earned third place.

Midland Lee High School won Overall Outstanding awards in the color guard and percussion categories. Big Spring stood out as the Grand Champions and won the Outstanding Drum Majors category. Sonora Middle School's band took the Outstanding Band award in the 1C category.

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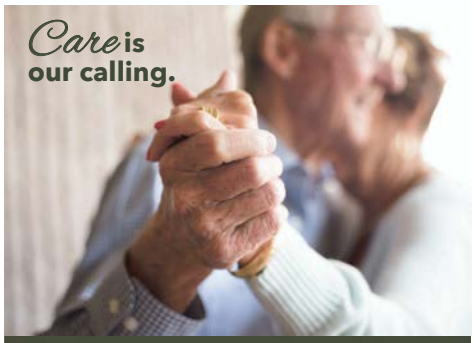

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Texas Department of Transportation
TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR
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TEXASTRANSPORTATION PLAN2050
SAN ANGELO OPEN HOUSE
MONDAY
OCTOBER 21, 2019
TxDOT San Angelo District
Training Room
4502 Knickerbocker Road
San Angelo, TX 76904
5:30 - 7 PM
Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.
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SA-GC1920549-01

NEIGHBORHOOD UPDATE

THE VOICE OF SAN ANGELO

Citizens passionately Protested the Closure of Ave. D

The City Council voted 5 – 2 in favor of closing E. Ave D

Conexion San Angelo/ *Newsroom*

During public comment, Daniel Cardenas stepped forward to offer his insight on the closure. He provided some photos reflecting congestion on Washington St.

SAN ANGELO TX - The City of San Angelo held their monthly council meeting on September 17th at the McNease Convention Center. The items on the agenda were some proclamations and the display of concern during the public comment by citizens regarding the partial closure of E. Avenue D.

Mayor Gunter issued a proclamation declaring September 15 through October 15 as National Hispanic Heritage Month. In this proclamation, the city recognized the important presence of Hispanic Americans and their contributions made to the United States and San Angelo, TX. It also encourages the citizens to learn and celebrate the generation of Hispanic Americans who have positively influenced our community and nation.

Jon James, Director of Planning & Development Services presented a plan for closing approximately 105,000 square feet of the E. Ave. D a public right of way; generally located between S. Oakes St. and Rust St. in the Fort Concho Addition. COSA states there would not be any serious effects on the traffic or interconnectivity.

During public comment, Daniel Cardenas stepped forward to offer his insight on the closure. Cardenas lives in single-member district 3. To read more visit: www.conexionsanangelo.com

Ciudadanos Protestan Apasionadamente el cierre de la Ave. D

El Ayuntamiento votó 5-2 a favor de cerrar E. Ave D.

Conexion San Angelo / *Sala de prensa*

COSA afirma que no habría efectos graves en el tráfico o la interconectividad.

SAN ANGELO TX - El 17 de Septiembre la ciudad de San Angelo celebró su reunión mensual de consejo en el centro de convenciones McNease. Los puntos en la agenda fueron algunas proclamas y la muestra de preocupación durante el comentario público de los ciudadanos sobre el cierre parcial al E. Ave. D.

La alcaldesa Gunter emitió una proclamación declarando del 15 de Septiembre al 15 de Octubre como el Mes Nacional de la Herencia Hispana. En esta proclamación, la ciudad reconoció la importante presencia de hispanoamericanos y sus contribuciones a los Estados Unidos y San Angelo, TX. También alienta a los ciudadanos a aprender y celebrar la generación de hispanoamericanos que han influido positivamente en nuestra comunidad y nación. Para leer la historia completa, vaya a: www.conexionsanangelo.com

BUSINESS EXPO 2019

Engaging minds, empowering *success.*

The San Angelo Chamber of Commerce will hold its

28th Annual Business Expo

on Tuesday, October 8 at the McNease Convention Center.

With an annual attendance of up to 2,000 attendees, the Business Expo represents a large range of businesses and nonprofit organizations across the Concho Valley!

Stop by the Business Expo to learn about the latest products, services, and innovations in San Angelo and the Concho Valley!

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Texas Trust Credit Union

MILITARY SPONSOR

Sonora Bank

Our military sponsor covers the admission cost for all active duty and retired military with ID

EXPO HOURS

9 am - 11 am: Business-To-Business
11:30 am - 12:45 pm: Chamber Membership Luncheon
Luncheon tickets must be purchased separately at www.sanangelo.org
1 pm - 3:30 pm: General Public

ADMISSION

$5.00 or **FREE** with a business card
Active and retired military with ID are **FREE**

www.sanangelo.org/events/business-expo

TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR

THE FUTURE OF TEXAS TRANSPORTATION

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TEXAS TRANSPORTATION PLAN2050

SAN ANGELO OPEN HOUSE

MONDAY
OCTOBER 21, 2019

TxDOT San Angelo District
Training Room
4502 Knickerbocker Road
San Angelo, TX 76904

5:30 - 7 PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Duzsa, PO Box 149217, Austin, TX 78714-9217.

For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"

Persons with disabilities, who plan to attend, and who may need auxiliary services are requested to contact 210-354-2925 or lvasquez@xa-sa.com, two business days prior to the meeting. TxDOT will make all reasonable efforts to accommodate these needs.

TXDOT QUIERE SABER DE USTED MIENTRAS HACE PLANES PARA

EL FUTURO DEL TRANSPORTE DE TEXAS

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) los invita a una exhibición pública sobre el desarrollo del Plan de Transporte de Texas (TTP por sus siglas en inglés) 2050. El TTP 2050 es el plan multimodal de transporte a largo plazo del estado y sirve como el documento de política rector para abordar el rendimiento de las mejoras futuras de transporte. El TTP 2050 incluirá estrategias para todos los modos de transporte, así como información respecto a tecnologías emergentes (por ejemplo, coches autónomos) y operaciones de emergencia.

TEXAS TRANSPORTATION PLAN2050

REUNION PUBLICA EN SAN ANGELO

LUNES
21 DE OCTUBRE DE 2019

Distrito de TxDOT de San Angelo
Salón de Entrenamiento
4502 Knickerbocker Road
San Angelo, TX 76904

5:30 P.M. a 7:00 P.M.

Se aceptarán comentarios hasta principios de 2020, antes que la Comisión de Transporte de Texas acepta formalmente al plan. Comentarios del público se pueden someter por correo electrónico al TTP_2050@txdot.gov, por teléfono al 1-855-TEXAS-50 (839-2750), o por correo al: TxDOT TPP-TTP 2050, Attn: Casey Duzsa, PO Box 149217, Austin, TX 78714-9217.

Para más información o para visitar la exhibición virtual favor de visitar a txdot.gov y busque con la clave "TTP 2050."

Se le pide a personas que tengan alguna discapacidad y piensan asistir y posiblemente necesitarán servicios auxiliares que se comuniquen al 210-354-2925 o lvasquez@xa-sa.com dos días antes de la reunión. TxDOT hará todo esfuerzo razonable para acomodar a estas necesidades.

Texas Department of Transportation

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TEXASTRANSPORTATION PLAN2050

ODESSA/MIDLAND OPEN HOUSE

TUESDAY
OCTOBER 22, 2019

UT Permian Basin
Center for Energy and Economic Diversification (CEED) Room #1210
1310 North FM 1788
Midland, TX 79707

5:30 - 7 PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.

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Jamaica Family Fest

October 11-12

Oct.11th 8pm-1130pm Music & Food
Oct. 12th 1-9pm Games, Music, Food
FREE ENTRY | 201 NE AVE L Andrews, Texas
for more details visit OLLjamaica.com

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CMYK

Hundreds attend St. John's Annual Bazaar

Large crowds made the most of a day of entertainment, food, games and more at St. John's Catholic Church Annual Bazaar. Games were set up for all ages including a 'fish pond' for younger children, basketball toss, dart throwing and other games of skill. A 'train' and a bouncy house for entertained younger kids. For older 'kids', several teams were on hand for the washer toss. Dozens of people participated in Bingo games. DJ Entertainment with Big Ed Lopez as well as several live bands provided music throughout the day. Food, baked goods and beverages were available to satisfy almost any pallet although most highlighted Mexican food specialties. (Photos by Paul Scifres)

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Bud Lindsey was presented his Quilt of Valor over the weekend by Charlotte White, Rebecca Riley, Kathryn Burch and Naomi Hunt.

Valor . . .

From page one

tered the Army (Infantry) November 1943. He was shipped to Southern France, October 1944.

He was captured by German Army late November 1944. He was released from Stalag VIIA on April 29, 1945. After 5 months as a POW he lost 50 pounds (about 1/3) of his body weight.

He was given a Bronze Star as Result of FDR's order for all combat vets. He was discharged December 1945.

More than 230,000 patriotic quilts have been awarded since the program began in 2003.

A Quilt of Valor is made of three layers and each layer has its own meaning.

The top with its many colors, shapes and fabrics represents the communities and the many individuals.

The batting is the center of the quilt, its warmth. It represents the hope that the quilt will bring warmth, comfort, peace and healing to the individual receiving it.

The backing is the strength that supports the other layers. It represents the strength of the recipient, the support of their family, communities and the nation.

Each stitch that holds the layers together represents love, gratitude, and sometimes the tears of the maker.

Quilts of Valor are awarded to veterans who have fought for the nation in World War II, the Korean War, the Vietnam War, Operation Desert Storm/Shield, Operation Iraqi Freedom, Operation Enduring Freedom and other conflicts around the world.

The mission of the Quilts of Valor Foundation is to "cover service members and veterans touched by war with comforting and healing Quilts of Valor."

To request a Quilt of Valor go to https://www.qovf.org/request-qov/request-qov-form/ and fill out the information.

Lockdown . . .

From page one

around on social media. Students were contacting their parents or guardians via text messages which led to hundreds of comments and rumors being circulated on social media.

One main complaint that was repeated several times in the comments section was "Why isn't the school notifying us what is going on?"

"Our first responsibility is the safety of our students and staff," said Stanton ISD Superintendent Dr. Merl Brandon. "Once everyone is safe and the District has received all the proper information from law enforcement then we can generate a statement to send out to all the parents."

When asked why the District did not immediately send out a notification Dr. Brandon explained "That's a hard thing to do in the middle of a crisis. We don't want to miscommunication anything and make the situation worse."

Once the police department was finished with the investigation and passed all the facts to the District, Stanton High School principal Matt Turney disseminated a prepared statement to all the emails provided to the school district during registration.

Stanton Elementary and Stanton Middle school posted messages to social media explaining the event.

There will be an After Action Review by the administrative team in the coming weeks to discuss what actions were taken, what was done right, and what can be done better next time.

Welcome to STANTON
HOME OF TOWN FRIENDLY PEOPLE AND A FEW OLD SOREHEADS

Old Sorehead Trade Days 2019

October 12 & 13

Saturday: 9am-6pm
Sunday: 12-5pm

Public Notice

A public hearing will be held for the Grady ISD Financial Integrity Rating System Of Texas at 7:30 p.m., Monday, October 28, 2019, in the Grady Board Room. For details please contact: Leandro Gonzales, Superintendent, 459-2444

10/3, 10/10

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Yareli Rodriguez

Kaelyn Titsworth

Rodriguez, Titsworth lead teams at district

LAMESA - Grady's District 8-A competition was Tuesday in Lamesa.

Varsity Girls—Yareli Rodriguez placed 10th & advanced to the regional meet in Lubbock on October 28.

10. Rodriguez, 14:42.78.
12. Jessi Everett, 15:19.69
16. Skye Shock, 16:07.47
19. Delaney Saunders, 16:24.09
20. Sydney Gonzales, 16:25.91

Kaelyn Titsworth placed 9th in the junior high girls division.

9. Titsworth, 15:32.66
17. Emma Parker, 15:58.09
20. Rylan O'Donnell, 16:33.97
31. Samantha Griffin, 17:48.87
33. Kailynn Peugh, 18:23.12
37. Briley Harrell, 19:26.34
38. Kaylee Coody, 19:33.22
42. Elena Jimenez, 20:52.41

Abernathy is as tough as advertised, beats Stanton 63-0

ABERNATHY - The Abernathy Antelopes proved they were worthy of their state ranking with a 63-0 victory over the Stanton Buffaloes last Friday at Antelope Stadium in Abernathy.

Ashton Smith

It was the District 2-AAA opener for both teams and with the win Abernathy is almost guaranteed a playoff spot and even though Stanton lost, the Buffaloes have a very good chance of making the playoffs as well.

The Buffs will be home on Friday, hosting the Lubbock Roosevelt Eagles at 7:30 p.m.

Roger Martinez

Stanton coach Cody Hogan said the team needs to forget about its 63-0 loss at Abernathy and start focusing on Lubbock Roosevelt.

Hogan said the loss was a combination of his Buffaloes not playing their best game and Abernathy doing a lot of things right. He added that it's tough to say if his team learned anything from a loss like that.

Stanton must now turn the page, according to Hogan, as every game and every win will be crucial if it wants to get back to the postseason.

Onyx Mendez

"We've got to win two of our next four games to give ourselves a chance at making the playoffs," he said.

The Eagles are a step ahead of Stanton as they opened their district season with a 43-8 win over Colorado City last week.

Stanton's offense has been mostly successful moving the ball on the ground. The Buffs have managed long sustained drives on some very talented defenses throughout the season.

In order to be successful again on Friday, Stanton's offensive line will need an outstanding for the ground attack and the defense will need to get back to its hard hitting and sure tackling ways.

Grady opens district season at O'Donnell

GRADY - The Grady Wildcats will begin District 6-A DI play on Friday with a road trip to O'Donnell.

Jackson Welch

Grady has been up and down this season with some spectacular wins and some very tough losses as the Wildcats have experienced both sides of the six-man 45-point mercy rule.

The Wildcats could use a big game from Jackson Welch as he has been a jack of all trades for Grady this year carrying and catching the ball as well as being a lead blocker.

Grady already has a leg up in the district standings as O'Donnell lost its opener last week to Borden County.

Grady hopes to hand O'Donnell another loss while breaking a three-game losing streak. Kick-off is set for 7:30 p.m. at Eagles Stadium in O'Donnell.

District Standings

2AAA DII

	WINS	LOSSES
Abernathy	*1*	*0*
Coahoma	*1*	*0*
Lub. Roosevelt	*1*	*0*
Stanton	*0*	*1*
Idalou	*0*	*1*
Colorado City	*0*	*1*

Last week's scores

Abernathy 63, Stanton 0; Coahoma 29, Idalou 21; Lubbock Roosevelt 43, Colorado City 8

This week's games

Lubbock Roosevelt at Stanton; Coahoma at Abernathy; Colorado City at Idalou

6A DII

	WINS	LOSSES
Borden County	*1*	*0*
Klondike	*1*	*0*
Grady	*0*	*0*
O'Donnell	*0*	*1*
Sands	*0*	*1*

Last week's scores

Klondike 46, Sands 0; Borden County 54, O'Donnell 0; Grady was open

This week's games

Grady at O'Donnell; Borden County at Sands; Loraine at Klondike (non-district)

AW3-2a
Prescribed by Secretary of State
Section 141.040, Texas Election Code
10/2011

NOTICE OF DEADLINE TO FILE APPLICATIONS FOR PLACE ON THE BALLOT
(AVISO DE FECHA LÍMITE PARA PRESENTAR SOLICITUDES PARA UN LUGAR EN LA BOLETA)

Notice is hereby given that applications for a place on the Republican (name of political subdivision/party) (Primary) Election ballot may be filed during the following time: (Circle one)

(Se da aviso por la presente que las solicitudes para un lugar en la boleta de la Elección (Primaria) de Republicano se pueden presentar (marcar una con círculo) (nombre de la subdivisión política/partido) durante el siguiente horario:)

In addition; Applications will be accepted on

Filing Dates and Times: **November 20, 2019 from 1pm to 5pm at Commissioner Court Room at courthouse, 301 N St Peter, Stanton, Tx.
(Fechas y Horario para Entregar Solicitudes)

Start Date 11/9/2019 (Fecha Inicio) End Date 12/9/2019 (Fecha Límite)

Office Hours: 8:00 am to 6:00 pm (Horario de la Oficina)

Physical address for filing applications in person for place on the ballot:
(Dirección a física para presentar las solicitudes en persona para un lugar en la boleta)
Contact: Clayton Black, Republican Chair
2942 FM 829, Stanton, Texas 79782
(432)528-0461

Address to mail applications for place on the ballot (if filing by mail):
(Dirección a donde enviar las solicitudes para un lugar en la boleta (en caso de presentar por correo))
Same as above

Clayton Black
Printed Name of Filing Officer
(Nombre en letra de molde del Oficial de Archivos)

Clayton Black
Signature of Filing Officer
(Firma del Oficial de Archivos)

10/16/19
Date Posted
(Fecha archivada)

POSTED & FILED
October 16, 2019 @ 1:03 PM
LINDA GONZALES
District & County Clerk Martin Co., Texas
By Marva Lopez, Deputy

TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR

THE FUTURE OF TEXAS TRANSPORTATION

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TEXAS TRANSPORTATION PLAN2050

ODESSA/MIDLAND OPEN HOUSE

TUESDAY
OCTOBER 22, 2019

UT Permian Basin
Center for Energy and Economic Diversification (CEED) Room #1210
1310 North FM 1788
Midland, TX 79707

5:30 - 7 PM

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Cross

From Page 2B

21:21.68 time; Andrew Garcia was 50th with a 22:24.56 time; and Paul Hernandez was 59th with a 24:43.15 time.

Pecos was one runner short to earn a team score, where Presidio scored 49 points to place first, with Odessa High second with 53 points. Third place Midland Christian had the top individual runner Bryceson Boss, who won with a 16:51.81 time.

The field was much bigger in the junior high races. "The middle school was a little bit crazy. I think every middle school in Odessa was there," Borden said.

Pecos also had four boys running in the junior high level, with D.J. Fleming having the best finish, with a 54th place and a 17:51.40 time over two miles. Gau Lopez was 115th with a 24:29.15 time; Gabriel Gonzales placed 117th with a 24:36.12 time; and Elijah Contreras was 118th, with a time of 25:02.02.

On the girls' side, Jaylynn Contreras and Haylee Gonzales were 47th and 48th for Pecos' best finishes Saturday, with 18:52.78 and 18:53.81 times. Gabrielle Dominguez was 109th with a 21:00.96 time; Julissa Armendariz was 135th with a 23.01 time; Jaezlyn Acosta was 140th, with a 23:47 time; Amara Garcia was 160th with a 27:04 time; and Anissa Bugayong was 161st, with a 27:39 time.

Pecos overall placed 10th as a team, with 479 points, where Odessa Crockett won the girls' division with 61 points. The boys' junior high division winner was Midland Classical, with 45 points.

Pecos

From Page 2B

lead and eventually go up on 17-12, all off errors by the Prowlers. A Salmon kill would end that run, but Pecos would then get a spike by Kenzie Valenzuela, and would get two more Terry spikes before an ace serve by Aubrie Navarette ended the game as part of a 13-3 run.

Game 3 would stay close for a while, with Fort Stockton holding early 4-3 and 5-4 lead. Pecos would go ahead to stay at 6-5 on a bad serve receive by Salmon, but the lead would still only by 14-11 when Pecos would get a spike by Rayos, an ace serve by Ashley Ramos to go up by five. Fort Stockton would get that down to one point, at 18-17, before the Eagles went on a 6-2 run, starting with a spike by Valenzuela, and the match would be closed out off a spike by Rayos.

The win upped Pecos' record to 16-17 while putting them at 1-2 in District 2-4A play, while Fort Stockton dropped to 0-3 going into their open date on Tuesday. The Eagles and Prowlers spilt their sub-varsity matches, with Pecos winning the junior varsity one, 25-19, 19-25, 25-21, while Fort Stockton's freshmen beat Pecos, 25-12, 25-16.

King Crossword Answers

Solution time: 21 mins.

B	E	E	R		J	U	T		B	O	L	O
U	R	G	E		A	S	H		E	M	I	L
M	A	G	A	Z	I	N	E		T	I	E	D
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C	R	A	M	P		R	A	N	K			
R	A	G	S		M	A	G	N	E	T	I	C
A	G	O		B	O	N	U	S		I	D	O
M	A	G	R	I	T	T	E		F	E	L	L
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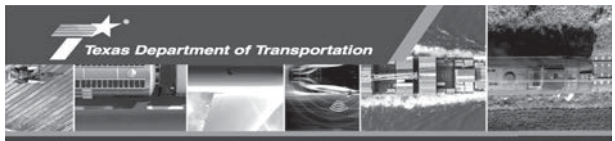
A	R	E	A		M	A	G	N	O	L	I	A
L	I	N	G		A	P	E		R	A	M	S
K	A	T	E		N	O	D		A	M	P	S



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FORT STOCKTON HIGH SCHOOL HOMECOMING

Vying for the Homecoming Queen crown are, from left to right: Anahi Galindo, Andrea Aguirre, Yazmin Reyes, Rebecca Rodriguez and Karissa Rocha. (Steve Fountain/The Pioneer)

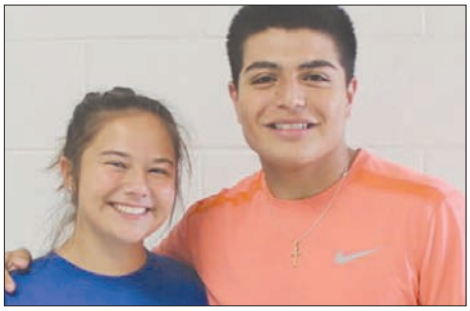
EVENTS SCHEDULE

- **Thursday, Oct. 3** at 6 p.m. Parade down Rio Street ending with a bonfire.
- **Friday, Oct. 4** at 6:40 p.m. King and Queen crowning. Football game vs. Snyder kickoffs at 7 p.m.

King candidates are, from left to right: Eric "EJ" Vasquez, Clayton Foster, Derek Hernandez, Jonathan Gomez, and Manuel Galindo. (Steve Fountain/The Pioneer)

Sophomore class Duke and Duchess are Devon Rodriguez and Alexia Galindo. (Steve Fountain/ The Pioneer)

Freshman class Duke and Duchess are Katheryn Mendoza and Daren Ureste. (Steve Fountain/ The Pioneer)



Junior class Duke and Duchess are Audrey Gonzalez and Evian Castro. (Submitted photo)

IRAAN HIGH SCHOOL SPIRIT WEEK

Iraan High School held its Spirit Week activities last week. From left to right are freshman Kailey Rico, sophomore Meghan Sanchez, Queen Mariela Santana, and senior Brianna Yoeun. (Jessica Rodriguez/For The Pioneer)

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Midland Reporter-Telegram

Sunday, October 6, 2019

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basin pbs

RACE TO REPRESENT

TUES, OCT 8 at 7PM LIVE on BASIN PBS

MIDLAND **CITY COUNCIL** DISTRICT 3 & 4

SUBMIT YOUR QUESTIONS FOR THE CANDIDATES VIA FACEBOOK BEFORE OCTOBER 4

LIVE FROM THE BASIN PBS ANWAR FAMILY STUDIO

DEBATE #2 VOTE★2019

THE RACE FOR MIDLAND MAYOR

TUES, OCT 15 at 7PM on Basin PBS

LIVE FROM THE MLK CENTER
TICKETS AVAILABLE VIA FACEBOOK OR BASINPBS.ORG OR BY CALLING BASIN PBS AT 432-563-5728

SUBMIT YOUR QUESTIONS FOR THE CANDIDATES VIA FACEBOOK BEFORE OCTOBER 11

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DRILLING PERMITS

Permit applications approved by the Texas Railroad Commission for Sept. 26 through Oct. 2 for Districts 7C, 8 and 8A. Numbers in parentheses indicate the number of permits approved for that leasehold.

>> Anadarko E&P Onshore, LLC, Fanta 28-8 Unit, Loving, new drill; Hawthorn 55-1-23 Unit, Loving, new drill (2); Poplar 55-1-24 Unit, Loving, new drill (2); Potomac 29-2 Unit, Loving, new drill (8); Sassafras 55-1-24 Unit, Loving, new drill.

>> Apache Corporation, Bull Run, Reeves, new drill; University 2404 East C, Reagan, new drill; Warhead 0405 C, Upton, new drill (2); Warhead 0405 D, Upton, new drill (3).

>> APC Water Holdings 1, LLC, APC 28-6, Loving, new drill (2).

>> Avad Operating, LLC, Shannon Hospital 1, Crockett, new drill.

>> Banner Operating, LLC, Teague 6, Irion, new drill.

>> BASA Resources, Inc., Mary Foster, Mitchell, recompletion.

>> Blackbeard Operating, LLC, Captain Morgan, Winkler, new drill (2).

>> Boykin Energy, LLC, Battle Axe SWD, Loving, new drill.

>> BPX Midstream, LLC, Squiggy 58-T2-12 SWD, Reeves, new drill.

>> BPX Operating Company, State Kate Olson 57-T2-17x8, Reeves, new drill (2).

>> Callon Petroleum Operating Co., Elk Alley A1, Ward, new drill; Elk Alley A2, Ward, new drill; Moran, Ward, new drill; Winchester A1, Ward, new drill; Winchester A2, Ward, new drill.

>> Capitan Energy, Incorporated, Dale State, Culberson, new drill (2).

>> Carr Resources, Inc., Wolters 239, Scurry, new drill.

>> Carrizo (Permian), LLC, Trinity-Lovelace State (alloc A), Reeves, new drill.

>> Centennial Resource Production, LLC, Stephens B, Reeves, new drill; Stephens C, Reeves, new drill; War Eagle B Unit, Reeves, new drill (2).

>> Champion Lone Star Operating, LLC, CLS Walton, Winkler, new drill.

>> Clear Fork, Incorporated, Taylor, Scurry, reenter.

>> COG Operating, LLC, Eggman, Ward, new drill; Spanish Trail HZ Unit, Midland, new drill (2).

>> ConocoPhillips Company, Alpha State, Reeves, new drill.

>> CrownQuest Operating, LLC, Sixteen Penny Nail 310, Martin, new drill; Sixteen Penny Nail 310A, Martin, new drill; Sixteen Penny Nail 310B, Martin, new drill; Sixteen Penny Nail 310C, Martin, new drill.

>> DE3 Operating, LLC, Madison West 13, Reagan, new drill; North Leg 7, Martin, new drill; Shady Oaks O 48-37, Midland, new drill (4).

>> Diamondback E&P, LLC, Altura 10-3 Unit, Reeves, new drill; Altura 15-22 Unit, Reeves, new drill; Billings Unit, Midland, new drill; Black Stone State 1-12 D, Pecos, new drill; Black Stone 2-11, Reeves, new drill; Black Stone 11-2 B, Pecos, new drill; Kelley State Kamo 22-23 B, Pecos, new drill; Lilly 49 Unit, Howard, new drill; Percheron 46-45 C, Reeves, new drill; Percheron 46-45 D, Reeves, new drill; Reveille State Unit 66-68-74, Loving, new drill (2); State Ardennes 11-7 A, Ward, new drill; State Ardennes 11-7 B, Ward, new drill; State Brumby 6-C, Reeves, new drill; State Lokai 10-7 A, Ward, new drill; State Neal Lethco 28-27 A, Pecos, new drill; Thanos, Ward, new drill; Ultron, Pecos, new drill.

>> Discovery Natural Resources, LLC, Chili, Reagan, new drill (3).

>> Double Drop SWD, LLC, Kodiak SWD, Reagan, new drill; Yukon SWD, Reagan, new drill.

>> Encana Oil & Gas (USA), Inc., Neal 39A, Upton, new drill (5); Neal 39B, Upton, new drill (5); Neal 39C, Upton, new drill (4).

>> Encore Permian Operating, LLC, Trees 65, Pecos, reenter.

>> Endeavor Energy Resources, LP, Fasken 21-16 D, Midland, new drill; Gault 5-44 Unit 1, Midland, new drill; Gault 5-44 Unit 3UW, Midland, new drill; Gault 5-44 Unit 4UW, Midland, new drill; Gault 5-44 Unit 5UW, Midland, new drill (2); Gault 5-44 Unit 6LS, Midland, new drill; McAlpine-Grisham 47-35 H, Martin, new drill.

>> Fasken Oil and Ranch, Ltd., Fee BL, Ector, new drill (3).

>> FED Operating, LLC, Neander SWD, Martin, new drill.

>> Felix Energy Holdings II, LLC, Smokin Joe 4441-28 T, Loving, new drill; UL Cathedral 1516-17, Ward, new drill; UL Spruce 1621-21, Winkler, new drill; UL Independence 1718-17 A, Ward, new drill; UL Independence 1718-17 B, Ward, new drill; UL Independence 1718-17 C, Ward, new drill; UL Independence 1718-17 D, Ward, new drill; UL Independence 1718-17 E, Ward, new drill.

>> Fivestones Energy, LLC, University A, Andrews, recompletion.

>> Hannathon Petroleum, LLC, GBT 102, Howard, new drill.

>> Hibernia Resources III, LLC, UL Boss Hogg A, Upton, new drill; UL Boss Hogg B, Upton, new drill; UL Boss Hogg C, Upton, new drill.

>> HighPeak Energy Holdings, LLC, O'Daniel Ranch 46-30 B Unit, Howard, new drill.

>> Hunt Oil Company, University 1-2 30, Upton, new drill.

>> Jetta Permian, LP, Jaws State 58 11-02, Reeves, new drill; Sunset State Unit 58 13-24, Reeves, new drill (2).

>> Joint Resources Company, Patriot A, Gaines, new drill.

>> Kinder Morgan Production Co LLC, Yates Field Unit, Pecos, recompletion; Sacroc Unit, Scurry, recompletion.

>> Laredo Petroleum, Inc., Mize C 145-146 (alloc-B), Reagan, new drill; Mize C 145-146 (alloc-C), Reagan, new drill; Mize C 145-146 (alloc-D), Reagan, new drill; Mize C 145-146 (alloc-E), Reagan, new drill; Mize C 145-146 (alloc-F), Reagan, new drill; Mize C 145-146 (alloc-G), Reagan, new drill; Mize C 145-146 (alloc-H), Reagan, new drill.

>> Lime Rock Resources IV-A, LP, University Lands, Andrews, new drill.

>> Maverick Operating, LLC, University Cactus A35, Hudspeth, reenter.

>> MexTex Operating Company, Ft. Terrett Ranch/Canyon LM/U, Sutton, new drill.

>> Oxy USA WTP, LP, West Seminole SA Unit, Gaines, recompletion (4).

>> Parsley Energy Operations, LLC, Bevo 28-33-EZ, Martin, new drill (2); Marienfeld 13-24-F, Martin, new drill; Massey Unit, Midland, new drill.

>> PDC Permian, Inc., Buzzard North 6972, Reeves, new drill (2); Grizzly South 7673, Reeves, new drill.

>> Peregrine Petroleum Partners, Ltd., Willingham A, Scurry, new drill.

>> Permian Deep Rock Oil Co., LLC, Mustang, Midland, new drill.

>> PetroLegacy Energy II, LLC, Thirsty Goat E Unit, Martin, new drill (3).

>> Pioneer Natural Resources USA, Inc., Texas Ten Y PU, Midland, new drill (3); University E2-34A, Reagan, new drill; University E2-34B, Reagan, new drill; University E2-34C, Reagan, new drill; University E2-34D, Reagan, new drill; University E2-34E, Reagan, new drill; University E2-34F, Reagan, new drill.

>> Point Energy Partners Petro, LLC, Lochridge-Seely, Ward, field transfer.

>> Primexx Operating Corporation, Denton Unit 68-107W, Reeves, new drill.

>> Ring Energy, Inc., Horned Frog 400 A, Yoakum, new drill.

>> Rio Oil and Gas (Permian) II, LLC, Alexander State Unit 58-2-24, Reeves, new drill (3).

>> Rocker A Operating Company, Young-Pace A, Hockley, recompletion (2).

>> Rosehill Operating Company, LLC, State Neal Lethco 14, Pecos, new drill.

>> Rover Petroleum Operating, LLC, E.W. Douthit, C-DE, Howard, new drill (3).

>> Sabinal Energy Operating, LLC, Sundown Slaughter Unit, Hockley, recompletion.

>> Sable Permian Resources, LLC, Holt 1222-1221 (alloc 02), Reagan, new drill.

>> Saragosa Field Services, LLC, Fontus SWD, Reeves, new drill (2).

>> Shenandoah Petroleum Corporation, Shenandoah Bar M SWD, Midland, reenter.

>> Southwest Royalties, Inc., Nannie May 342, Yoakum, recompletion.

>> Summit Petroleum, LLC, Racheal 8, Upton, new drill; Racheal 9, Upton, new drill.

>> Surge Operating, LLC, Clark Wood Ranch, Crosby, new drill (3); Middleton Unit B 47-38, Howard, new drill.

>> Tall City Operations III, LLC, Conger 185-184 Unit D, Reeves, new drill.

>> Tejas Permian Operating, LLC, Tejas Glaze 8, Martin, new drill; Tejas Glaze 13, Martin, new drill; Tejas Glaze 24, Martin, new drill.

>> Texland Petroleum, LP, Twilight, Andrews, new drill.

>> Unitex Oil & Gas, LLC, Howe, Winkler, new drill.

>> Velocity Water Solutions, LP, 1450 SWD, Reeves, new drill.

>> Walsh Petroleum, Inc., Pharr A 309, Yoakum, new drill.

>> WPX Energy Permian, LLC, CBR 6-7G-56-1, Loving, new drill; CBR 6-7H-56-1, Loving, new drill; Lizzy 26, Loving, new drill; North Rudd Draw 22, Loving, new drill.

>> XTO Energy, Inc., Blalock 1309, Glasscock, new drill; Blalock 1319, Glasscock, new drill; Donald L. Hutt Fee Dean, Midland, field transfer; Means San Andres Unit, Andrews, new drill; San Saba 76 2932, Loving, new drill (3); Santa Barbara 76-27, Loving, field transfer; Zant 3829, Glasscock, new drill.

>> RAILROAD COMMISSION

U.S. WEEKLY RIG COUNT

	LAST REPORT	LATEST REPORT
Alabama-Land	1	1
Alabama-Inland Waters	0	0
Alabama-Offshore	0	0
Alabama-Total	1	1
Alaska-Land	6	7
Alaska-Offshore	2	2
Alaska-Total	8	9
Arizona	0	0
Arkansas	0	0
California-Land	15	14
California-Offshore	0	0
California-Total	15	14
Colorado	25	24
Florida-Land	2	2
Florida-Inland Waters	0	0
Florida-Offshore	0	0
Florida-Total	2	2
Georgia	0	0
Hawaii	1	1
Idaho	0	0
Illinois	1	1
Indiana	0	0
Kansas	0	0
Kentucky	0	0
N. Louisiana	31	30
S. Louisiana-Inland	1	1
S. Louisiana-Land	2	2
S. Louisiana-Offshore	22	22
Louisiana-Total	56	55
Maryland	0	0
Michigan	1	1
Mississippi	3	2
Montana	1	2
Nebraska	0	0
Nevada	0	0
New Mexico	109	113
New York	0	0
North Dakota	53	54
Ohio	11	11
Oklahoma	66	63
Oregon	0	0
Pennsylvania	36	36
South Dakota	0	1
Tennessee	0	0
Texas-Offshore	0	0
Texas-Inland	0	0
Dist.1-South Central Tx.	31	30
Dist.2-Middle Tx. Coast	28	25
Dist.3-Upper Tx. Coast	12	12
Dist.4-Lower Tx. Coast	11	13
Dist.5-Northeast Tx.	1	1
Dist.6-Far N.E. Tx.	22	23
Dist.7B-N. Central Tx.	7	7
Dist.7C-W. Central Tx.	26	26
Dist.8-Far West Tx.	267	264
Dist.8A-West Tx.	11	11
Dist.9-North Tx.	1	1
Dist.10-Tx. Panhandle	1	1
Texas Total	418	414
Utah	3	4
Virginia	0	0
W. Virginia	16	14
Washington State	0	0
Wisconsin	0	0
Wyoming	34	33
TOTAL-United States	860	855
Canada-Land	126	143
Canada-Offshore	1	1
Total Canada	127	144
Grand Total	987	999

WEEKLY OIL & GAS PRICES

CRUDE OIL

Prices listed in dollars per barrel	Mon.	Tues.	Wed.	Thurs.	Fri.	Last Fri.	Chg.
West Texas Posted	50.25	50.00	49.25	49.00	49.25	52.50	-3.25
West Texas Spot	54.07	53.62	52.64	52.45	52.81	55.91	-3.10
West Texas Sour	47.85	47.80	47.05	46.80	47.05	50.10	-3.05
NATURAL GAS							
Natural gas	2.330	2.283	2.247	2.329	2.352	2.404	-0.052

Oil fraud culprit to pay $7.8 million, sentenced to 8 years

THE ASSOCIATED PRESS

MISSOULA, MONT. A California man was sentenced to federal prison after claiming he had oil leases on the Blackfeet Indian Reservation in order to defraud investors of millions.

The Missoulian reported Tuesday that 63-year-old Joseph Brent Loftis was sentenced to more than 8 years on multiple counts of wire fraud and money laundering.

A judge ordered Loftis to pay $7.8 million in restitution to investors and forfeit another $1.6 million.

Prosecutors say Loftis had solicited $3 million from investors while claiming to own oil leases on a northwest Montana reservation.

Prosecutors say he also claimed oil and gas leases in Oklahoma and Texas.

Loftis was convicted by a jury in 2018, three years after indictment.

Markets slide as negative mood intensifies

Thursday Oct. 3, 2019 9:30 AM CST

DJIA finishes 500 points lower. US Crude Oil prices slid for the seventh consecutive session.

Wall Street Journal today

ELAM

DENNIS ELAM

>> Dennis Elam is an assistant professor at Texas A&M San Antonio and a 1966 graduate of Andrews High School and blogs at www.the market perspective.com

While the talking heads on business television have been wildly optimistic, this column has urged caution for weeks and months. The reason for that warning is now evident.

Technically the lack of breadth took the stock markets down. The peak in new highs for the NASD and NYSE was in June. The number has fallen to near zero for both now. World stock markets have been in decline for the last year with only the US gaining. That could not last. Netflix has lost half its value in the last few months.

From the standpoint of fundamentals, little is positive. A manufacturing index dropped to its 2009 low in the latest report, an incredible event given what is supposed to be a robust economy. Dealers are unable to fix automobiles due to a lack of China made parts. More tariffs are piling on imports from Europe. Again this column warned a year ago a trade war would not be easy to win. Sure enough, it is a negative sum game, all countries are losing.

Bernie Sanders, 78, received a stent this week, Elizabeth Warren looks more probable as the nominee. And she does not like business, period.

I follow many different observers on the markets. I do not see anyone other than myself drawing parallels to the impeachment of Trump now and Nixon 46 years ago. No doubt most of the market observers today did not live through that era as adults. The result then was a 50% market collapse in two years. The parallels are clear. New highs in the markets, a Democrat party and media which dislikes the President, now a falling oil price versus then a rising oil price. That is not a prediction but this is certainly not how bull markets begin.

Crude oil is about to retest the June and August lows at $51. I suspect a retest of the December low at $42.50 is likely. Natural gas is falling, headed for a re test of its August low at $2.10. The Energy Service XES ETF just hit a new low at $6.67. Energy led stocks up and is now leading them down.

In another dramatic move, a couple of discount brokers now offer free trading for listed shares. Hmm, is that a panic reaction hoping to retain more trading?

Finally a new peak in negative mood was surely registered by Democrat Maxine Waters this week. She declared that Trump should be jailed in solitary confinement without specifying a sentence. Gee, with 13 months to go to the election, imagine how negative mood will be by then.

TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR

THE FUTURE OF TEXAS TRANSPORTATION

The Texas Department of Transportation (TxDOT) is hosting an open house to gather public input as part of developing the Texas Transportation Plan (TTP) 2050. The TTP 2050 is the state's multi-modal, long-range transportation plan and serves as the guiding policy document for addressing the state's future transportation performance improvements. The TTP 2050 will include strategies for all transportation modes as well as information about emerging technology (i.e. self-driving cars) and emergency operations.

TEXAS TRANSPORTATION PLAN2050

ODESSA/MIDLAND OPEN HOUSE

TUESDAY

OCTOBER 22, 2019

UT Permian Basin
Center for Energy and Economic Diversification (CEED) Room #1210
1310 North FM 1788
Midland, TX 79707

5:30 - 7PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.

For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"

Persons with disabilities, who plan to attend, and who may need auxiliary services are requested to contact 210-354-2925 or lvasquez@xa-sa.com, two business days prior to the meeting. TxDOT will make all reasonable efforts to accommodate these needs.

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Texas Transportation Plan 2050
Public Involvement Activity Log

TTP 2050 ROUND 2 SOCIAL MEDIA LOG – TWITTER					
Post	Posting Date	Posting Entity	Reply	Retweet	Like
#Texas is growing, so #TxDOT is planning for the state's future transportation needs. #GetInvolved and be part of the #TexasTransportationPlan2050 at http://ow.ly/UKXl50wpbXB	9/30/19	TxDOT	0	15	23
#Texas is growing, so #TxDOT is planning for the state's future transportation needs. #GetInvolved and be part of the #TexasTransportationPlan2050 at http://ow.ly/UKXl50wpbXB	9/30/19	TxDOT El Paso	0	15	23
#Texas is growing, so #TxDOT is planning for the state's future transportation needs. #GetInvolved and be part of the #TexasTransportationPlan2050 at http://ow.ly/UKXl50wpbXB	9/30/19	TxDOT Pharr	0	15	23
OPEN HOUSE: Texas Transportation Plan 2050 *** Tuesday, Oct. 1, 2019 5:30-7 p.m. TxDOT Amarillo District 5715 Canyon Drive TxDOT wants to hear from you as it plans for the future of Texas transportation. Learn more here: http://ow.ly/M3n350wwJSx	9/30/19	TxDOT Amarillo	0	1	0
#Texas is growing, so #TxDOT is planning for the state's future transportation needs. #GetInvolved and be part of the #TexasTransportationPlan2050 at http://ow.ly/UKXl50wpbXB	9/30/19	TxDOT San Antonio	0	0	0
Open House on the #TexasTransportationPlan2050 is underway at Amarillo District Headquarters. We're here until 7 so come see us!	10/1/19	TxDOT Amarillo	0	1	2
We're updating our #transportation plan and need your input! Go to http://ow.ly/mQ6l50wpeOs to visit our #TexasTransportationPlan2050 and see how you can #GetInvolved.	10/2/19	TxDOT	2	8	11
*** OPEN HOUSE: Texas Transportation Plan 2050 *** Wednesday, Oct. 2, 2019 5:30-7 PM TxDOT Lubbock District 135 Slaton Road, Lubbock Mesquite Training Center TxDOT wants to hear from you as it plans for the future of Texas transportation. Learn more at: https://txdot.gov/inside-txdot/get-involved/about/hearings-meetings/transportation-planning/100219.html#.XZSgAFUMJg4.twitter ...	10/2/19	TxDOTLubbock	0	0	0
Texas is growing, so #TxDOT is planning for the state's future transportation needs. #GetInvolved and be part of the #TexasTransportationPlan2050 at http://ow.ly/UKXl50wpbXB	10/2/19	TxDOT Fort Worth	0	0	0
#Population growth, smart cars, the #environment... all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 at http://ow.ly/kyqT50wpgd5 and find out how you can #GetInvolved.	10/5/19	TxDOT	0	2	9

Texas Transportation Plan 2050
Public Involvement Activity Log

Post	Posting Date	Posting Entity	Reply	Retweet	Like
#Population growth, smart cars, the #environment... all impact the future of #Texas #transportation. Explore TxDOT's #TexasTransportationPlan2050 at http://ow.ly/kyqT50wpgd5 and find out how you can #GetInvolved.	10/5/19	TxDOT Amarillo	0	0	0
Join us tonight (5:30-7:30) for 2nd Texas Transportation Plan 2050 (#TPP2050) mtg to get input essential to developing the state's long-range transportation plan. Tell us what you think will be the most pressing transportation needs for the next 30 years. http://ow.ly/YWqc50wG5tL	10/8/19	TxDOT Tyler	0	0	0
Population growth, smart cars, the environment... all impact the future of Texas transportation. Explore TxDOT's #TexasTransportationPlan2050 at http://ow.ly/kyqT50wpgd5. A local public meeting will be held on Oct. 9, 5:30-7 p.m. at 616 Six Flags Dr., Arlington.	10/8/19	TxDOT Fort Worth	0	0	0
TxDOT will host a public meeting tonight to discuss the next 30 years of transportation planning from 5:30-7 p.m. at 616 Six Flags Dr., Arlington. Can't attend? Visit http://ow.ly/kyqT50wpgd5 to get involved.	10/9/19	TxDOT Fort Worth	1	0	0
#Texas is growing, so #TxDOT is planning for the state's future transportation needs. Join us tonight at our public meeting regarding the #TexasTransportationPlan2050. We'll be at @NCTCOG_Official's Transportation Council Meeting Room in Arlington at 5:30 p.m.	10/9/19	TxDOT Dallas	1	0	1
Did you know? #Texas' economy may grow 330% by 2050! Help #TxDOT plan. Visit our #TexasTransportationPlan2050 Virtual Open House at http://ow.ly/OUfa50wM8fT. Then take our Transportation Survey and #GetInvolved	10/15/19	TxDOT	0	3	3
Missed any of #TxDOT's #TexasTransportationPlan2050 Open Houses? Visit the Virtual Open House at http://ow.ly/rW8n50wM7OM. Help us plan the next 30 years of #Texas #transportation by taking the Transportation Survey and #GetInvolved	10/16/19	TxDOT	0	2	4
TxDOT is hosting public meetings to gather public input on Texas Transportation Plan 2050. A meeting is set at 5:30-7 p.m. Tuesday, Oct. 22, at UTPB CEED Building, Texans can participate online at http://txdot.gov (search "TTP 2050"). Online surveysl close Nov. 15.	10/16/19	TxDOT Odessa	0	1	1
Twitter image: Texas Transportation Plan 2050. Open House-Midland/Odessa; Tuesday, Oct. 22, 2019. Time: 5:30 p.m. - 7 p.m. UTPB - Center for Energy and Economic Diversification (CEED), 1310 North FM 1788, Midland, TX 79707	10/16/19	TxDOT Odessa	0	0	0
#Houston #Dallas #FortWorth & #Austin are among the nation's 20 most congested cities. Visit http://ow.ly/9RPk50wM83c to help us plan for the next 30 years. Be sure to take our Transportation Survey and #GetInvolved. #TexasTransportationPlan2050	10/17/19	TxDOT	0	1	3

Texas Transportation Plan 2050
Public Involvement Activity Log

Post	Posting Date	Posting Entity	Reply	Retweet	Like
Please join us for Round Two for the Texas Transportation Plan 2050 on October 29, 2019. More information can be found here: https://txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html	10/17/19	TxDOT San Antonio	0	2	4
Tell us what your ideas are for the future of transportation and help us plan the best highway system in the U.S! Join us Monday, October 21 from 5:30 - 7 pm in San Angelo. We will gather at our District Training Center on Knickerbocker Rd.	10/18/19	TxDOT San Angelo	0	3	2
TxDOT will host an open house from 5:30 to 7 p.m. Tuesday, Oct. 22, at UTPB's CEED Building to gather public input as part of developing the Texas Transportation Plan 2050. The TTP 2050 is the state's multi-modal, long-range transportation plan.	10/21/19	TxDOT Odessa	0	0	0
Make plans to join us! Twitter image: Texas Transportation Plan 2050--El Paso. Wednesday, Oct. 23, 2019. Time: 5:30 p.m. - 7 p.m. El Paso Main Library, Maud Sullivan Gallery, 501 N. Oreon, El Paso, TX 79901	10/21/19	TxDOT El Paso	0	2	0
Texas Transportation Pan 2050 meeting tonight. 530. CEED Building. Cometell us what you think we need in West Texas.	10/22/19	TxDOT Odessa	0	0	0
REMINDER! This is TODAY! Make plans to join us! Twitter image: Texas Transportation Plan 2050--El Paso. Wednesday, Oct. 23, 2019. Time: 5:30 p.m. - 7 p.m. El Paso Main Library, Maud Sullivan Gallery, 501 N. Oreon, El Paso, TX 79901	10/23/19	TxDOT El Paso	0	2	0
Looking ahead to Transportation Plan 2050. Join us this evening at the Main Library Maud Sullivan Gallery 5:30-7 for a public meeting. Engage and imagine the big picture for the future.	10/23/19	TxDOT El Paso	1	0	3
How would you spend $1B? It doesn't go as far as you'd hope. Come see how TxDOT takes your input to help set priorities.	10/23/19	TxDOT El Paso	0	0	2
TxDOT San Antonio retweeted their 10/17 post, adding: We want to hear from you! Please join us tomorrow from 5:30 p.m. to 7 p.m. at the San Antonio Water Systems (SAWS), 2800 US Hwy 281, San Antonio, TX 78212.	10/28/19	TxDOT San Antonio	0	2	3
Your opinion matters! Join TxDOT and weigh in on the state's multi-modal, long-range transportation plan. The open house will be held Wednesday, Oct. 30 from 5:30 - 7 p.m. at 200 E. Riverside Drive, Room 1A1 in Austin. #ConnectingYouWithTexas	10/28/19	TxDOT Austin	0	1	0

Texas Transportation Plan 2050
Public Involvement Activity Log

Post	Posting Date	Posting Entity	Reply	Retweet	Like
TxDOT San Antonio retweeted their 10/17 post, adding: Last reminder! Don't let the rain keep you from learning about and voicing your opinion on what you think we should be including in our long-range #transportation planning. Great opportunity for public input. We'll see you there! #mobility #highways #infrastructure #engineering	10/29/19	TxDOT San Antonio	0	0	0
Your opinion matters! Join TxDOT and weigh in on the state's multi-modal, long-range transportation plan. The open house will be held Wednesday, Oct. 30 from 5:30 - 7 p.m. at 200 E. Riverside Drive, Room 1A1 in Austin. #ConnectingYouWithTexas	10/29/19	TxDOT Austin	0	0	1
Did you know? TX has one of the largest economies in the world. Help us keep it that way. Visit our #TexasTransportationPlan2050 online open house and give us your input. http://ow.ly/i8BG50wWfZI. Video posted.	10/29/19	TxDOT	1	8	20
Your opinion matters! Join TxDOT and weigh in on the state's multi-modal, long-range transportation plan. The open house will be held Wednesday, Oct. 30 from 5:30 - 7 p.m. at 200 E. Riverside Drive, Room 1A1 in Austin. #ConnectingYouWithTexas	10/30/19	TxDOT Austin	0	1	0
Did you know? #Texas population more than doubles by 2050! Join #TxDOT as we plan for the future. Visit our #TexasTransportationPlan2050 virtual open house & take our survey! http://ow.ly/LWAq50wWgCl Survey closes 11/15!	11/5/19	TxDOT	1	8	7
Did you know? From 2010-17, TX was 1st in population growth, & 2nd in growth of working-age adults & those under 20. What's the future impact? Visit our #TexasTransportationPlan2050 virtual open house http://ow.ly/AA1250wWgQe & to take our survey! Survey closes 11/15!	11/6/19	TxDOT	0	10	5
Did you know? In 2017, #Texans traveled 748 million vehicle-miles daily! That's a lot of miles on TX roads! TxDOT wants to hear your thoughts as we plan for 2050. Click here http://ow.ly/hvZh50wWh2Z and take our survey! Survey closes 11/15!	11/12/19	TxDOT	3	5	10
Did you know? By 2045, Tx #freight increases from 2.2 billion tons in 2016 to 4 billion tons due to population growth! Help #TxDOT plan for the future. Visit our #TexasTransportationPlan2050 virtual open house & take our survey. http://ow.ly/PHxq50wWhpQ Survey closes TODAY!	11/15/19	TxDOT	0	5	10

TTP 2050 ROUND 2 TWITTER POSTS

Posted 9/30/19 by TxDOT

Posted 9/30/19 by TxDOT El Paso

TTP 2050 ROUND 2 TWITTER POSTS

Posted 9/30/19 by TxDOT Pharr

Posted 9/30/19 by TxDOT Amarillo

TTP 2050 ROUND 2 TWITTER POSTS

Posted 9/30/19 by TxDOT SanAntonio

Posted 10/1/19 by TxDOT Amarillo

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/2/19 by TxDOT

Posted 10/2/19 by TxDOT Lubbock

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/2/19 by TxDOT Fort Worth

Posted 10/5/19 by TxDOT

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/5/19 by TxDOT Amarillo

Posted 10/8/19 by TxDOT Tyler

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/8/19 by TxDOT Fort Worth

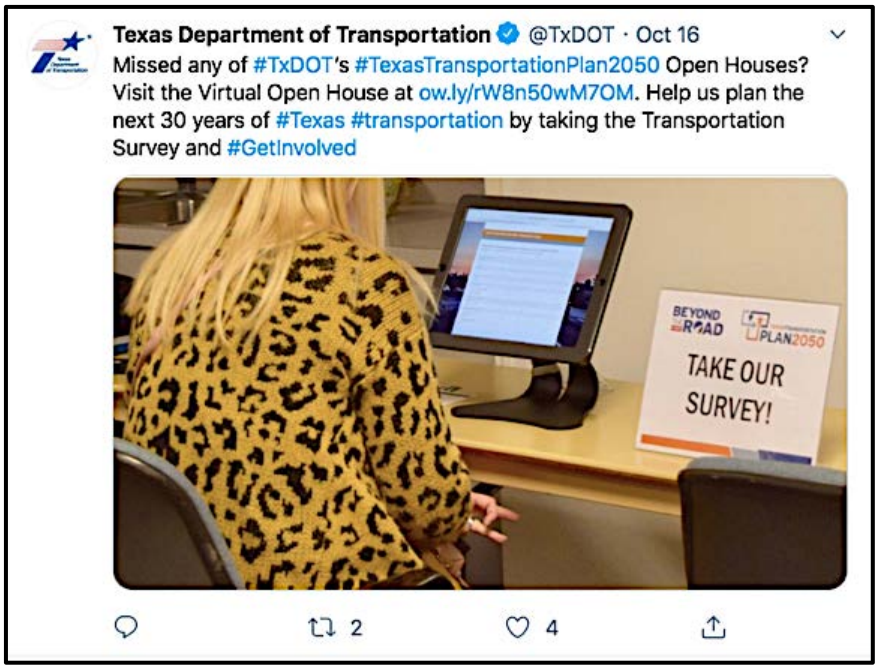
Posted 10/9/19 by TxDOT Fort Worth

TTP 2050 ROUND 2 TWITTER POSTS

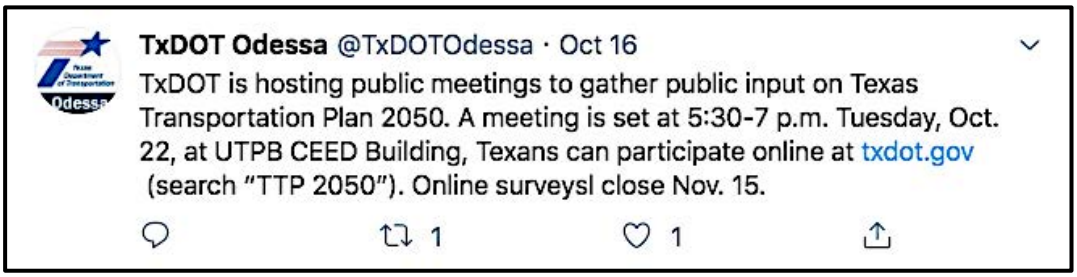
Posted 10/9/19 by TxDOT Dallas

Posted 10/15/19 by TxDOT

TTP 2050 ROUND 2 TWITTER POSTS



Posted 10/16/19 by TxDOT



Posted 10/16/19 by TxDOT Odessa

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/16/19 by TxDOT Odessa

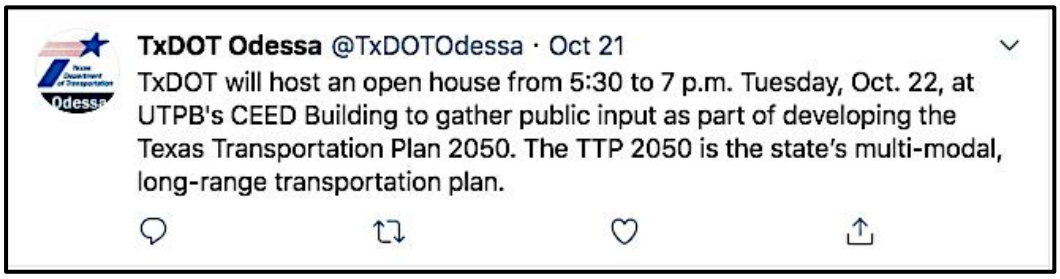
Posted 10/17/19 by TxDOT

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/17/19 by TxDOT

Posted 10/18/19 by TxDOT San Angelo

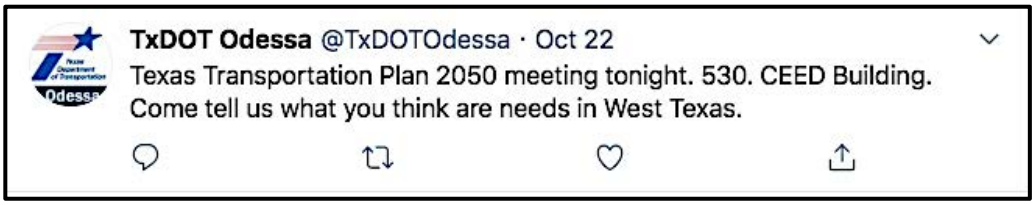
TTP 2050 ROUND 2 TWITTER POSTS



Posted 10/21/19 by TxDOT Odessa

Posted 10/21/19 by TxDOT El Paso

TTP 2050 ROUND 2 TWITTER POSTS

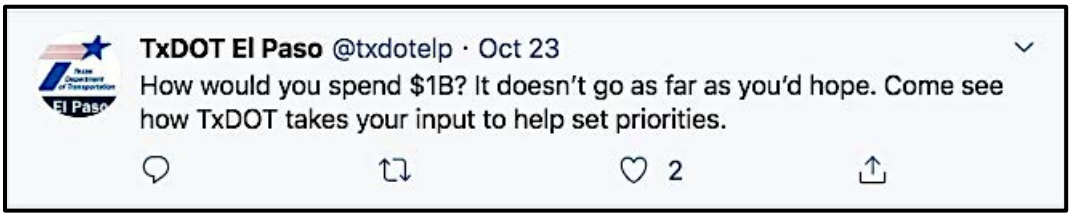


Posted 10/22/19 by TxDOT Odessa

Posted 10/23/19 by TxDOT El Paso

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/23/19 by TxDOT El Paso



Posted 10/23/19 by TxDOT El Paso

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/28/19 by TxDOT San Antonio

Posted 10/28/19 by TxDOT Austin

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/29/19 by TxDOT San Antonio

Posted 10/29/19 by TxDOT Austin

TTP 2050 ROUND 2 TWITTER POSTS

Posted 10/29/19 by TxDOT

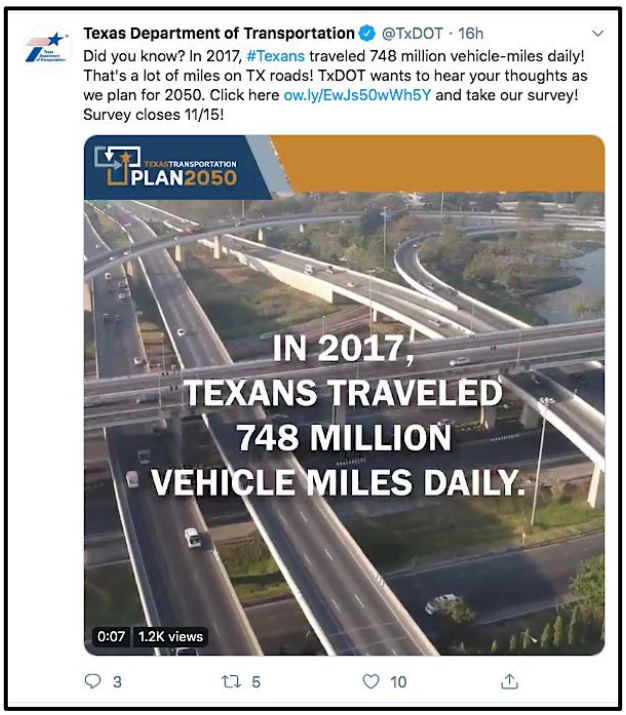
Posted 10/30/19 by TxDOT

TTP 2050 ROUND 2 TWITTER POSTS

Posted 11/5/19 by TxDOT

Posted 11/6/19 by TxDOT

TTP 2050 ROUND 2 TWITTER POSTS



Posted 11/12/19 by TxDOT

Posted 11/15/19 by TxDOT

Texas Transportation Plan 2050
Public Involvement Activity Log

TTP 2050 R-2 Outreach

Method and Event Being Noticed	Subject	List	Send Date	Total Recipients	Successful Deliveries	Total Bounces	Unique Opens	Open Rate	Total Opens	Unique Clicks	Click Rate	Total Clicks
Vertical Response_San Antonio Public Meeting_09_03_19	TxDOT TTP 2050 Open House	XAI Database for SAT	08/27/19 at 4:57 pm CDT	3821	3773	48	N/A	13.53%	517	30	0.79%	30
Vertical Response_San Antonio Public Meeting_09_03_19 Postponement Notice	POSTPONED: TxDOT TTP 2050 Open House	XAI Database for SAT	08/30/19 at 2:25 pm CDT	3797	3783	14	N/A	10.93%	415	37	0.97%	37
Vertical Response_San Antonio Public Meeting_09_03_19 Postponement Notice	POSTPONED: TxDOT TTP 2050 Open House	XAI Database for SAT	09/03/19 at 9:21 am CDT	3757	3756	1	N/A	8.78%	330	14	0.37%	14
Vertical Response_San Antonio Public Meeting_10_29_19	TxDOT TTP 2050 Open House	XAI Database for SAT	10/17/19 at 1:12 pm CDT	3707	3703	4	N/A	9.23%	342	70	1.89%	70
Vertical Response_San Antonio Public Meeting_10_29_19	TxDOT TTP 2050 Open House	XAI Database for SAT	10/22/19 at 9:21 am CDT	3702	3698	4	N/A	8.13%	301	46	1.24%	46
Vertical Response_San Antonio Public Meeting_10_29_19	TxDOT TTP 2050 Open House	XAI Database for SAT	10/28/19 at 9:21 am CDT	3694	3688	6	N/A	8.50%	314	58	1.57%	58
Mail Chimp - First Invite TTP 2050 Public Meetings Round 2	TTP 2050 Round 2 Open House	Public	8/22/19 at 10:45	62	51	11	15	29.40%	305	0	0.00%	0
Mail Chimp - First Invite TTP 2050 Public Meetings Round 2	TTP 2050 Round 2 Open House	TTP 2050 R-1 Public Attendees	8/22/19 at 10:45	173	156	17	51	32.70%	252	0	0.00%	0
Mail Chimp - First Invite TTP 2050 Public Meetings Round 2	TTP 2050 Round 2 Open House	TxDOT TTP 2050 R-2 TPD Staff List	8/22/19 at 11:00	66	66	0	20	30.30%	121	1	1.50%	1
Mail Chimp - First Invite TTP 2050 Public Meetings Round 2	TTP 2050 Round 2 Open House	TxDOT 2050 R-2 TPD List	8/22/19 at 11:00	25	25	0	11	44.00%	48	0	0.00%	0
Mail Chimp - First Invite TTP 2050 Public Meetings Round 2	TTP 2050 Round 2 Open House	TxDOT TTP 2050 R-2 PIO List	8/22/19 at 11:00	43	43	0	16	37.20%	51	0	0.00%	0
Mail Chimp - First Invite TTP 2050 Stakeholders Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	TTP 2050 Stakeholders	8/22/19 at 15:00	6114	5908	206	968	16.40%	2530	46	0.80%	860
Mail Chimp - First Invite TTP 2050 Stakeholders Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	TxDOT TTP 2050 R-2 PIO List	8/22/19 at 15:15	43	43	0	19	44.20%	36	2	4.70%	2
Mail Chimp - First Invite TTP 2050 Stakeholders Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	2019 TTP 2050 Round 1 Stakeholder Meeting Attendees	8/22/19 at 15:15	235	221	14	79	35.70%	1107	16	7.20%	40
Mail Chimp - First Invite TTP 2050 Stakeholders Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	TxDOT TTP 2050 R-2 TPD Staff List	8/22/19 at 15:30	66	66	0	15	22.70%	64	3	4.50%	4
Mail Chimp - First Invite TTP 2050 Stakeholders Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	TxDOT 2050 R-2 TPD List	8/22/19 at 15:30	25	25	0	11	44.00%	58	1	4.00%	1
Mail Chimp - San Antonio Open House	Tx Transportation Plan 2050 Open House - Sept.3, 2019	San Antonio-Public-OH Reminder	8/27/19 at 13:15	30	24	6	9	37.50%	34	2	8.30%	2
Mail Chimp - San Angelo, Odessa, El Paso Public Meeting Round 2	TTP 2050 Round 2 Open House	TTP 2050 R-1 Public Attendees (SJT_ODA_ELP Segment)	8/27/19 at 13:30	21	18	3	8	44.40%	35	0	0.00%	0
Mail Chimp - Austin Stakeholder Meeting	TTP 2050 Stakeholder Meeting - Sept. 4, 2019	2019 TTP 2050 R1 Stakeholder Meeting Attendees (AUS Segment)	8/27/19 at 13:30	22	21	1	10	47.60%	41	4	19.00%	6
Mail Chimp - Austin Open House Meeting	Tx Transportation Plan 2050 Open House - Sept. 4, 2019	Public - Austin OH Reminder_8-26-19	8/27/19 at 13:45	15	14	1	6	42.90%	9	2	14.30%	4
Mail Chimp - San Antonio Stakeholder Meeting	TTP 2050 Stakeholder Meeting - Sept. 3, 2019	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SAT Stakeholder)	8/27/19 at 13:45	6	6	0	1	16.70%	1	0	0.00%	0
Mail Chimp - San Angelo, Odessa, El Paso Stakeholder Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SJT_ODA_ELP Segment)	8/27/19 at 14:00	47	47	0	19	40.40%	71	1	2.10%	1
Mail Chimp - San Angelo, Odessa, El Paso Public R-2 Postponed	Postponed! TTP 2050 Round 2 Open House is being rescheduled	TTP 2050 R-1 Public Attendees (SJT_ODA_ELP Segment)	8/30/19 at 12:10	19	18	1	5	27.80%	6	0	0.00%	0

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Method and Event Being Noticed	Subject	List	Send Date	Total Recipients	Successful Deliveries	Total Bounces	Unique Opens	Open Rate	Total Opens	Unique Clicks	Click Rate	Total Clicks
Mail Chimp - San Angelo, Odessa, El Paso Stakeholder Round 2 Postponed	Postponed! TTP 2050 Stakeholder Meetings to be Rescheduled	2019 TTP 2050 Round 1 Stakeholder Meeting Attendees (SJT_ODA_ELP Segment)	8/30/19 at 12:22	47	47	0	17	36.20%	28	0	0.00%	0
Mail Chimp - TTP 2050 R2 San Antonio Stakeholder Postponed!	Postponed! TTP 2050 Stakeholder Meeting & Open House to be Rescheduled	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SAT Stakeholder)	8/30/19 at 12:33	6	6	0	0	0.00%	0	0	0.00%	0
Mail Chimp - TTP 2050 R2_San Antonio Open House Postponed!	Postponed! TX Transportation Plan 2050 is being Rescheduled	San Antonio-Public-OH Reminder	8/30/19 at 12:43	26	24	2	5	20.8%%	5	0	0.00%	0
Mail Chimp - TTP 2050 R2_Austin Open House_Postponed!	Postponed! TX Transportation Plan 2050 Open House is being Rescheduled	Austin-Public-OH Reminder_8-26-19	8/30/19 at 13:07	14	14	0	1	7.10%	6	0	0.00%	0
Mail Chimp - Austin Stakeholder Meeting	Postponed! TTP 2050 Stakeholder Meetings is being Rescheduled	2019 TTP 2050 R1 Stakeholder Meeting Attendees (AUS Stakeholder)	8/30/19 at 13:22	22	21	1	8	38.10%	47	0	0.00%	0
Mail Chimp - Transportation Usage Survey _Postponed!	Postponed! TX Transportation Plan 2050 Meetings being Rescheduled	TTP 2050 R-2 Transportation Survey Contacts 08-27-19	8/30/19 at 13:59	298	297	1	102	34.30%	142	0	0.00%	0
Mail Chimp - TTP 2050 Stakeholders_R2-Postponed	Postponed! TX Transportation Plan 2050 Meetings being Rescheduled	TTP 2050 Stakeholders	9/3/19 at 13:30	5973	5818	155	921	15.80%	1432	0	0.00%	0
Mail Chimp - TTP 2050 Stakeholder Meetings Round 2 - Laredo, Corpus Christi, Pharr	TxDOT Invites You to a Stakeholder Meeting in Your District	2019 TTP 2050 R1 Stakeholder Meeting Attendees (LRD_CRP_PHR (Segment)	9/18/19 at 13:30	70	65	5	17	26.2%%	55	5	7.70%	6
Mail Chimp - TTP 2050 Stakeholder Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	2019 TTP 2050 R1 Stakeholder Meeting Attendees	9/18/19 at 13:30	243	230	13	74	32.20%	464	6	2.60%	201
Mail Chimp – TTP 2050 Public Meeting Round 2	Tx Dept. of Transportation TTP 2050 Open House is coming!	TTP 2050 R-1 Public Attendees	9/18/19 at 13:30	170	164	6	50	30.50%	313	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2	Tx Dept. of Transportation TTP 2050 Open House is coming!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19	9/18/2019 at 13:45	307	307	0	84	27.40%	341	1	0.30%	2
Mail Chimp - TTP 2050 Stakeholder Meetings Round 2	TxDOT Invites You to a Stakeholder Meeting in Your District	TTP 2050 Stakeholders	9/18/19 at 13:45	5,919	5,871	4	920	15.70%	2,259	23	0.40%	26
Mail Chimp – TTP 2050 Public Meeting Round 2	Tx Dept. of Transportation TTP 2050 Open House is coming!	Public	9/18/19 at 14:00	67	57	10	13	22.80%	129	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Laredo, Corpus Christi, Pharr	Tx Dept. of Transportation TTP 2050 Open House is coming!	TTP 2050 R-1 Public Attendees (LRD_CRP_PHR Segment)	9/18/19 at 14:15	30	30	0	10	33.30%	24	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Laredo, Corpus Christi, Pharr	Tx Dept. of Transportation TTP 2050 Open House is coming!	Public (LRD_CRP_PHR Segment)	9/18/19 at 14:15	14	13	1	4	30.80%	8	0	0.00%	0
Mail Chimp - TTP 2050 Stakeholder Meetings Round 2 - Amarillo, Lubbock, Abilene	TxDOT Invites You to a TTP 2050 Stakeholder Meeting	2019 TTP 2050 R1 Stakeholder Meeting Attendees (AMA_LBB_ABL Segment)	9/19/19 at 14:30	38	35	3	14	40.00%	49	2	5.70%	3
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	TX Dept. of Transportation TTP 2050 Open House is coming!	TTP 2050 R-1 Public Attendees (AMA_LBB_ABL Segment)	9/19/19 at 14:30	29	29	0	12	41.40%	39	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	TX Dept. of Transportation TTP 2050 Open House is coming!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (ABL _AMA_LBB Tags)	9/19/19 at 19:00	8	8	0	2	25.00%	5	0	0.00%	0

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Mail Chimp - TTP 2050 Stakeholder Meetings Round 2 - Amarillo, Lubbock, Abilene	TxDOT Invites You to a TTP 2050 Stakeholder Meeting (Date Correction)	2019 TTP 2050 R1 Stakeholder Meeting Attendees (AMA_LBB_ABL Segment)	9/20/19 at 13:30	38	35	3	15	42.90%	36	1	2.90%	2
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	TX Dept. of Transportation TTP 2050 Open House is coming! (Date Correction)	TTP 2050 R-1 Public Attendees (AMA_LBB_ABL Segment)	9/20/19 at 13:30	29	29	0	10	34.50%	16	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	TX Dept. of Transportation TTP 2050 Open House is coming! (Date Correction)	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (ABL _AMA_LBB Tags)	9/20/19 at 13:00	8	8	0	4	50.00%	5	0	0.00%	0
Mail Chimp - TTP 2050 Stakeholder Meetings Round 2 - Houston, Tyler, Dallas-Fort Worth	TX Transportation Plan 2050 is coming to town!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (HOU_TYL_DFW Tags	9/23/19 at 14:30	85	80	5	22	27.50%	71	1	1.30%	2
Mail Chimp – TTP 2050 Public Meeting Round 2 - Houston, Tyler, Dallas-Fort Worth	TX Transportation Plan 2050 is coming to town!	TTP 2050 R-1 Public Attendees (HOU_TYL_DFW Segment)	9/23/19 at 16:00	56	55	1	16	29.10%	36	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - Laredo, Corpus Christi, Pharr	Coming This Week! TX Transportation Plan 2050 Stakeholder Meeting!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (LRD_CRP_PHR Segment)	9/24/19 at 08:30	70	65	5	16	24.60%	104	4	6.20%	5
Mail Chimp – TTP 2050 Public Meeting Round 2 - Laredo, Corpus Christi, Pharr	Coming This Week! TX Transportation Plan 2050 Open House!	Public (LRD_CRP_PHR Segment)	9/24/19 at 08:30	14	13	1	5	38.50%	11	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Laredo, Corpus Christi, Pharr	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (LRD_CRP_PHR Segment)	9/24/19 at 08:30	30	30	0	9	30.00%	11	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	Coming Next Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (ABL _AMA_LBB Tags)	9/24/19 at 14:00	8	8	0	4	50.00%	5	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - Amarillo, Lubbock, Abilene	Coming Next Week! TX Transportation Plan 2050 Stakeholder Meeting!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (AMA_LBB_ABL Segment)	9/24/19 at 15:00	38	35	3	13	37.10%	25	1	2.90%	1
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	Coming Next Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (AMA_LBB_ABL Segment)	9/24/19 16:00	29	27	2	6	22.20%	21	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (ABL _AMA_LBB Tags)	10/1/19 at 08:15	8	8	0	3	37.50%	4	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Amarillo, Lubbock, Abilene	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (AMA_LBB_ABL Segment)	10/1/19 at 08:15	27	27	0	6	22.20%	24	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - Amarillo, Lubbock, Abilene	Coming This Week! TX Transportation Plan 2050 Stakeholder Meeting!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (AMA_LBB_ABL Segment)	10/1/19 at 08:30	35	35	0	10	28.60%	31	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - Houston, Tyler, Dallas-Fort Worth	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (HOU_TYL_DFW Tags)	10/7/19 at 08:15	56	55	1	13	23.60%	31	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - Houston, Tyler, Dallas-Fort Worth	Coming This Week! TX Transportation Plan 2050 Stakeholder Meeting!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (HOU_TYL_DFW Tags)	10/7/19 at 08:30	85	80	5	18	22.50%	60	0	0.00%	0

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Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Angelo, Odessa, El Paso	TX Transportation Plan 2050 Stakeholder Meeting is coming your way!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SJT_ODA_ELP Segment)	10/7/19 at 12:00	47	46	1	17	37.00%	12	1	2.20%	8
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	TX Transportation Plan 2050 Open House is coming your way!	Public (SJT_ODA_ELP Segment)	10/7/19 at 13:00	13	12	1	4	33.30%	15	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Angelo, Odessa, El Paso	TX Transportation Plan 2050 Stakeholder Meeting is coming your way!	TTP 2050 Stakeholders (SJT-ODA_ELP Segment)	10/7/19 at 13:30	228	226	2	38	16.80%	65	1	0.40%	1
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	TX Transportation Plan 2050 Open House is coming your way!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (ODA Segment)	10/7/19 at 14:00	20	20	0	5	25.00%	8	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	TX Transportation Plan 2050 Open House is coming your way!	TTP 2050 R-1 Public Attendees (SJT_ODA_ELP Segment)	10/7/19 at 16:00	31	30	1	9	30.00%	78	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Angelo, Odessa, El Paso	Coming Next Week! TX Transportation Plan 2050 Stakeholder Meeting Round 2!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SJT_ODA_ELP Segment)	10/14/19 at 09:00	46	46	0	13	28.30%	79	1	2.20%	4
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Angelo, Odessa, El Paso	Coming Next Week! TX Transportation Plan 2050 Round 2 Stakeholder Meeting!	TTP 2050 Stakeholders (SJT-ODA_ELP Segment)	10/14/19 at 09:00	228	226	2	39	17.30%	78	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	Coming Next Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (ODA Segment)	10/14/19 at 15:00	20	20	0	4	20.00%	12	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	Coming Next Week! TX Transportation Plan 2050 Open House!	Public (SJT_ODA_ELP Segment)	10/14/19 at 15:00	13	12	1	3	25.00%	4	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	Coming Next Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (SJT_ODA_ELP Segment)	10/14/19 at 16:00	31	30	1	7	23.30%	24	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Antonio, Austin	TX Transportation Plan 2050 Stakeholder Meeting is coming your way!	TTP 2050 Stakeholders (AUS_SAT Segment)	10/15/19 at 13:00	560	555	5	103	18.60%	215	2	0.40%	9
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	TX Transportation Plan 2050 Open House is coming your way!	TTP 2050 R-1 Public Attendees (AUS_SAT Segment)	10/15/19 at 13:00	51	49	2	13	26.50%	27	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	TX Transportation Plan 2050 Open House is coming your way!	Public (SAT Segment)	10/15/19 at 13:15	13	12	1	0	0.00%	0	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	TX Transportation Plan 2050 Open House is coming your way!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (SAT_AUS Segment)	10/15/19 at 14:00	89	89	0	26	29.20%	76	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Antonio, Austin	TX Transportation Plan 2050 Stakeholder Meeting is coming your way!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SAT_AUS Segment)	10/15/19 at 15:00	39	39	0	16	41.00%	34	1	2.60%	1
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	Coming Next Week! TX Transportation Plan 2050 Open House!	Public (SJT_ODA_ELP Segment)	10/21/19 at 08:15	12	12	0	0	0.00%	0	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (ODA Segment)	10/21/19 at 08:15	20	20	0	4	20.00%	7	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Angelo, Odessa, El Paso	Coming This Week! TX Transportation Plan 2050 Stakeholder Meeting!	TTP 2050 Stakeholders (SJT-ODA_ELP Segment)	10/21/19 at 08:15	228	225	3	32	14.20%	57	1	0.40%	1

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Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Angelo, Odessa, El Paso	Coming Next Week! TX Transportation Plan 2050 Stakeholder Meeting Round 2!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SJT_ODA_ELP Segment)	10/21/19 at 08:15	46	46	0	9	19.60%	241	1	2.20%	1
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Angelo, Odessa, El Paso	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (SJT_ODA_ELP Segment)	10/21/19 at 08:15	30	30	0	6	20.0%	11	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Antonio, Austin	Coming Next Week! TX Transportation Plan 2050 Round 2 Stakeholder Meeting!	TTP 2050 Stakeholders (AUS_SAT Segment)	10/22/19 at 09:15	559	554	5	89	16.10%	145	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Antonio, Austin	Coming Next Week! TX Transportation Plan 2050 Stakeholder Meeting Round 2!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SAT_AUS Segment)	10/22/19 at 09:15	39	39	0	10	25.60%	15	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Angelo, Odessa, El Paso	Correction! Coming This Week! TX Transportation Plan 2050 Round 2 Stakeholder Meeting!	TTP 2050 Stakeholders (SJT-ODA_ELP Segment)	10/22/19 at 09:56	226	225	1	34	15.0%	60	2	0.90%	2
Mail Chimp – San Antonio_Austin TTP 2050 R2_Public	Coming Next Week! TX Transportation Plan 2050 Open House!	Public (SAT_AUS Segment)	10/22/19 at 14:00	13	12	1	2	16.60%	2	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	Coming Next Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (AUS_SAT Segment)	10/22/19 t 14:00	51	49	2	7	14.30%	14	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	Coming Next Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (SAT_AUS Segment)	10/22/19 at 14:00	88	88	0	21	23.90%	26	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-2 Transportation Survey Contacts 08-27-19 (SAT_AUS Segment)	10/28/19 at 09:32	88	88	0	16	18.20%	22	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Antonio, Austin	Coming This Week! TX Transportation Plan 2050 Stakeholder Meeting Round 2!	2019 TTP 2050 R1 Stakeholder Meeting Attendees (SAT_AUS Segment)	10/28/19 at 09:33	39	39	0	12	30.80%	40	3	7.70%	3
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	Coming This Week! TX Transportation Plan 2050 Open House!	TTP 2050 R-1 Public Attendees (AUS_SAT Segment)	10/28/19 at 09:33	51	49	2	10	20.40%	24	0	0.00%	0
Mail Chimp – TTP 2050 Public Meeting Round 2 - San Antonio, Austin	Coming This Week! TX Transportation Plan 2050 Open House!	Public (SAT_AUS Segment)	10/28/19 at 09:34	12	12	0	1	8.30%	11	0	0.00%	0
Mail Chimp – TTP 2050 Stakeholder Meeting Round 2 - San Antonio, Austin	Coming Next Week! TX Transportation Plan 2050 Round 2 Stakeholder Meeting!	TTP 2050 Stakeholders (AUS_SAT Segment)	10/28/19 at 09:35	557	553	4	86	15.60%	167	1	0.20%	2

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TTP 2050 R2 Newspaper Contacts and Ad Information			
Paper	Status	Meeting Date	Published Date
El Mañana Periodico Laredo Area	Tearsheet on file	Sept. 24 Laredo Mtg.	Fri. Sept. 20
Laredo Morning Times	Tearsheet on file	Sept. 24 Laredo Mtg.	Sun. Sept. 15
El Mensajero Amarillo Area (Spanish)	Tearsheet on file	Oct. 1 Amarillo Mtg.	Weds. Sept. 25 thru Tues. Oct. 1
Amarillo Globe News	Tearsheet on file	Oct. 1 Amarillo Mtg.	Sun. Sept. 22
Abilene Reporter News	Tearsheet on file	Oct. 3 Abilene Mtg.	Weds. Sept. 25
San Angelo Standard Times	Tearsheet on file	Oct. 21 San Angelo Mtg.	Weds. Oct. 9
Conexion Hispana San Angelo Area	Tearsheet on file	Oct. 21 San Angelo Mtg.	Thurs. Oct. 3
Andrews County News Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Sun. Oct. 6
The Monahans News Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 17
Martin County Messenger Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 10 & Thurs. Oct. 17
Pecos Enterprise Paper Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 10
Fort Stockton Pioneer Odessa/Midland Area	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Thurs. Oct. 3
Odessa American	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Sun. Oct. 6
Midland Reporter - Telegram	Tearsheet on file	Oct. 22 Odessa/Midland Mtg.	Sun. Oct. 6

Rev. 12_18_19_LV (XAI)

GOBIERNO DE MÉXICO | CULTURA

Cultura Comunitaria

Misiones por la diversidad cultural-Tamaulipas

Milpa Cultural
Jornada de participación ciudadana y diagnóstico vivo en materia cultural.

Sábado 21 de septiembre
de 12 a 17 horas.

Convocamos a talleristas artistas, artesanos, danzantes fotógrafos, músicos, maestros de arte y oficios, promotores culturales, cocineros de platillos tradicionales, historiadores, escritores y en general a personas que trabajen en el sector cultural, a construir el diagnóstico vivo del quehacer cultural en tu comunidad, en tu municipio, en tu estado.

Nuevo Laredo
Teatro Lucio Blanco
en la Casa de la Cultura
Calle Lincoln #821
Colonia Viveros
Nuevo Laredo, Tamaulipas

Aquí todas y todos nos involucramos en la construcción de las políticas culturales.

Entrada libre.

TAMAULIPAS

AUXILIA SEMAR A BARCO PESQUERO EN MATAMOROS

TAMAULIPAS.- La Secretaría de Marina-Armada de México auxilió a la tripulación del barco pesquero "Buena Ventura" que presentaba una inundación en su cuarto de máquinas, además de que reportaban a una persona con lesiones. Los hechos ocurrieron el 16 de septiembre.

Curso de computación
Básico

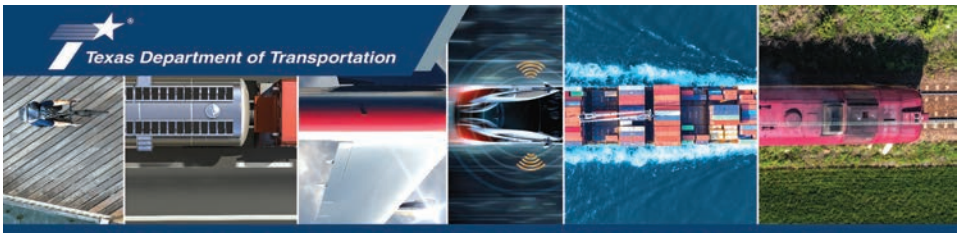
Se impartira:
Word, Excel, Power Point
y Navegación en Internet

Horarios sabatino:
9:00 am - 1:00 pm

21 de Septiembre al 9 de Noviembre

NUEVO LAREDO CITY COLLEGE

Texas Department of Transportation



TXDOT QUIERE SABER DE USTED MIENTRAS HACE PLANES PARA
EL FUTURO DEL TRANSPORTE DE TEXAS

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) los invita a una exhibición pública sobre el desarrollo del Plan de Transporte de Texas (TTP por sus siglas en inglés) 2050. El TTP 2050 es el plan multimodal de transporte a largo plazo del estado y sirve como el documento de política rector para abordar el rendimiento de las mejoras futuras de transporte. El TTP 2050 incluirá estrategias para todos los modos de transporte, así como información respecto a tecnologías emergentes (por ejemplo, coches autónomos) y operaciones de emergencia.

TEXASTRANSPORTATION PLAN2050

REUNION PUBLICA
EN LAREDO

Para mas información o para visitar la exhibición virtual favor de visitar a txdot.gov y busque con la clave "TTP 2050."

MARTES
24 DE SEPTIEMBRE DE 2019

TxDOT Laredo, Salón de Conferencia Grande
1817 Bob Bullock Loop, Laredo, TX 78043

5:30 P.M. a 7:00 P.M.

Se aceptarán comentarios hasta principios de 2020, antes que la Comisión de Transporte de Texas acepta formalmente al plan. Comentarios del público se pueden someter por correo electrónico al TTP_2050@txdot.gov, por teléfono al 1-855-TEXAS-50 (839-2750), o por correo al: TxDOT TPP-TTP 2050, Attn: Casey Duzsa, PO Box 149217, Austin, TX 78714-9217.

Se le pide a personas que tengan alguna discapacidad y piensan asistir y posiblemente necesitarán servicios auxiliares que se comuniquen al 210-354-2925 o lvasquez@xa-sa.com dos días antes de la reunión. TxDOT hará todo esfuerzo razonable para acomodar a estas necesidades.

NATIONAL

White House says bin Laden son killed in US operation

By Zeke Miller
Associated Press

WASHINGTON – The White House announced Saturday that Hamza bin Laden , the son of the late al-Qaida leader who had become an increasingly prominent figure in the terrorist organization, was killed in a U.S. counterterrorism operation in the Afghanistan-Pakistan region.

A statement issued in President Donald Trump's name gave no further details, such as when Hamza bin Laden was killed or how the United States had confirmed his death. Administration officials would provide no more information beyond the three-sentence statement from the White House.

American officials have said there are indications that the CIA, not the U.S. military, conducted the strike. The CIA declined comment on whether the agency was involved.

The White House statement said Hamza bin Laden's death "not only deprives al-Qaida of important leadership skills and the symbolic connection to his father, but undermines important operational activities of the group." It said Osama bin Laden's son "was responsible for planning and dealing with various terrorist groups."

The U.S. officials had suspected this summer that Hamza bin Laden was dead, based on intelligence reports and the fact that he had not been heard from in some time. The officials spoke on condition of anonymity to discuss intelligence matters. Defense Secretary Mark Esper told Fox News Channel in a late August interview that it was "my understanding" that Hamza bin Laden was dead.

A U.S. official familiar with the case who spoke on condition of anonymity about intelligence-gathering said bin Laden was killed in the past 18 months. Confirming such a high-profile death can take a long time, said the official, who declined to say what led the U.S. to report bin Laden's death with certainty.

The younger bin Laden had been viewed as an eventual heir to the leadership of al-Qaida, and the group's leader, Ayman al-Zawahri, had praised him in a 2015 video that appeared on jihadi websites, calling him a "lion from the den of al-Qaida." Bin Laden's death leaves Zawahiri with the challenge of finding a different successor.

The U.S. government in February said it was offering $1 million for help tracking down Hamza bin Laden as part of the State Department's Rewards for Justice program. The department's notice said he was married to a daughter of Abdullah Ahmed Abdullah, an al-Qaida leader and Egyptian charged for his role in the 1998 bombings of U.S. embassies in East Africa. They were said to have two children, Osama and Khairiah, named after his parents.

He was named a "specially designated global terrorist" in January 2017, and he had released audio and video messages calling for attacks against the U.S. and its allies. To mark one 9/11 anniversary, al-Qaida superimposed a childhood photo of him over a photo of the World Trade Center.

Video released by the CIA in 2017 that was seized during the 2011 U.S. raid that killed Osama bin Laden showed Hamza bin Laden with a trimmed mustache but no beard at his wedding. Previous images have only shown him as a child.

Hamza bin Laden is believed to have been born in 1989, the year of the Soviet withdrawal from Afghanistan, where his father became known among the mujahedeen fighters. His father returned to Saudi Arabia and later fled to Sudan after criticizing the kingdom for allowing U.S. troops to deploy in the country during the 1991 Gulf War. He later fled Sudan for Afghanistan in 1996, where he declared war against the U.S.

As al-Qaida's leader, Osama bin Laden oversaw attacks that included the 1998 bombings of the U.S. embassies in Kenya and Tanzania, as well as the bombing of the USS Cole off Yemen. He and others plotted and executed the 2001 attacks against the United States that led to the U.S. invasion of Afghanistan. U.S. Navy SEALs killed the elder bin Laden in a raid on a house in Abbottabad, Pakistan, in 2011.

This past March, Saudi Arabia announced that it had revoked the citizenship of Hamza bin Laden. The kingdom stripped Osama bin Laden's citizenship in 1994 while he was living in exile in Sudan when Hamza bin Laden was just a child. It was unclear where Hamza bin Laden was at the time of the Saudi action.

Hamza bin Laden began appearing in militant videos and recordings in 2015 as an al-Qaida spokesman.

"If you think that your sinful crime that you committed in Abbottabad has passed without punishment, then you thought wrong," he said in his first audio recording.

After the Sept. 11 attacks, a U.S.-led invasion of Afghanistan sought to topple the Taliban, an ally of al-Qaida, and seize the elder bin Laden. He escaped and split from his family as he crossed into Pakistan. Hamza was 12 when he saw his father for the last time – receiving a parting gift of prayer beads.

"It was as if we pulled out our livers and left them there," he wrote of the separation.

Hamza and his mother followed other al-Qaida members into Pakistan and then Iran, where other al-Qaida leaders hid them, according to experts and analysis of documents seized after U.S. raid that killed Osama bin Laden. Iran later put the al-Qaida members on its soil into custody. During this time, Hamza married.

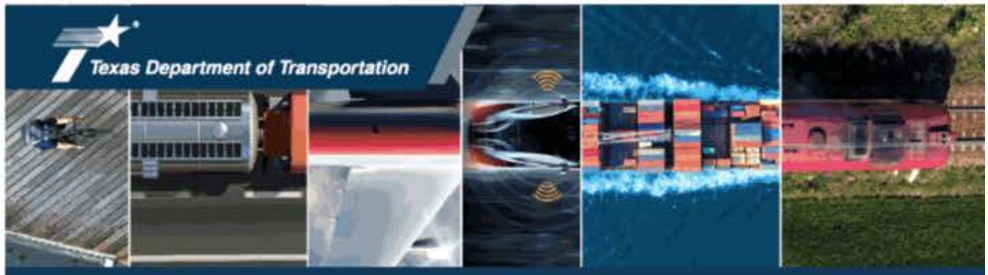
In March 2010, Hamza and others left Iranian custody. He went to Pakistan's Waziristan province, where he asked for weapons training, according to a letter to the elder bin Laden. His mother left for Abbottabad, joining her husband in his hideout. On May 2, 2011, the Navy SEAL team raided Abbottabad, killing Osama bin Laden and his son Khalid, as well as others. Saber and other wives living in the house were imprisoned. Hamza again disappeared.

In August 2015, a video emerged on jihadi websites of al-Zawahri introducing "a lion from the den of al-Qaida" – Hamza bin Laden. Since then, Hamza had been featured in al-Qaida messages, delivering speeches on everything from the war in Syria to Donald Trump's visit to Saudi Arabia on his first foreign trip as president.

But he hadn't been heard from since a message in March 2018, in which he threatened the rulers of Saudi Arabia.

AP

In this image from video released by the CIA, Hamza bin Laden, the son of of the late al-Qaida leader Osama bin Laden is seen as an adult at his wedding. The White House says Hamza bin Laden has been killed in a U.S. counterterrorism operation in the Afghanistan-Pakistan region. A White House statement gives no further details, such as when Hamza bin Laden was killed or how the United States confirmed his death.



TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR

THE FUTURE OF TEXAS TRANSPORTATION

The Texas Department of Transportation (TxDOT) is hosting an open house to gather public input as part of developing the Texas Transportation Plan (TTP) 2050. The TTP 2050 is the state's multi-modal, long-range transportation plan and serves as the guiding policy document for addressing the state's future transportation performance improvements. The TTP 2050 will include strategies for all transportation modes as well as information about emerging technology (i.e. self-driving cars) and emergency operations.

TEXAS TRANSPORTATION PLAN2050

LAREDO OPEN HOUSE

For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"

TUESDAY
SEPTEMBER 24, 2019

TxDOT Laredo, Large Conference Room
1817 Bob Bullock Loop, Laredo, TX 78043

5:30 - 7PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.

Persons with disabilities, who plan to attend, and who may need auxiliary services are requested to contact 210-354-2925 or lvasquez@xa-sa.com, two business days prior to the meeting. TxDOT will make all reasonable efforts to accommodate these needs.

Reconoce error en partido ante Pumas

cometido en 2013, cuando las presentarán las denuncias correspondientes a la brevedad, "estamos rastreando la información para presentar la denuncia correspondiente en razón de que hay un claro acto de corrupción".

investigaciones relacionadas con posibles actos de lavado de dinero y corrupción política vinculada con la Secretaría de Comunicaciones y Transportes (SCT) en la anterior administración con el titular de la SCT, Javier Jiménez Espriú, para informarle también de los resultados que tiene la investigación y se presentarán las denuncias correspondientes.

TXDOT QUIERE SABER DE USTED MIENTRAS HACE PLANES PARA

EL FUTURO DEL TRANSPORTE DE TEXAS

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TEXASTRANSPORTATION PLAN2050

REUNION PUBLICA EN AMARILLO

MARTES
1 DE OCTUBRE DE 2019

TxDOT Amarillo
Centro de Conferencia en Edificio H
Salón de Conferencia HR Norte y Sur
5715 Canyon Drive
Amarillo, TX 79110

5:30 P.M. a 7:00 P.M.

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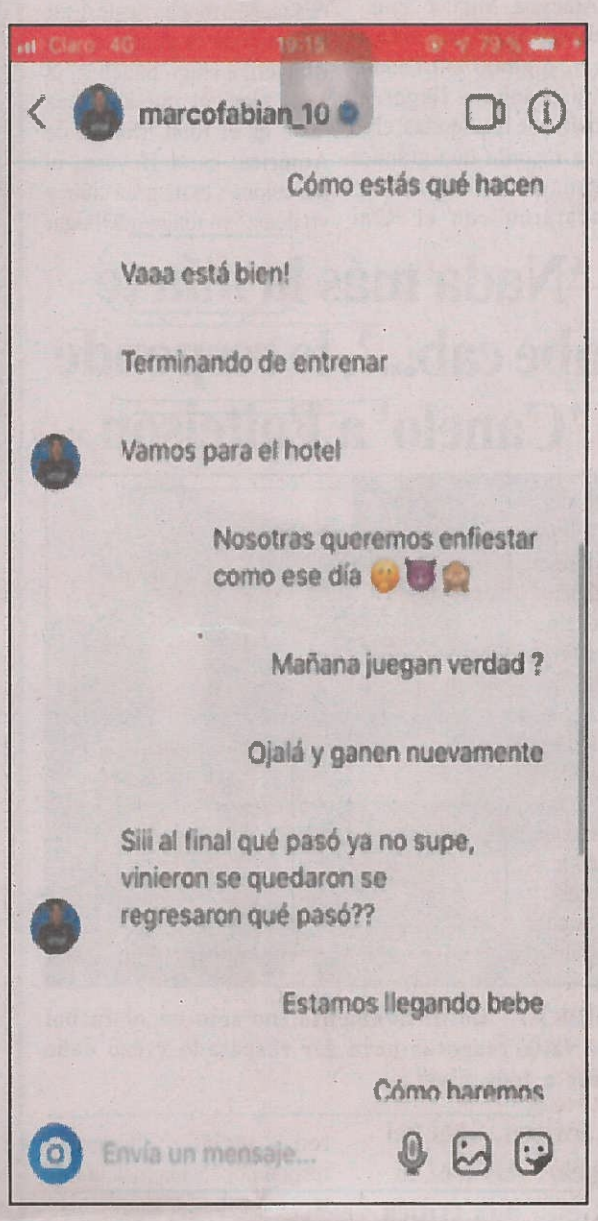
¡Ahora son mensajes de texto!

Salen nuevas "pruebas" en torno al escándalo de la fiesta de la Selección Mexicana en Nueva York.



Nuevos elementos salieron a la luz sobre el caso de la presunta fiesta en la que se involucraron miembros de la Selección Mexicana con mujeres influencers de Instagram

De acuerdo con Botineras del Mundo, la cuenta de Twitter que reveló del escándalo de esta fiesta que disfrutaron algunos integrantes de la Selección Mexicana antes de recibir la aplastante goleada de 3-0 que recibieron por parte de Argentina, Marco Fabián habría invitado a las chicas vía mensaje privado de Instagram.

En el video, del que aún se duda su autenticidad, se puede leer una conversación en la que el integrante del Tri platica con una mujer que habla en plural, hacen referencia a una fiesta previa en el hotel y Fabián deja la puerta abierta para otra posible fiesta al día siguiente.

Tal como lo informó El Mensajero, Miguel Layún, "Chicharito" Hernández, Héctor Moreno, Guillermo Ochoa y el mismo Marco Fabián estuvieron en el ojo del huracán hace un par de semanas, cuando salieron a la luz los videos y las imágenes de las chicas que se hospedaron en el mismo hotel, asistieron a sus partidos, estuvieron en la misma fiesta que ellos y fueron documentadas en el aeropuerto por uno de los integrantes del equipo mexicano.

¿Castigarán a Marco Fabián por meter mujeres al hotel de concentración?

Tal parece que el escándalo de la Selección mexicana en Nueva York no ha concluido, pues además de trascender el despido de un empleado de logística, también la Federación Mexicana de Futbol (FMF) podría sacrificar a un jugador.

Según lo publicado por el portal de El Universal, Yon de Luisa, presidente del organismo, pretendería dar un castigo ejemplar para demostrar que hay cero tolerancia ante actos de indisciplina por parte de los jugadores.

Ante esto, apuntan a que Marco Fabián sería suspendido del Tricolor por supuestamente introducir mujeres al hotel de contratación en San Antonio.

Por su parte, la cuenta "Botineras del mundo" en Twitter (la cual filtró las fotos de la fiesta), insiste en asegurar que la salida de los seleccionados nacionales Guillermo Ochoa, Héctor Moreno, Javier Hernández, Miguel Layún y Marco Fabián, no sólo fue para pasar una tarde en el "Lavo Brunch NYC" de la ciudad de Nueva York, sino que además pagaron el avión de las modelos, para supuestamente pasar la noche con ellas.

NEWS

WORD OF THE DAY

redoubtable

(adj.): rih-DOUT-uh-bul
Definition: causing fear or alarm — formidable; illustrious, eminent; broadly — worthy of respect
Example: "There, amid the planers and sawdust, 46 craftsmen create custom-built pieces for private clients and for such redoubtable institutions as 10 Downing Street, Westminster Abbey, and even Hogwarts." — Mark Rozzo, Vanity Fair, May 2019

LANE CLOSURES

Texas Department of Transportation officials have announced the following lane closures as part of ongoing projects.

Routine Maintenance
Various lanes will be closed on Amarillo Boulevard and Port Lane for patching repairs.
The right lane of I-27 southbound will be closed at McCormick Road for mowing.
There will be various lane closures on the western and eastern portions of SL 335 – Soncy Road and Lakeside Drive – for booming of steep embankments that the other mowers cannot get.
Expect various right lane closures in both directions of I-27 from 26th Avenue to Georgia Street for erosion control.
On I-40 westbound, expect various lane and shoulder closures at the downtown interchange for erosion control.
I-40 westbound will be reduced to one lane at Paramount Boulevard on Wednesday, Sept. 25, for patching repairs.
Watch for crews making patching repairs on FM 591 in Potter County.

Overlay
Overlaying of the southeastern quadrant of State Loop (SL) 335 will continue for at least two weeks, weather permitting. Expect various lane closures and short-term ramp closures along this 10-mile stretch of roadway with traffic reduced to one lane, guided by a pilot car. Motorists should expect delays during this final surface work.
Crews will continue to place hot mix and overlay on I-40 westbound from Adkisson Road to Hope Road.
Expect various lane closures on US 287 starting at 8.6 miles east of the Carson County line to one mile west of FM 2589 for mill and fill operations followed with overlay in both directions. The city of Claude is not included in the overlay area.

Other:
The right two lanes of I-40 eastbound will be closed from Arthur Street to Ross Street from 8 p.m. Wednesday, Sept. 25, until 6 a.m. Thursday, Sept. 26, to make corrections to the ride quality. If more than one night is required to perform this work, then only the right lane will be closed on the evening of Sept. 26.
Vega: Expect daily left lane closures on I-40 in both directions, just east of Vega, while TxDOT's contractor works to build detours in advance of a bridge deck replacement project.
Canyon: Expect right lane closures in both directions of SH 217 in Canyon from 23rd Street to Holman Lane to install curbs, ramps, and sidewalks.

All projects are subject to change because of weather, emergency work and other unexpected events.

READ MORE NEWS AT
AMARILLO.COM

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TEXAS TRANSPORTATION PLAN 2050

AMARILLO OPEN HOUSE

TUESDAY
OCTOBER 1, 2019

TxDOT Amarillo District
HR Conference Room
5715 Canyon Drive
Amarillo, TX 79110

5:30 - 7 PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Duszz, PO Box 149217, Austin, TX 78714-9217.

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PUBLIC MEETINGS

Monday

Potter County Commissioners' Court: 9 a.m., 500 S. Fillmore - Room 106
Consider taking action as required by Occupation Code 2001.502 in order to receive proceeds from bingo prize fees collected by the Texas Lottery Commission.
Amarillo Economic Development Corporation Board of Directors: 11 a.m., Amarillo EDC Offices - Suite 20580 1 S. Fillmore
Executive Session: a. Deliberation regarding economic development negotiations in accordance with the Texas Open Meetings Act, Section 551.087: Discussion regarding commercial or financial information received from a business prospect and/or to deliberate the offer of a financial or other incentive to a business prospect: Project # 19-03-01 (Manufacturing); Project # 19-05-02 (Manufacturing); Project # 19-07-01 (Utilities); Project # 19-08-02 (Manufacturing). Discuss and consider the offer of a financial incentive to a business prospect: Project 19-03-01 (Manufacturing). Staff financial and operational updates.
Pedestrian and Bicycle Safety Advisory Committee: 11 a.m., Simms Building - Second Floor808 S. Buchanan St.
Receive public safety general traffic accident statistics; receive public safety update on pedestrian and bicycle statistics; and receive staff liaison update.
Planning and Zoning Commission: 3 p.m., City Hall - Council Chamber601 S. Buchanan St.
Subdivision Plat/s:
The Planning and Zoning Commission will consider the following subdivision plat/s:
A. P-19-76 Memory Acres Unit No. 14, an addition to the city of Amarillo, being an unplatted tract of land in Section 107, Block 2. AB&M Survey, Potter County. Vicinity - Whittaker Rd. and 34th Ave. Applicant - Joe McCartt for DC Amarillo, LLC
B. P-19-79 Wolflin Estates Unit No. 11, an addition to the city of Amarillo, being a replat of a portion of Lot 15 and all of Lot 16, Block 37, Wolflin Estates Unit No. 1, in Section 186, Block 2, AB&M Survey, Randall County. Vicinity - Oldham Cir. and Lipscomb St. Applicant - Patrick O'Neill Ware
C. P-19-84 Eastridge Unit No. 46, an addition to the city of Amarillo, being a replat of Lots 8 and 9, Block 1. Amended Plat of Eastridge, in Section 104, Block 2, AB&M Survey, Potter County. Vicinity - NE 11th Ave and Columbine St. Applicant - Rodrigo Gonzalez

Tuesday

Amarillo City Council: 1 p.m., City Hall - Council Chamber601 S. Buchanan St.
Reports and updates from City Council members serving on outside boards: Environmental Task Force and Pedestrian and Bicycle Safety Advisory Committee; State of the City update; Neighborhood Planning Committee update; utility billing update; consider the second and final reading of an ordinance adopting the city of Amarillo budget for the 2019-20 fiscal year; consider the second and final reading of an ordinance approving the city of Amarillo tax roll, setting an ad valorem property tax rate and levying a tax on all property subject to taxation within the city for the 2019 tax year; take a separate ratification vote on the tax rate; consider a resolution approving the 2019-20 budget for the Convention & Visitor Council, which is funded through a tax levied upon hotel occupancy; consider the purchase of Fire Truck Ladder Style 77 for $949,419 to be used for daily operational requirements and increased staffing at Station No. 5; and consider a professional services agreement with Schrickel Rollins / PSC for $425,000 for the design of an aquatics facility to be located in Thompson Park.

Thursday

North Heights Advisory Association: 6 p.m., United Citizens Forum901 N. Hayden St.
The North Heights Advisory Association will host its monthly meeting at the United Citizens Forum.

TODAY IN HISTORY

The Associated Press
In **1776,** during the Revolutionary War, Capt. Nathan Hale, 21, was hanged as a spy by the British in New York.
In **1862,** President Abraham Lincoln issued the preliminary Emancipation Proclamation, declaring all slaves in rebel states should be free as of January 1, 1863.
In **1927,** Gene Tunney successfully defended his heavyweight boxing title against Jack Dempsey in the famous "long-count" fight in Chicago.
In **1949,** the Soviet Union exploded its first atomic bomb.
In **1950,** Omar N. Bradley was promoted to the rank of five-star general, joining an elite group that included Dwight D. Eisenhower, Douglas MacArthur, George C. Marshall and Henry H. "Hap" Arnold.
In **1961,** the Interstate Commerce Commission issued rules prohibiting racial discrimination on interstate buses.
In **1975,** Sara Jane Moore attempted to shoot President Gerald R. Ford outside a San Francisco hotel, but missed.
In **1980,** the Persian Gulf conflict between Iran and Iraq erupted into full-scale war.
In **1985,** rock and country music artists participated in "FarmAid," a concert staged in Champaign, Illinois, to help the nation's farmers.
In **1989,** the Irish Republican Army bombed the Royal Marines School of Music in Deal, Kent, England, killing 11 band members. Songwriter Irving Berlin died in New York City at age 101.
In **1993,** 47 people were killed when an Amtrak passenger train fell off a bridge and crashed into Big Bayou Canot near Mobile, Alabama. (A tugboat pilot lost in fog pushed a barge into the railroad bridge, knocking the tracks 38 inches out of line just minutes before the train arrived.)
In **1994,** the situation comedy "Friends" debuted on NBC-TV.
In **1995,** an AWACS plane carrying U.S. and Canadian military personnel crashed on takeoff from Elmendorf Air Force Base near Anchorage, Alaska, killing all 24 people aboard.
Ten years ago: President Barack Obama, visiting New York, brought together Israeli Prime Minister Benjamin Netanyahu and Palestinian President Mahmoud Abbas for their first face-to-face meeting.
Five years ago: The United States and five Arab nations launched airstrikes against the Islamic State group in Syria, sending waves of planes and Tomahawk cruise missiles against an array of targets.
One year ago: Paul Simon ended what was billed as his final concert tour in a park in Queens, New York, telling the hometown crowd that their cheers "mean more than you can know."
Today's Birthdays: Baseball Hall of Fame manager Tommy Lasorda is 92. Actress Anna Karina is 79. Actor Paul Le Mat is 74. Musician King Sunny Ade is 73. Rock singer David Coverdale (Deep Purple, Whitesnake) is 68. Actress Shari Belafonte is 65. Singer Debby Boone is 63. Country singer June Forester (The Forester Sisters) is 63. Singer Nick Cave is 62. Classical crossover singer Andrea Bocelli is 61. Singer-musician Joan Jett is 61. Actor Scott Baio is 59. Actress Catherine Oxenberg is 58. Actress Bonnie Hunt is 58. Actor Rob Stone is 57. Actor Dan Bucatinsky (TV: "24: Legacy") is 54. Musician Matt Sharp is 50. Rock musician Dave Hernandez is 49. Rapper Mystikal is 49. Rhythm-and-blues singer Big Rube (Society of Soul) is 48. Actor James Hiller (TV: "The Crown") is 46. Actress Mireille Enos is 44. Actress Daniella Alonso is 41. Actor Michael Graziadei is 40. Actress Ashley Drane (Eckstein) is 38. Actress Katie Lowes is 37. Rock musician Will Farquarson (Bastille) is 36. Actress Tatiana Maslany is 34. Actor Ukweli Roach (TV: "Blindspot") is 33. Actor Tom Felton is 32. Actress Teyonah Parris is 32. Actress Juliette Goglia is 24. Actress Dalya Knapp is 9.

NATION & WORLD IN BRIEF

LANCASTER, S.C.
Deputies say South Carolina shooting leaves 2 dead, 8 hurt

Authorities said a shooting at a bar in South Carolina left two people dead and eight injured early Saturday.

The Lancaster County Sheriff's Office said in a statement that the agency was investigating a shooting at a bar at about 2:45 a.m.

Two adult males were shot and killed. Four injured victims were airlifted to medical facilities for treatment. The other four people were treated at local facilities for injuries considered noncritical. An eleventh victim was treated and released for minor injuries incurred after falling down while trying to flee. The victims' identities were not released.

media AMARILLO GLOBE-NEWS (USPS 016-480) Periodicals postage paid at Lubbock, Texas.
Postmaster: Send address changes to Amarillo Globe-News, 600 S. Tyler, Suite 103, Amarillo, TX 79101

ESTABLISHED NOV. 4, 1909

Physical address:
600 S. Tyler, Suite 103, Amarillo, TX 79101
Mailing address:
P.O. Box 2091, Amarillo, TX 79166
Printing address:
710 Ave. J, Lubbock, TX 79401

The Globe-News is published daily by GateHouse Media at 710 Ave. J, Lubbock, TX 79401-1808.

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GateHouse Media

FIVE-DAY FORECAST FOR ABILENE

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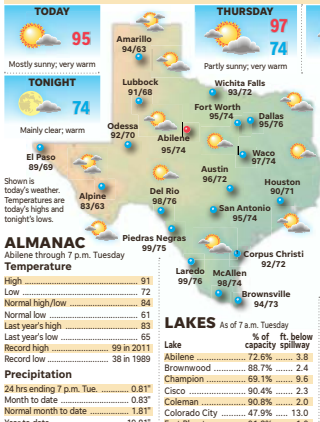
TODAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
95	97 / 74	97 / 71	94 / 73	93 / 72
Mostly sunny; very warm	Partly sunny; very warm	Partly sunny; breezy	Mostly sunny; breezy	A thunderstorm around

TONIGHT 74 — Mainly clear; warm



Shown is today's weather. Temperatures are today's highs and tonight's lows.

ALMANAC

Abilene through 7 p.m. Tuesday

Temperature

High	91
Low	72
Normal high/low	84
Normal low	61
Last year's high	83
Last year's low	65
Record high	99 in 2011
Record low	38 in 1989

Precipitation

24 hrs ending 7 p.m. Tue.	0.81"
Month to date	0.83"
Normal month to date	1.81"
Year to date	19.81"
Normal year to date	18.77"
Last year to date	16.99"
Record for year	48.77" in 1941

UV INDEX TODAY

The higher the **AccuWeather.com UV Index™** number, the greater the need for eye and skin protection.

0-2 Low; 3-5 Moderate; 6-7 High; 8-10 Very High; 11+ Extreme

LAKES

As of 7 a.m. Tuesday

Lake	% of capacity	ft. below spillway
Abilene	72.6%	3.8
Brownwood	88.7%	2.4
Champion	69.1%	9.6
Cisco	90.4%	2.3
Coleman	90.8%	2.0
Colorado City	47.9%	13.0
Fort Phantom	91.8%	1.6
Hord's Creek	86.1%	2.7
Hubbard Creek	92.3%	1.6
Ivie	71.4%	9.2
Leon	88.7%	1.9
Millers Creek	92.0%	1.0
Oak Creek	91.4%	1.5
Possum Kingdom	96.2%	2.2
Proctor	80.8%	2.4
Spence	28.7%	35.2
Stamford	90.9%	1.0
Sweetwater	97.6%	0.5
Thomas	28.1%	27.1

Source: Texas Water Development Board

TEXAS WEATHER

City	Today hi/lo/w	Thu. hi/lo/w
Amarillo	94/63/pc	84/63/s
Austin	96/72/s	97/72/s
Beaumont	88/71/pc	88/72/pc
Brownsville	94/73/pc	94/74/s
Brownwood	94/71/s	95/71/pc
College Station	92/72/s	92/72/s
Corpus Christi	92/72/pc	93/73/pc
Dalhart	94/56/pc	85/60/s
Dallas	95/76/s	95/74/s
Del Rio	98/76/s	97/76/pc
Eastland	95/73/s	95/73/pc
El Paso	89/69/pc	89/67/pc
Galveston	87/80/pc	88/81/pc
Houston	90/71/pc	89/72/s
Laredo	99/76/s	99/76/s
Longview	93/69/s	92/69/s
Lubbock	91/68/pc	90/66/pc
Midland	93/71/pc	95/70/pc
Odessa	92/70/c	93/71/pc
Presidio	92/66/t	93/67/s
San Angelo	97/71/s	97/72/pc
San Antonio	95/74/pc	95/74/s
Texarkana	92/70/pc	90/69/s
Tyler	95/72/s	93/71/s
Waco	97/74/s	97/73/s
Wichita Falls	93/72/s	94/73/pc

w-weather: s-sunny, pc-partly-cloudy, sh-showers, t-thunderstorms, r-rain, sf-snow flurries, sn-snow, i-ice.

SUN AND MOON

	Sunrise	Sunset
Today	7:29 a.m.	7:32 p.m.
Thursday	7:29 a.m.	7:31 p.m.
	Moonrise	**Moonset**
Today	3:41 a.m.	5:48 p.m.
Thursday	4:50 a.m.	6:32 p.m.

New	First	Full	Last
Sep 28	Oct 5	Oct 13	Oct 21

WINDS

Average wind speed yest.	10.1 mph
Highest sustained gust	16 mph
Direction	South
Today	SSW at 8-16 mph
Thursday	SSW at 8-16 mph
Friday	SSW at 10-20 mph
Saturday	S at 10-20 mph
Sunday	S at 12-25 mph

WATERING SCHEDULE

Residential customers:
- Odd-numbered addresses - Wednesdays, Fridays, Sundays
- Even-numbered addresses - Tuesdays, Thursdays, Saturdays

Commercial customers:
- Mondays, Wednesdays, Fridays

*Residential watering not allowed between 10 a.m. and 6 p.m.

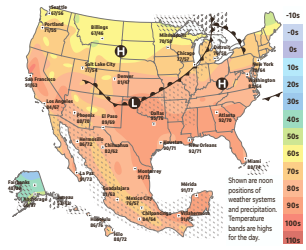
EXTREMES

NATIONAL:
Tue. for the 48 contiguous states
High: 98 in Albany, GA
Low: 23 in Dillon, CO

STATE:
High: 98 in McAllen
Low: 55 in Muleshoe

Forecasts and graphics provided by **AccuWeather, Inc.** ©2019

NATIONAL WEATHER



City	Today hi/lo/w	Thu. hi/lo/w
Atlanta	92/70/pc	93/72/s
Boston	73/62/s	82/59/pc
Buffalo	77/60/s	69/50/sh
Chicago	77/57/pc	70/57/s
Fairbanks	48/30/c	45/29/pc
Las Vegas	94/72/s	89/69/pc
Little Rock	88/72/pc	87/70/t
Los Angeles	84/67/s	79/67/pc
Miami	88/74/s	89/76/pc
New Orleans	92/71/s	92/73/s
New York City	78/64/s	81/60/s
Oklahoma City	90/70/pc	86/71/pc
Orlando	92/67/s	91/68/s
Philadelphia	80/62/s	86/60/s
Pittsburgh	78/60/s	71/49/c
Raleigh	85/66/pc	91/67/s
Salt Lake City	77/54/s	80/56/pc
San Francisco	91/63/s	79/62/s
Tampa	92/73/s	91/74/s
Wash., DC	83/64/s	89/64/s

WORLD WEATHER

City	hi/lo/w	hi/lo/w
Athens	82/68/pc	81/69/s
Beijing	89/58/pc	88/57/s
Berlin	64/49/sh	69/55/pc
Bermuda	84/76/r	82/73/pc
Buenos Aires	83/54/s	80/50/s
Cairo	92/74/s	95/74/s
Calgary	60/41/pc	51/32/r
Dublin	65/53/sh	61/50/sh
Guam	87/77/pc	85/77/t
Hong Kong	87/77/pc	87/77/s
Jerusalem	81/59/s	83/63/s
London	68/59/sh	67/55/r
Mexico City	76/57/t	76/54/t
Moscow	45/32/c	49/34/c
Paris	68/59/sh	72/59/sh
Rio de Janeiro	75/66/r	72/68/r
Rome	78/63/t	80/59/pc
Seoul	79/59/pc	81/63/c
Sydney	65/54/c	68/56/sh
Tokyo	79/67/pc	78/66/pc
Toronto	78/59/pc	69/49/sh
Warsaw	63/52/c	61/50/sh

Latte

Continued from Page 6A

Regardless, pumpkin-everything season is upon us, heralding the return of Starbucks highly anticipated PSL. And while we'll be the first to admit we've been known to guzzle that beloved fall beverage with wild abandon, we wanted to shake things up a bit this year with a healthier pumpkin spice latte so you can enjoy your favorite fall drink guilt-free.

We probably don't have to tell you that buying a PSL from the 'Bux every morning (and every afternoon, no judgment) will put a dent in your bank account. Plus, there's the fact that — although we do enjoy indulging — store-bought coffee beverages are chock-full of sugar and artificial ingredients.

But since the PSL is an integral part of us proclaiming the glory of fall to all who'll listen, we had to find a suitable and less-sugary alternative.

Pumpkin Spice Latte

Pumpkin spice syrup

¼ cup pumpkin puree

¼ cup maple syrup

¼ cup water

½ tablespoon vanilla powder or pure vanilla extract

2 tablespoon pumpkin spice powder

Latte

4 tablespoon pumpkin spice syrup

2 ounces espresso or ¼ cup strong brewed coffee

1½ cups milk

Whipped topping (Optional)

Garnish pumpkin spice (powder or cinnamon stick)

To make a hot latte: First, make the syrup by combining all syrup ingredients in a bowl and mixing well. Set aside.

Heat milk until it begins to simmer, but do not let it boil.

Add pumpkin spice syrup to mug and add coffee. Stir well.

Froth milk in a French press by gently plunging up and down at the surface of the milk (optional).

Pour milk over the coffee and syrup to fill, stir to combine.

Top with whipped topping (optional). Garnish with a sprinkle of pumpkin spice powder or a cinnamon stick.

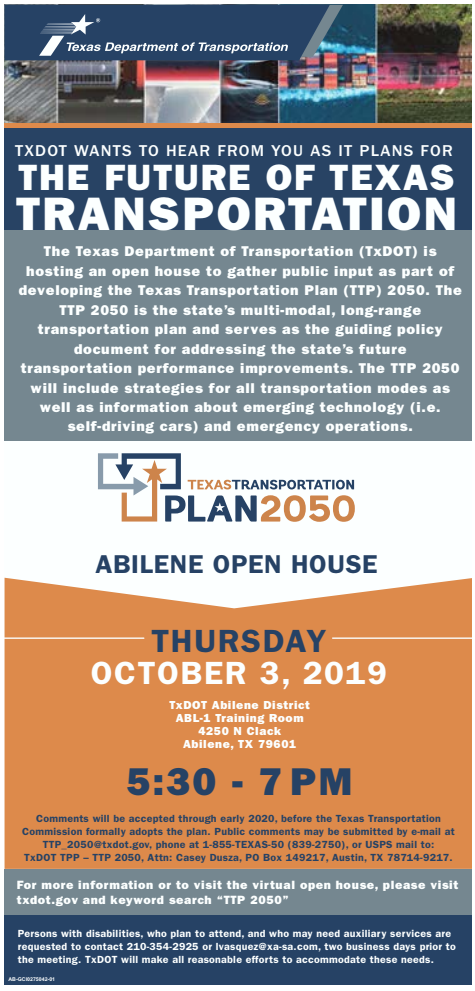
To make an Iced latte: First, make the syrup by combining all syrup ingredients in a bowl and mix well. Pour in a mug and set aside.

Add cold coffee to the mug and stir well. Top it with ice.

Pour milk over coffee and syrup to fill, stir to combine.

Top with whipped topping (optional). Garnish with a sprinkle of pumpkin spice powder or a cinnamon stick

Find more recipes and wellness tips on MakeitGrateful.com.



FBI: Inmate most prolific serial killer in US history

Tamara Lush and Adrian Sainz
ASSOCIATED PRESS

ST. PETERSBURG, Fla. – The inmate who claims to have killed more than 90 women across the country is now considered to be the most prolific serial killer in U.S. history, the Federal Bureau of Investigation said.

Samuel Little, who has been behind bars since 2012, told investigators last year that he was responsible for about 90 killings nationwide between 1970 and 2005. In a news release on Sunday, the FBI announced that federal crime analysts believe all of his confessions are credible, and officials have been able to verify 50 confessions.

Investigators also provided new information and details about five cases in Florida, Arkansas, Kentucky, Nevada and Louisiana.

Little, 79, is serving multiple life sentences in California. He said he strangled his 93 victims, nearly all of them women. Some of his victims were on the margins of society. Many were originally deemed overdoses, or attributed to accidental or undetermined causes. Some bodies were never found.

The FBI provided 30 drawings of some of his victims, color portraits that were drawn by Little in prison. They are haunting portraits, mostly of black women.

The agency also provided videos taken during prison interviews with Little. He described how he spoke about a woman he strangled in 1993, and how he rolled her down a slope on a desolate road.

"I heard a secondary road noise and that meant she was still rolling," he said.

In another video, Little described a victim in New Orleans. "She was pretty. Light-colored, honey brown skin," he said. "She was tall for a woman. Beautiful shape. And, uh, friendly."

It was 1982, and they met in a club. She left with him in his Lincoln, and they parked by a bayou.

"That's the only one that I ever killed by drowning," he said.

Investigators across the country are still trying to piece together Little's confessions with unidentified remains and unsolved cases from decades past. In August, he pleaded guilty to murdering four women in Ohio. He was convicted in California of three slayings in 2013 and pleaded guilty to another killing last year in Texas.

Authorities in Knox County, Tennessee, said Monday that a woman named Martha Cunningham was likely a victim of Little.

The Knoxville News Sentinel reported in December that a cold case investigator with the Knox County Sheriff's Office had identified the victim who Little called "Martha." The Knoxville mother's body was found in a wooded area in eastern Knox County in 1975.

Cunningham's body was found by two hunters on Jan. 18, 1975. She was bruised and nude from the waist down; her pantyhose and girdle bunched around her knees. Her purse and some of her jewelry were missing. Her body appeared to have been dragged into the woods and dumped behind a pine tree, authorities said at the time.

Samuel Little claims to have killed more than 90 women across the country. Federal crime analysts believe all of his confessions are credible, and officials have been able to verify 50 confessions. MARK ROGERS/ODESSA AMERICAN VIA AP

Despite that evidence, detectives at the time attributed Cunningham's death to natural causes within a day of the discovery. The medical examiner's investigative report lists the probable cause of death as "unknown."

Festival

Continued from Page 1A

and Percussion awards, along with first place. Eldorado earned second place and Ozona took third.

3A district: Reagan County High School earned Outstanding Color Guard and Breckenridge won the Outstanding Percussion award. Wall received first place, followed by Sonora High School in second and Colorado City in third.

4A districts: Big Spring earn Outstanding Color Guard and the first place awards. Lake View won the Outstanding Percussion award and took second place. Andrews High School earned third place.

Midland Lee High School won Overall Outstanding awards in the color guard and percussion categories. Big Spring stood out as the Grand Champions and won the Outstanding Drum Majors category. Sonora Middle School's band took the Outstanding Band award in the 1C category.

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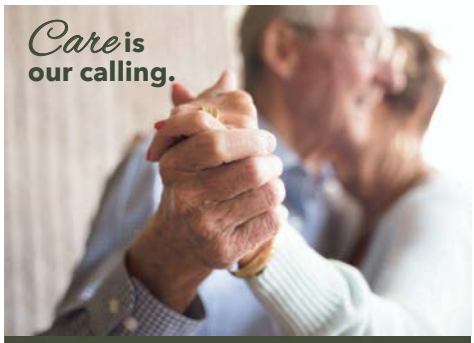

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TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR
THE FUTURE OF TEXAS TRANSPORTATION
The Texas Department of Transportation (TxDOT) is hosting an open house to gather public input as part of developing the Texas Transportation Plan (TTP) 2050. The TTP 2050 is the state's multi-modal, long-range transportation plan and serves as the guiding policy document for addressing the state's future transportation performance improvements. The TTP 2050 will include strategies for all transportation modes as well as information about emerging technology (i.e. self-driving cars) and emergency operations.
TEXASTRANSPORTATION PLAN2050
SAN ANGELO OPEN HOUSE
MONDAY
OCTOBER 21, 2019
TxDOT San Angelo District
Training Room
4502 Knickerbocker Road
San Angelo, TX 76904
5:30 - 7 PM
Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.
For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"
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SA-GC1920549-01

NEIGHBORHOOD UPDATE

THE VOICE OF SAN ANGELO

Citizens passionately Protested the Closure of Ave. D

The City Council voted 5 – 2 in favor of closing E. Ave D

Conexion San Angelo/ *Newsroom*

During public comment, Daniel Cardenas stepped forward to offer his insight on the closure. He provided some photos reflecting congestion on Washington St.

SAN ANGELO TX - The City of San Angelo held their monthly council meeting on September 17th at the McNease Convention Center. The items on the agenda were some proclamations and the display of concern during the public comment by citizens regarding the partial closure of E. Avenue D.

Mayor Gunter issued a proclamation declaring September 15 through October 15 as National Hispanic Heritage Month. In this proclamation, the city recognized the important presence of Hispanic Americans and their contributions made to the United States and San Angelo, TX. It also encourages the citizens to learn and celebrate the generation of Hispanic Americans who have positively influenced our community and nation.

Jon James, Director of Planning & Development Services presented a plan for closing approximately 105,000 square feet of the E. Ave. D a public right of way; generally located between S. Oakes St. and Rust St. in the Fort Concho Addition. COSA states there would not be any serious effects on the traffic or interconnectivity.

During public comment, Daniel Cardenas stepped forward to offer his insight on the closure. Cardenas lives in single-member district 3. To read more visit: www.conexionsanangelo.com

Ciudadanos Protestan Apasionadamente el cierre de la Ave. D

El Ayuntamiento votó 5-2 a favor de cerrar E. Ave D.

Conexion San Angelo / *Sala de prensa*

COSA afirma que no habría efectos graves en el tráfico o la interconectividad.

SAN ANGELO TX - El 17 de Septiembre la ciudad de San Angelo celebró su reunión mensual de consejo en el centro de convenciones McNease. Los puntos en la agenda fueron algunas proclamas y la muestra de preocupación durante el comentario público de los ciudadanos sobre el cierre parcial al E. Ave. D.

La alcaldesa Gunter emitió una proclamación declarando del 15 de Septiembre al 15 de Octubre como el Mes Nacional de la Herencia Hispana. En esta proclamación, la ciudad reconoció la importante presencia de hispanoamericanos y sus contribuciones a los Estados Unidos y San Angelo, TX. También alienta a los ciudadanos a aprender y celebrar la generación de hispanoamericanos que han influido positivamente en nuestra comunidad y nación. Para leer la historia completa, vaya a: www.conexionsanangelo.com

BUSINESS EXPO 2019

Engaging minds, empowering *success.*

The San Angelo Chamber of Commerce will hold its

28th Annual Business Expo

on Tuesday, October 8 at the McNease Convention Center.

With an annual attendance of up to 2,000 attendees, the Business Expo represents a large range of businesses and nonprofit organizations across the Concho Valley!

Stop by the Business Expo to learn about the latest products, services, and innovations in San Angelo and the Concho Valley!

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EXPO HOURS

9 am - 11 am: Business-To-Business
11:30 am - 12:45 pm: Chamber Membership Luncheon
Luncheon tickets must be purchased separately at www.sanangelo.org
1 pm - 3:30 pm: General Public

ADMISSION

$5.00 or **FREE** with a business card
Active and retired military with ID are **FREE**

www.sanangelo.org/events/business-expo

TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR

THE FUTURE OF TEXAS TRANSPORTATION

The Texas Department of Transportation (TxDOT) is hosting an open house to gather public input as part of developing the Texas Transportation Plan (TTP) 2050. The TTP 2050 is the state's multi-modal, long-range transportation plan and serves as the guiding policy document for addressing the state's future transportation performance improvements. The TTP 2050 will include strategies for all transportation modes as well as information about emerging technology (i.e. self-driving cars) and emergency operations.

TEXAS TRANSPORTATION PLAN2050

SAN ANGELO OPEN HOUSE

MONDAY
OCTOBER 21, 2019

TxDOT San Angelo District
Training Room
4502 Knickerbocker Road
San Angelo, TX 76904

5:30 - 7 PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Duzsa, PO Box 149217, Austin, TX 78714-9217.

For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"

Persons with disabilities, who plan to attend, and who may need auxiliary services are requested to contact 210-354-2925 or lvasquez@xa-sa.com, two business days prior to the meeting. TxDOT will make all reasonable efforts to accommodate these needs.

TXDOT QUIERE SABER DE USTED MIENTRAS HACE PLANES PARA

EL FUTURO DEL TRANSPORTE DE TEXAS

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) los invita a una exhibición pública sobre el desarrollo del Plan de Transporte de Texas (TTP por sus siglas en inglés) 2050. El TTP 2050 es el plan multimodal de transporte a largo plazo del estado y sirve como el documento de política rector para abordar el rendimiento de las mejoras futuras de transporte. El TTP 2050 incluirá estrategias para todos los modos de transporte, así como información respecto a tecnologías emergentes (por ejemplo, coches autónomos) y operaciones de emergencia.

TEXAS TRANSPORTATION PLAN2050

REUNION PUBLICA EN SAN ANGELO

LUNES
21 DE OCTUBRE DE 2019

Distrito de TxDOT de San Angelo
Salón de Entrenamiento
4502 Knickerbocker Road
San Angelo, TX 76904

5:30 P.M. a 7:00 P.M.

Se aceptarán comentarios hasta principios de 2020, antes que la Comisión de Transporte de Texas acepta formalmente al plan. Comentarios del público se pueden someter por correo electrónico al TTP_2050@txdot.gov, por teléfono al 1-855-TEXAS-50 (839-2750), o por correo al: TxDOT TPP-TTP 2050, Attn: Casey Duzsa, PO Box 149217, Austin, TX 78714-9217.

Para más información o para visitar la exhibición virtual favor de visitar a txdot.gov y busque con la clave "TTP 2050."

Se le pide a personas que tengan alguna discapacidad y piensan asistir y posiblemente necesitarán servicios auxiliares que se comuniquen al 210-354-2925 o lvasquez@xa-sa.com dos días antes de la reunión. TxDOT hará todo esfuerzo razonable para acomodar a estas necesidades.

Texas Department of Transportation

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TEXASTRANSPORTATION PLAN2050

ODESSA/MIDLAND OPEN HOUSE

TUESDAY
OCTOBER 22, 2019

UT Permian Basin
Center for Energy and Economic Diversification (CEED) Room #1210
1310 North FM 1788
Midland, TX 79707

5:30 - 7 PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.

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Jamaica Family Fest

October 11-12

Oct.11th 8pm-1130pm Music & Food
Oct. 12th 1-9pm Games, Music, Food
FREE ENTRY | 201 NE AVE L Andrews, Texas
for more details visit OLLjamaica.com

Customer Service is our Greatest Asset

Happy Customer Service Week from the Management and Board of Directors at The National Bank of Andrews

Every friendly smile, every happy greeting and every genuine interaction at NBA is a testament to our outstanding personal bankers. We'd like to acknowledge and appreciate each member of our team for treating all customers with the upmost respect, every time.

NBA
National Bank of Andrews

NBABankOnline.com | 1-866-523-8900

CMYK

Hundreds attend St. John's Annual Bazaar

Large crowds made the most of a day of entertainment, food, games and more at St. John's Catholic Church Annual Bazaar. Games were set up for all ages including a 'fish pond' for younger children, basketball toss, dart throwing and other games of skill. A 'train' and a bouncy house for entertained younger kids. For older 'kids', several teams were on hand for the washer toss. Dozens of people participated in Bingo games. DJ Entertainment with Big Ed Lopez as well as several live bands provided music throughout the day. Food, baked goods and beverages were available to satisfy almost any pallet although most highlighted Mexican food specialties. (Photos by Paul Scifres)

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TEXAS TRANSPORTATION PLAN 2050

ODESSA/MIDLAND OPEN HOUSE

TUESDAY
OCTOBER 22, 2019

UT Permian Basin
Center for Energy and Economic Diversification (CEED) Room #1210
1310 North FM 1788
Midland, TX 79707

5:30 - 7 PM

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Bud Lindsey was presented his Quilt of Valor over the weekend by Charlotte White, Rebecca Riley, Kathryn Burch and Naomi Hunt.

Valor . . .

From page one

tered the Army (Infantry) November 1943. He was shipped to Southern France, October 1944.

He was captured by German Army late November 1944. He was released from Stalag VIIA on April 29, 1945. After 5 months as a POW he lost 50 pounds (about 1/3) of his body weight.

He was given a Bronze Star as Result of FDR's order for all combat vets. He was discharged December 1945.

More than 230,000 patriotic quilts have been awarded since the program began in 2003.

A Quilt of Valor is made of three layers and each layer has its own meaning.

The top with its many colors, shapes and fabrics represents the communities and the many individuals.

The batting is the center of the quilt, its warmth. It represents the hope that the quilt will bring warmth, comfort, peace and healing to the individual receiving it.

The backing is the strength that supports the other layers. It represents the strength of the recipient, the support of their family, communities and the nation.

Each stitch that holds the layers together represents love, gratitude, and sometimes the tears of the maker.

Quilts of Valor are awarded to veterans who have fought for the nation in World War II, the Korean War, the Vietnam War, Operation Desert Storm/Shield, Operation Iraqi Freedom, Operation Enduring Freedom and other conflicts around the world.

The mission of the Quilts of Valor Foundation is to "cover service members and veterans touched by war with comforting and healing Quilts of Valor."

To request a Quilt of Valor go to https://www.qovf.org/request-qov/request-qov-form/ and fill out the information.

Lockdown . . .

From page one

around on social media. Students were contacting their parents or guardians via text messages which led to hundreds of comments and rumors being circulated on social media.

One main complaint that was repeated several times in the comments section was "Why isn't the school notifying us what is going on?"

"Our first responsibility is the safety of our students and staff," said Stanton ISD Superintendent Dr. Merl Brandon. "Once everyone is safe and the District has received all the proper information from law enforcement then we can generate a statement to send out to all the parents."

When asked why the District did not immediately send out a notification Dr. Brandon explained "That's a hard thing to do in the middle of a crisis. We don't want to miscommunication anything and make the situation worse."

Once the police department was finished with the investigation and passed all the facts to the District, Stanton High School principal Matt Turney disseminated a prepared statement to all the emails provided to the school district during registration.

Stanton Elementary and Stanton Middle school posted messages to social media explaining the event.

There will be an After Action Review by the administrative team in the coming weeks to discuss what actions were taken, what was done right, and what can be done better next time.

Welcome to STANTON
HOME OF TOWN FRIENDLY PEOPLE AND A FEW OLD SOREHEADS

Old Sorehead Trade Days 2019

October 12 & 13

Saturday: 9am-6pm
Sunday: 12-5pm

Public Notice

A public hearing will be held for the Grady ISD Financial Integrity Rating System Of Texas at 7:30 p.m., Monday, October 28, 2019, in the Grady Board Room. For details please contact: Leandro Gonzales, Superintendent, 459-2444

10/3, 10/10

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Yareli Rodriguez

Kaelyn Titsworth

Rodriguez, Titsworth lead teams at district

LAMESA - Grady's District 8-A competition was Tuesday in Lamesa.

Varsity Girls—Yareli Rodriguez placed 10th & advanced to the regional meet in Lubbock on October 28.

10. Rodriguez, 14:42.78.
12. Jessi Everett, 15:19.69
16. Skye Shock, 16:07.47
19. Delaney Saunders, 16:24.09
20. Sydney Gonzales, 16:25.91

Kaelyn Titsworth placed 9th in the junior high girls division.

9. Titsworth, 15:32.66
17. Emma Parker, 15:58.09
20. Rylan O'Donnell, 16:33.97
31. Samantha Griffin, 17:48.87
33. Kailynn Peugh, 18:23.12
37. Briley Harrell, 19:26.34
38. Kaylee Coody, 19:33.22
42. Elena Jimenez, 20:52.41

Abernathy is as tough as advertised, beats Stanton 63-0

ABERNATHY - The Abernathy Antelopes proved they were worthy of their state ranking with a 63-0 victory over the Stanton Buffaloes last Friday at Antelope Stadium in Abernathy.

Ashton Smith

It was the District 2-AAA opener for both teams and with the win Abernathy is almost guaranteed a playoff spot and even though Stanton lost, the Buffaloes have a very good chance of making the playoffs as well.

The Buffs will be home on Friday, hosting the Lubbock Roosevelt Eagles at 7:30 p.m.

Roger Martinez

Stanton coach Cody Hogan said the team needs to forget about its 63-0 loss at Abernathy and start focusing on Lubbock Roosevelt.

Hogan said the loss was a combination of his Buffaloes not playing their best game and Abernathy doing a lot of things right. He added that it's tough to say if his team learned anything from a loss like that.

Stanton must now turn the page, according to Hogan, as every game and every win will be crucial if it wants to get back to the postseason.

Onyx Mendez

"We've got to win two of our next four games to give ourselves a chance at making the playoffs," he said.

The Eagles are a step ahead of Stanton as they opened their district season with a 43-8 win over Colorado City last week.

Stanton's offense has been mostly successful moving the ball on the ground. The Buffs have managed long sustained drives on some very talented defenses throughout the season.

In order to be successful again on Friday, Stanton's offensive line will need an outstanding for the ground attack and the defense will need to get back to its hard hitting and sure tackling ways.

Grady opens district season at O'Donnell

GRADY - The Grady Wildcats will begin District 6-A DI play on Friday with a road trip to O'Donnell.

Jackson Welch

Grady has been up and down this season with some spectacular wins and some very tough losses as the Wildcats have experienced both sides of the six-man 45-point mercy rule.

The Wildcats could use a big game from Jackson Welch as he has been a jack of all trades for Grady this year carrying and catching the ball as well as being a lead blocker.

Grady already has a leg up in the district standings as O'Donnell lost its opener last week to Borden County.

Grady hopes to hand O'Donnell another loss while breaking a three-game losing streak. Kick-off is set for 7:30 p.m. at Eagles Stadium in O'Donnell.

District Standings

2AAA DII

	WINS	LOSSES
Abernathy	*1*	*0*
Coahoma	*1*	*0*
Lub. Roosevelt	*1*	*0*
Stanton	*0*	*1*
Idalou	*0*	*1*
Colorado City	*0*	*1*

Last week's scores

Abernathy 63, Stanton 0; Coahoma 29, Idalou 21; Lubbock Roosevelt 43, Colorado City 8

This week's games

Lubbock Roosevelt at Stanton; Coahoma at Abernathy; Colorado City at Idalou

6A DII

	WINS	LOSSES
Borden County	*1*	*0*
Klondike	*1*	*0*
Grady	*0*	*0*
O'Donnell	*0*	*1*
Sands	*0*	*1*

Last week's scores

Klondike 46, Sands 0; Borden County 54, O'Donnell 0; Grady was open

This week's games

Grady at O'Donnell; Borden County at Sands; Loraine at Klondike (non-district)

AW3-2a
Prescribed by Secretary of State
Section 141.040, Texas Election Code
10/2011

NOTICE OF DEADLINE TO FILE APPLICATIONS FOR PLACE ON THE BALLOT
(AVISO DE FECHA LÍMITE PARA PRESENTAR SOLICITUDES PARA UN LUGAR EN LA BOLETA)

Notice is hereby given that applications for a place on the Republican (name of political subdivision/party) (Primary) Election ballot may be filed during the following time: (Circle one)

(Se da aviso por la presente que las solicitudes para un lugar en la boleta de la Elección (Primaria) de Republicano se pueden presentar (marcar una con círculo) (nombre de la subdivisión política/partido) durante el siguiente horario:)

In addition; Applications will be accepted on

Filing Dates and Times: **November 20, 2019 from 1pm to 5pm at Commissioner Court Room at courthouse, 301 N St Peter, Stanton, Tx.
(Fechas y Horario para Entregar Solicitudes)

Start Date 11/9/2019 (Fecha Inicio) End Date 12/9/2019 (Fecha Límite)

Office Hours: 8:00 am to 6:00 pm (Horario de la Oficina)

Physical address for filing applications in person for place on the ballot:
(Dirección a física para presentar las solicitudes en persona para un lugar en la boleta)
Contact: Clayton Black, Republican Chair
2942 FM 829, Stanton, Texas 79782
(432)528-0461

Address to mail applications for place on the ballot (if filing by mail):
(Dirección a donde enviar las solicitudes para un lugar en la boleta (en caso de presentar por correo))
Same as above

Clayton Black
Printed Name of Filing Officer
(Nombre en letra de molde del Oficial de Archivos)

Clayton Black
Signature of Filing Officer
(Firma del Oficial de Archivos)

10/16/19
Date Posted
(Fecha archivada)

POSTED & FILED
October 16, 2019 @ 1:03 PM
LINDA GONZALES
District & County Clerk Martin Co., Texas
By Marva Lopez, Deputy

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Cross

From Page 2B

21:21.68 time; Andrew Garcia was 50th with a 22:24.56 time; and Paul Hernandez was 59th with a 24:43.15 time.

Pecos was one runner short to earn a team score, where Presidio scored 49 points to place first, with Odessa High second with 53 points. Third place Midland Christian had the top individual runner Bryceson Boss, who won with a 16:51.81 time.

The field was much bigger in the junior high races. "The middle school was a little bit crazy. I think every middle school in Odessa was there," Borden said.

Pecos also had four boys running in the junior high level, with D.J. Fleming having the best finish, with a 54th place and a 17:51.40 time over two miles. Gau Lopez was 115th with a 24:29.15 time; Gabriel Gonzales placed 117th with a 24:36.12 time; and Elijah Contreras was 118th, with a time of 25:02.02.

On the girls' side, Jaylynn Contreras and Haylee Gonzales were 47th and 48th for Pecos' best finishes Saturday, with 18:52.78 and 18:53.81 times. Gabrielle Dominguez was 109th with a 21:00.96 time; Julissa Armendariz was 135th with a 23.01 time; Jaezlyn Acosta was 140th, with a 23:47 time; Amara Garcia was 160th with a 27:04 time; and Anissa Bugayong was 161st, with a 27:39 time.

Pecos overall placed 10th as a team, with 479 points, where Odessa Crockett won the girls' division with 61 points. The boys' junior high division winner was Midland Classical, with 45 points.

Pecos

From Page 2B

lead and eventually go up on 17-12, all off errors by the Prowlers. A Salmon kill would end that run, but Pecos would then get a spike by Kenzie Valenzuela, and would get two more Terry spikes before an ace serve by Aubrie Navarette ended the game as part of a 13-3 run.

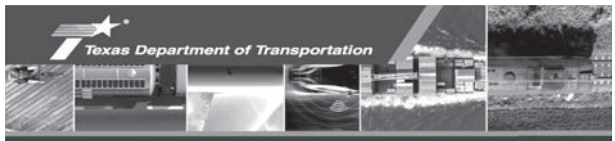
Game 3 would stay close for a while, with Fort Stockton holding early 4-3 and 5-4 lead. Pecos would go ahead to stay at 6-5 on a bad serve receive by Salmon, but the lead would still only by 14-11 when Pecos would get a spike by Rayos, an ace serve by Ashley Ramos to go up by five. Fort Stockton would get that down to one point, at 18-17, before the Eagles went on a 6-2 run, starting with a spike by Valenzuela, and the match would be closed out off a spike by Rayos.

The win upped Pecos' record to 16-17 while putting them at 1-2 in District 2-4A play, while Fort Stockton dropped to 0-3 going into their open date on Tuesday. The Eagles and Prowlers spilt their sub-varsity matches, with Pecos winning the junior varsity one, 25-19, 19-25, 25-21, while Fort Stockton's freshmen beat Pecos, 25-12, 25-16.

King Crossword Answers

Solution time: 21 mins.

B	E	E	R		J	U	T		B	O	L	O
U	R	G	E		A	S	H		E	M	I	L
M	A	G	A	Z	I	N	E		T	I	E	D
			L	I	L		H	I	A	T	U	S
C	R	A	M	P		R	A	N	K			
R	A	G	S		M	A	G	N	E	T	I	C
A	G	O		B	O	N	U	S		I	D	O
M	A	G	R	I	T	T	E		F	E	L	L
			A	D	O	S		B	E	R	E	T
S	A	L	V	E	R		A	I	D			
A	R	E	A		M	A	G	N	O	L	I	A
L	I	N	G		A	P	E		R	A	M	S
K	A	T	E		N	O	D		A	M	P	S



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FORT STOCKTON HIGH SCHOOL HOMECOMING

Vying for the Homecoming Queen crown are, from left to right: Anahi Galindo, Andrea Aguirre, Yazmin Reyes, Rebecca Rodriguez and Karissa Rocha. (Steve Fountain/The Pioneer)

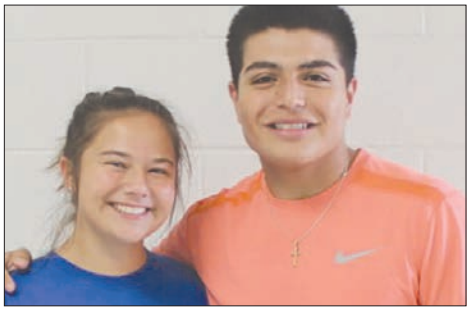
EVENTS SCHEDULE

- **Thursday, Oct. 3** at 6 p.m. Parade down Rio Street ending with a bonfire.
- **Friday, Oct. 4** at 6:40 p.m. King and Queen crowning. Football game vs. Snyder kickoffs at 7 p.m.

King candidates are, from left to right: Eric "EJ" Vasquez, Clayton Foster, Derek Hernandez, Jonathan Gomez, and Manuel Galindo. (Steve Fountain/The Pioneer)

Sophomore class Duke and Duchess are Devon Rodriguez and Alexia Galindo. (Steve Fountain/ The Pioneer)

Freshman class Duke and Duchess are Katheryn Mendoza and Daren Ureste. (Steve Fountain/ The Pioneer)



Junior class Duke and Duchess are Audrey Gonzalez and Evian Castro. (Submitted photo)

IRAAN HIGH SCHOOL SPIRIT WEEK

Iraan High School held its Spirit Week activities last week. From left to right are freshman Kailey Rico, sophomore Meghan Sanchez, Queen Mariela Santana, and senior Brianna Yoeun. (Jessica Rodriguez/For The Pioneer)

RIO GRANDE ELECTRIC COOPERATIVE, INC.

emPOWER Summit 2019

RGEC'S 74TH ANNUAL MEETING

SATURDAY, OCTOBER 12, 2019
SSGT WILLIE DE LEON CIVIC CENTER
300 E. MAIN, UVALDE, TEXAS

RIO GRANDE ELECTRIC CO-OP
"Owned By Those We Serve"

DOORS OPEN AT 9:00 A.M. (CENTRAL)
MEETING BEGINS AT 10:00 A.M.
Must be registered by 10:00 A.M. to be eligible for door prizes.

MEMBERS & INVITED SPECIAL GUESTS ONLY, PLEASE
Children 12 and older welcome, when accompanied by member-parents.

*ATTENDANCE PRIZES, COFFEE & PASTRIES, DOOR PRIZES, BBQ LUNCH, AND THE **GRAND PRIZE**: A RETIRED CO-OP VEHICLE!*

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Size:	3 Col x 10.75 in	Section-Page-Zone(s):	A-13-All
Color Type:	M	Description:	XIMEAS & ASSOCIATES

Midland Reporter-Telegram

Sunday, October 6, 2019

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basin pbs

RACE TO REPRESENT

TUES, OCT 8 at 7PM LIVE on BASIN PBS

MIDLAND **CITY COUNCIL** DISTRICT 3 & 4

SUBMIT YOUR QUESTIONS FOR THE CANDIDATES VIA FACEBOOK BEFORE OCTOBER 4

LIVE FROM THE BASIN PBS ANWAR FAMILY STUDIO

DEBATE #2 VOTE★2019

THE RACE FOR MIDLAND MAYOR

TUES, OCT 15 at 7PM on Basin PBS

LIVE FROM THE MLK CENTER
TICKETS AVAILABLE VIA FACEBOOK OR BASINPBS.ORG OR BY CALLING BASIN PBS AT 432-563-5728

SUBMIT YOUR QUESTIONS FOR THE CANDIDATES VIA FACEBOOK BEFORE OCTOBER 11

FIND BASIN PBS ON THESE CABLE PROVIDERS:
CHANNEL 13: SUDDENLINK CABLE ONE GRANDE
CHANNEL 36: AT&T U-VERSE DIRECT TV

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Optional Floor Kit $160

9'X12'X7'.....~~$1,295~~ $1,195
Optional Floor Kit $275

12'X15'X7'.....~~$1,695~~ $1,495
Optional Floor Kit $525

12'X21'X8'.....~~$2,295~~ $1,995
Optional Floor Kit $575

18'X21'X8'.....~~$2,895~~ $2,595
Optional Floor Kit $800

24'X24'X8'.....~~$3,995~~ $3,595
Optional Floor Kit $1,250

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DRILLING PERMITS

Permit applications approved by the Texas Railroad Commission for Sept. 26 through Oct. 2 for Districts 7C, 8 and 8A. Numbers in parentheses indicate the number of permits approved for that leasehold.

>> Anadarko E&P Onshore, LLC, Fanta 28-8 Unit, Loving, new drill; Hawthorn 55-1-23 Unit, Loving, new drill (2); Poplar 55-1-24 Unit, Loving, new drill (2); Potomac 29-2 Unit, Loving, new drill (8); Sassafras 55-1-24 Unit, Loving, new drill.

>> Apache Corporation, Bull Run, Reeves, new drill; University 2404 East C, Reagan, new drill; Warhead 0405 C, Upton, new drill (2); Warhead 0405 D, Upton, new drill (3).

>> APC Water Holdings 1, LLC, APC 28-6, Loving, new drill (2).

>> Avad Operating, LLC, Shannon Hospital 1, Crockett, new drill.

>> Banner Operating, LLC, Teague 6, Irion, new drill.

>> BASA Resources, Inc., Mary Foster, Mitchell, recompletion.

>> Blackbeard Operating, LLC, Captain Morgan, Winkler, new drill (2).

>> Boykin Energy, LLC, Battle Axe SWD, Loving, new drill.

>> BPX Midstream, LLC, Squiggy 58-T2-12 SWD, Reeves, new drill.

>> BPX Operating Company, State Kate Olson 57-T2-17x8, Reeves, new drill (2).

>> Callon Petroleum Operating Co., Elk Alley A1, Ward, new drill; Elk Alley A2, Ward, new drill; Moran, Ward, new drill; Winchester A1, Ward, new drill; Winchester A2, Ward, new drill.

>> Capitan Energy, Incorporated, Dale State, Culberson, new drill (2).

>> Carr Resources, Inc., Wolters 239, Scurry, new drill.

>> Carrizo (Permian), LLC, Trinity-Lovelace State (alloc A), Reeves, new drill.

>> Centennial Resource Production, LLC, Stephens B, Reeves, new drill; Stephens C, Reeves, new drill; War Eagle B Unit, Reeves, new drill (2).

>> Champion Lone Star Operating, LLC, CLS Walton, Winkler, new drill.

>> Clear Fork, Incorporated, Taylor, Scurry, reenter.

>> COG Operating, LLC, Eggman, Ward, new drill; Spanish Trail HZ Unit, Midland, new drill (2).

>> ConocoPhillips Company, Alpha State, Reeves, new drill.

>> CrownQuest Operating, LLC, Sixteen Penny Nail 310, Martin, new drill; Sixteen Penny Nail 310A, Martin, new drill; Sixteen Penny Nail 310B, Martin, new drill; Sixteen Penny Nail 310C, Martin, new drill.

>> DE3 Operating, LLC, Madison West 13, Reagan, new drill; North Leg 7, Martin, new drill; Shady Oaks O 48-37, Midland, new drill (4).

>> Diamondback E&P, LLC, Altura 10-3 Unit, Reeves, new drill; Altura 15-22 Unit, Reeves, new drill; Billings Unit, Midland, new drill; Black Stone State 1-12 D, Pecos, new drill; Black Stone 2-11, Reeves, new drill; Black Stone 11-2 B, Pecos, new drill; Kelley State Kamo 22-23 B, Pecos, new drill; Lilly 49 Unit, Howard, new drill; Percheron 46-45 C, Reeves, new drill; Percheron 46-45 D, Reeves, new drill; Reveille State Unit 66-68-74, Loving, new drill (2); State Ardennes 11-7 A, Ward, new drill; State Ardennes 11-7 B, Ward, new drill; State Brumby 6-C, Reeves, new drill; State Lokai 10-7 A, Ward, new drill; State Neal Lethco 28-27 A, Pecos, new drill; Thanos, Ward, new drill; Ultron, Pecos, new drill.

>> Discovery Natural Resources, LLC, Chili, Reagan, new drill (3).

>> Double Drop SWD, LLC, Kodiak SWD, Reagan, new drill; Yukon SWD, Reagan, new drill.

>> Encana Oil & Gas (USA), Inc., Neal 39A, Upton, new drill (5); Neal 39B, Upton, new drill (5); Neal 39C, Upton, new drill (4).

>> Encore Permian Operating, LLC, Trees 65, Pecos, reenter.

>> Endeavor Energy Resources, LP, Fasken 21-16 D, Midland, new drill; Gault 5-44 Unit 1, Midland, new drill; Gault 5-44 Unit 3UW, Midland, new drill; Gault 5-44 Unit 4UW, Midland, new drill; Gault 5-44 Unit 5UW, Midland, new drill (2); Gault 5-44 Unit 6LS, Midland, new drill; McAlpine-Grisham 47-35 H, Martin, new drill.

>> Fasken Oil and Ranch, Ltd., Fee BL, Ector, new drill (3).

>> FED Operating, LLC, Neander SWD, Martin, new drill.

>> Felix Energy Holdings II, LLC, Smokin Joe 4441-28 T, Loving, new drill; UL Cathedral 1516-17, Ward, new drill; UL Spruce 1621-21, Winkler, new drill; UL Independence 1718-17 A, Ward, new drill; UL Independence 1718-17 B, Ward, new drill; UL Independence 1718-17 C, Ward, new drill; UL Independence 1718-17 D, Ward, new drill; UL Independence 1718-17 E, Ward, new drill.

>> Fivestones Energy, LLC, University A, Andrews, recompletion.

>> Hannathon Petroleum, LLC, GBT 102, Howard, new drill.

>> Hibernia Resources III, LLC, UL Boss Hogg A, Upton, new drill; UL Boss Hogg B, Upton, new drill; UL Boss Hogg C, Upton, new drill.

>> HighPeak Energy Holdings, LLC, O'Daniel Ranch 46-30 B Unit, Howard, new drill.

>> Hunt Oil Company, University 1-2 30, Upton, new drill.

>> Jetta Permian, LP, Jaws State 58 11-02, Reeves, new drill; Sunset State Unit 58 13-24, Reeves, new drill (2).

>> Joint Resources Company, Patriot A, Gaines, new drill.

>> Kinder Morgan Production Co LLC, Yates Field Unit, Pecos, recompletion; Sacroc Unit, Scurry, recompletion.

>> Laredo Petroleum, Inc., Mize C 145-146 (alloc-B), Reagan, new drill; Mize C 145-146 (alloc-C), Reagan, new drill; Mize C 145-146 (alloc-D), Reagan, new drill; Mize C 145-146 (alloc-E), Reagan, new drill; Mize C 145-146 (alloc-F), Reagan, new drill; Mize C 145-146 (alloc-G), Reagan, new drill; Mize C 145-146 (alloc-H), Reagan, new drill.

>> Lime Rock Resources IV-A, LP, University Lands, Andrews, new drill.

>> Maverick Operating, LLC, University Cactus A35, Hudspeth, reenter.

>> MexTex Operating Company, Ft. Terrett Ranch/Canyon LM/U, Sutton, new drill.

>> Oxy USA WTP, LP, West Seminole SA Unit, Gaines, recompletion (4).

>> Parsley Energy Operations, LLC, Bevo 28-33-EZ, Martin, new drill (2); Marienfeld 13-24-F, Martin, new drill; Massey Unit, Midland, new drill.

>> PDC Permian, Inc., Buzzard North 6972, Reeves, new drill (2); Grizzly South 7673, Reeves, new drill.

>> Peregrine Petroleum Partners, Ltd., Willingham A, Scurry, new drill.

>> Permian Deep Rock Oil Co., LLC, Mustang, Midland, new drill.

>> PetroLegacy Energy II, LLC, Thirsty Goat E Unit, Martin, new drill (3).

>> Pioneer Natural Resources USA, Inc., Texas Ten Y PU, Midland, new drill (3); University E2-34A, Reagan, new drill; University E2-34B, Reagan, new drill; University E2-34C, Reagan, new drill; University E2-34D, Reagan, new drill; University E2-34E, Reagan, new drill; University E2-34F, Reagan, new drill.

>> Point Energy Partners Petro, LLC, Lochridge-Seely, Ward, field transfer.

>> Primexx Operating Corporation, Denton Unit 68-107W, Reeves, new drill.

>> Ring Energy, Inc., Horned Frog 400 A, Yoakum, new drill.

>> Rio Oil and Gas (Permian) II, LLC, Alexander State Unit 58-2-24, Reeves, new drill (3).

>> Rocker A Operating Company, Young-Pace A, Hockley, recompletion (2).

>> Rosehill Operating Company, LLC, State Neal Lethco 14, Pecos, new drill.

>> Rover Petroleum Operating, LLC, E.W. Douthit, C-DE, Howard, new drill (3).

>> Sabinal Energy Operating, LLC, Sundown Slaughter Unit, Hockley, recompletion.

>> Sable Permian Resources, LLC, Holt 1222-1221 (alloc 02), Reagan, new drill.

>> Saragosa Field Services, LLC, Fontus SWD, Reeves, new drill (2).

>> Shenandoah Petroleum Corporation, Shenandoah Bar M SWD, Midland, reenter.

>> Southwest Royalties, Inc., Nannie May 342, Yoakum, recompletion.

>> Summit Petroleum, LLC, Racheal 8, Upton, new drill; Racheal 9, Upton, new drill.

>> Surge Operating, LLC, Clark Wood Ranch, Crosby, new drill (3); Middleton Unit B 47-38, Howard, new drill.

>> Tall City Operations III, LLC, Conger 185-184 Unit D, Reeves, new drill.

>> Tejas Permian Operating, LLC, Tejas Glaze 8, Martin, new drill; Tejas Glaze 13, Martin, new drill; Tejas Glaze 24, Martin, new drill.

>> Texland Petroleum, LP, Twilight, Andrews, new drill.

>> Unitex Oil & Gas, LLC, Howe, Winkler, new drill.

>> Velocity Water Solutions, LP, 1450 SWD, Reeves, new drill.

>> Walsh Petroleum, Inc., Pharr A 309, Yoakum, new drill.

>> WPX Energy Permian, LLC, CBR 6-7G-56-1, Loving, new drill; CBR 6-7H-56-1, Loving, new drill; Lizzy 26, Loving, new drill; North Rudd Draw 22, Loving, new drill.

>> XTO Energy, Inc., Blalock 1309, Glasscock, new drill; Blalock 1319, Glasscock, new drill; Donald L. Hutt Fee Dean, Midland, field transfer; Means San Andres Unit, Andrews, new drill; San Saba 76 2932, Loving, new drill (3); Santa Barbara 76-27, Loving, field transfer; Zant 3829, Glasscock, new drill.

>> RAILROAD COMMISSION

U.S. WEEKLY RIG COUNT

	LAST REPORT	LATEST REPORT
Alabama-Land	1	1
Alabama-Inland Waters	0	0
Alabama-Offshore	0	0
Alabama-Total	1	1
Alaska-Land	6	7
Alaska-Offshore	2	2
Alaska-Total	8	9
Arizona	0	0
Arkansas	0	0
California-Land	15	14
California-Offshore	0	0
California-Total	15	14
Colorado	25	24
Florida-Land	2	2
Florida-Inland Waters	0	0
Florida-Offshore	0	0
Florida-Total	2	2
Georgia	0	0
Hawaii	1	1
Idaho	0	0
Illinois	1	1
Indiana	0	0
Kansas	0	0
Kentucky	0	0
N. Louisiana	31	30
S. Louisiana-Inland	1	1
S. Louisiana-Land	2	2
S. Louisiana-Offshore	22	22
Louisiana-Total	56	55
Maryland	0	0
Michigan	1	1
Mississippi	3	2
Montana	1	2
Nebraska	0	0
Nevada	0	0
New Mexico	109	113
New York	0	0
North Dakota	53	54
Ohio	11	11
Oklahoma	66	63
Oregon	0	0
Pennsylvania	36	36
South Dakota	0	1
Tennessee	0	0
Texas-Offshore	0	0
Texas-Inland	0	0
Dist.1-South Central Tx.	31	30
Dist.2-Middle Tx. Coast	28	25
Dist.3-Upper Tx. Coast	12	12
Dist.4-Lower Tx. Coast	11	13
Dist.5-Northeast Tx.	1	1
Dist.6-Far N.E. Tx.	22	23
Dist.7B-N. Central Tx.	7	7
Dist.7C-W. Central Tx.	26	26
Dist.8-Far West Tx.	267	264
Dist.8A-West Tx.	11	11
Dist.9-North Tx.	1	1
Dist.10-Tx. Panhandle	1	1
Texas Total	418	414
Utah	3	4
Virginia	0	0
W. Virginia	16	14
Washington State	0	0
Wisconsin	0	0
Wyoming	34	33
TOTAL-United States	860	855
Canada-Land	126	143
Canada-Offshore	1	1
Total Canada	127	144
Grand Total	987	999

WEEKLY OIL & GAS PRICES

CRUDE OIL

Prices listed in dollars per barrel	Mon.	Tues.	Wed.	Thurs.	Fri.	Last Fri.	Chg.
West Texas Posted	50.25	50.00	49.25	49.00	49.25	52.50	-3.25
West Texas Spot	54.07	53.62	52.64	52.45	52.81	55.91	-3.10
West Texas Sour	47.85	47.80	47.05	46.80	47.05	50.10	-3.05
NATURAL GAS							
Natural gas	2.330	2.283	2.247	2.329	2.352	2.404	-0.052

Oil fraud culprit to pay $7.8 million, sentenced to 8 years

THE ASSOCIATED PRESS

MISSOULA, MONT. A California man was sentenced to federal prison after claiming he had oil leases on the Blackfeet Indian Reservation in order to defraud investors of millions.

The Missoulian reported Tuesday that 63-year-old Joseph Brent Loftis was sentenced to more than 8 years on multiple counts of wire fraud and money laundering.

A judge ordered Loftis to pay $7.8 million in restitution to investors and forfeit another $1.6 million.

Prosecutors say Loftis had solicited $3 million from investors while claiming to own oil leases on a northwest Montana reservation.

Prosecutors say he also claimed oil and gas leases in Oklahoma and Texas.

Loftis was convicted by a jury in 2018, three years after indictment.

Markets slide as negative mood intensifies

Thursday Oct. 3, 2019 9:30 AM CST

DJIA finishes 500 points lower. US Crude Oil prices slid for the seventh consecutive session.

Wall Street Journal today

ELAM

DENNIS ELAM

>> Dennis Elam is an assistant professor at Texas A&M San Antonio and a 1966 graduate of Andrews High School and blogs at www.the market perspective.com

While the talking heads on business television have been wildly optimistic, this column has urged caution for weeks and months. The reason for that warning is now evident.

Technically the lack of breadth took the stock markets down. The peak in new highs for the NASD and NYSE was in June. The number has fallen to near zero for both now. World stock markets have been in decline for the last year with only the US gaining. That could not last. Netflix has lost half its value in the last few months.

From the standpoint of fundamentals, little is positive. A manufacturing index dropped to its 2009 low in the latest report, an incredible event given what is supposed to be a robust economy. Dealers are unable to fix automobiles due to a lack of China made parts. More tariffs are piling on imports from Europe. Again this column warned a year ago a trade war would not be easy to win. Sure enough, it is a negative sum game, all countries are losing.

Bernie Sanders, 78, received a stent this week, Elizabeth Warren looks more probable as the nominee. And she does not like business, period.

I follow many different observers on the markets. I do not see anyone other than myself drawing parallels to the impeachment of Trump now and Nixon 46 years ago. No doubt most of the market observers today did not live through that era as adults. The result then was a 50% market collapse in two years. The parallels are clear. New highs in the markets, a Democrat party and media which dislikes the President, now a falling oil price versus then a rising oil price. That is not a prediction but this is certainly not how bull markets begin.

Crude oil is about to retest the June and August lows at $51. I suspect a retest of the December low at $42.50 is likely. Natural gas is falling, headed for a re test of its August low at $2.10. The Energy Service XES ETF just hit a new low at $6.67. Energy led stocks up and is now leading them down.

In another dramatic move, a couple of discount brokers now offer free trading for listed shares. Hmm, is that a panic reaction hoping to retain more trading?

Finally a new peak in negative mood was surely registered by Democrat Maxine Waters this week. She declared that Trump should be jailed in solitary confinement without specifying a sentence. Gee, with 13 months to go to the election, imagine how negative mood will be by then.

TXDOT WANTS TO HEAR FROM YOU AS IT PLANS FOR

THE FUTURE OF TEXAS TRANSPORTATION

The Texas Department of Transportation (TxDOT) is hosting an open house to gather public input as part of developing the Texas Transportation Plan (TTP) 2050. The TTP 2050 is the state's multi-modal, long-range transportation plan and serves as the guiding policy document for addressing the state's future transportation performance improvements. The TTP 2050 will include strategies for all transportation modes as well as information about emerging technology (i.e. self-driving cars) and emergency operations.

TEXAS TRANSPORTATION PLAN2050

ODESSA/MIDLAND OPEN HOUSE

TUESDAY

OCTOBER 22, 2019

UT Permian Basin
Center for Energy and Economic Diversification (CEED) Room #1210
1310 North FM 1788
Midland, TX 79707

5:30 - 7PM

Comments will be accepted through early 2020, before the Texas Transportation Commission formally adopts the plan. Public comments may be submitted by e-mail at TTP_2050@txdot.gov, phone at 1-855-TEXAS-50 (839-2750), or USPS mail to: TxDOT TPP – TTP 2050, Attn: Casey Dusza, PO Box 149217, Austin, TX 78714-9217.

For more information or to visit the virtual open house, please visit txdot.gov and keyword search "TTP 2050"

Persons with disabilities, who plan to attend, and who may need auxiliary services are requested to contact 210-354-2925 or lvasquez@xa-sa.com, two business days prior to the meeting. TxDOT will make all reasonable efforts to accommodate these needs.

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Sunday 12-5 p.m.
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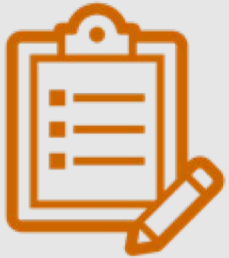
Round 2 Public Involvement - Engagement Efforts

- Stakeholder Presentation
- Open House Items
  - Exhibits and Story Maps
  - Handouts
  - Presentation
    - Presentation Slides
    - Screenshot of YouTube Video Post
    - Presentation Script

Statewide Long-range Transportation Plan Round 2 Stakeholder Outreach

Transportation Planning and Programming

Agenda



1. Welcome and Introductions
2. TTP 2050 Overview and Progress Update
3. Planning for Future Performance Improvements

Short Break

5. Interactive Public Survey
6. The Future of Texas Transportation
7. Plan Development and Next Steps

Participating in Today's Meeting

Participating in person

- Please speak up for the benefit of folks listening by phone and introduce yourself prior to commenting.

Participating by WebEx or phone

- Virtual attendees will be muted to ensure timeliness of the presentation and minimize incidental background noise.
- If you have difficulty hearing or have comments during the event, please leave comments in the WebEx chat.
- Further comments can be emailed to TTP_2050@TxDOT.gov .
- In case of a lost connection, please visit www.TxDOT.gov and keyword search "TTP 2050" to see additional meeting times.

Get ready for some interaction throughout today's meeting!

- We will be asking you to participate in live polling and complete an interactive public survey using your own device(s). If you are in the room, you may borrow one of ours.
- While the polling questions will be collected live, the interactive public survey can be completed at any time and shared with colleagues, family members, and friends.
- The below links will be shown throughout the presentation for your convenience.

The links we will ask you to visit are:

Poll questions: https://pollev.com/txdott007
Interactive public survey: https://ttp2050.metroquest.com/

Give our poll a try

What is your favorite ice cream flavor?

Chocolate

Vanilla

Strawberry

Mint Chocolate Chip

Coffee

Start the presentation to see live content. Still no live content? Install the app or get help at **PollEv.com/app**

TTP 2050 OVERVIEW AND PROGRESS UPDATE

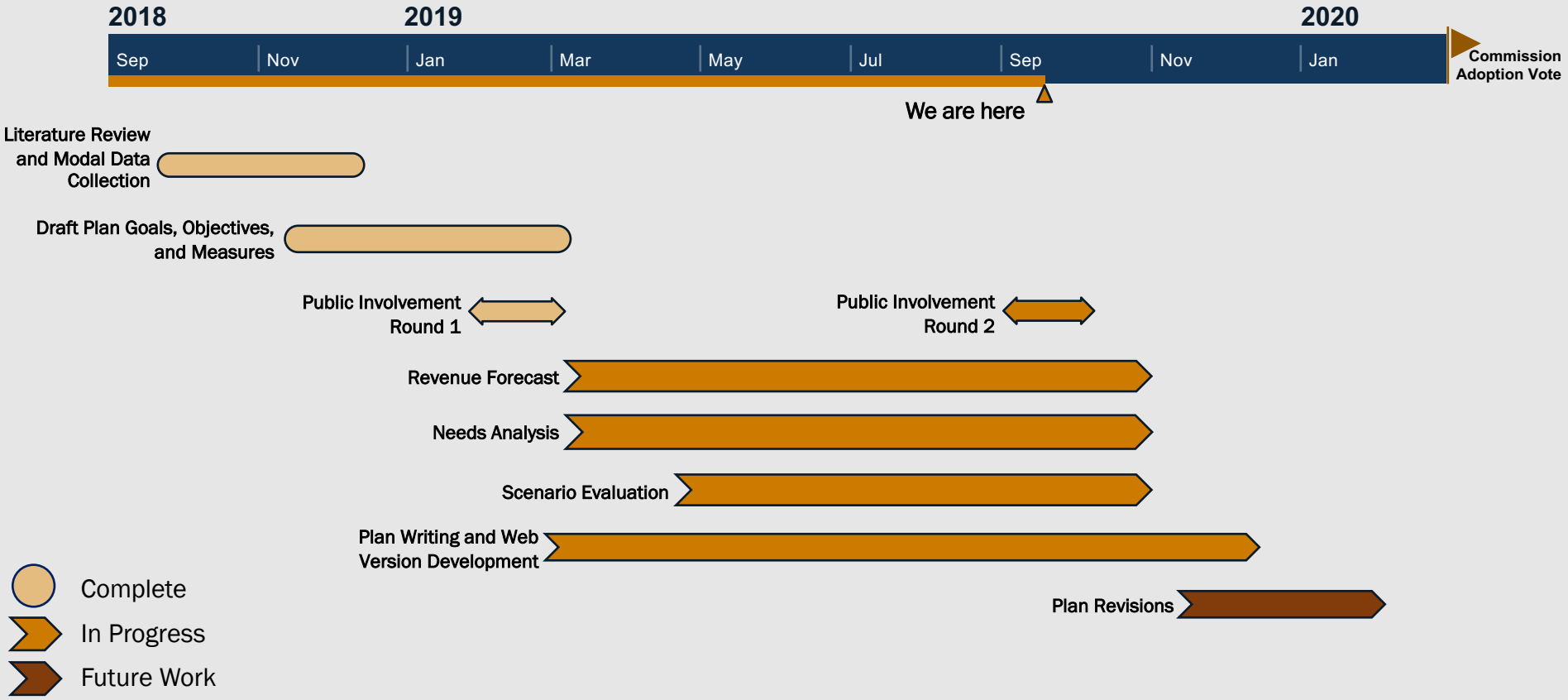
What is the Texas Transportation Plan (TTP)?

TTP is a policy document, updated every 4 years, it:

- Guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 25+ years

- Provides a performance-based framework to link investment decisions to your vision for the multimodal transportation system

Plan Development Status



Outreach by the Numbers

Participation:

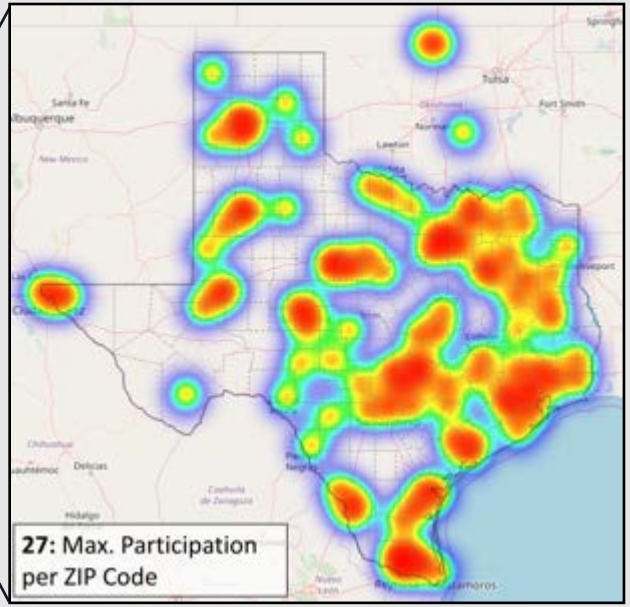
1,269 Transportation Usage Survey respondents

78 Comments submitted in addition to survey

Views:

1,333 Virtual Open House views

562 *Current County Performance* Dashboard views



*Numbers as of August 14, 2019

Updated TTP 2050 Goals and Objectives

Improve Safety

- Design and build infrastructure to reduce crashes and lessen crash severity
- Improve incident response times
- Promote safe driving, bicycling, and pedestrian activities
- Enhance coordination with first responders

Preserve our Infrastructure

- Preserve integrity of bridges and highway structure
- Provide roads that are smooth and structurally sound
- Keep other assets and technological devices operating
- Reduce long-term costs
- Mitigate asset risks

Optimize Movement of People and Goods

- Reduce congestion through both traditional and alternative strategies
- Improve travel time reliability
- Increase travel options/connections
- Ensure freight can move efficiently
- Increase access to jobs, services, and activity centers
- Leverage transportation assets to support economic growth and vitality

Sustainably Fund and Effectively Deliver the Right Projects

- Reduce user costs
- Identify and maintain reliable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs
- Strategically deploy innovative technology to increase effectiveness and efficiency of the system

Protect and Enhance the Human and Natural Environment

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Avoid, minimize, mitigate adverse impacts from construction
- Design a resilient and future-focused transportation system

Communicate Effectively

- Communicate effectively with the public and partners
- Be accountable and transparent in decision-making
- Encourage feedback from the public and stakeholders
- Inform the public and stakeholders on TxDOT roles, costs, funding, and investment tradeoffs
- Improve communication/coordination with all planning partners and stakeholders

PLANNING FOR FUTURE PERFORMANCE IMPROVEMENTS

Preparing the Texas Transportation System for Future Growth

60% Projected growth in population, 2020-2050

Source: Texas State Data Center 2018 Population Projections

>4x The economy is expected to more than quadruple in the next 30 years

Sources: Texas State Comptroller, US Bureau of Economic Affairs (BEA), Organization for Economic Co-operation and Development (OECD)

Population

Texas leads the country in population growth, adding

1,000 new Texans every day

One out of every **five** people added to the U.S. population is added in Texas.

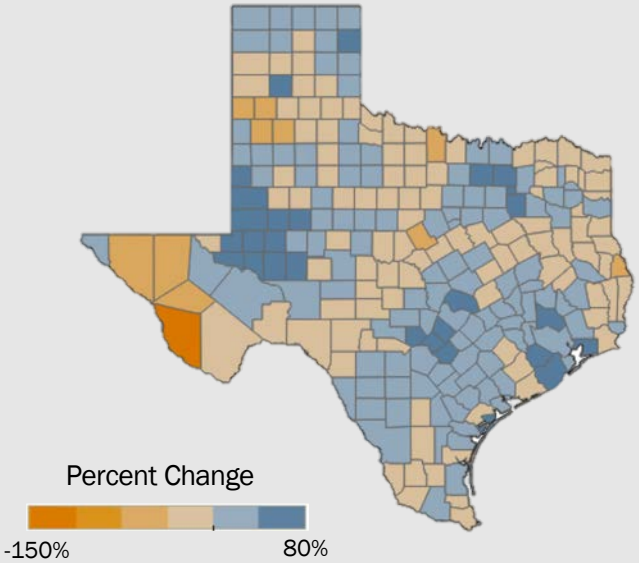
Economy

The Texas economy is expected to grow at an average of 2.8% per year through 2046, compared with 2.0% nationally.

Source: US Census 2019 ACS estimates

Source: 2019 Economic Forecast, Texas Comptroller

Projected Population Change Between 2020 and 2050



Source: Texas Data Center 2018 Population Projections

Planning for Emerging Technologies and Shifting Travel Behaviors

Technologies and Behaviors incorporated into TTP 2050 analysis

Connected and Autonomous Vehicles

Shared Vehicles and Trips

Delivery Drones

Teleworking

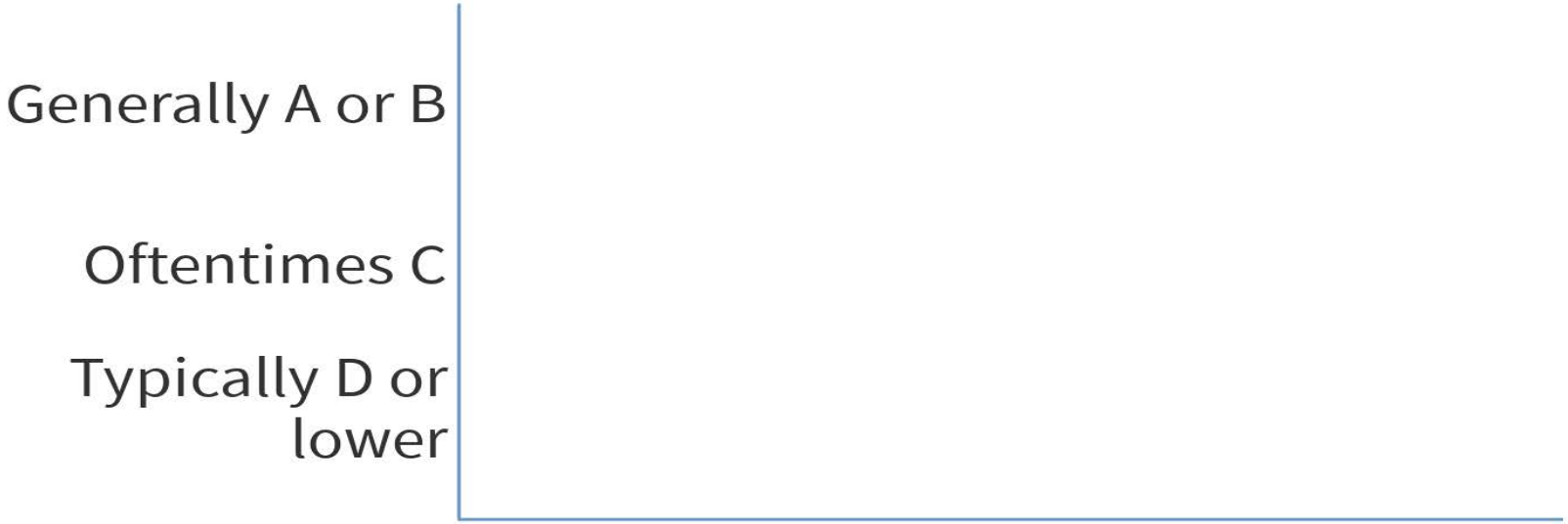
Planning Process

Defining Levels of Service (LOS)

A	**Excellent** Highest quality of service. Free flow conditions with minor traffic disruptions.	Free Flow
B	**Good** Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted.	
C	**Average** Stable traffic flow. Freedom to maneuver is noticeably restricted.	
D	**Acceptable** Speeds decline and density increases. Freedom to maneuver is severely limited.	
E	**Congested** Vehicles are closely spaced with little room to maneuver. Travel demand approaching or at roadway capacity.	
F	**Severely Congested** Very congested traffic with traffic jams. Travel demand exceeds roadway capacity.	Severe Congestion

Defining Current Performance Levels

How do you perceive the current level of service (LOS) in your local area?



Start the presentation to see live content. Still no live content? Install the app or get help at **PollEv.com/app**

Which scenario would you like to see in the future for your local area?

Maintain current performance levels.

Performance during peak periods could at least be improved.

Performance could be improved at all times of day.

Start the presentation to see live content. Still no live content? Install the app or get help at PollEv.com/app

Defining an Acceptable Level of Performance

If additional funding was needed, which scenario would you accept in the future for the urban transportation system?*Assume funds to address possible future rural congestion will be sufficient.

Maintain current statewide congestion levels (~$50/year more per vehicle).

Achieve at least LOS D at all times (~$100/year more per vehicle).

Achieve LOS C whenever possible (~$400/year more per vehicle).

Start the presentation to see live content. Still no live content? Install the app or get help at **PollEv.com/app**

Other Draft Highway Performance Definitions

Highway Safety

Implement planned safety projects and address remaining 'hotspots' based on

- Motorized Crashes: 95th Percentile for crash rates
- Non-Motorized Crashes: 75th Percentile for crash rates or higher risk location based on site characteristics

Highway Preservation

- Bridge: Achieve 90 or better condition score and <1% structurally deficient deck area
- Pavement: Achieve 90% "good" or better lane-miles

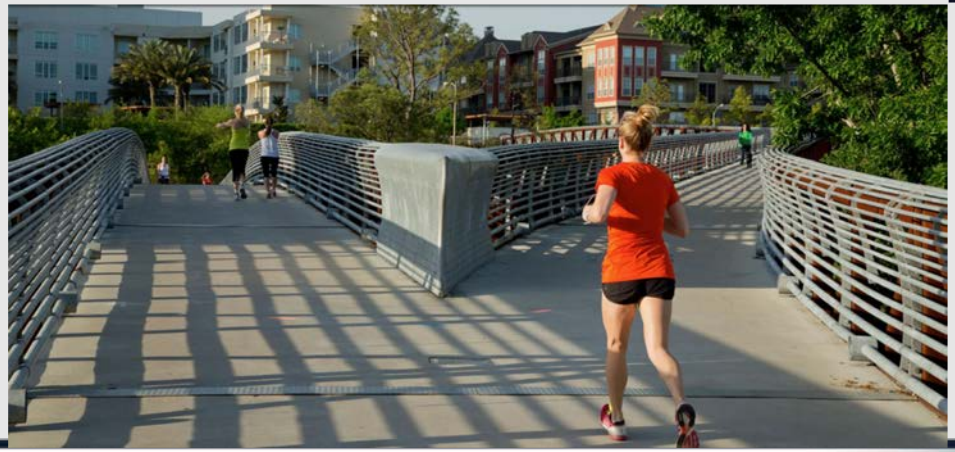
Roadway Technology

Maintain and replace existing devices, upgrade rail crossing technology, and connect intelligent transportation systems

Defining TxDOT's Share of Non-Highway Investments

Transit

From the Texas A&M Transportation Institute (TTI) 2017 *Urban and Rural Area Transit Needs Assessment* update to address service gaps and maintain existing and future facilities and vehicle fleets



Bicycle and Pedestrian

Fully fund Transportation Alternatives (TA) requests, continue funding Americans with Disabilities Act (ADA) / pedestrian needs, and develop long-distance bicycle routes

Defining TxDOT's Share of Non-Highway Investments

Non-Highway Freight
Performance levels consistent with Texas Freight Mobility Plan (TFMP) 2018

Aviation
Continued support for general aviation airport needs in Texas

Passenger Rail
TxDOT's continued support for Amtrak Heartland Flyer operations

Ferry Operations
Continued support for Galveston and Port Aransas ferry operations

Establishing Planning Priorities

The workshop will resume in 15 minutes.

Participating in person

Feel free to look around the room at our public open-house materials.

Participating by WebEx or phone

Please visit our virtual open house at http://TexasTransportationPlan.com to view our public open-house materials.

Interactive Participation

Links for Today:

Interactive public survey: https://ttp2050.metroquest.com/
Poll questions: https://pollev.com/txdott007

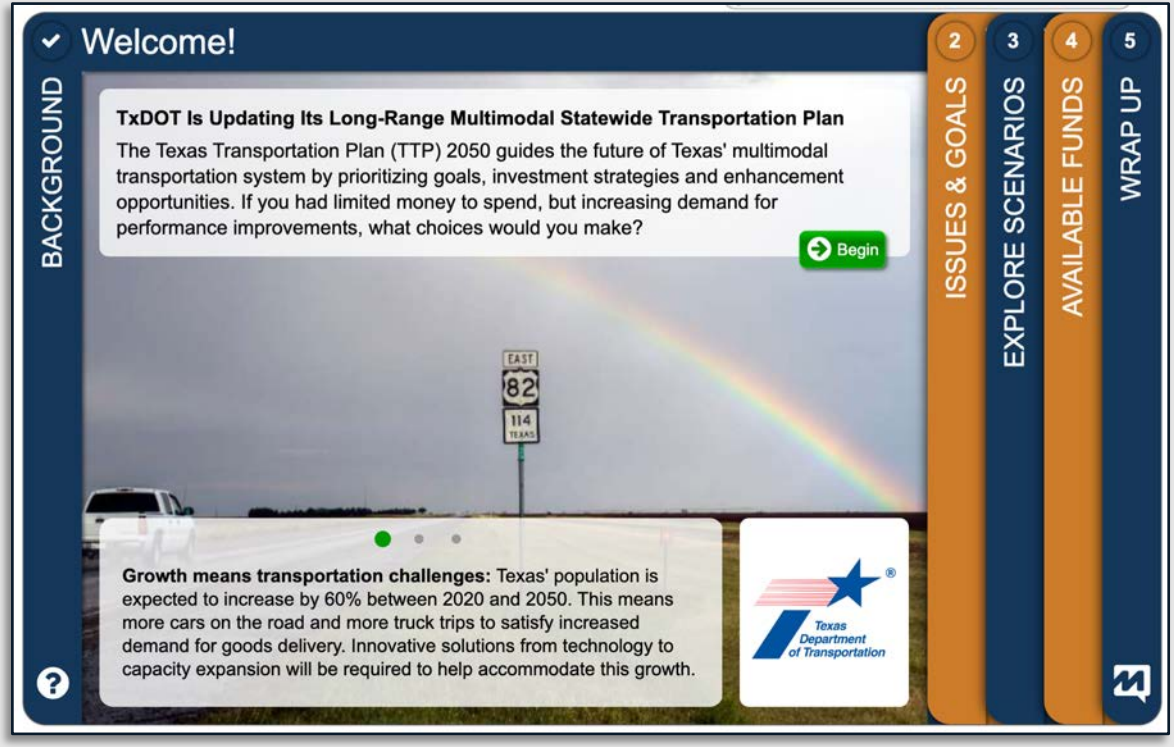
Participating in person

- Visit the links on your personal device.
- Some laptops are available around the room.

Participating by WebEx or phone

- If desired, please visit the links above and follow along with the exercises. Clickable links will be posted in the WebEx chat.
- Interactive public survey link can be accessed 24/7, so feel free to return to the survey at a different time.

Interactive Public Survey



To participate on your own device, please go to
https://ttp2050.metroquest.com/

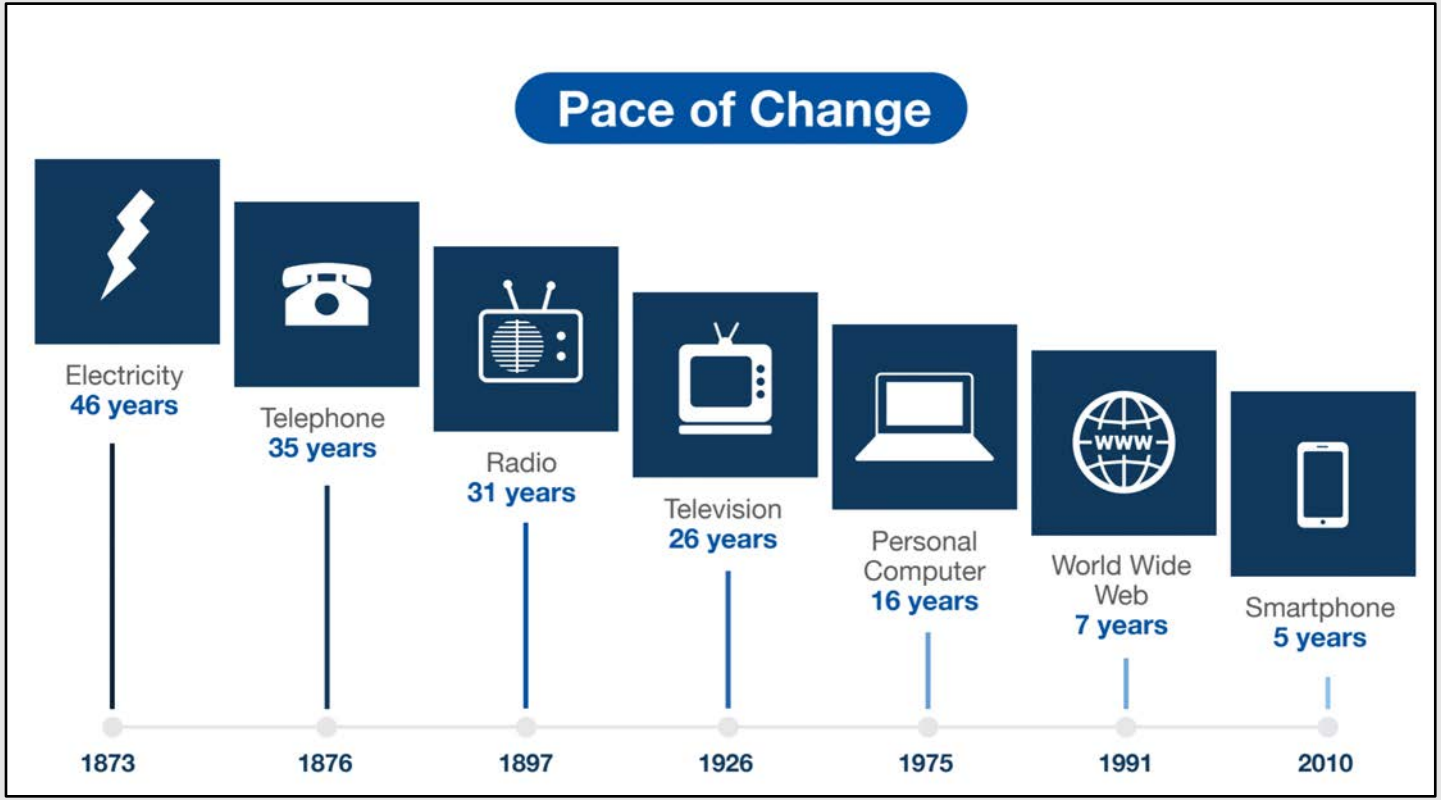
Facilitated Discussion

THE FUTURE OF TEXAS TRANSPORTATION

CAV: Connected and Autonomous Vehicles

Connected Technology:	Vehicles, infrastructure, and other devices that “talk” to one another
Autonomous Technology:	Can function without human intervention

Americans are Adopting Technology Faster than Ever



The above chart shows the amount of time it took for 25% of Americans to adopt a new technology.

Comfort with Driverless Vehicles

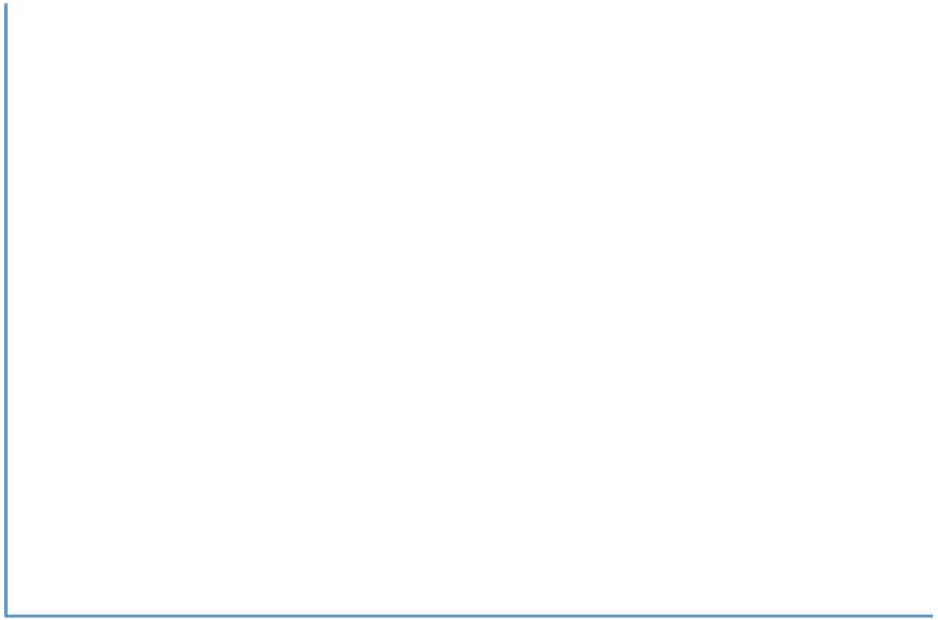
What is your level of comfort with driverless vehicles?

I would prefer not to share the road with a driverless vehicle.

I am comfortable with having driverless vehicles on the roads but would never use one.

I would occasionally use a driverless vehicle.

I hope to use driverless vehicles as my main mode of transportation.



Start the presentation to see live content. Still no live content? Install the app or get help at **PollEv.com/app**

Given the anticipated increase in the adoption of emerging technology, which modal technology would you prioritize planning for?

Driverless and connected freight vehicles.
Driverless and connected passenger vehicles.
Driverless and connected public transportation.
Micro-mobility (e.g., electric bicycles and scooters).
Electrification of vehicles.
Delivery drones.
High-speed rail.
Other.

Start the presentation to see live content. Still no live content? Install the app or get help at PollEv.com/app

PLAN DEVELOPMENT AND NEXT STEPS

Your Feedback Informs the Plan

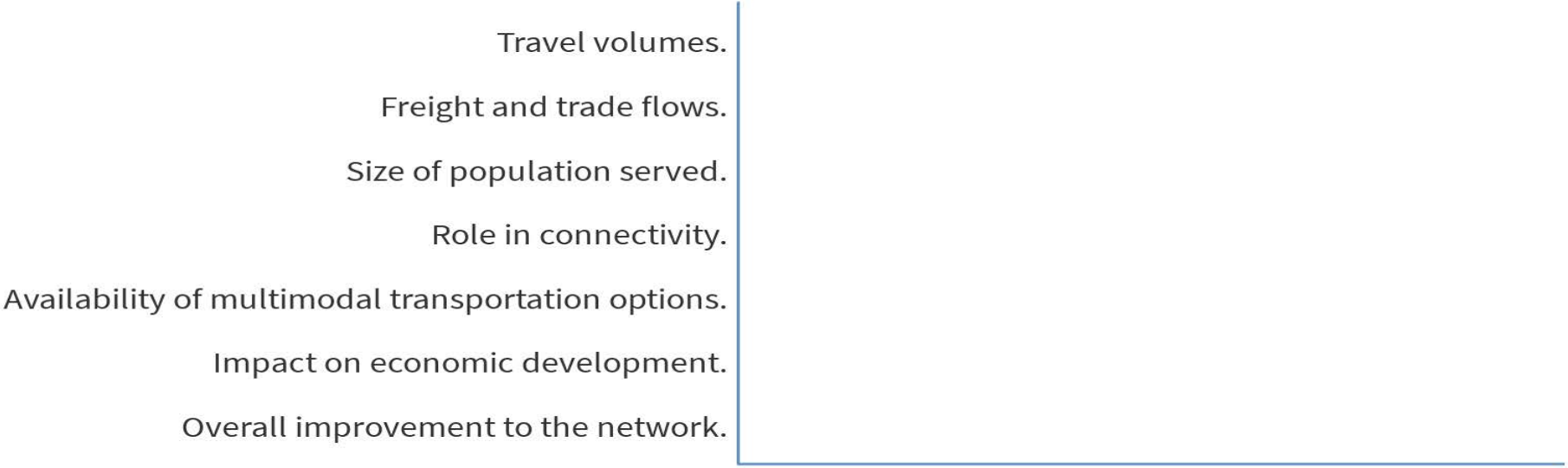
1. Introduction
2. Goals, Objectives, and Measures
3. Modal Profiles and Needs
4. Revenue Forecast and Investment Scenarios
5. Rural (Non-MPO) Transportation Planning
6. Implementation Strategies

Draft Version Expected Early 2020

Learn More

- www.TxDOT.gov, keyword search “TTP 2050”
- http://TexasTransportationPlan.com

Which of the following criteria do you think is most important for defining and/or prioritizing key corridors?



Start the presentation to see live content. Still no live content? Install the app or get help at **PollEv.com/app**

Plan Alignment

TTP 2050 will support other plans already in place or that are being developed, such as:

- Metropolitan transportation plans
- City capital plans
- Statewide, regional, or local modal plans

How can TTP 2050 best ensure connectivity with other plans?

Provide multimodal goals, objectives, and strategies.

Coordinate additional engagement with local and regional transportation agencies.

Ensure TTP 2050 goals and objectives align with those in other plans.

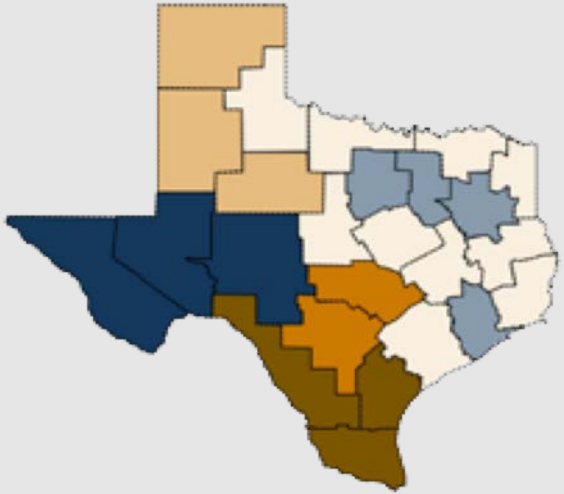
Establish performance measures and targets that are applicable to implementation of other plans.

Include specific implementation strategies requiring other plans to relate to the TTP 2050.

Start the presentation to see live content. Still no live content? Install the app or get help at **PollEv.com/app**

Round 2 Schedule

Laredo	Tue Sep 24
Corpus Christi	Wed Sept 25
Pharr	Thu Sept 26
Amarillo	Tue Oct 1
Lubbock	Wed Oct 2
Abilene	Thu Oct 3
Houston	Mon Oct 7
Tyler	Tue Oct 8
Dallas/Fort Worth	Wed Oct 9



San Angelo	Mon Oct 21
Odessa	Tue Oct 22
El Paso	Wed Oct 23
San Antonio	Tue Oct 29
Austin	Wed Oct 30

○ Additional Virtual Opportunity

We Appreciate Your Input!

TEXAS TRANSPORTATION PLAN 2050

- Tell us your priorities
- Take a survey
- Leave a comment
- Spread the word

Surveys and preliminary comments will be accepted through November 15, 2019.

TTP_2050@TxDOT.gov

TxDOT.gov (keyword search TTP 2050)

1-855-TEXAS-50 [1-855-839-2750]

@TxDOT

TxDOT TPP Division – TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas 78714-9217

TEXAS TRANSPORTATION PLAN 2050

WELCOME

Help TxDOT Develop the Texas Transportation Plan (TTP) 2050

Thank you for participating!

- View the TTP 2050 Info Video
- Explore the Story Map Series
- Submit a Transportation Usage Survey
- Take the Online Interactive Survey
- Complete the Emerging Tech Survey
- Fill out a Comment Card
- Speak with TxDOT Representatives

The Texas Transportation Plan 2050 will serve as TxDOT's "blueprint" to guide collaborative planning efforts with our stakeholders to address the state's transportation improvements and to accomplish the goals in TxDOT's Strategic Plan.

The TTP 2050 will include strategies for the development, construction, and implementation of projects and services for all transportation modes including roadways, aviation, public transportation, bicycle and pedestrian, waterways, pipelines, freight, and passenger rail. It will also have information about emerging transportation technologies (e.g., self-driving cars) and emergency operations.

For more information, visit TxDOT.gov
Keyword Search: TTP 2050

TEXAS TRANSPORTATION PLAN 2050

Roles

How TxDOT and Others Contribute to Each Mode on the State System

The Texas Transportation Plan (TTP) 2050 covers all transportation modes across the state, but TxDOT's involvement in each varies. See how different entities – including TxDOT– fit into the planning, funding, design, and construction of each mode in Texas.

Administer Funding
Funds projects or serves as "pass through" for Federal or other funds.

Infrastructure & Operations
Responsible for the construction, maintenance, and functioning of facilities.

Design Guidance
Provides input on final project form and outcomes.

Planning & Coordination
Takes part in discussions on overall plans and investment priorities.

	Highway & Bridge	Truck Freight	Bicycle & Pedestrian	Aviation	Intelligent Transportation Systems (ITS)	Ports & Waterways	Passenger Rail	Public Transportation	Freight Rail	Pipelines
Texas Department of Transportation (TxDOT) State	$ Infrastructure Design Planning	$ Infrastructure Design Planning	$ Infrastructure Design Planning	$ Infrastructure Design Planning	$ Infrastructure Design Planning	$ Infrastructure Planning	$ Planning	$ Planning	$ Planning	Planning
U.S. Department of Transportation Federal	$ Design Planning	$ Design Planning	$ Design Planning	$ Infrastructure Design Planning	$ Design	$ Design	$ Infrastructure Design	$ Design	Infrastructure Design	
Metropolitan Planning Organizations (MPOs) Regional	$ Design Planning	$ Design Planning	$ Design Planning	Planning	Design Planning	Planning	Planning	$ Planning	Planning	
Metropolitan Transit Authorities (MTAs) Large Urban	$ Design Planning	Planning	$ Planning		Planning			$ Infrastructure Design		
Regional Mobility Authorities (RMAs) Local	$ Infrastructure Design Planning	$ Infrastructure Design Planning	$ Infrastructure Design Planning	$ Infrastructure Design Planning		$ Infrastructure Planning	$ Infrastructure Planning	$ Infrastructure Design Planning	$ Infrastructure Planning	$ Infrastructure Planning
Cities, Counties, & Tribes Local	Planning	$ Infrastructure Planning	$ Infrastructure Design Planning	$ Infrastructure Design Planning	$ Infrastructure Planning	Planning	Planning			
Private Industry Non-governmental			$ Infrastructure	$ Infrastructure Design Planning		Planning	$ Infrastructure		$ Infrastructure	$ Infrastructure

Texas Department of Transportation

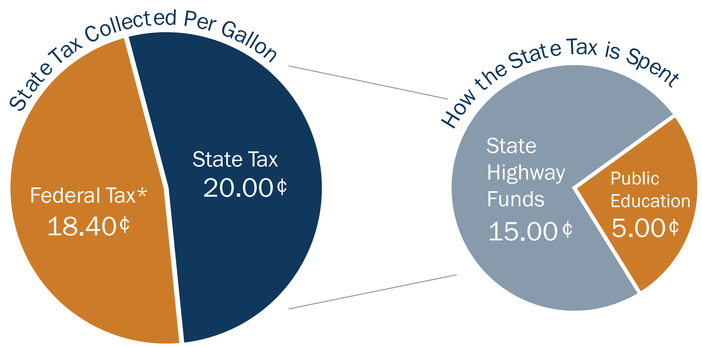
TEXAS TRANSPORTATION PLAN 2050

Paying for Transportation

Where Does the Money Come From?

Texas Motor Fuels Tax - Gasoline

The State motor fuels tax has not been raised since 1991.

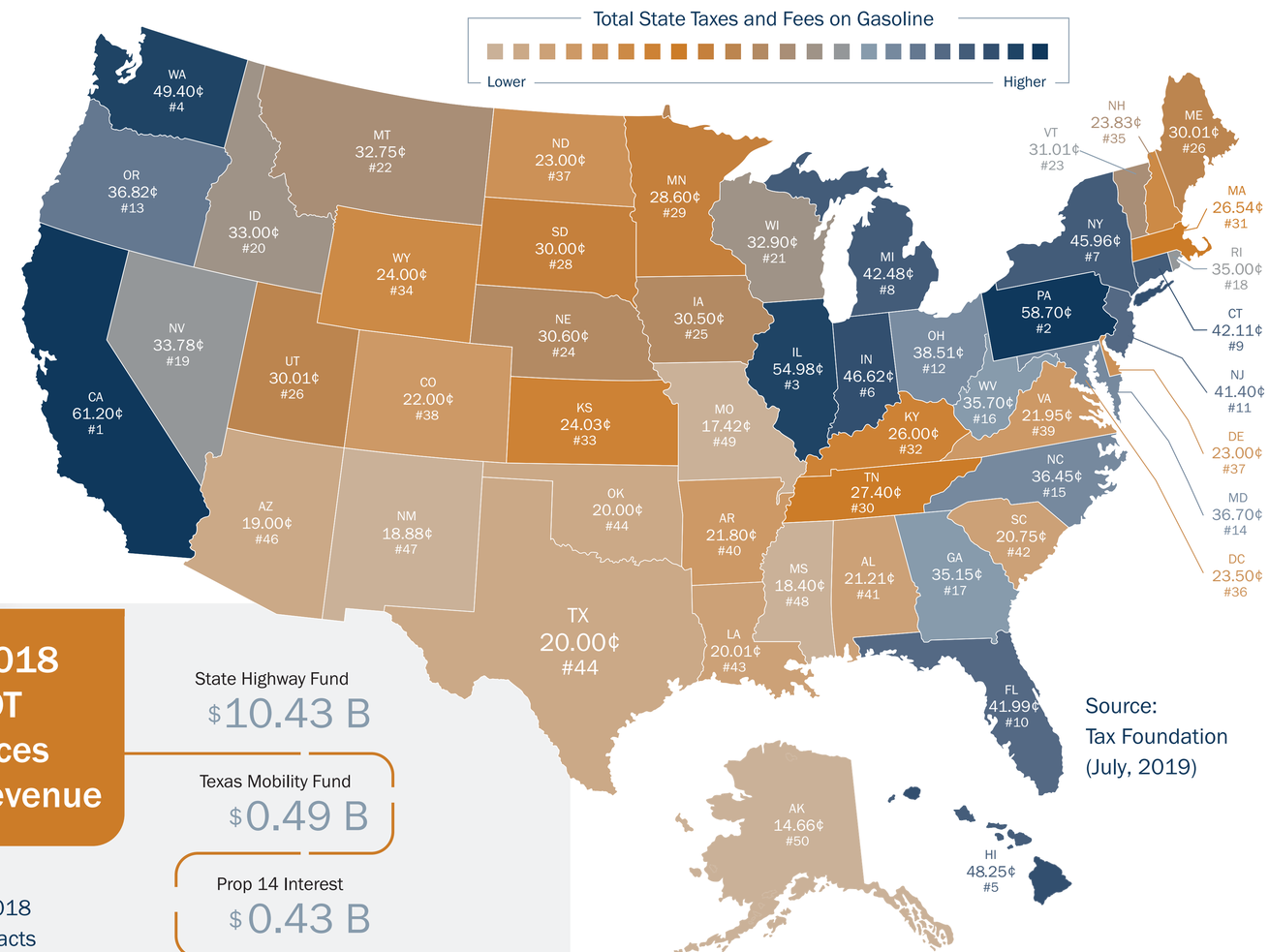


	Fed. Tax Per Gallon	State of Texas	Total Paid by Texans
Tax Per Gallon	18.40¢	20.00¢	**38.40¢**

*Note: The federal tax on diesel fuel is 24.40 cents per gallon.

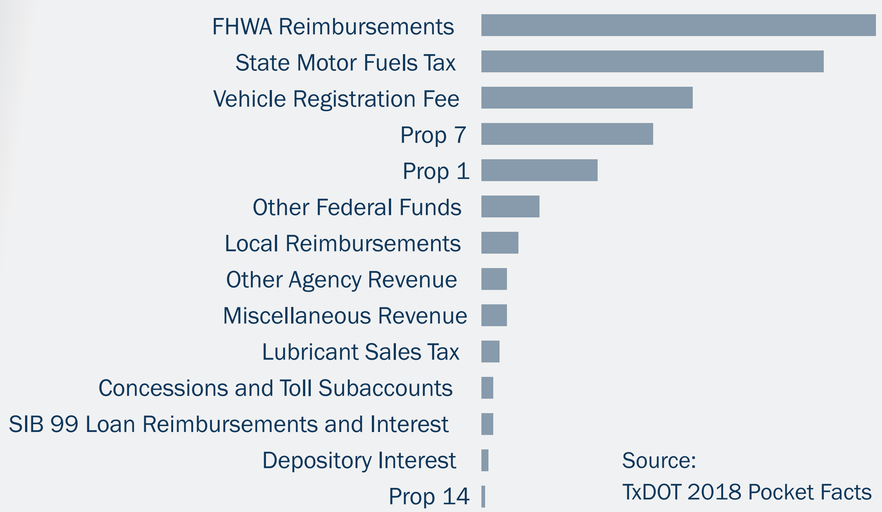
Source: Texas Comptroller (July, 2019)

Did you know Texas has one of the lowest gasoline taxes in the country?



Source: Tax Foundation (July, 2019)

FY 2018 Sources of Revenue for the State Highway Fund



Source: TxDOT 2018 Pocket Facts

FY 2018 TxDOT Sources of Revenue

State Highway Fund	$10.43 B
Texas Mobility Fund	$0.49 B
Prop 14 Interest	$0.43 B
Prop 12	$0.01 B
Total	**$11.36 B**

Source: TxDOT 2018 Pocket Facts

Referenced Propositions/ Ballot Measures

Prop 1 - A portion of existing oil and natural gas production taxes goes to the State Highway Fund.

Prop 7 - A portion of sales and use taxes, motor vehicle sales and rental taxes funds right of way activity and repays the principal and interest on general obligation bonds.

Prop 12 - Bond funding that will address congested highways, rehabilitate bridges and improve connectivity between the state's metropolitan areas.

Prop 14 - Issued notes or borrowed money used to fund highway improvement projects.

TEXAS TRANSPORTATION PLAN 2050

What Can $1 Billion Buy?

TxDOT has over $7 billion per year for highway improvements and uses performance-based methods, as well as public input, to allocate a portion of this money. The table below shows the estimated impact of $1 billion on each performance area.

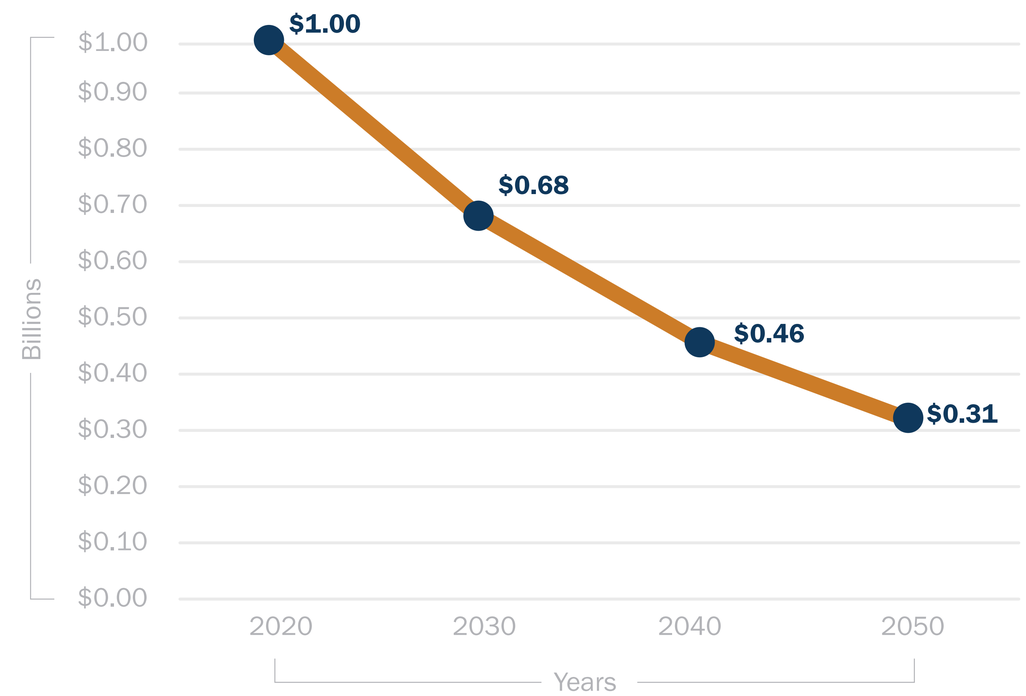
The Estimated Impact of $1 Billion*

	$1 Billion buys:	Which translates to:
Safety	3,700 centerline miles of safety improvements in rural areas	5.6% of the state-owned rural system
	OR	
Pavement Preservation	4,400 lane-miles of rehabilitated pavement	2.2% of state-owned roadways
	OR	
Bridge Preservation	1,000 bridge replacement projects	3% of the state-owned bridges
	OR	
Congestion	160 lane-miles of additional capacity in urban areas	1% of state-owned roads in urban areas

* All numbers are approximate and are based on the average cost of Planned Projects in the 2019 UTP or are derived from TxDOT technical publications.

The Value of a Dollar

Because of inflation, the value of a dollar will be lower in 2050 compared to today. This reduction in buying power will impact future performance.



*Assuming 4% rate of inflation

TEXAS TRANSPORTATION PLAN2050

TxDOT wants to hear from you!

Submit a Comment

Turn in your comment card tonight

Call toll free and leave your comment 1-855-TEXAS-50 (839-2750)

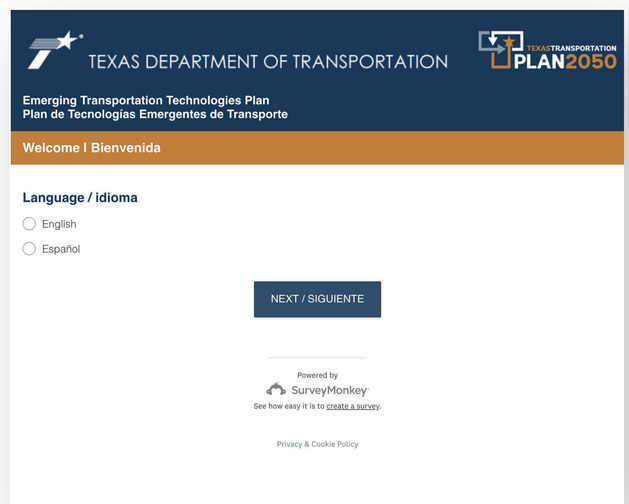
Email at TTP_2050@txdot.gov

Visit TxDOT.gov and keyword search “TTP 2050”

Comments will be received through early 2020, before TTP 2050 is officially adopted.

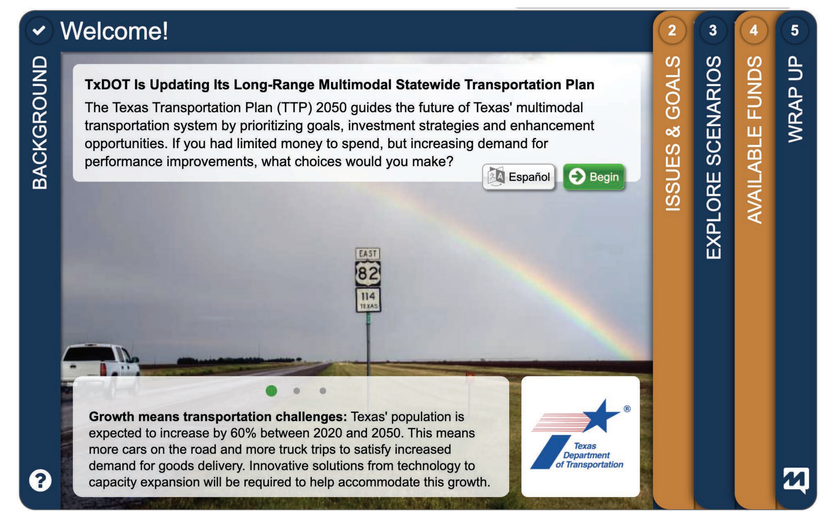
Complete the Emerging Technology Survey

Share your thoughts on the future of Texas transportation.



Take the Online Interactive Survey

Share what’s most important to you and how you would invest with available funding.



Both surveys will close on November 15, 2019.

Texas Department of Transportation

Emergency Operations

TxDOT is prepared to respond to disasters that affect people and the state's transportation system. The department assists in response, recovery and resiliency efforts during emergencies and maintains safety of the state transportation system for the traveling public. Scroll down to learn more.

Texas Transportation Plan 2050

The Texas Department of Transportation (TxDOT) plays a multifaceted role in maintaining and operating the state's multimodal transportation system. Among the travel modes and technical areas that TxDOT plays a part in are highways (including bridges), freight (including highway, rail, maritime, air, and pipelines), bicycle and pedestrian, public transportation, and aviation. Intelligent Transportation Systems (ITS) technology, such as digital messaging signs, video cameras, and traffic detection devices, is developing rapidly and is incorporated into the planning process. TxDOT also evaluates the impacts of all transportation projects on the natural and human environment, ensuring compliance with federal and state laws and regulations.

Rural Transportation and the Texas Economy

Seventy percent of Texas land is classified as rural. Since many economic drivers occur in rural areas, Texas has designated roadway systems to connect rural and urban areas. These systems are made up of Farm to Market (FM) roads and the Texas Trunk System. These connections are vital to the Texas economy. Scroll down to learn about the function of FM roads and the Trunk System within Texas.

The State of Highways in Texas

Highways make all parts of Texas accessible to commerce and the traveling public. Scroll down to learn more or click on the Highway component tabs above to learn more about the Texas highway system.

TEXAS DEPARTMENT OF TRANSPORTATION

TEXASTRANSPORTATION PLAN2050

PUBLIC MEETING COMMENT FORM

This form is provided to document your comments regarding the Texas Transportation Plan (TTP) 2050. Information about the TTP 2050 is available on TxDOT's website at https://www.txdot.gov; search key phrase "TTP 2050." Please use the space provided below to write comments, and attach additional pages if necessary. You may leave the form at the meeting or mail it to the address provided below. You may also submit comments via e-mail to TTP_2050@txdot.gov. Public comments will be accepted throughout the development of the TTP until it is adopted in early 2020. We appreciate your interest and value your input.

Did you attend a Public Meeting? (circle one) No Yes **Meeting Location?** _____

Comments:

_____

_____

_____

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Please mail your comments to:

TxDOT TPP Division TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas, 78714–9217
TTP_2050@txdot.gov

Please Print:

Your Name: _____

Address: _____

_____

Email:_____

(Texas Transportation Code, §201.811(a)(5)): **check each of the following boxes that apply to you:**

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION

TEXASTRANSPORTATION PLAN2050

REUNION PUBLICA HOJA PARA COMENTARIOS

Este formulario se le provee para documentar sus comentarios respecto al Plan de Transporte de Texas (TTP por sus siglas en inglés) 2050. Información del TTP 2050 está disponible en el sitio web de TxDOT en https://www.txdot.gov; busque usando la frase clave "TTP 2050." Favor de usar el espacio a continuación para escribir sus comentarios, y si necesita, agregue hojas adicionales. Puede dejar el formulario en la reunión, o mandarlo por correo a la dirección a continuación. También puede entregar comentarios por correo electrónico a TTP_2050@txdot.gov. TTP_2050@txdot.gov. Se aceptaría comentarios del público durante todo el periodo de desarrollo del TTP hasta que sea adoptado al principio de 2020. Apreciamos su interés y valoramos sus opiniones.

¿Asistió a una de las reuniones públicas? (marque uno) No Sí

¿El local de la reunión?_____

Comentarios:

_____

_____

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Favor de mandar sus comentarios por correo a:
TxDOT TPP Division TTP 2050
Attn: Casey Dusza
P.O. Box 149217
Austin, Texas, 78714–9217

TTP_2050@txdot.gov

Favor de escribir en letra de molde:

Nombre: _____

Dirección: _____

_____

Correo Electrónico: _____

(Código de Transporte de Texas, §201.811(a)(5)): **marque cada una de las frases que puedan aplicarse a usted:**

☐ Soy empleado de TxDOT ☐ Hago comercio con TxDOT

☐ Yo podría beneficiar económicamente de este proyecto u otro asunto sobre lo cual estoy comentando.

Texas Department of Transportation

TEXAS TRANSPORTATION PLAN 2050

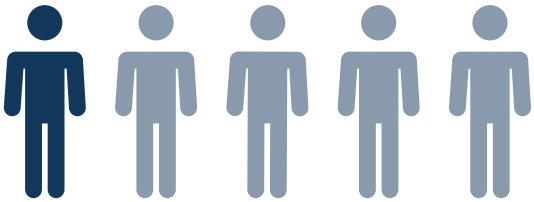
Population & Economy

Regions of all sizes are experiencing population and job growth leading to increased congestion.

Population

Texas leads the country in population growth, adding

1,000 new Texans every day.

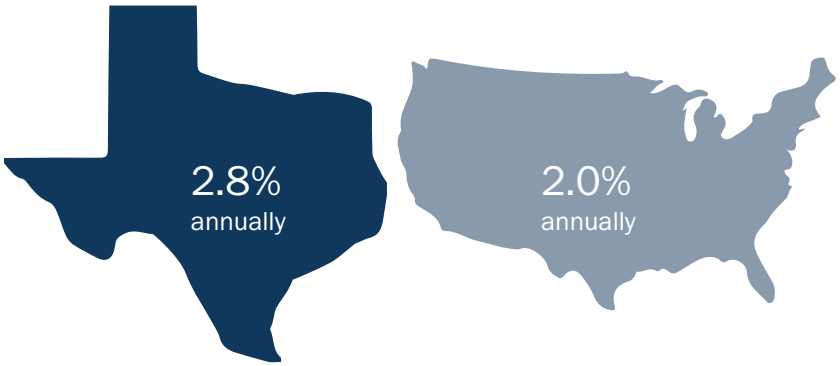


One out of every **five** people added to the U.S. population is added in Texas.

Source: US Census 2019 American Community Survey estimates.

Economy

The Texas economy is expected to grow at an average of 2.8% per year through 2046, compared with 2.0% nationally.

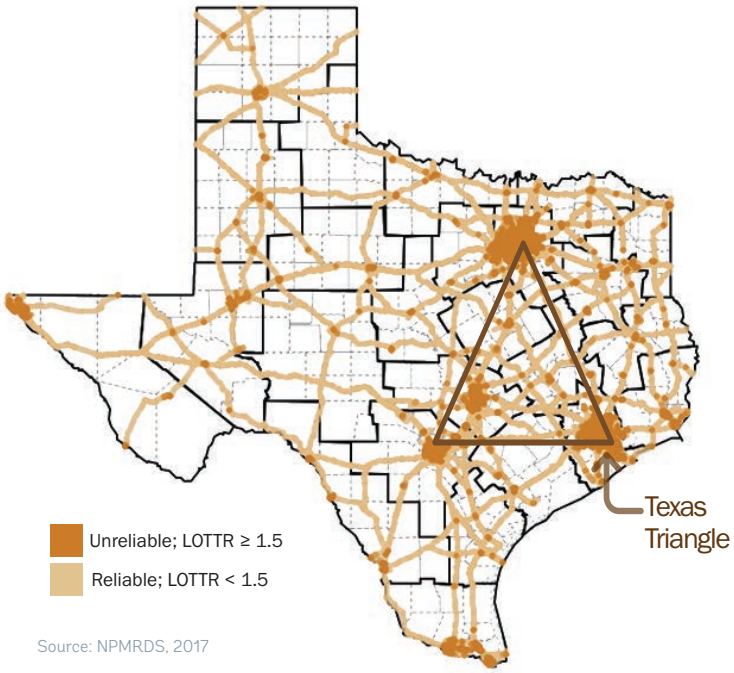


Source: 2019 Economic Forecast, Texas Comptroller.

Growth Means Transportation Challenges

Growth in the Texas Triangle, as well as Laredo, El Paso, and the Rio Grande Valley will worsen already severe congestion and travel time reliability along the region's primary highways.

Level of Travel Time Reliability



Source: NPMRDS, 2017

More cars on the road leads to increased congestion and a worsening level of travel time reliability (LOTTR). The more unreliable the travel time, the harder it is to accurately plan trips.

Economic Implications of Congestion

$4.1 B Annual cost of delay on the top 100 most congested roads in Texas in 2018.[1]

A growing population means a higher demand for goods delivery. More truck trips means more congestion. More truck traffic also leads to longer travel times, impacting economic efficiency.[2]

[1] Texas' Most Congested Roadways 2018. TTI.

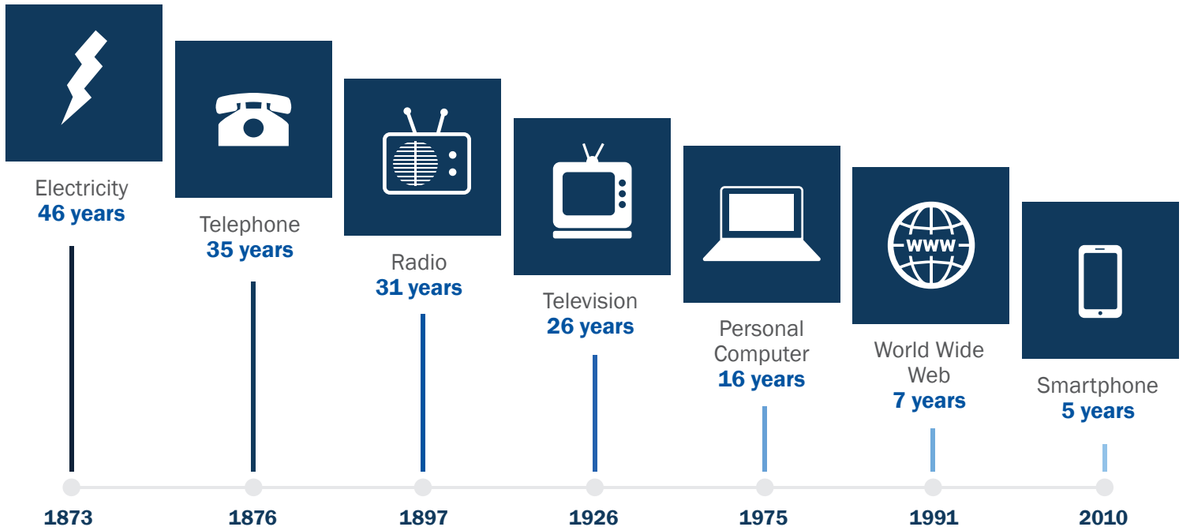
[2] 2018 Texas Freight Management Plan

Connected Vehicles on the Road

Vehicles that can "talk" with other vehicles, traffic signals, or anything else connected to the Internet may help with safety through fewer collisions, signal timing, and better planning and response to traffic incidents.

Source: Shelton et al. Impacts of connected vehicles in a complex, congested urban freeway setting using multi-resolution modeling methods. 2019.

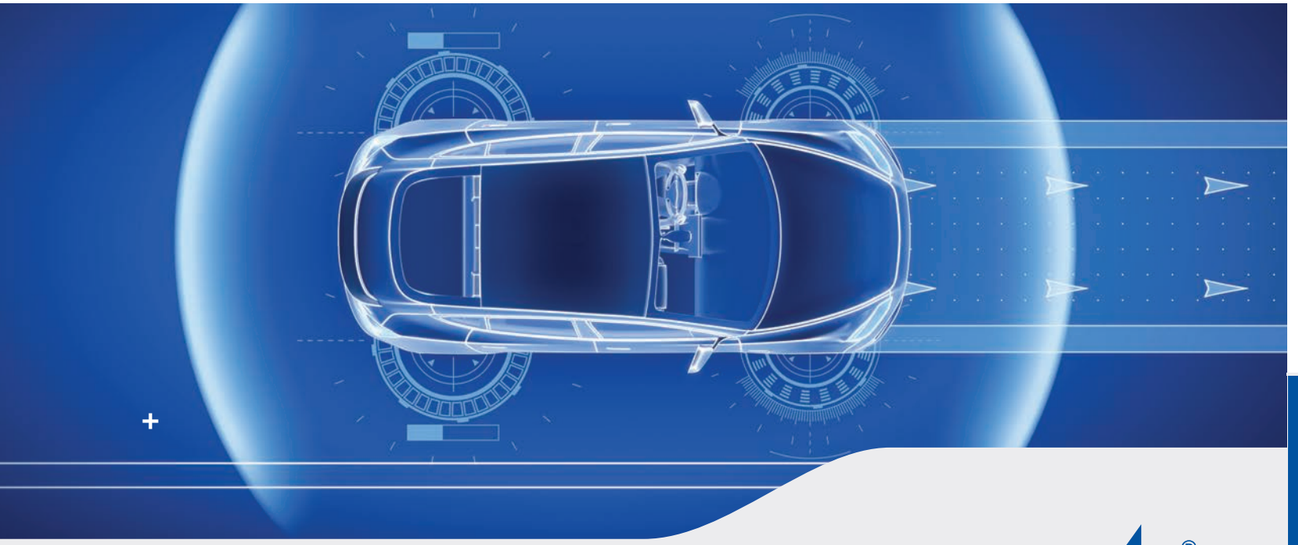
Pace of Change



The speed at which one quarter of the U.S. population adopts new technologies has increased significantly in the past century.

Ford, Tesla, Toyota, Renault-Nissan, and Hyundai anticipate having market-ready autonomous vehicles (AV) on highways as early as 2020.

Sources: Transportation Research Board and Pew Research Center



For more information, please visit www.TxDOT.gov – keyword search "TTP 2050". To be added to the outreach lists, please email the team at TTP_2050@txdot.gov.

Texas Department of Transportation

FUTURE OF TEXAS TRANSPORTATION

TEXAS TRANSPORTATION PLAN 2050

Emerging Technologies

TxDOT is developing scenarios that envision a range of possible futures. With these scenarios in mind, TxDOT can effectively plan for the potential benefits and risks of emerging transportation technologies.

What is "emerging transportation technology"?

Emerging transportation technology spans many transportation modes and services, including connected and automated vehicles (CAV) and more (see p. 2).

Telecommuting and ridesharing along with innovations like drone delivery will likely lead to new mobility services and change travel behaviors.

How will transportation technologies change mobility?

Technology can enable more efficient use of roadway operations by increasing the number of vehicles a road can carry. For example, TxDOT uses intelligent transportation systems (ITS) technology, such as dynamic messaging signs and computer-aided dispatch for emergency vehicles. These and other ITS devices help keep traffic moving, especially during rush hour.

Connected vehicles and self-driving technology have the potential to increase a road's vehicle capacity. Vehicles that "talk" to each other are expected to be able to travel closer together and more safely than human-operated vehicles. On the other hand, automated vehicles may ultimately make driving more convenient and less expensive, resulting in an overall increase in the number of vehicles on the roadways.

The exact nature and impact of emerging technologies is impossible to predict, but TxDOT is committed to being as prepared as possible.

How is TxDOT preparing?

In 2013, the Texas Legislature tasked TxDOT with examining and evaluating innovative transportation technologies. The goal was to reduce traffic congestion, enhance safety, increase economic productivity, and save costs. The Texas Technology Task Force (TTTF), created that same year, monitors the development of connected and automated vehicles (CAVs) and recommends technologies to evaluate.

Over the next year, TxDOT will be producing its first statewide Emerging Transportation Technology Plan (ETTP). The plan's objective is to prepare TxDOT for the timing and impact of emerging technologies. The ETTP will include performance implications, planning considerations, and implementation strategies.

Share your thoughts - take the emerging technology survey before November 15, 2019.
www.surveymonkey.com/r/EmergeTech2050

Technologies

As emerging technologies evolve, all facets of transportation, from funding and physical infrastructure, to travel patterns and communications, will be impacted. Future mobility, enabled by new technologies, could also bring shifts in behavior. Telecommuting (working from an off-site location through the use of technologies like video conferencing) may increase as communication technologies continue to develop. Similarly, micro-mobility options like bike- and scooter-sharing are likely to keep growing, while other "disruptive" companies like Uber and Lyft may also emerge.

Connected Technology:

Vehicles, infrastructure, and other devices that "talk" to one another, using features such as short-range radio signals, to communicate and share information.

- Connected Passenger Vehicles
- Truck Platooning

Autonomous Technology:

Vehicles or technology that can function without being told what to do by a person.

- Autonomous Passenger Vehicle
- Autonomous Trucks
- Autonomous Passenger Shuttles
- Freight Terminal Automation

Travel Demand Management:

Strategies aimed at maximizing traveler choices to reduce vehicle trips.

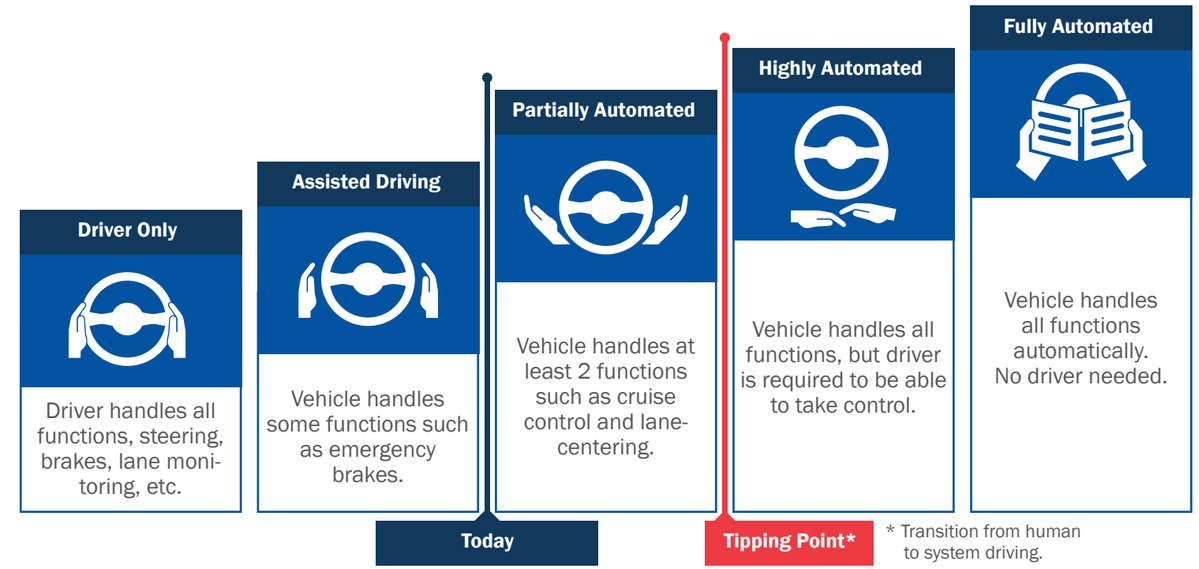
- Micro-mobility
- Telework
- Hyperloop Transport
- Shared Vehicle Trips

Other Smart City Concepts:

Strategies that use data and technology to create efficiencies, improve sustainability, create economic development opportunities, and enhance quality of life for people living or working in a city.

- Vehicle Electrification
- 3D Printing
- Delivery Drones
- Tolling and Pricing Technology
- Dedicated Lanes for CAV

5 Stages of Automation



Eventually, cars and trucks will drive us instead of us driving them, but full automation won't happen all at once. Instead, the technology will evolve over time. This progression begins with fully manual vehicles where the driver handles all functions, similar to what we're used to today. At the ultimate stage of automation, there is no driver needed at all and the vehicle handles everything automatically.

Level of Service

Defining Highway Level of Service

A	**Excellent** Highest quality of service. Free flow conditions with minor traffic disruptions.	Free Flow
B	**Good** Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted.	
C	**Average** Stable traffic flow. Freedom to maneuver is noticeably restricted.	
D	**Acceptable** Speeds decline and density increases. Freedom to maneuver is severely limited.	
E	**Congested** Vehicles are closely spaced with little room to maneuver. Travel demand approaching or at roadway capacity.	
F	**Severely Congested** Very congested traffic with traffic jams. Travel demand exceeds roadway capacity.	Severe Congestion

Source: TxDOT I-45 Freight Corridor Plan Final Report, 2016

TEXAS TRANSPORTATION PLAN 2050

Help us understand what is important to you...

Visit www.txdot.gov and keyword search TTP 2050. Experience the Virtual Open House, watch an informational video, and take our surveys!

Which long-range transportation outcomes should TxDOT focus on achieving?
TTP 2050 Planning Priorities Survey: http://ttp2050.metroquest.com

What types of investments should TxDOT prioritize over the next 10 years?
UTP Programming Priorities Survey: https://www.surveymonkey.com/r/TTP_UTP

How do you expect emerging transportation technologies to impact the future?
Emerging Technology Survey: https://www.surveymonkey.com/r/EmergeTech2050

Tell us about yourself and how you use the state transportation system.
Transportation Usage Survey: https://www.surveymonkey.com/r/TTP2050

For more information, email the the team at TTP_2050@txdot.gov or leave a toll-free comment at 1-855-TEXAS-50.

ALL SURVEYS CLOSE ON TUESDAY, NOVEMBER 19, 2019

Texas Department of Transportation

TEXAS TRANSPORTATION PLAN 2050

Help us understand what is important to you...

Visit www.txdot.gov and keyword search TTP 2050. Experience the Virtual Open House, watch an informational video, and take our surveys!

Which long-range transportation outcomes should TxDOT focus on achieving?
TTP 2050 Planning Priorities Survey: http://ttp2050.metroquest.com

What types of investments should TxDOT prioritize over the next 10 years?
UTP Programming Priorities Survey: https://www.surveymonkey.com/r/TTP_UTP

How do you expect emerging transportation technologies to impact the future?
Emerging Technology Survey: https://www.surveymonkey.com/r/EmergeTech2050

Tell us about yourself and how you use the state transportation system.
Transportation Usage Survey: https://www.surveymonkey.com/r/TTP2050

For more information, email the the team at TTP_2050@txdot.gov or leave a toll-free comment at 1-855-TEXAS-50.

ALL SURVEYS CLOSE ON TUESDAY, NOVEMBER 19, 2019

Texas Department of Transportation

TEXASTRANSPORTATION PLAN2050

ROUND 2 OUTREACH OPEN HOUSE

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION (TPP)

September thru October 2019

Texas Transportation Plan 2050 (TTP 2050)

TEXASTRANSPORTATION PLAN2050

Long-range transportation plan for the state

Sets strategic vision for transportation

Updated every 4 years

Guides planning and programming decisions

Public Involvement and TxDOT

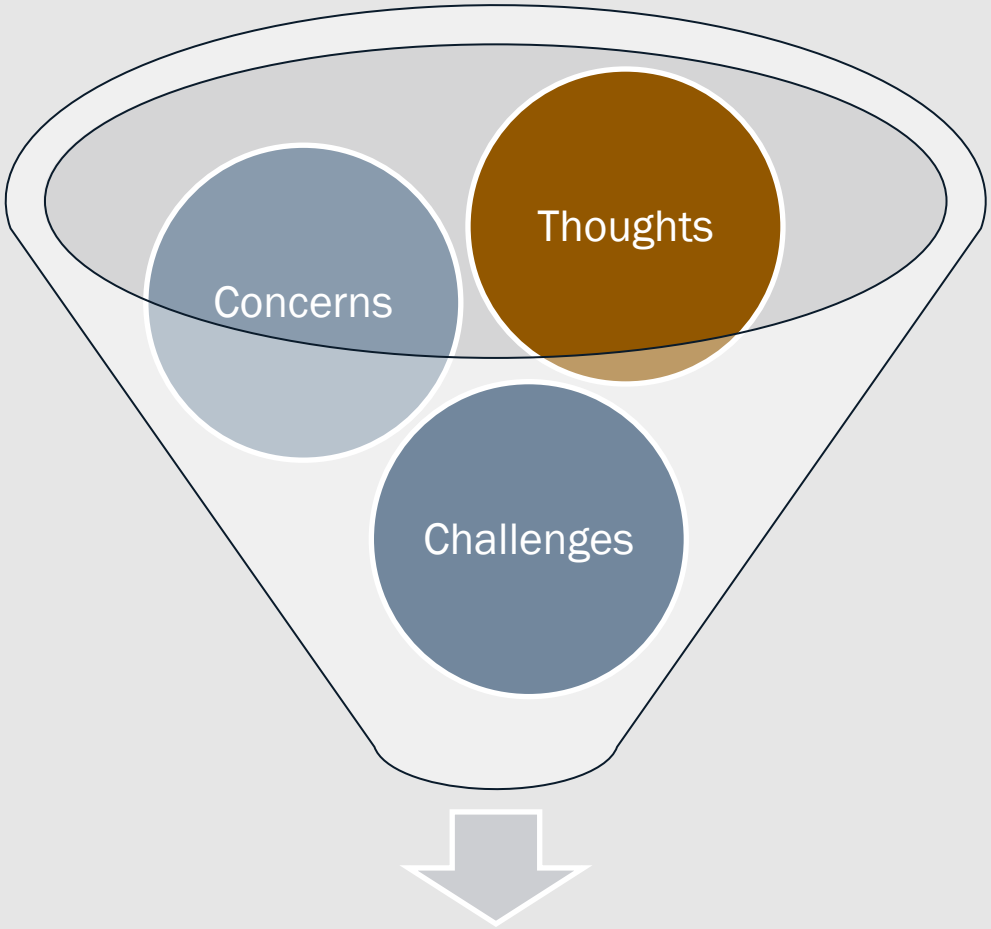
Public Input

Texas Department of Transportation

Texas Transportation Commission

Public input influences the transportation decision-making process

We want to hear from you!



OPPORTUNITIES

WRONG WAY
DO NOT ENTER
Your last mile is our first priority.
DCS

Roadways

Freight Rail

Passenger Rail

Bicycle and Pedestrian

This Photo by Unknown Author is licensed under CC BY-NC-ND

Aviation

Ports and Waterways

Long Range Planning for All Modes

- Considers all modes of transportation
- Public input helps policy-makers decide when and where to invest tax dollars

MAP-21 (2012) and FAST Act (2015)

- Moving Ahead for Progress in the 21st Century (MAP-21)
- Fixing America's Surface Transportation (FAST Act)
- Both require performance-based planning and programming

Invest resources in PROJECTS to achieve individual TARGETS that collectively will make progress toward national GOALS.

Purpose of Round 2 Outreach

INFORM the public of…

- Likely impacts of future growth and emerging technologies
- TxDOT's performance-based improvements
- Planned investments, funding flexibility, and performance implications

GATHER public feedback on…

- Investment strategies
- Balance between cost and performance
- Envisioned future

Preparing the Texas Transportation System for Future Growth

- More people, more challenges

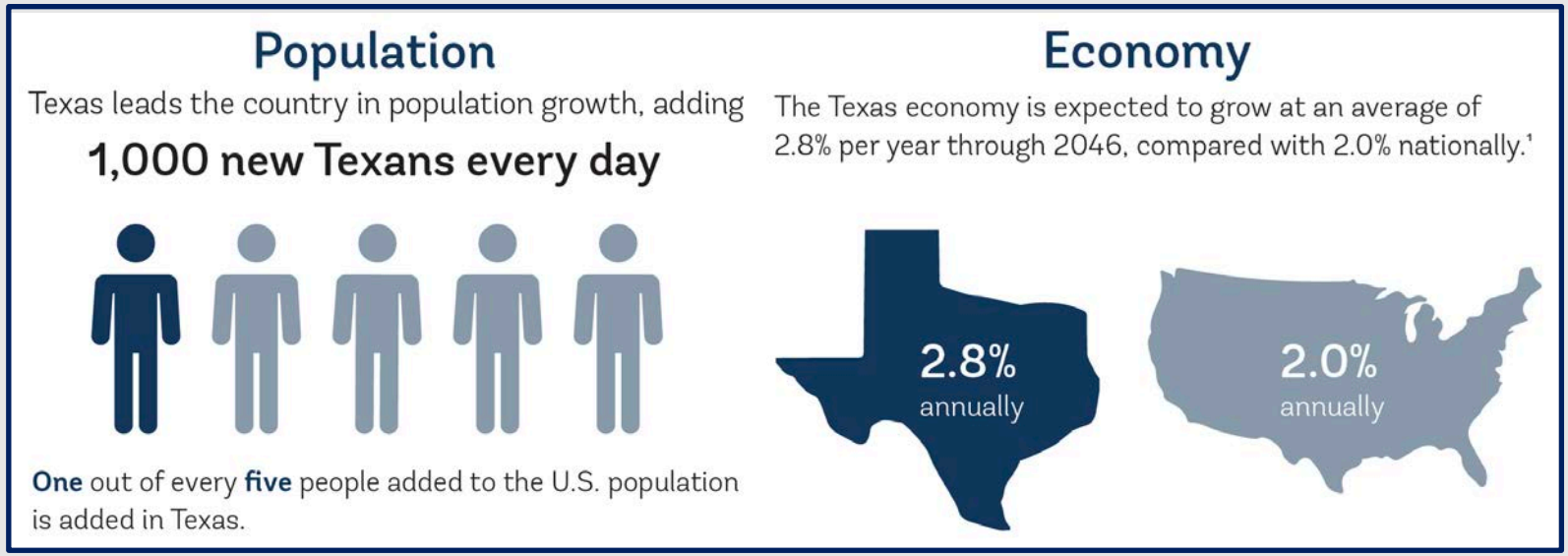
60% Projected growth in population, 2018-2050

Source: Texas State Data Center 2018 Population Projections .

>4x The economy is expected to more than quadruple in the next 30 years

Sources: Texas State Comptroller, US Bureau of Economic Affairs (BEA), Organization for Economic Co-operation and Development (OECD)

As the State population and economy grows, there will be continued urbanization.



Source: US Census 2019 ACS estimates

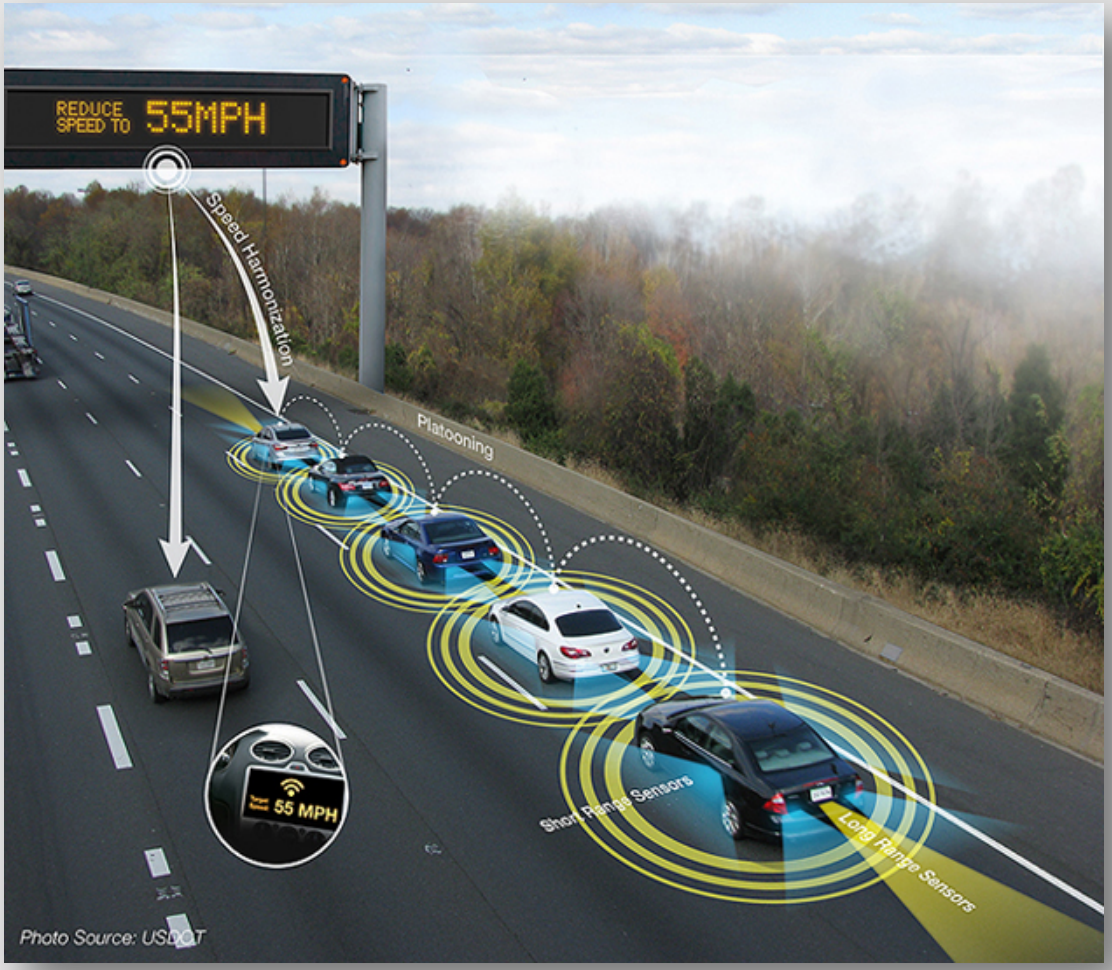
Source: 2019 Economic Forecast, Texas Comptroller

Planning for Emerging Technologies and Shifting Travel Behaviors

Shared Vehicles and Trips

Delivery Drones

Teleworking



Connected and Autonomous Passenger Vehicles and Trucks

Determining Future Priorities and Resources

With a growing population and economy, technological shifts, and other future possibilities in mind, TxDOT identifies transportation priorities to develop a financially constrained plan.

Choosing Priorities Strategically

Given the challenges, how do we invest in an uncertain future?

Planning with Possible Future Scenarios

Investment Strategies

Business as Usual

Continue historical allocation strategies

Keep it Smooth

Focus on infrastructure preservation

Congestion Relief

Prioritize reducing congestion

Reliably Connect Texas Communities

Focus on access, connectivity, and reliability

Performance Goals and Investment Strategies Inform the Plan

1. Introduction
2. Goals, Objectives, and Measures
3. Modal Profiles
4. Revenue Forecast and Investment Scenarios
5. Rural (Non-MPO) Transportation Planning
6. Implementation Strategies

Expected to be published February 2020

LEARN MORE

www.txdot.gov, keyword search “TTP 2050”
www.texastransportationplan.com

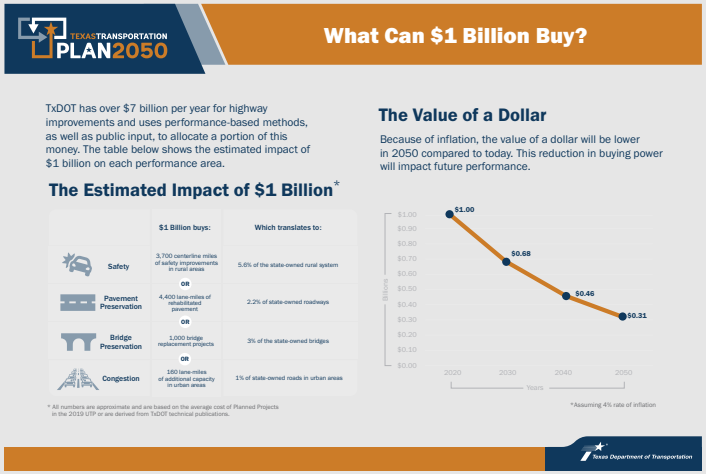
Learn more about TTP 2050

Story Maps

Explore informational tools introducing each mode, rural transportation systems, and emergency operations

Boards

Paying for Transportation, What Can $1 Billion Buy, Roles and Responsibilities of planning agencies



TEXAS TRANSPORTATION PLAN 2050

What Can $1 Billion Buy?

TxDOT has over $7 billion per year for highway improvements and uses performance-based methods, as well as public input, to allocate a portion of this money. The table below shows the estimated impact of $1 billion on each performance area.

The Estimated Impact of $1 Billion*

	$1 Billion buys:	Which translates to:
Safety	3,700 centerline miles of safety improvements in rural areas	5.6% of the state-owned rural system
	OR	
Pavement Preservation	4,400 lane-miles of rehabilitated pavement	2.2% of state-owned roadways
	OR	
Bridge Preservation	1,000 bridge replacement projects	3% of the state-owned bridges
	OR	
Congestion	160 lane-miles of additional capacity in urban areas	1% of state-owned roads in urban areas

* All numbers are approximate and are based on the average cost of Planned Projects in the 2019 UTP or are derived from TxDOT technical publications.

The Value of a Dollar

Because of inflation, the value of a dollar will be lower in 2050 compared to today. This reduction in buying power will impact future performance.

*Assuming 4% rate of inflation

Texas Department of Transportation

TxDOT wants to hear from you!

Submit a Comment

Turn in your comment card tonight

Call toll free and leave your comment 1-855-TEXAS-50 (839-2750)

Email at TTP_2050@txdot.gov

Visit TxDOT.gov and keyword search "TTP 2050"

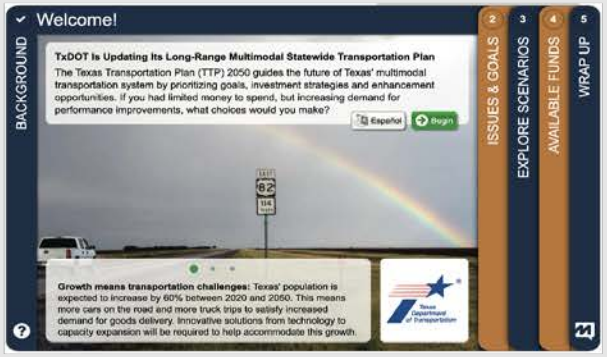
Comments will be received through early 2020, before TTP 2050 is officially adopted.

Complete the Emerging Technology Survey

Share your thoughts on the future of Texas transportation.

Take the Online Interactive Survey

Share what's most important to you and how you would invest with available funding.



Both surveys will close on November 15, 2019.

Texas Department of Transportation

YouTube

Search

Texas Transportation Plan 2050 Round 2 Outreach Open House

371 views • Sep 23, 2019

3 1 SHARE SAVE ...

Version 2: TTP 2050 Round 2 Public Meeting Presentation Script

- Slide 1: Hello and thank you for getting involved as we work to shape the future of transportation in Texas.
- Slide 2: The Texas Transportation Plan 2050 -or TTP 2050 is updated every 4 years and guides TxDOT planning and programming decisions by setting a long-range vision for the state's transportation network that looks 20 years or more into the future.
- Slide 3: Your input will help the Texas Department of Transportation and the Texas Transportation Commission prioritize transportation investments across the state, which will impact millions of people , as well as future generations.
- Slide 4: We want to know your thoughts and concerns about current transportation challenges and opportunities. We are also requesting feedback on priority areas identified by the state.
    - Slide 5-11: The plan is multimodal - in other words it covers all modes of transportation including roadways, freight and passenger

rail, bicycles, pedestrians, aviation, ports and waterways. By gaining a better understanding of your transportation priorities, TxDOT can sharpen its focus for how it invests your tax dollars over the next 30 years. These spending decisions are not made lightly.

- Slide 12: The last two transportation bills illuminated the importance of carrying out a performance-based planning process. We track a set of key performance measures to ensure transportation investments are making a positive impact on the safe and reliable movement of people and goods.
    - Slide 13: The purpose of this meeting is two-fold: For starters, we want to inform the public of the progress we've made on the planning process since our first round of statewide meetings in the spring. And secondly, we want to gather public feedback about how you would prioritize the limited resources available for future transportation improvements .
    - Slide 14: The state faces critical challenges over the next 30 years, with significant population and economic

growth projected through 2050. As the Texas economy expands, more people are predicted to move into the state's urban corridors.

- Slide 15: Technology holds the potential to address the population growth. Transportation planners expect to achieve benefits from technology, but also expect potential risks. One possibility is that self-driving, connected vehicles could make better use of our roadways by communicating with each other and traveling closer than humanly possible.
- Slide 16: Although this scenario would mean more vehicles fitting into a lane, it could also lead to higher congestion levels. The trade-offs of technology need to be examined as we establish the transportation priorities for the TTP.
- Slide 17: Given all the challenges, how do we prepare? What will the Texas transportation system require to meet the goals of the long-range plan ? To answer those questions, we will put together a comprehensive transportation assessment...

and we will also forecast future revenues available for transportation.

- Slide 18: How do we transition from understanding the State's transportation challenges to investing in a future filled with uncertainties? The short answer is comprehensive strategic planning.
- Slide 19: We carry out a deliberative blend of planning scenarios, which enables us to develop a range of investment strategies, which feed into the TTP.

- Slide 20: We anticipate the TTP first becoming available online in February 2020. We're also developing an interactive web version. If you'd like to learn more, please check out these links for additional information on the TTP and for a Virtual, Open House Tour. Visit www.txdot.gov, keyword search "TTP 2050" for all of relevant materials.
- Slide 21: As we wrap up this presentation, we ask that you learn more about the plan and provide your feedback. Story Maps and Information Boards are available to explain the variety of transportation modes as well as TxDOT's roles and responsibilities in the planning process.

- Slide 22: Thank you for joining us today for what is an extremely important process. We ask for you to make sure you connect with us by:
    - Telling us your priorities
    - Taking our online surveys
    - Leaving a comment
    - And Spreading the word
    - You can submit your comments using the contact information on the screen. You can also join our information list by emailing us at TTP_2050@txdot.gov.
    - Thank you for your time and attention. We hope you will stay informed and involved. Together, we can keep the great state of Texas moving forward.

Round 2 Public Involvement - Documentation

- Round 2 Executive Summary
- Round 2 Comment Matrix
- Round 2 PI Log – Events Matrix

Texas Transportation Plan 2050
Round 2 Stakeholder Meetings & Public Open Houses
Executive Summary

Outreach Overview

The second round of Texas Department of Transportation's (TxDOT) Texas Transportation Plan (TTP) 2050 stakeholder workshops and public open houses were held September through October of 2019. The engagement events were conducted at 14 locations across the state, along with a virtual open house posted on TxDOT's website.

Stakeholders included local, state, county, and municipal government representatives, as well as representatives from metropolitan planning organizations, active transportation organizations, local transportation agencies, councils of governments, ports and maritime commerce entities, and elected officials. Additional stakeholders included representatives from private transportation-related entities (oil and gas, Plains to Ports) and local TxDOT District personnel.

On each meeting day, the team held an afternoon stakeholder workshop and an evening public open house. In total, 207 stakeholders (in-person and virtual) and 109 members of the public attended the outreach events.

Region	Meeting Date
Laredo (LRD)	September 24, 2019
Corpus Christi (CRP)	September 25, 2019
Pharr (PHR)	September 26, 2019
Amarillo (AMA)	October 1, 2019
Lubbock (LBB)	October 2, 2019
Abilene (ABL)	October 3, 2019
Houston (HOU)	October 7, 2019
Tyler (TYL)	October 8, 2019
*Dallas/Fort Worth (DFW)	October 9, 2019
San Angelo (SJT)	October 21, 2019
Odessa (ODA)/Midland	October 22, 2019
El Paso (ELP)	October 23, 2019
San Antonio (SAT)	October 29, 2019
Austin (AUS)	October 30, 2019
**Meeting held at the North Central Texas Council of Governments (NCTCOG) office included TxDOT Dallas and Fort Worth Districts, while all other meetings were held at the corresponding TxDOT District Office.*	

The purpose of the second round of meetings was to:

- **Validate stakeholder and public feedback received during Round 1** on statewide goals and objectives, potential future challenges and regional needs, and environmental issues;

- **Inform stakeholders and public** of TxDOT's role as it relates to various modes and other transportation providers, TxDOT's revenue streams and how the funding may be used to support safety, pavement and bridge preservation improvement projects, and congestion mitigation, and how TxDOT is preparing for emerging transportation technologies.
- **Solicit public and stakeholder feedback on TTP 2050 priorities** including alternative performance scenarios and proposed investment strategies; as well as input on the public's level of comfort with and the State's role in emerging transportation technologies.

This document summarizes the findings across the regions, including responses to facilitated questions and instant polling, as well as submitted comments. Individual meeting summaries were prepared separately and provide more detailed documentation.

Stakeholder Meeting Overview

At each of the stakeholder meetings, TxDOT explained the purpose of TTP 2050. The TTP guides TxDOT's policy and decision-making by setting a 30-year, long-range vision for the state's transportation network. The plan is multimodal, covering all modes of transportation including roadways, freight and passenger rail, bicycles and pedestrians, aviation, ports and waterways, and more.

Texas is facing tremendous growth and with this growth comes challenges. The TTP 2050, once adopted, will provide policy guidance that informs the more near-term Unified Transportation Plan (UTP) as well as the Statewide Transportation Improvements Plan (STIP). The TTP is updated every four years.

Stakeholders received a TTP 2050 progress update and overview of the updated goals, objectives, and information regarding projected future transportation needs and proposed performance enhancements to the following categories: Highway Mobility, Highway Safety, Highway Preservation, Roadway Technology, Freight, Bicycle and Pedestrian, Transit, Aviation, Passenger Rail, and Ferry Operations. As part of the meeting, stakeholders participated in a facilitated discussion along with instant polling exercises to provide input and feedback on alternative performance scenarios and proposed investment strategies. Stakeholders were asked to respond to the online interactive survey tool. The combination of instant polling exercise and the online survey primed the stakeholders to discuss investment and funding priorities.

Following a facilitated discussion, information on the State's emerging transportation technologies as well as the TTP 2050 plan outline and next steps were presented. Please refer to the workshop presentation and the Round 2 Stakeholder Meetings and Public Open House Summary Notes for additional detail. For survey findings, see Technical Memo 1: Online Engagement Results.

Revised Goals and Objectives and Investment Scenario and Funding Simulation

The online interactive survey tool probed respondents for opinions on the proposed revised goals and objectives, investment scenarios and resulting performance predictors, and included a high-level $1 billion budgeting exercise. The online survey was available at the stakeholder meetings, the public open houses, and at www.txdot.gov. Subsequent to providing workshop attendees an

opportunity to participate in the survey, a facilitated discussion was held. The conversation highlights are captured below.

What stood out or surprised you while doing the online survey? (Numbers reflect total number of similar comments)

- Money is spent fast/constrained budget/$1B doesn't go far/Trouble with the budget/ Twenty years behind (the money needs to catch up) (19)
- User friendly/Liked the platform/Seeing how my ranking aligned with the average (aligned with some and way off on others)/Easy to use/Good format/Accessible/Liked ability to comment (17)
- Limited funds require funding priorities to be efficient and effective/Needs outweigh funding/Hard to balance needs with funding/Diversifying the money given the many categories (11)
- The survey allowed the user to be put in position of elected officials that must make tough decisions/Ranking how to spend the money, as it is different for different parts/There are outside factors for every scenario on how the money is spent/Considering needs, balancing urban versus rural difficult to do, as needs around the state differ/Helps public realize budget constraints/Trade-offs were difficult (11)
- Simplification builds bias into results/Too simplistic, concise/Doesn't capture the big picture/Challenging to give a universal answer/Too many independent variables/Didn't like any of the scenarios/Needs clarification on definitions for example, "What do you mean by safety?"/ A little vague, offer project examples (10)
- Unsure about the meaning of indicators and star ratings/Unable to pull all choices, goals, above the line [only top three allowed]/Unable to get level of detail or explore with the public using this instrument/Unsure about the purpose of age and zip code queries/Survey doesn't match the City of Castroville's issues and needs/Business As Usual, the investment scenario presented in the survey, was not very well defined (7)
- Improve safety/All options have safety emphasis, could lead to biased results/Balancing safety and mobility (4)
- Couldn't select increments less than $200 million; $50/100 million would help some areas. Balanced funding was difficult/Funding increments didn't work, wanted to spend differently than increments presented. (3)
- Mostly negative/Looking backward instead of forward/Need more realistic expectations going forward (3)
- Defining the problem is challenging/Today's problems won't be the problems of 2050/Hard to know what to expect in 2050 (3)
- Interesting to be able to play with the budget/Enjoyed creating a budget (2)
- Surprised by status quo, "Business as Usual" investment scenario option/Can't buy your way out – Current solutions don't work (2)
- Congestion never improves (2)

- Protect the environment [as a goal]/Air quality needs to be addressed (2)
- Funding difficulty due to increments and confusing scenarios - would not put rural and freight together
- Connectivity versus congestion relief
- Communication/Environmental goals not represented as there is no funding breakdown
- The gas tax has remained the same since 1991
- Highway passenger vehicle biased
- Only so much TxDOT can do
- Oversight
- Projects becoming very expensive; even after doing homework and data-driven decision making, we may not satisfy performance targets.
- So far only hearing about supply side. What about demand side in terms of land use and control? Land use drives transportation needs.
- Freight tied to rural connectivity should be separated
- Ped/transit lumped together, and they should be two distinct categories

What are your investment and funding priorities? (Numbers reflect total number of similar comments)

- Safety – Trucks traveling next to schools, parks, neighborhoods/Safety covers all other areas/Safer ways to travel are needed between towns for people and freight (Super 2's)/Deliver projects faster to free up money for safety/Lighting and traffic control if built correctly improves safety/Highway safety standards need to be revisited/invest in signage/Bike lanes must be safer. (17)
- Funding needs outweigh funding/Delivering projects with no rollover to save money/Invest strategically by considering economic development centers [West Texas Energy Sector] instead of population/Be strategic with short term funding needs/Efficient project delivery - large funding and limited supplies result in huge inflationary costs/Funding deficits don't allow everything to get done/Planned funding for urban transit/Putting bike and pedestrian [funding] with transit is challenging/Motor fuel tax has not changed in many years. Inflation eats it up. Something for the legislature to consider/Never enough money to address if we continue to sprawl (14)
- Alternative modes/Plan bike lanes in rural areas/Bike and pedestrian is important but doesn't require the major investment transit needs/Choice is important/Alternative modes of transportation must be convenient and run on a variety of schedules/Multimodal within base and outside (Joint Base - SA)/Multimodal options – light rail, scooter - expands capacity but doesn't add congestion/Funding for mobility solutions - bike lanes, rural van services/ Solutions other than building our way out – transit, first & last mile, connected vehicles, telecommuting, vanpool, and rail. (9)

- Congestion relief (improves all other areas)/Using alternative routes (in order to have relief, traffic must be diverted)/Not solely expanding existing infrastructure/Optimize movement/Mobility (8)
- Rural: Address possible technology connection and service gaps in rural areas/Connectivity of rural areas (Cat 4 connectivity funds)/Preservation (especially energy industry areas with transient populations)/Add capacity for freight to relieve interstates/Van pools don't meet needs – alternative solutions are desired (8)
- System preservation/Preserve infrastructure without creating more congestion (maintenance=construction=congestion)/Maintain what we have/ Design roads equipped for traffic at the front end to keep preservation costs low/Reduce the need to build new infrastructure (7)
- Solutions to mobility issues in regards to projected population increase/Current transportation infrastructure doesn't support projected population growth/Future planning for projected population growth/Port and L&G plant to hire thousands in coming years – must find new ways to move people/Start over and rebuild the system. It does not match the demands (5)
- Add capacity while maintaining safety/Expansion while still maintaining what we have (holistic approach to state's needs)/Bridges – replace over preservation/I-20 needs six lanes in West Texas (4)
- Current funding formula doesn't account for port of entry needs (Laredo gets pounded for the benefit of the state.)/Consider unique needs of port of entry – El Paso borders three states and two countries/Specific funding formula – factor in international travel and impact on infrastructure. (4)
- Need for commuter rail/Amtrak is a shared track for freight and passengers – passenger rail often delayed/Light rail system between San Marcos and Austin/High speed rail between Houston, San Antonio, and Dallas to include Austin (4)
- Communication - Informing public at all levels minimizes frustration/Continue to communicate to make sure connectivity is maintained between TxDOT and JBSA/TxDOT needs to involve everyone/Ensure two-way communication with other transit agencies (ride share, metro, etc.). (4)
- Identify strategies at statewide level – Create a toolbox with strategies and allow districts and locals to identify specific projects/Big objective goals – develop projects and prioritize/Better defined decision standards with TxDOT projects. (3)
- Consider flooding – Ability to evacuate people/Set aside funding for uncertainties like droughts and flooding. (2)
- Balance safety and the implementation of alternative transportation/Mobility and congestion improve safety and can include bike/pedestrian (2)
- Environment: Space X (disturbing wildlife and plants) and wind turbines (killing birds & changing migration patterns of monarchs)/Quality of life – Alternative modes versus carrying goods and services (2)

- Mass transit – transit only lanes/international terminal. Increases reliability and connects cities/Transit - moves large numbers of people. (2)
- Bridge safety (overpasses) – address height plus weight; not weight only
- Want information about the use of delivery drones regarding air space, control, and crashes
- Invest in a commerce based road – Our economic impact is tremendous but the roads are dangerous. The workers don't have options. The trucks and roads are their offices.
- Tolling – revisit using an education campaign – it has earning potential, saves time, and adds reliability to commute. SH 1 is expanding because people are using it. If I-30 didn't exist, imagine what I-35 would look like.
- Moving people and goods in an environmentally-friendly, cost effective, safe way.

Comment Card

Stakeholders and the public were asked to fill out a comment card as an additional avenue for providing feedback and input to the plan. The following represents the verbatim stakeholder and public comments received and categorized. Note: the majority of public comments were submitted via the Round 2 online interactive survey, these are summarized in the TTP 2050 survey summary report, Technical Memo 1: Online Engagement Results for more information.

Active Transportation

- I would like to see TxDOT create separate bike lanes and improve and expand pedestrian safety statewide in major cities.
- Create a bike/pedestrian underpass under 183 bridge at the Colorado River on the south side of the river. A hike/bike trail extends for miles to the west of the 183 bridges along the river this trail ends at the 183 bridges. This is the only safe crossing of 183 south of the river and it would be very easy to build.
- My comment for this plan is that I would like to see more of bike lanes in Austin as well as protect the bike lanes because things are safe out there for bicycle riders but also like to see the changes in the bike laws in general including the use of cross walks not being protected should something happen to a bicycle ride or if they're on the bike and the cross walk yet they're allowed to use the crosswalk legally on the bicycle just to make sense from a liability stand point they're effectively a pedestrian being hit by a car at that point but they have never your protection.

Environment

- Mitigate legacy adverse impacts against low income and communities of color.
- I would like to see TxDOT work with local governments whose historic downtowns are limited due to TxDOT owning the state highway ROW. This would help small governments better design their cities.
- Dear TxDOT, Please prioritize our environment, the safety of Texas, and funding transit. These are our needs-not just our wants. I understand the constraints, but such is the fight for the good fight for your efforts to meet our needs, thank you!

- People stop subsidizing and encouraging driving lanes in cars. Please be more realistic and responsible about climate change. Please overhaul flawed regional growth forecasts system.

Freight

- Utilize the land along the Rio Grande River for parking for the trucking industry.

Funding

- Funding - Laredo is the country's #1 inland port and should be funded as such.
- TxDOT currently receives flexible federal surface transportation program (STP) dollars, and then limits their use to the state highway system. TxDOT must follow the lead of other states to invest in the full range of urban transportation infrastructure.
- Fair distribution of benefits and impacts means invest where the people are, in Texas's busiest economic centers and neighborhoods.
- Fund and utilize established RTPOs (Rural Transportation Planning Organizations) (defined by Fast Act) to keep local elected officials coordinated and informed.
- Would like to see more on strategies for future funding shortfalls.
- Raise the gas tax to at least as high as CA, if not more.

General

- Work w/GPS companies to recommend alternative paths during high traffic times.
- Need infrastructure improvements to serve growing population.
- Please consider using Polypropylene pipe, SS4122, thermoplastic pipe (HP storm) in future projects. As an employee of Advanced Drainage Systems, it means job security, but as a tax payer and Houstonian, it means more bang for my buck. Thermoplastic pipe is currently used all across the nation saving the government millions of dollars while delivering a superior product. Please consider utilizing Polypropylene pipe on TxDOT projects. This is just one way to help stretch the budget when the value of the dollar will be less in 2050.
- On the subject of a Transportation Plan, what are the chances of having all (the large) employers develop shift work...? As opposed to the present "EVERYONE needs to be at work in the morning" (rush hour), and then lunch, and at the end of the day...Two or three shifts will undoubtedly reduce the number of vehicles in traffic at specific times. It will likely reduce accidents and the amount of maintenance required for the roads themselves. To me it’s not an option: large employers, have to change the requirements of having the entire work force ""out of the house and on the road to work"" at the SAME TIME EVERYDAY...

Multimodal

- I want to see far greater focus on public transportation, pedestrian access, and pedestrian safety. I strongly disagree in spending billions to widen existing highways or build (most) new ones. We need to reduce VMT to prepare for climate change-just around the corner. Public transportation efficiently moves large quantities of people-versus single occupancy vehicles.
- I would like to see TxDOT and the State of Texas to help not only incentivize alternative transportation but to remove the subsidies that go into supporting the overwhelming use of

the car in Texas. Encouraging the building of bike lanes, bus systems, and rail systems will help both urban and rural Texas.

- Mr. Peter Svarzbein, ELP D-1 Rep, turned in the Paso Del Norte Trail Chapter 5 document and the City of El Paso Street Car Phase II Feasibility Study-Build 2019 Discretionary Grant Application document.
- The Texas Department of Transportation is one of the worst transportation departments in the United States. It underfunds public transportation and bicycle and pedestrian facilities. It kills thousands of drivers each year by continuing to construct roadways and increase lane widths. If driving deaths are the issue, then it is reasonable to believe that decreasing road funding and shifting funding to public transportation will save lives. Widening roads allows drivers to drive faster, the faster a car moves the more likely a fatality occurs in a crash. TxDOT is knowingly and intentionally NOT pursuing measures to reduce traffic deaths. This is shameful and criminal.
- Please give highest priority to safe access by all modes equitably for all people in Texas. Please stop adding car priority lane capacity. Please eliminate funding limits that don't allow multi-modal spending based on performance metrics. Please end traffic deaths and serious injuries.
- TxDOT can and should ask Texans how they would prefer to travel. Our current travel options are constrained by generations of highway-focused investment. A significant and growing share of Texans want to use transit and/or active transportation, but cannot do so where previous state investment has not made those modes safe or convenient.
- We really need to allow motorcycles to ride between cars (AKA “lane share” or “split lanes”) in Texas. From commuting in a car in Houston, Texas, I lose 3-4 hours per day, nearly half of a workday, half of my salary. Taking the toll road only saves me around 30 minutes each way and costs me $9/day. Riding a motorcycle in the HOV lane in Texas without lane-splitting doesn’t save me much time when I have to wait in a lot of traffic just to get to the lane and/or when cars are also stopped in that lane. Lane-splitting in Los Angeles County and Orange County, California cut my commute time into at least a half (sometimes into a third), saved gas (my motorcycle gives me 65 mpg!), and forced me to focus on the road (instead of my cell phone). I have never broken a bone or gotten road rash in my life, despite lane-splitting daily for 6 years (sometimes 60 miles each way) AND riding at the track for fun on weekends. I have probably done more damage to my health and lost more of my life from driving a car than from riding a motorcycle. Seriously, this is an easy solution that would cost the government NOTHING and improve the lives of MANY by increasing productivity and/or leisure time.

Performance Measures

- Most important: measure the right performance data. Level of service-more capacity-more driving-and invariably more congestion. Measure both total vehicle miles traveled (VMT) and per capita VMT instead.
- We know from regional and local data that commute trips are a small minority of trips. One main reason people focus on commutes is because those are the only trips the US Census has asked about before now. However, if TxDOT is capturing its own data, you can and

should ask Texans about all other trips respondents make, for school, shopping, recreation, etc.

- I respectfully urge TxDOT to reach out to local MPOs and cities across the state, including H-GAC (Houston-Galveston Area Council), the City of Austin, and others, who have already developed more robust travel mode questions to more fully understand the travel behavior and modern travel preferences of Texans.

Public Involvement

- Very informative meeting. Provided active exercises to strategize different implementation of funding and prioritizing
- Good information. Always great to have open and active dialogue
- I enjoyed the visuals of the information printed online. TxDOT Role Chart and Paying for Transportation chart
- Good exercises. Good presentations. Accurate information. Took suggestions from last meeting. Good interaction from the group. Great discussions
- I really like this format that is available online.
- TxDOT employee Ibrahim Tembely was extremely helpful in explaining the different [open house] stations in the TxDOT 2050 Plan. Great Job!! Super Employee!!
- Very well put together. Be a good idea to add future projects coming to the district.
- Suggest on #EndTheStreak poster, include pedestrian possibilities as well.
- Your infographics on the easels were very very good. I would love a copy of the table with the 4 icons - How TxDOT assists with various project types in different jurisdictions.
- Thank you for this opportunity to attend today's meeting. I submitted written comments online when I completed the public survey.
- Good job team. Would like to see more proposals on simulations of what the funding will get us and timelines for completion.
- Please have more meaningful meetings if you are going to have people come to events like this.
- I think a group wide Q&A would be valuable, even if very short length. The UTP should be mentioned as a resource for members of the public. I only know about it because I am a TxDOT employee. I'd love to hear about the results (the final report) and would like to know where that will be published. If a breakdown of categorized planned projects could be shown, that would also be useful.
- This is not for the public. You don't listen to the public because you're in Agenda 21 members city(?) and through the state built in 1975 by then Democrat Gov. Dolph Brisco. I know for a fact got the documents to prove what I've just said this is an agenda that you're following through that your Agenda 21 process to 2050. It is not for the general public. You don't care about the general public got it. I'm not that stupid.
- Thanks for coming to Houston for the 2050 stakeholder meeting last week!

- I took a few minutes to complete the Transportation Usage survey (https://www.surveymonkey.com/r/TTP2050) before sharing it with other community leaders. There are three significant data issues related to question 3, which I strongly urge you to adjust as soon as possible. First, the commute mode question should ask respondents to "check every option that you use at least once a week." As long as any given Texan drives to work 51% of the time, a question that asks, "How do you commute from home to work or school most of the time? Choose one commute method" is going to overstate the legacy importance of driving, and understate the growing demand for safe alternatives to driving. For example, I bike to work a couple days a week, ride the bus when the weather is wet, and drive on the days my kids have activities. The current survey question will not capture that I value the TxDOT-funded shared-use path I commute on through Buffalo Bayou Park, and it will not capture that TxDOT's delays to their two-way HOV lanes on I-10 inside the I-610 loop make transit service less reliable.

Rail

- Rail is the future of mass transportation (i.e. high-speed train between Houston, Dallas, Austin)
- TxDOT should be investing in commuter rail across the state, not just the Heartland Flyer.
- Investment in Short Line Rail can have a large impact on rural areas: regular freight on highways, share w/passenger trains, economic development opportunities to shorten freight trucks and provide more smaller freight access points to major rail
- Please consider existing short line rail that needs funding to preserve. Freight rail can replace a lot of trucks.
- What's the future of light rail in Texas cities? And Bullet train in Texas?

Roadways

- Need to consider alternate corridors like Ports-to-Plains corridor to help relieve congestion along I-35 corridor. In addition, it would provide redundancy and resiliency for situations like Hurricane Harvey that crippled freight mobility for quite some time. Having another viable corridor would help provide alternatives
- Increase/entertain more roadways w/80+ mph speed limits
- Abilene has seen substantial growth, increased freight movement and enormous energy sector activities. Due to these factors, I-20 is in need of funding to have its corridor changed to accommodate three lanes of travel in each direction.
- TxDOT should continue to focus on highway expansion and preservation. Toll-free facilities are preferred.
- Identification of more corridors in West Texas included in this plan.
- Build major freeway between San Marcos and Bryan on SH 21 then connect over to US 79 to Palestine. Jacksonville to Marshall, take HOV-HOT lanes off all Texas highways. Build freeway on SH 111, Airport Blvd in Austin from 71 to I-35. Put money into improving state highways. Take toll off 183 in Austin. Decrease congestion in Austin.

- I plan to leave Texas after retirement from TxDOT. One of the reasons for the departure is due to vast traffic problems. More and more people are moving to this state much larger cities in Texas have manageable and accessible roads. No underground system and less toll roads.
- Airline, ocean, Everhart, Robert, Alameda' and many other streets are falling apart. How can ocean drive have the most expensive properties but the worst road? [Corpus Christi]
- I've seen countless road projects, which were supposed to fix the traffic situation, but turned out to being, "it DID make that specific intersection safer, according to the fine print"...The amount of cars, and the time spent on the roads/in traffic remained the same, if not worse.
- Stop the tinkering with social engineering techniques to force drivers to change behavior like HOV, bus, and bike lanes, cease putting up roadblocks to drivers, and expand our roads, improve intersections and the timing of traffic signals as necessary to actually alleviate congestion and enhance mobility for all drivers. Using a very skewed online survey to provide you with skewed numbers to justify your positions is wrong.
- Too bad these meetings were not held when TxDOT was in the early planning stages of the changes we're experiencing along I-10 between the 1604 and Boerne. Maybe they were held, and, if so, I'm sure I put my two cents in back then. However, it did no good, TxDOT decided to change our two-way frontage roads to one-way affairs anyway. Talk about a huge waste of resources. More time, fuel, fumes, and frustration between points A and B. Driving Texas was more fun and easier, back in the day before one-way frontage roads. Sure, in places like our metro areas where intersections are more closely spaced out, the concept is more reasonable. However, here in the hinterlands, intersections are not so closely spaced. Even those being added to the network are another level of road construction resources wasted.
- One shoe does not fit all solutions. When is TxDOT going to realize that installing more go-around [roundabout] intersections is more efficient, less time consuming, and effective than all the stoplights and watch cameras that only serve to waste additional time and fuel. Isn't it time for TxDOT to considered better traffic intersection management solutions like the GoAround, operating smoothly today around the country and world for that matter?
- I would like to suggest that a long overdue project needs to be considered. A bridged ramp needs to be constructed from Eastbound Hwy 82 to Northbound Hwy 75. This would be great for autos, but tremendous for the tractor trailer traffic. As it is now, there is entirely too much congestion and time lost in the current interchange configuration.
- Please stop the tinkering with social engineering techniques to force drivers to change behavior like HOV, bus, and bike lanes. Cease putting up roadblocks to drivers, and expand our roads, improve intersections, and the timing of traffic signals as necessary to actually alleviate congestion and enhance mobility for all drivers.
- Mr. Ramirez called asking for the status of his side of Loop 375 getting noise barrier/wall. He lives at [redacted], El Paso, Texas 79936. Outer side of Ashmere has one already from Montana S. Their area was skipped. The noise from Loop 375 is getting worse.

- There's a question later in the survey on the importance of key issues which conflates "narrow" and “unsafe" roads. We know that wider roads lead to higher speeds, riskier driving, and less safety for non-motorized users. In light of our Vision Zero commitment, this question may be a good place to teach Texans about speed management.
- I know what it is right now, a 3rd lane in I-20 corridor between Penwell and east of Midland. Re-pave ALL the highways into and out of Odessa and all the access to roads on each highway. All are full of potholes, stop patching and start repaving, lights at JBS Parkway and N loop 338. Lights at 302 and 866, lights at 302 and 181.
- As a citizen of Stanton, Texas I feel like I must let you know that your decision to take down the overpass on the west of town was one of the most stupid things you have ever done. I know that an overpass in Big Spring was lowered the same day as the one in Stanton. The one if Big Spring has already been replaced and has been open for usage for many months. The citizens of Stanton are very upset with the Highway Department with the tearing down of this vital road. It is very simple to rebuild it right where it is. You would only have to increase the slope of the ramps going over the interstate. Just raise the overpass to the same height as the other overpasses that the interstate goes under along this same highway. Your previous meeting saying the new plan was to make the 4 lanes of the interstate go up and over and the other going underneath, is one of the dumbest plans that could ever be planned. The interstate roads would freeze in cold weather and being right at a major curve in the road numerous wrecks would happen very often. Besides that plan would take decades to get accomplished. A simpler plan would be rebuild what we had only a few feet higher. One day there was a wreck on the East side of Stanton on the Interstate. All traffic had to be diverted onto the service roads both directions for several hours. The little town of Stanton was covered up with people trying to go through and get back on the interstate. Traffic was stalled for hours. If the ambulance needed to get from Stanton to Midland that day it would have been impossible for them to get there in a timely matter. I was very grateful no one, that I am aware of, lost a life because emergency help could not get there soon. You took our overpass out of use with no plans on rebuilding in the near future. It is so very inconvenient to get onto the interstate by the Stripes intersection and going across the south service road then cross over 829 and get on the interstate from the north service road. Farmers have a lot of trouble getting to their fields with equipment, etc. I work at the Farmers Cooperative Association in Stanton and we have noticed a major drop in our revenue with the overpass by us being out.
- Please, PLEASE, PRETTY PLEASE give us our OVERPASS back on the West side of Stanton.

Safety

- More communication/enforcement of slower vehicles traveling in the fast lane
- ALL state facilities should have pedestrian and bicyclist safety as main priority in planning, design, construction and maintenance.

Technology

- Improvements to messaging system on major thoroughfares

- Ride sharing services are going to be prevalent it will change all your planning. With less cars and more utilization per car hour (lanes, in one hour use of a car) Telecomms/etc. will dramatically alter your utilization as well.
- Vehicle electrification deserves an entire page and will be bigger than self-driving plus self-driving will be electric. Fundamental change: autonomous getting too much attention.
- Infrastructure will be a lot less oil and gas pipelines and more about fiber optic, underground high voltage transmission.
- Let's stay ahead of the tech revolution. Let's incorporate technology to make roads safer (autonomous vehicles-The Boring Company)

Transit

- TxDOT must commit in our state's busy urban areas-to invest in two-way, all-day HOV lanes to support more reliable, more convenient regional transit service offered by local transit agencies.
- State DOT USE of ROW for Transit-TxDOT should leverage its ROW for more access to transit in urban areas...this may also help address emerging technologies questions
- We need to start planning on the use of mass transit systems in the future design of highways. We cannot continue to build roads wider and wider.
- In the midst of the climate crisis, ever-worsening congestion, and the worst road fatality rate in the country, why are you not considering increasing public transit spending massively? All evidence points out that widening highways does nothing to reduce congestion. What's the reason for the car-centric approach? Can't you see that it's not working?

Conclusion

TTP 2050 Round 2 engagement presented alternative performance scenarios and investment strategies. These scenarios and strategies were coupled with associated predictive performance metrics. When stakeholders and the public were provided an opportunity to comment on them, there seems to be a split between urban and rural areas. Urban areas tended to want to do more to relieve congestion. Comments included more transit, rail, active transportation (walk/bike), and technology being preferred over traditional added capacity approaches. For rural areas, especially those that experience increased traffic associated with commerce and freight, added capacity, new corridors, and better connectivity to urban areas was noted. Additionally, the port cities of El Paso and Laredo articulated the need for special funding considerations and infrastructure improvements considering the volume of crossings of people, freight, and automobiles. Overall, stakeholders and the public seem to be very familiar with the challenges TxDOT faces with increased populations in the urban areas and an economy that is growing and producing more freight for all areas of the state. How TxDOT addresses these challenges will be the key to garnering public support. Please refer to the TTP 2050 draft plan for more information.

Texas Transportation Plan 2050
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TxDOT TTP 2050 R-2 Comment Matrix (September/October 2019)

Commenter Number	Meeting Location/Source	Comment Date	Commenter Name	Organization	City, State, Zip	Texas Transportation Code Response:	Comments	Response
1	Laredo Meeting Comment Card	9/24/19	Hugo Seca	Killam Development	Laredo, TX 78041	I do business w/TxDOT	What's the future of light rail in Texas cities? And Bullet train in Texas?	
2	Laredo Meeting Comment Card	9/24/19	Ramon E. Chavez	City of Laredo	Laredo, TX 78040	I do business w/TxDOT	Very informative meeting. Provided active exercises to strategize different implementation of funding and prioritizing	
3	Laredo Meeting Comment Card	9/24/19	Robert Eads	City of Laredo	Laredo, TX 78040	I do business w/TxDOT	Good information. Always great to have open and active dialogue	
4	Laredo Meeting Comment Card	9/24/19					Laredo is the country's #1 inland port and should be funded as such.	
5	Laredo Meeting Comment Card	9/24/19	Charlie Martens	Self	Laredo, TX 78041		Discussion related to utilizing the land along the Rio Grande River, for us as parking for the trucking industry.	
6	Lubbock Meeting Comment Card	10/2/19	Michael Keenum	City of Lubbock	Lubbock, TX 79457	I do business w/TxDOT	Need to consider alternate corridors like Ports-to-Plains cooridor to help relieve congestion along I-35 corridor. In addition it would provide redundancy and resiliecy for situations like Hurricane Harvey that crippled freight mobility for quite some time. Having another viable corridor would help provide alternatives	
7	Lubbock Meeting Comment Card	10/2/19	Kemberly McDaniel	LANWT-CRP	Lubbock, TX 79401		I enjoyed the visuals of the information printed online. TxDOT Role Chart and Paying for Transportation chart	
8	Lubbock Meeting Typed Comments Turned in w/attachments	10/2/19		Ports-to-Plains Alliance				
9	Abilene Meeting Comment Card	10/3/19	Max Johnson	City of Abilene/Public Works			1. Increase/entertain more roadways w/80+ mph speed limits 2. More communication/enforcement of slower vehicles traveling in the fast lane 3. Future of mass transportation (i.e. high speed train between Houston, Dallas, Austin) 4. Improvements to messaging system on major thoroughfares 5. Work w/GPS companies to recommend alternative paths during high traffic times.	
10	Abilene Meeting Comment Card	10/3/19	James M. Rogge	City of Abilene/Public Works	Abilene, TX 79601		Good exercises. Good presentations. Accurate information. Took suggestions from last meeting. Good interaction from the group. Great discussions	
11	Abilene Meeting Comment Card	10/3/19	Cliff Hallford	TxDOT Abilene	Abilene, TX 79601	I am employeed by TxDOT	Abilene has seen substantial growth, increased freight movement and enormous energy sector activities. Due to these factors IH-20 is in need of funding to have its corridor changed to accommodate three lanes of travel in each direction.	
12	Houston Meeting Comment Card	10/7/19	Robin Holzer	COH Bicycle Advisory Committee			TxDOT currently receives flexible federal surface transportation program (STP) dollars,and then limits their use to the state highway system. TxDOT must follow the lead of other states to invest in the full range of urban transportation infrastructure. TxDOT must commit in our state's busy urban areas-to invest in two-way, all-day HOV lanes to support more reliable, more convenient regional transit service offered by local transit agencies.	
							Most important: measure the right performance data. Level of service-more capacity-more driving-and invariably more congestion. Measure both total vehicles miles traveled (VMT) and per capita VMT instead.	
							Fair distribution of benefits and impacts means 1. Invest where the people are, in Texas's busiest economic centers and neighborhoods, and 2. Mitigate legacy adverse impacts against low income and communities of color.	
13	Houston Meeting Comment Card	10/7/19	Clint McManus	TEI			Passenger Rail-TxDOT should be investing in commuter rail across the state, not just the Heartland Flyer; State DOT USE of ROW for Transit-TxDOT should leverage its ROW fo more access to transit in urban areas...this may also help address emerging technologies questions; ALL state facilities should have pedestrian and bicyclist safety as main priority in planning, design, construction and maintenance.	
14	Houston Meeting Comment Card	10/7/19	Vivek Chikyala	Gorrondona Engineering Services	Manuel, TX 77578	I do business w/TxDOT	Need infrastructure improvements to serve growing population	
15	Houston Meeting Comment Card	10/7/19	Oscar Slotboom		Houston, TX 77040		TxDOT should continue to focus on highway expansion and preservation. Toll-free facilities are preferred.	
16	Houston Meeting Comment Card	10/7/19	Troy McAlister	Advanced Drainage Systems	Houston, TX 77095		Please consider using Polypropylene pipe, SS4122, thermoplastic pipe (HP storm) in future projects. As an employee of Advanced Drainage Systems, it means job security, but as a tax payer and Houstonian, it means more bang for my buck. Thermoplastic pipe is currently used all acorss the nation saving the government millions of dollars while delivering a superior product. Please consider utilizing Polypropylene pipe on TxDOT projects. This is just one way to help stretch the budget when the value of the dollar will be less in 2050. Thank you!	
17	Houston Meeting Comment Card	10/7/19	Margo Fendrich	Winlow Place CC/Make I-45 Better Coaltion	Houston, TX 77098		I want to see far greater focus on public transportation, pedestrian access, and pedestrian safety. I strongly disagree in spending billions to widen existing highways or build (most) new ones. We need to reduce VMT to prepare for climate change-just around the corner. Public transportation efficeintly moves large quantities of people-versus single occupancy vehicles.	
18	Houston Meeting Comment Card	10/7/19	Ricky Miller	SN 5	Houston, TX 77088		We need to start planning on the use of mass transit systems in the future design of highways. We cannot continue to build roads wider and wider.	
19	Houston Meeting Comment Card	10/7/19	Debora Callahan	Texas Professional Driver Education Assn.	Bellaire, TX 77401	None of the above	I would like to see TxDOT create separate bike lanes and improve and expand pedestrian safety statewide in major cities.	

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20	Tyler Meeting Comment Card	10/8/19	Chris Brown	Ark-Tex COG			Investement in Short Line Rail can have a large impact on rural areas: regular freight on highways, share w/passenger trains, economy development opportunities to shorten frieght trucks and provide more smaller freight access points to major rail Fund and utilize established RTPOs (defined by Fast Act) to keep local elected officials coordinated and informed.	
21	Tyler Meeting Comment Card	10/8/19	Brian Lee	Titus County	Mt. Pleasant, TX 75455	I do business w/TxDOT	I really like this format that is available online. Please consider existing short line rail that needs funding to preserve. Frieght rail can replace a lot of trucks.	
22	Dallas/Ft. Worth Comment Card	10/9/19	Brian Salvesen	UT Arlington			I would like to see TxDOT and the State of Texas to help no only incentivise alternative transportation but to remove the subsidies that go into supporting the overwhelming use of the car in Texas. Encouraging the building of bike lanes, bus systems, and rail systems will help both urban and rural Texas. I would also like to see TxDOT work with local governments whose historic downtowns are limited due to TxDOT owning the state highway ROW. This would help small governments better design their cities.	
23	San Angelo Comment Card	10/21/19	Major Hofheins	San Angelo MPO	San Angelo, TX 76903		Would like to see more on strategies for future funding shortfalls. Identification of more corridors in West Texas included in this plan.	
24	Midland/Odessa Comment Card	10/22/19	Brian Adkins	Dunaway Associates	Fort Worth, TX 76107	I do business w/TxDOT	TxDOT employee Ibrahim Tembely was extremely helpful in explaining the different stations in the TxDOT 2050 Plan. Great Job!! Super Employee!!	
25	El Paso Comment Card	10/23/19	Alberto Mata, Jr.	Walter P. Moore	El Paso, TX 79907	I do business w/TxDOT and I could benefit monetarily from the project or other item about which I am commenting	Very well put together. Be a good idea to add future projects coming to the district.	
26	El Paso Comment Card	10/23/19	Sifo Negron		El Paso, TX 79902		Suggest on # end the streak poster, include pedestrian possibilites as well.	
27	El Paso Comment Card	10/23/19	Howard Pearlmutter		El Paso, TX 79912		1. Raise the gas tax to at least as hight as CA, if not more. 2. Ride sharing services are going to be prevalant it will change all your planning with less cars and more utilization per car hour (lanes an one how use of a car) 3. Telecomms/etc. will dramatically alter your utilization as well 4. Vehicle electrification deserves an entire page and will be bigger than self driving plus self driving wll be electric. Fundamental change; autonomous getting too much attention. 5. Infrastructure will be a lot less oil ane gas pipelines and more about fiber optic, underground high voltage transmission.	
28	El Paso Stakeholder Meeting City Information Turned In for TxDOT to review	10/23/19	Peter Svarzbein	City of El Paso Representative, District 1			Mr. Peter Svarzbein, ELP D-1 Rep, turned in the Paso Del Norte Trail Chapter 5 document and the City of El Paso Street Car Phase II Feasibiity Study-Build 2019 Discretionary Grant Application document (see attached supporting documents)	
29	San Antonio Comment Card	10/29/19	Lauren Simcic	COSA/TCI	San Antonio, TX 78205		Your infographics on the easels were very very good. I would love a copy of the table with the 4 icons-How TxDOT assists with various project types in different jurisdictions.	
30	San Antonio Comment Card	10/29/19	Gordon Robinson	CCRTA	Corpus Christi, TX 78401	I do business w/TxDOT	Thank you for this opportunity to attend today's meeting. I submitted written comment online when I completed the public survey.	
31	San Antonio Comment Card	10/29/19	Don Dixon	Citizen	San Antonio, TX 78209		Build major freeway between San Marcos and Bryan on SH 21 then connect over to US 79 to Palestine. Jacksonville to Marshall take HOV-Not lanes off all Texas highways. Build freeway on SH 111, Airport Blvd in Austin from 71 to I-35. Put money into improving state highways. Take toll off 183 in Austin decrease congestion in Austin.	
32	Austin Comment Card	10/30/19	Heather Yu	Farm & City	Austin, TX 78751		Dear TxDOT, Please prioritize our environment, the safety of Texas and funding transit. These are our **needs** not just our wants. I understand the constraints, but such is the fight for the good fight. For your efforts to meet our needs, thank you!	
33	Austin Comment Card	10/30/19	Anonymous				The Texas Department of Transportation is one of the worst transportation departments in the United States. It horribly underfunds public transportation and bicycle and pedestrian facilities. It kills thousands of drivers each year by continuing to construct roadways and increase lane widths. If driving deaths are the issue, then it is reasonable to believe that decreasing road funding and shifting funding to public transportation will save lives. Widening roads allows drivers to drive faster, the faster a car moves the more likely a fatality occur in a crash. TxDOT is knowinly and intentionally NOT persuing measures to reduce traffic deaths. This is shameful and criminal.	
34	Austin Comment Card	10/30/19	KC			I do business with TxDOT	Good job team. Would like to see more proposals on simulations of what the funding will set us and timelines for completion.	

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35	Austin Comment Card	10/30/19	Malcolm Yeatts		Austin, TX 78741		Create a bike/pedestrian underpass under 183 bridge at the Colorado River on the south side of the river. A hike/bike trail extends for miles to the west of the 183 bridges along the river this trail ends at the 183 bridges. This is the only safe crossing of 183 south of the river and it would be very easy to build.	
36	Austin Comment Card	10/30/19	Floyd Hensen		Austin, TX 78723	I am employeed by TxDOT	I plan to leave Texas after retirement from TxDOT. One of the reasons for the departure is due to vast traffic problems. More and more people are moving to this state much larger cities in Texas have manageable andd accessible roads. No underground system and less toll roads.	
37	Austin Comment Card	10/30/19	Jay Blazek Crossley	Farm & City	Austin, TX 78752		Please give highest priority to safe access by all modes equitably for all people in Texas. Please stop adding car priority lane capacity. Please eliminate funding limits that don't allow multi-modal spending based on performance metrics. Please end traffic deaths and serious injuries. Please have more meaningful meetings if you are going to have people come to events like this. People stop subsidicing and encouraging driving lanes in cars. Please be more realistic and responsible about climate change. Please overhaul flawed regional growth forecasts system.	
38	Austin Comment Card	10/30/19	Nicole Nabulsi		Austin, TX 78731		Let's stay ahead of the tech revolution. Let's incorporate technology to make roads safer (autonomous vehicles-The Boring Company)	
39	Austin Comment Card	10/30/19	Jessica Lane	TxDOT	Austin, TX 78759	I am employeed by TxDOT	I think a group wide Q&A would be valuable, even if very short legnth. The UTP should be mentioned as a resource for members of the public. I only know about it because I am a TxDOT employee. I'd love to hear about the results (the final report) an would like to know where that will be published. If a breakdown of categorized planned projects could be shown, that would also be useful.	
40	Emailed Comment	8/30/19	Glen Hamner		Boerne, TX 78006		Sooo the Texas Transportation Plan (TTP 2050) in San Antonio is postponed. What is the new schedule for this event.	Casey Dusza: Yes, the Texas Transportation Plan 2050 meeting in San Antonio has been postponed. We are rescheduling the meeting for the week of October 28th. We are tentatively planning for Tuesday, October 29th, pending we are able to reserve a room to host the meeting. We will be notifying everyone once the meeting has been rescheduled. Please let me me know if you have any additional questions. Sorry for the inconveinence. Casey emailed Mr. Hamner on 9/25/19 to make sure he was notified of the TTP 2050 SAT meeting scheduled for 10/29/19.
41	Emailed Comment	9/21/19	Josh Richards				Airline, ocean, EVERHART, Robert, Alameda' and many other streets are falling apart. How can ocean drive have the most expensive properties but the worst road?	
42	TxDOT Toll Free Call	9/23/19	Deborah Wiseman				This is Debra Wiseman 972-966-2333. This is not for the public. You don't listen to the public because you're in agenda 21 members city(?) and through the state built in 1975 by then Democrat Gov. Dolph Brisco. I know for a fact got the documents to prove what I've just said this is an agenda that you're following through that your gender 21 process to 2050. It is not for the general public. You don't care about the general public got it. I'm not that stupid."	
43	Emailed Comment	9/24/19	Sean Derk				On the subject of a Transportation Plan, what are the chances of having all (the large) employers develop shift work... ? As opposed to the present "EVERYONE needs to be at work in the morning" (rush hour), and then lunch, and at the end of the day... Two or three shifts will undoubtedly reduce the number of vehicles in traffic at specific times. It will likely reduce accidents, and the amount of maintenance required for the roads themselves. To me its not an option: large employers, have to change the requirements of having the entire work force "out of the house and on the road to work" at the SAME TIME EVERYDAY... Ive seen countless road projects, which were supposed to fix the traffic situation, but turned out to being, "it DID make that specific intersection safer, according to the fine print"... The amount of cars, and the time spent on the roads/ in traffic remained the same, if not worse...	
44	Emailed Comment	9/25/19	Kevin Oliver				Stop the tinkering with social engineering techniques to force drivers to change behavior like HOV, bus, and bike lanes, cease putting up roadblocks to drivers, and expand our roads, improve intersections and the timing of traffic signals as necessary to actually alleviate congestion and enhance mobility for all drivers. Using a very skewed online survey to provide you with skewed numbers to justify your positions is wrong.	

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Public Involvement Activity Log

Commenter Number	Meeting Location/Source	Comment Date	Commenter Name	Organization	City, State, Zip	Texas Transportation Code Response:	Comments	Response
45	Emailed Comment	9/25/19	Glen Hamner		Boerne, TX 78006		So that's Oct 24, 2-4PM? Got it. Too bad these meetings were not held when TxDOT was in the early planning stages of the changes we're experiencing along IH-10 between the 1604 and Boerne. Maybe they were held, and, if so, I'm sure I put my two cents in back then. However, it did no good, TxDOT decided to change our two-way frontage roads to one-way affairs anyway. Talk about a huge waste of resources. More time, fuel, fumes, and frustration between points A and B. Driving Texas was more fun and easier, back in the day before one way frontage roads. Sure, in places like our metro areas where intersections are more closely spaced out, the concept is more reasonable. However, here in the hinter lands, intersections are not so closely spaced. Even those being added to the network are another level of road construction resources wasted. One shoe does not fit all solutions. When is TxDOT going to realize that installing more go-around intersections is more efficient, less time consuming, and effective than all the stop lights and watch cameras that only serve to waste additional time and fuel. Isn't it time for TxDOT to considered better traffic intersection management solutions like the GoAround, operating smoothly today around the country and world for that matter?	Ms. Dusza sent this comment to Jonathan Bean, TxDOT SAT Director of Transportation and made this a comment for the TTP 2050 R-2 Public comment record
46	Emailed Comment	9/25/19	Gerald Beisel		Sherman, TX		I would like to suggest that a long overdue project needs to be considered. A bridged ramp needs to be constructed from Eastbound Hwy 82 to Northbound Hwy 75. This would be great for autos, but tremendous for the tractor trailer traffic. As it is now, there is entirely too much congestion and time lost in the current interchange configuration.	
47	Emailed Comment	9/26/19	Jim Kloza		San Antonio, TX 78232		Please stop the tinkering with social engineering techniques to force drivers to change behavior like HOV, bus, and bike lanes. Cease putting up roadblocks to drivers, and expand our roads, improve intersections and the timing of traffic signals as necessary to actually alleviate congestion and enhance mobility for all drivers.	
48	TxDOT Toll Free Call	9/29/19	Ruben Ramirez		El Paso, TX 79936		Mr. Ramirez called he is asking what is the status of his side of Loop 375 getting noise barrier/wall. He lives at 3228 Manny Aguilera Drive, El Paso, Texas 79936. Outerside of Ashmere has one already from Montana S. Their area was skipped. The noise from Loop 375 is getting worse.	Mr. Ramirez received a return call from Laura Vasquez with Ximenes & Associates on 10/2/19 to get clarification on his inquiry and informed him of the ELP TTP 2050 Public Meeting time and location. Casey Dusza: Forwarded Mr. Ramirez's inquiry to Eddie Valtier with the TXDOT El Paso District along with Mr. Ramirez's contact information. His comment will be part of the TTP 2050 R-2 Public comments
49	Emailed Comment	10/1/19	Cade Ritter		Austin, TX 78702		In the midst of the climate crisis, ever-worsening congestion, and the worst road fatality rate in the country, why are you not considering increasing public transit spending massively? All evidence points that widening highways does nothing to reduce congestion. What's the reason for the car-centric approach? Can't you see that it's not working?	
50	Emailed Comment	10/15/19	Robin Holzer		Houston		Thanks for coming to Houston for the 2050 stakeholder meeting last week! I took a few minutes to complete the Transportation Usage survey (https://www.surveymonkey.com/r/TTP2050) before sharing it with other community leaders. There are three significant data issues related to question 3, which I strongly urge you to adjust as soon as possible. First, the commute mode question should ask respondents to "check +every option+ that you use at least once a week." As long as any given Texan drives to work 51% of the time, a question that asks, ["How do you commute from home to work or school most of the time? Choose +one+ commute method."] is going to overstate the legacy importance of driving, and understate the growing demand for safe alternatives to driving. For example, I bike to work a couple days a week, ride the bus when the weather is wet, and drive on the days my kids have activities. The current survey question will not capture that I value the TxDOT-funded shared-use path I commute on through Buffalo Bayou Park, and it will not capture that TxDOT's delays to their two-way HOV lanes on IH-10 inside the IH 610 loop make transit service less reliable. Second, we know from regional and local data that commute trips are a small minority of trips. One main reason people focus on commutes is because those are the only trips the US Census has asked about before now. However, if TxDOT is capturing its own data, you can and should ask Texans about all other trips respondents make, for school, shopping, recreation, etc. Third, TxDOT can and should ask Texans how they would prefer to travel. Our current travel options are constrained by generations of highway-focused investment. A significant and growing share of Texans want to use transit and/or active transportation, but cannot do so where previous state investment has not made those modes safe or convenient. I respectfully urge TxDOT to reach out to local MPOs and cities across the state, including H-GAC, the City of Austin, and others, who have already developed more robust travel mode questions to more fully understand the travel behavior and modern travel preferences of Texans. Finally, there's a question later in the survey on the importance of key issues which conflates "narrow" and "unsafe" roads. We know that wider roads lead to higher speeds, riskier driving, and less safety for non-motorized users. In light of our Vision Zero commitment, this question may be a good place to teach Texans about speed management.	
51	TxDOT Toll Free Call	10/16/19	Carl Davis				Solicitation voicemail from Mr.Davis re: radio spots	
52	Emailed Comment	10/16/19	Tim Berry				I know what it is right now, a 3rd lane in I-20 corridor between penwell and east of Midland. Re-pave ALL the hiways into and out of Odessa and all the access to roads on each Hiway. All are full of potholes, stop patching and start repaving, lights at JBS Parkway and N loop 338. Lights at 302 and 866, lights at 302 and 181. At a minimum	

Texas Transportation Plan 2050
Public Involvement Activity Log

Commenter Number	Meeting Location/Source	Comment Date	Commenter Name	Organization	City, State, Zip	Texas Transportation Code Response:	Comments	Response
53	Emailed Comment	10/22/19	Rebecca Riley	Stanton Farmers Co-op Gin	Stanton, TX		Hello, As a citizen of Stanton, Texas I feel like I must let you know that your decision to take down the overpass on the west of town was one of the most stupid things you have ever done. I know that a overpass in Big Spring was lowered the same day as the one in Stanton. The one if Big Spring has already been replaced and has been open for usage for many months. The citizens of Stanton are very upset with the Highway Department with the tearing down of this vital road. It is very simple to rebuild it right where it is. You would only have to increase the slope of the ramps going over the interstate. Just raise the overpass to the same height as the other overpasses that the interstate goes under along this same highway. Your previous meeting saying the new plan was to make the 4 lanes of the interstate go up and over and the other going underneath, is one of the dumbest plans that could ever be planned. The interstate roads would freeze in cold weather and being right at a major curve in the road numerous wrecks would happen very often. Besides that plan would take decades to get accomplished. A simpler plan would be rebuild what we had only a few feet higher. One day there was a wreck on the East side of Stanton on the Interstate. All traffic had to be diverted onto the service roads both directions for several hours. The little town on Stanton was covered up with people trying to go through and get back on the interstate. Traffic was stalled for hours. If the ambulance needed to get from Stanton to Midland that day it would have been impossible for them to get there in a timely matter. I was very grateful no one, that I am aware of, lost a life because emergency help could not get there soon. You took our overpass out of use with no plans on rebuilding in the near future. It is so very inconvenient to get onto the interstate by the Stripes intersection and going across the south service road then cross over 829 and get on the interstate from the north service road. Farmers have a lot of trouble getting to their fields with equipment, etc. I work at the Farmers Cooperative Association in Stanton and we have noticed a major drop in our revenue with the overpass by us being out. Please, PLEASE, PRETTY PLEASE give us our OVERPASS back on the West side of Stanton.	
54	Emailed Comment	10/23/19	Elvia Olvera				We really need to allow motorcycles to ride between cars (AKA "lane share" or "split lanes") in Texas. From commuting in a car in Houston, Texas, I lose 3-4 hours per day, nearly half of a workday, half of my salary. Taking the toll road only saves me around 30 minutes each way and costs me $9/day. Riding a motorcycle in the HOV lane in Texas without lane-splitting doesn't save me much time when I have to wait in a lot of traffic just to get to the lane and/or when cars are also stopped in that lane. Lane-splitting in Los Angeles County and Orange County, California cut my commute time into at least a half (sometimes into a third), saved gas (my motorcycle gives me 65mpg!), and forced me to focus on the road (instead of my cell phone). I have never broken a bone or gotten road rash in my life, despite lane-splitting daily for 6 years (sometimes 60 miles each way) AND riding at the track for fun on weekends. I have probably done more damage to my health and lost more of my life from driving a car than from riding a motorcycle. Seriously, this is an easy solution that would cost the government NOTHING and improve the lives of MANY by increasing productivity and/or leisure time.	
55	TxDOT Toll Free Call	1/10/20	Jonathan Gross				Hi my name is Jonathan Gross I'm in Austin residence. My phone number is 512-797-7194. My comment for this plan is that I would like to see more of bike lanes in Austin as well as protect the bike lanes because things are safe out there for bicycle riders but also like to see the changes in the bike laws in general including the use of cross walks not being protected should something happen to a bicycle ride or if they're on the bike and the cross walk yet they're allowed to use the crosswalk legally on the bicycle just to make sense from a liability stand point they're effectively a pedestrian being hit by a car at that point but they have never your protection. Anyway just wanna make my comments know thank you very much. Bye.	

Revised 01_10_20_LV (XAI)

Texas Transportation Plan 2050
Public Involvement Activity Log

TTP 2050 R-2 Events and Attendance Log					
Activity Date	**Activity**	**Location**	**TTP Team Personnel Present**	**# of Attendees** (SH = stakeholder)	**Purpose**
Week 1					
9/24/19	TTP 2050 R-2 Stakeholder Meeting	Laredo District	TxDOT: Peggy Thurin, Ibrahima Tembely; High Street: Kevin Ford,Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza WebEx: TxDOT: Casey Dusza, Laura Perez; HS: Victoria Zuber	SH: 12 TxDOT Reps:5 WebEx: 1	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
9/24/19	TTP 2050 R-2 Public Meeting	Laredo District	TxDOT: Peggy Thurin, Ibrahima Tembely; High Street: Kevin Ford,Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza	Public:1 TxDOT District: 4	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
9/25/19	TTP 2050 R-2 Stakeholder Meeting	Corpus Christi District	TxDOT: Peggy Thurin, Ibrahima Tembely; High Street: Kevin Ford,Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza WebEx: TxDOT: Casey Dusza, Laura Perez; HS: Victoria Zuber	SH: 2 TxDOT Reps:1 WebEx: 0	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
9/25/19	TTP 2050 R-2 Public Meeting	Corpus Christi District	TxDOT: Peggy Thurin, Ibrahima Tembely; High Street: Kevin Ford,Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza	Public: 3 TxDOT Reps:5	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
9/26/19	TTP 2050 R-2 Stakeholder Meeting	Pharr District Office	TxDOT: Peggy Thurin, Ibrahima Tembely; High Street: Kevin Ford,Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza WebEx: TxDOT: Laura Perez,Casey Dusza, Ryan Granger; HS: Victoria Zuber	SH: 7 TxDOT Reps:4 WebEx: 0	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
9/26/19	TTP 2050 R-2 Public Meeting	Pharr District Office	TxDOT: Peggy Thurin, Ibrahima Tembely; High Street: Kevin Ford,Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza	Public: 0 TxDOT Reps:4	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
9/27/19	TTP 2050 R-2 Virtual Open House (Date is launch date)	TxDOT Webste: Online Only	N/A	Users: 278 New Users: 271 Sessions: 377 # of Sessions per user: 1.36 Pageviews: 981 Pages/Session: 2.60 Avg, Session Duration: 00:02:11 Bounce Rate: 48.54%	Online virtual open house/meeting to inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
Week 2					
10/1/19	TTP 2050 R-2 Stakeholder Meeting	Amarillo	TxDOT: Peggy Thurin & Ryan Granger; TxDOT OPI: Susan Howard High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza WebEx: TxDOT: Laura Perez,Casey Dusza, Ibrahima Tembely; HS: Kevin Ford,	SH: 2 TxDOT Reps: 3	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues

Texas Transportation Plan 2050
Public Involvement Activity Log

Activity Date	Activity	Location	TTP Team Personnel Present	# of Attendees (SH = stakeholder)	Purpose
10/1/19	TTP 2050 R-2 Public Meeting	Amarillo	TxDOT: Peggy Thurin, Ryan Granger; TxDOT OPI: Susan Howard High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza	Public: 9 TxDOT Reps: 3	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
10/2/19	TTP 2050 R-2 Stakeholder Meeting	Lubbock	TxDOT: Peggy Thurin, Ryan Granger, Peter Smith; TxDOT OPI: Susan Howard High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza WebEx: TxDOT: Laura Perez,Casey Dusza, Ibrahima Tembely, Susan Rossi; HS: Kevin Ford	SH: 6 TxDOT Reps: 2 WebEx: 1	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/2/19	TTP 2050 R-2 Public Meeting	Lubbock	TxDOT: Peggy Thurin, Ryan Granger, Peter Smith; TxDOT OPI: Susan Howard High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza	Public: 4 TxDOT Reps: 3	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
10/3/19	TTP 2050 R-2 Stakeholder Meeting	Abilene	TxDOT: Peggy Thurin, Ryan Granger; TxDOT OPI: Amy Redmond High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza WebEx: TxDOT: Laura Perez, Casey Dusza, Ibrahima Tembely, Susan Rossi; HS: Kevin Ford	SH: 3 TxDOT Reps: 2 WebEx: 1	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/3/19	TTP 2050 R-2 Public Meeting	Abilene	TxDOT: Peggy Thurin, Ryan Granger; TxDOT OPI: Amy Redmond High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza	Public: 1 TxDOT Reps: 3	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
Week 3					
10/7/19	TTP 2050 R-2 Stakeholder Meeting	Houston	TxDOT: Shana Thomas, Peggy Thurin, Peter Smith; High Street: Craig Secrest, Rebecca VanDyke; Atkins: Lacey Atkins; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales, and David Garza WebEx: TxDOT: Laura Perez, & Ibrahima Tembely; HS: Kevin Ford	SH: 10 TxDOT Reps: 11 WebEx: 5	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/7/19	TTP 2050 R-2 Public Meeting	Houston	TxDOT: Peggy Thurin, Shana Thomas Atkins: Lacey Atkins; High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez and David Garza	Public: 17 TxDOT Reps: 6	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.

Texas Transportation Plan 2050
Public Involvement Activity Log

Activity Date	Activity	Location	TTP Team Personnel Present	# of Attendees (SH = stakeholder)	Purpose
10/8/19	TTP 2050 R-2 Stakeholder Meeting	Tyler	TxDOT: Shana Thomas, Peggy Thurin, Roger Beall; High Street: Craig Secrest, Rebecca VanDyke; Atkins: Janna Rosenthal; Ximenes & Associates: Sonia Jimenez, and David Garza WebEx: TxDOT: Laura Perez,Casey Duzsa, & Ibrahima Tembely, ; HS: Kevin Ford	SH: 12 TxDOT Reps: 8 WebEx: 1	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/8/19	TTP 2050 R-2 Public Meeting	Tyler	TxDOT: Peggy Thurin, Shana Thomas,Roger Beall; High Street: Craig Secrest, Rebecca VanDyke; Atkins: Janna Rosenthal; Ximenes & Associates: Sonia Jimenez and David Garza	Public: 3 TxDOT Reps: 3	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
10/9/19	TTP 2050 R-2 Stakeholder Meeting	Dallas/Ft. Worth	TxDOT: Shana Thomas, Roger Beall, Peggy Thurin; TxDOT OPI: Susan Howard High Street: Craig Secrest, Rebecca VanDyke; Atkins: Janna Rosenthal; Ximenes & Associates: Sonia Jimenez, and David Garza WebEx: TxDOT: Laura Perez, Ibrahima Tembely, Susan Rossi, Ryan Granger; HS: Kevin Ford	SH: 10 TxDOT Reps: 3 WebEx: 4	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/9/19	TTP 2050 R-2 Public Meeting	Dallas/Ft. Worth	TxDOT: Peggy Thurin, Shana Thomas; Atkins: Janna Rosenthal; High Street: Craig Secrest, Rebecca VanDyke; Ximenes & Associates: Sonia Jimenez and David Garza	Public: 9 TxDOT Reps: 2	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
10/10/19	TTP 2050 R-2 Booth at TxDOT US 83 Zapata Open House Meeting	Zapata, Texas Zapata County Community Center	Ximenes & Associates: David Garza	Public: 0 TxDOT Reps: N/A	A TTP 2050 booth was set up at the TxDOT US 83 Zapata Open House Meeting to help inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan, and allow them the opportunity to take online surveys at the meeting.
Week 4					
10/21/19	TTP 2050 R-2 Stakeholder Meeting	San Angelo	TxDOT: Peggy Thurin & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: N/A; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza WebEx: TxDOT: Laura Perez & Susan Rossi	SH: 6 TxDOT Reps: 4 WebEx: 0	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/21/19	TTP 2050 R-2 Public Meeting	San Angelo	TxDOT: Peggy Thurin & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: N/A; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza	Public: 4 TxDOT Reps: 3	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
10/22/19	TTP 2050 R-2 Stakeholder Meeting	Midland/Odessa	TxDOT: Peggy Thurin & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: N/A; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza WebEx: TxDOT: Laura Perez & Susan Rossi	SH: 8 TxDOT Reps: 2 WebEx: 1	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues

Texas Transportation Plan 2050
Public Involvement Activity Log

Activity Date	Activity	Location	TTP Team Personnel Present	# of Attendees (SH = stakeholder)	Purpose
10/22/19	TTP 2050 R-2 Public Meeting	Midland/Odessa	TxDOT: Peggy Thurin & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: N/A; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza	Public: 7 TxDOT Reps: 1	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
10/23/19	TTP 2050 R-2 Stakeholder Meeting	El Paso	TxDOT: Peter Smith & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: N/A; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza WebEx: TxDOT: Laura Perez & Susan Rossi	SH: 23 TxDOT Reps: 6 WebEx: 2	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/23/19	TTP 2050 R-2 Public Meeting	El Paso	TxDOT: Peter Smith & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: Edgar Fino and Carlos Valdez; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza	Public: 17 TxDOT Reps: 6	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
Week 5					
10/29/19	TTP 2050 R-2 Stakeholder Meeting	San Antonio	TxDOT: Ryan Granger & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: Janna Rosenthal; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza WebEx: TxDOT: Laura Perez	SH: 20 TxDOT Reps: 3 WebEx: 5	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/29/19	TTP 2050 R-2 Public Meeting	San Antonio	TxDOT: Ryan Granger & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: Janna Rosenthal; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza	Public: 24 TxDOT Reps: 3	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.
10/30/19	TTP 2050 R-2 Stakeholder Meeting	Austin	TxDOT: Susan Rossi, Ryan Granger & Ibrahima Tembely; TxDOT OPI: N/A High Street: Craig Secrest & Victoria Zuber; Atkins: Janna Rosenthal; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza WebEx: TxDOT: Laura Perez	SH: 2 TxDOT Reps: 12 WebEx: 2	Present info on the TTP 2050 and gather feedback on the draft goals and objectives as well as input on local/regional issues
10/30/19	TTP 2050 R-2 Public Meeting	Austin	TxDOT: Ryan Granger & Ibrahima Tembely; TxDOT OPI: Hugo Melgoza High Street: Victoria Zuber; Atkins: Janna Rosenthal; Ximenes & Associates: Sonia Jimenez, Jennifer Gonzales & David Garza	Public: 17 TxDOT Reps: 5	To inform the public on the TTP 2050, gather feedback on draft goals, including comments, concerns and needs for the long range transporation plan.

Revised 12/19/19_LV (XAI)

Online Engagement Results Technical Memo

Texas Transportation Plan (TTP) 2050

Online Engagement Results

July 2020

This Document is released for the purposes of interim review under the authority of TPP on July 13, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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1.0 INTRODUCTION

TxDOT's Transportation Planning and Programming, Communication, Strategic Planning, and Environmental Affairs divisions deployed several online engagement surveys as part of the overall public involvement strategy for the state's multi-modal, long-range transportation plan, the Texas Transportation Plan (TTP) 2050. Surveys are a useful mechanism for eliciting priorities and perspectives from transportation stakeholders and the general public, and as such is an essential element of the planning process.

Public involvement and stakeholder engagement for the TTP 2050 effort was conducted both in-person through two rounds of meetings and open house events and virtually throughout the development of the Plan.

The engagement audience included the Bureau of Indian Affairs, councils of governments, counties, cities, elected officials, historical commissions, metropolitan planning organizations, regional mobility authorities, rural planning organizations, transit providers, rail providers, U.S. Department of Transportation Agencies, Advocacy Groups, Non-governmental Organizations, Tribes, and the general public.

Additionally, TxDOT identified a stakeholder group comprised of planning partners that brought external subject matter expertise to the plan development effort across a diverse range of topics including planning, program delivery, the natural and built environment, freight services, tribal concerns, and local transportation issues. The stakeholder groups were encouraged to inform and invite their organizations to participate in the public outreach activities as well as provide comments on the development process.

Two rounds of in-person stakeholder meetings and open houses for the public were held in areas representing 14 of TxDOT's 25 Districts. The first round was conducted from late January to early March 2019 and the second round was held from September through October 2019. Participating stakeholders and members of the general public were asked to complete a series of surveys with digital opportunities provided for those unable to attend in-person.

The participation of these equally important voices is reflected in the summaries of the five online surveys deployed during outreach:

1. The Transportation Usage Survey (TUS);
2. The TTP 2050 Planning Priorities Survey (PPS);
3. The Unified Transportation Program Priorities (UTPP) Survey;
4. The Emerging Transportation Technologies Plan (ETTP) Survey; and

5. The TxDOT's Environmental Statewide Public Engagement Plan (ESPEP) Survey.

2.0 SURVEY PARTICIPATION

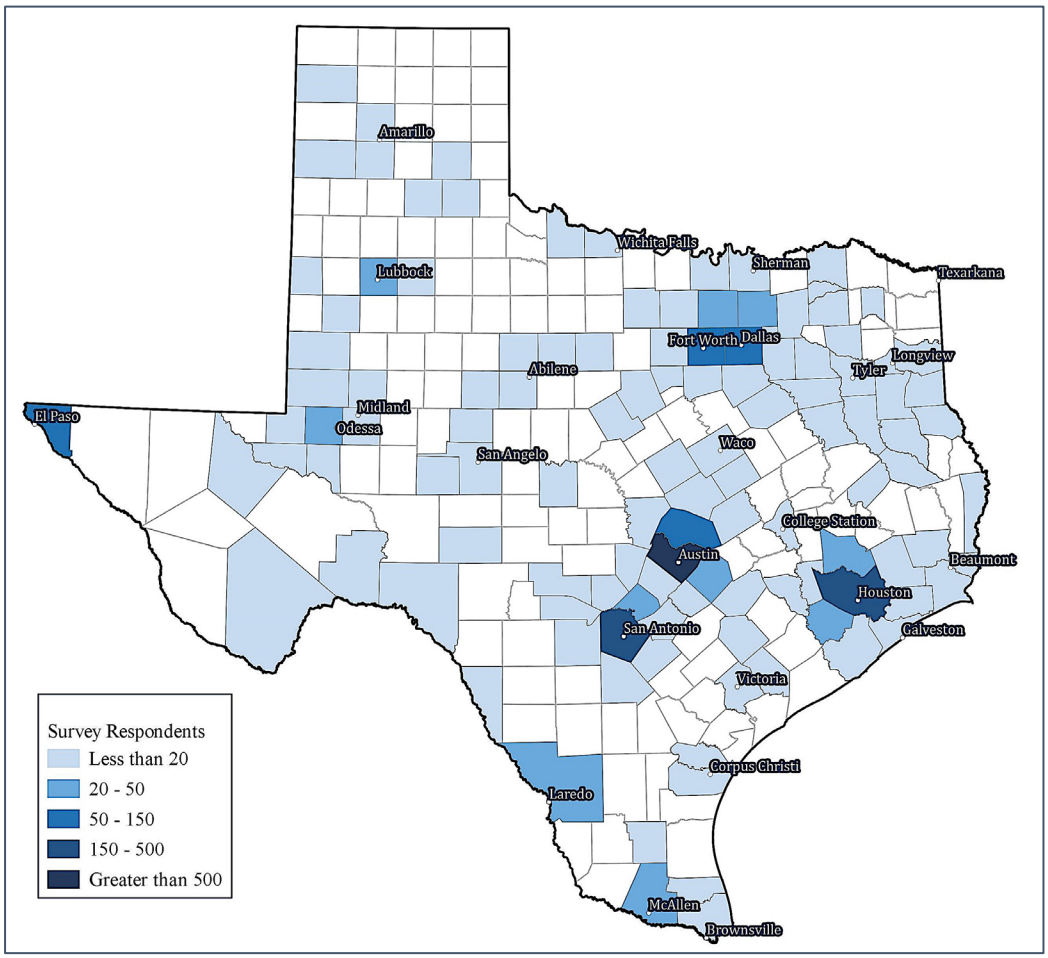
More than 4,000 survey responses were collected with most participants completing the TUS and PPS. Table 1 contains information about each survey's purpose, number of responses, the dates during which each survey was open, and a link to each survey's summary section in this document.

Table 1: Overview of TTP 2050 Engagement Surveys

Survey	Dates	Purpose	Findings	Number of Responses
Transportation Usage Survey (TUS)	1/29/2019-11/20/2019	Collect data on current system usage, behaviors, and perceived issues	Page 9	1,904
TTP 2050 Planning Priorities Survey (PPS)	9/24/2019-11/20/2019	Collect priority preferences on goals, objectives, and investment strategies	Page 14	1,177
Unified Transportation Program Priorities (UTPP)	9/24/2019-11/20/2019	Establish priority weights to inform project selection	Page 18	97
Emerging Transportation Technologies Plan (ETTP)	9/24/2019-11/20/2019	Gauge respondent's knowledge and opinions on emerging transportation technologies	Page 22	230
Environmental Statewide Public Engagement Plan (ESPEP)	1/29/2019-4/3/2019	Inform public about environmental reviews and collect opinion on topics of interest	Page 26	708

Responses were elicited from all Texas communities, regardless of population size. Figure 1 represents participant counties of residence according to information provided by respondents for the TUS, PPS, and UTP. For information on participant locations for the ETTP and ESPEP surveys, please refer to those summaries in the appendix of this document.

Figure 1: Participation by County



3.0 OUTREACH

The surveys were prominent at all in-person meetings and open house events. They were included in the meeting notice and information distributed at all stakeholder meetings and advertised as part of the TTP 2050 outreach efforts on txdot.gov, direct email, and select newspapers. All surveys were internet-based with hard copies available upon request in both English and Spanish.

The surveys were advertised via the following methods described in the sections that follow.

3.1 The TxDOT Website

The TxDOT.gov Hearings and Meetings Schedule listed all TTP 2050 open houses and stakeholder meetings; each posting included a link to the TTP 2050 webpage. The TTP 2050 webpage included links to surveys, as well as information on open house dates and access to the virtual open house. The virtual open house mirrored the in-person open house effort and included virtual survey stations. A virtual open house was available for both rounds of stakeholder and public engagement.

3.2 Email to Transportation Stakeholders

Email notification for the stakeholder meetings and open house events was sent for each round. Email notices were sent to 6,213 and 6,483 email addresses for the first and second rounds, respectively. The email addresses represent personnel from all TxDOT Districts, U.S. Army Corps of Engineers, US military installations, local elected officials, all Texas metropolitan planning organizations, counties, municipalities, tribal nations, transit agencies, historical and preservation commissions, non-government organizations representing other modes (e.g., bicycle and pedestrian) as well as environmental groups, toll concessioners, developers, freight industries including ports, energy industries and utilities, chambers of commerce, outdoor advertisers and more.

3.3 Traditional and Social Media

TxDOT's Communication Division and district public information officers broadcast the open house and virtual open house notices online through news releases, email, Facebook, and Twitter.

3.4 Newspaper Advertisements

Open houses for the public were advertised in select markets for the second round of public involvement. The advertisements included information about the events as well as the virtual open house option.

3.5 Open Houses

The TTP 2050 open houses included stations with laptops, tablets, and exhibit boards with staff members available to assist. Open house attendees were encouraged to participate in the surveys by staff and as part of the looping overview presentation. They were also provided postcard collateral with all the survey information and links to access the online surveys outside of the open house. The open houses were conducted from January 29-March 7, 2019 and from September 24-October 31, 2019.

3.6 Stakeholder Meetings

The TTP 2050 stakeholder meetings were conducted in conjunction with the open house effort. Stakeholders were provided information on how to participate in the surveys during the formal meeting presentation and were provided postcard collateral with all the survey information and link to access the online surveys. They were also asked to share the survey information with their membership, personnel, and others who may be interested.

3.7 Texas Mobility Summit

The TTP 2050 team set up an exhibit booth at the Annual Texas Mobility Summit. Postcard collaterals were distributed with the links to the surveys. The summit was held in San Antonio on November 17-20, 2019.

4.0 TRANSPORTATION USAGE SURVEY SUMMARY

4.1 Overview

The Transportation Usage Survey (TUS) was deployed for nearly 11 months. The survey was available in English and Spanish, online via the txdot.gov TTP 2050 webpage, on computer stations as well as paper copies at the stakeholder meetings and open houses. The survey collected usage trends as well as opinions on high-level funding priorities and transportation issues.

A total of 1,904 persons initiated the TUS with 1,891 preferring English and another 13 preferring Spanish. Approximately 70% of participants responded to queries unrelated to demographics and open-ended questions. The two open-ended queries generated 845 responses to what the future of Texas transportation looks like and 177 general comments.

4.2 Findings

TUS queries can be broadly characterized as falling into one of four general categories:

1. How do Texans Travel?
2. What transportation issues are the most important to address?
3. What potential transportation solutions do Texans support?
4. What does the future of Texas transportation look like?

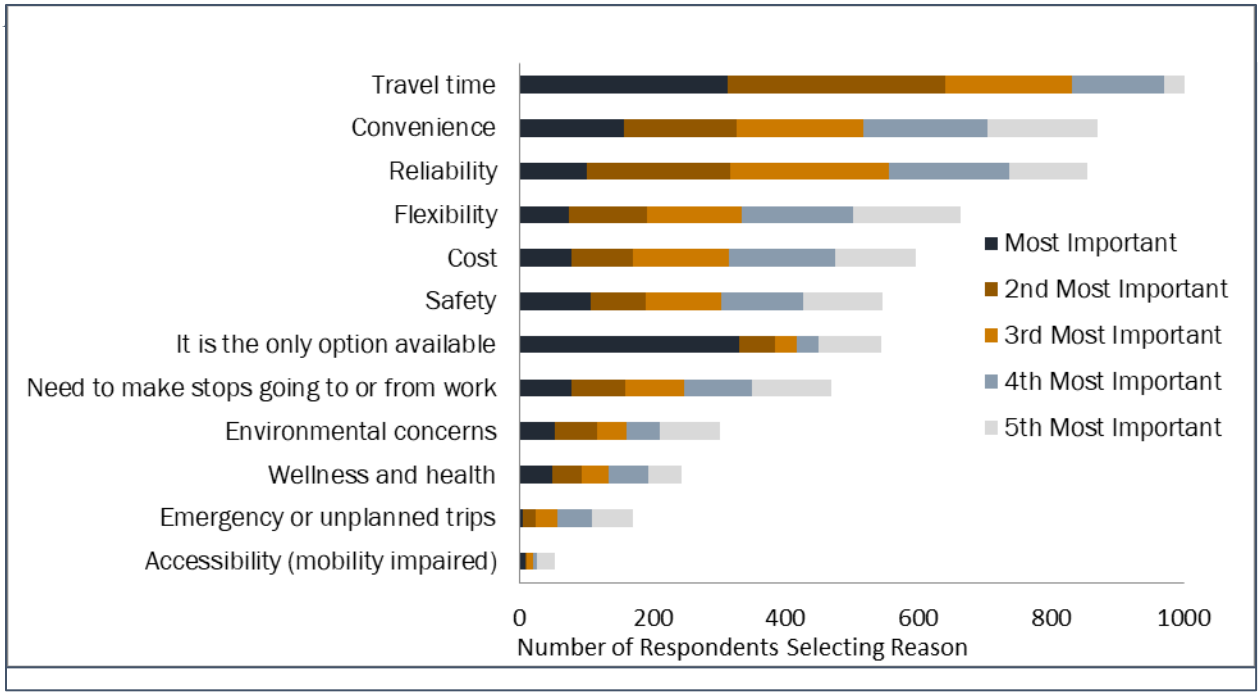
Although complete responses are appended to this technical memorandum, highlighted findings for each category are detailed in the sections that follow.

4.2.1 How do Texans Travel?

Respondents listed 91 different counties for their work or school location. The average one-way commute for all of the respondents was 10.6 miles. 79% of respondents indicated a one-way commute of 20 miles or less, and 2% indicated a one-way commute of 50 miles or more.

In addition, respondents were asked to respond to all categories with the frequency of use set at daily, weekly, monthly, seldom, or never. Driving daily as a single occupant was the most frequent response, at 73% of responses. Figure 2 summarizes the frequency of survey respondents' mode use.

Figure 3: Most Important Factors in Choosing Commute Mode

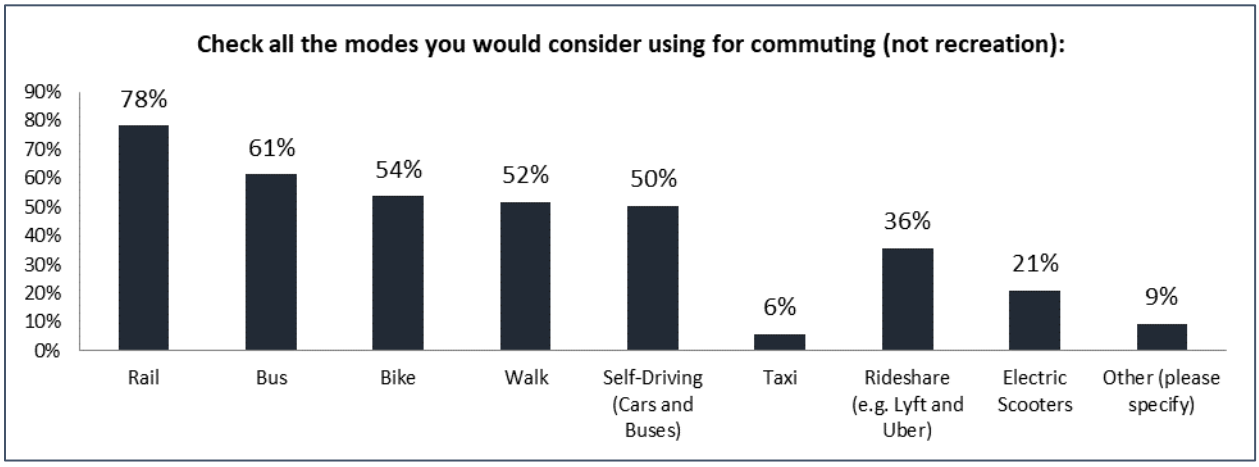


Survey participants with regular commutes were asked about the factors that most influence their choice of mode. Among the 12 options presented in the survey, respondents indicated travel time considerations as being in their top five factors in how they chose to commute most often. However, among respondents' single most important factors, "It is the only option available" was indicated most frequently. With 330 responses, this was the single most frequent response among the 12 options.

To gauge interest in other modes should alternative options become available, a query probed respondents' willingness to commute via transportation modes other than the traditional passenger vehicle. Eight different modes were listed as choices in addition to an "other" category where respondents were given the option to write in an answer. Rail (78%), bus (61%), bike (54%), walk (52%), and self-driving car and buses (50%) all received more than 50% of interest from respondents. Rideshare and electric scooters collected 36% and 21% of respondent's interest, whereas taxi and others received 6% and 9% respectively.

For the "other" category, many respondents listed personal cars. Other responses included gondolas, water taxis/ferry, "more handicap modes," skateboard, e-bike, government-funded private jets, hovercraft, and helicopter.

Figure 4: Consideration of Modes for Commuting



4.2.2 What transportation issues are the most important to address?

Respondents indicated that travel time, convenience, and reliability were broadly and highly important factors in their commuting mode choice. As single-occupant driving is the most frequent mode choice among Texans, this suggests that for most Texans driving is generally the most time-efficient, convenient, and reliable option. Therefore, it is reasonable to expect respondents to prioritize improvements that directly improve their preferred mode of commuting, and this was the case in the TUS survey, with more respondents (88%) supporting congestion reduction than any other solution.

However, respondents reported "It is the only option available" more frequently than any other factor as the #1 most important factor driving their mode choice. This indicates there may be a significant unmet demand for modes besides single-occupant driving, and/or that land use patterns in parts of Texas are not compatible with an integrated multimodal transportation system.

4.2.3 What potential transportation solutions do Texans support?

Potential solutions were listed by overarching categories of congestion, safety, non-motorized travel (walking and bicycling), and expanded alternative transportation options. The rating scale ranged from "strongly agree" to "strongly disagree." The results are presented below in descending order of support.

Congestion – "Improve traffic signal timing" garnered the most support for congestion solutions with 88% of respondents noting they strongly agree or agree. "Build more roads and freeways" resulted in 45% of respondents noting they strongly agree or agree.

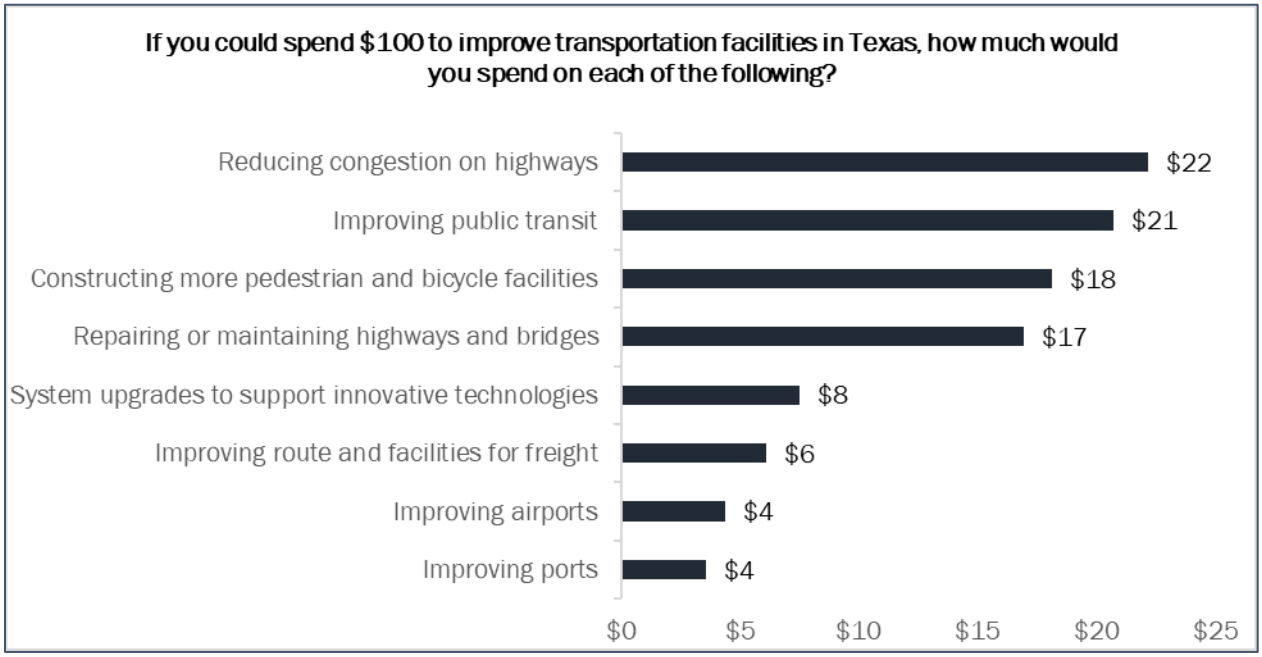
Expanded Alternative Transportation Options – Eighty-four percent of respondents supported "Land use development that encourages transportation options" whereas 78% supported expanding light rail/commuter rail and 77% supported building regional high-speed rail.

Safety – "Reducing conflicts between pedestrians/bicyclists and vehicles" had 81% of respondents strongly agree or agree it would be a good solution.

Non-motorized Travel - This query's two potential solutions: "Add new or widen existing sidewalks" and "Build more bicycle lanes or paths" garnered 74% and 72% support respectively as potential solutions.

In addition, respondents performed a hypothetical resource allocation exercise, allocating $100 among eight categories of transportation improvements, plus a catch-all "other" option. On average, the 1,239 respondents allocated $22 to reducing congestion on highways, the largest allocation. Figure 5 shows the average allocation for each of the eight specified categories.

Figure 5: Spending Allocations to Improve Transportation Facilities



4.2.4 What does the Future of Texas Transportation look like?

This question was open-ended, giving respondents an opportunity to speak to the future of the Texas transportation system in their own words. Of the 1,904 survey takers, 844 or 45% of them chose to respond.

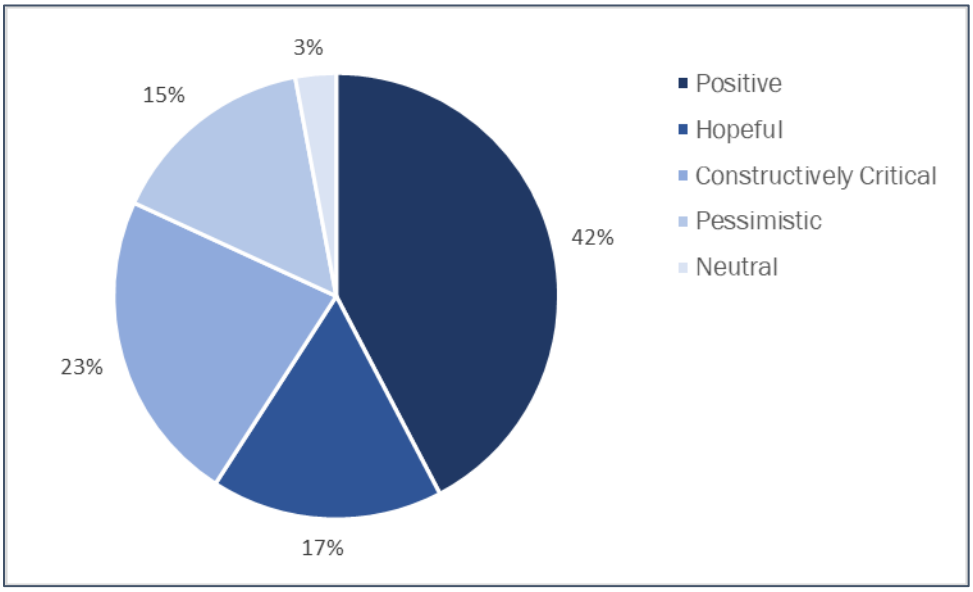
Responses are categorized according to their general sentiment about the future of Texas transportation as follows:

- Positive – An overall positive tone without qualifications
- Hopeful – An overall positive tone with qualifications

- Constructively Critical – A tone of concern while offering ideas for improved future outcomes
- Pessimistic – A generally negative outlook without offering ideas for improved future outcomes
- Neutral – Response was too brief or did not convey any of the sentiment types above

The responses to this question were broadly more positive than negative, with 59% of respondents expressing positive or hopeful sentiments about the future of the Texas transportation system. Although 38% of respondents' general sentiment was of concern for the future of the system, 23% offered constructive ideas for better future outcomes.

Figure 6: Relative Frequency of Sentiment Types in TUS Open-ended Responses



4.2.5 Summary

Key findings from the TUS include:

- Transportation usage in Texas is still very car-centric with most (73%) responders commuting to work or school in a single occupancy vehicle. Sixty-one percent have no other viable alternatives.
- Respondents strongly encourage and would support funding for TxDOT to implement new modes especially mass public transportation (rail and transit) and active transportation. Many respondents clearly stated building more lanes will not solve congestion.
- Safety, environmental impacts, and alternatives modes ranked as the top three most important goals. Congestion and delays, pedestrian and cyclist safety, maintaining existing assets, and a lack of alternative modes ranked as the top four most important issues facing Texas transportation.

5.0 TTP 2050 PLANNING PRIORITIES SURVEY SUMMARY

5.1 Overview

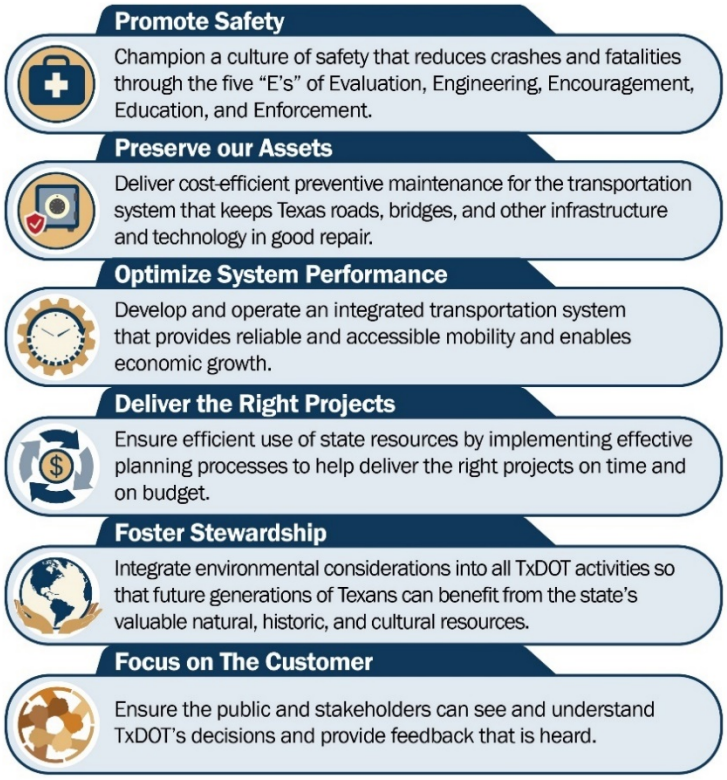
The TTP 2050 Planning Priorities Survey (PPS) was deployed in conjunction with the second round of public and stakeholder engagement for the TTP 2050 (September-October 2019) and remained available online until November 20, 2019. The survey was available in English and Spanish, online via the txdot.gov TTP 2050 webpage, and made available at the stakeholder meetings and open houses. Paper copies were available upon request. The online survey included five main screens with additional accessible pages containing more information and providing opportunities to comment. It was intended to solicit opinions and comments related to the transportation goals as well as the trade-offs that are necessary to make when transportation needs exceed available resources.

5.2 Highlights of the TTP 2050 PP Survey Queries and Responses

5.2.1 Priority ranking TTP 2050 Goals

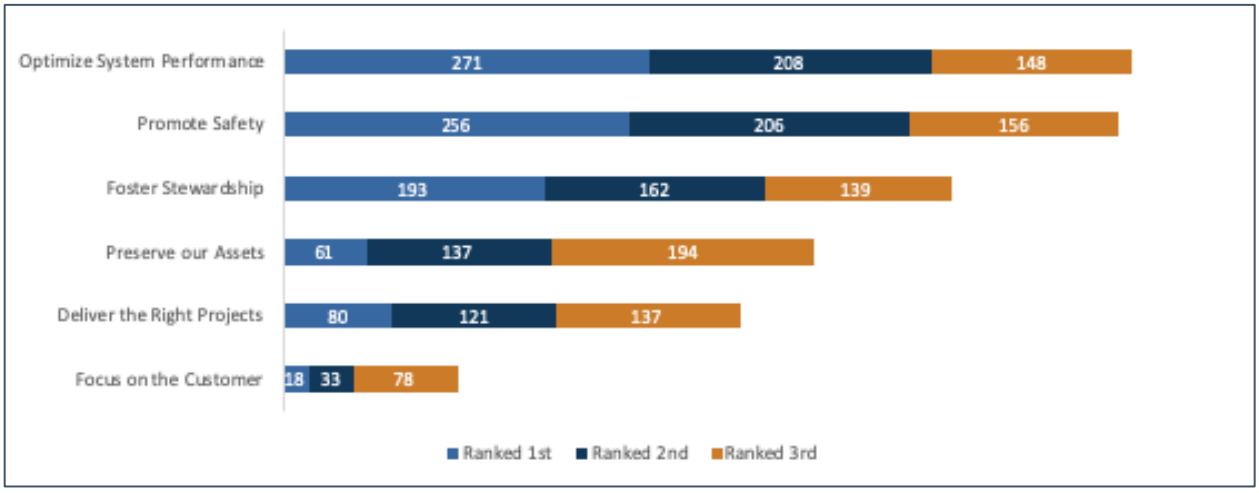
Respondents were asked to rank their three highest goals among the six goals listed in Figure 7.

Figure 7: TTP 2050 Goals



The top three goals according to the respondents' rankings were Optimize System Performance, Promote Safety, and Foster Stewardship.

Figure 8: Number of Responses by Goal Ranking

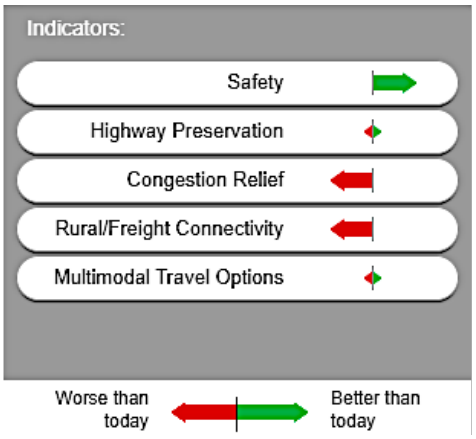


5.2.2 Scenario Ratings

Participants were asked to rate a series of four transportation investment scenarios on a scale of 1 star (least desirable) to 5 stars (most desirable) based on an interactive indication of expected changes in performance levels for safety, highway preservation, congestion relief, rural/freight connectivity, and multimodal travel options. The scenarios are presented as follows.

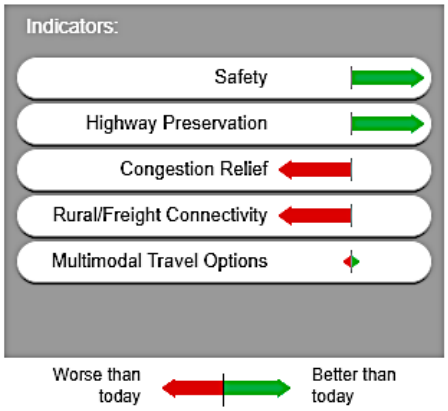
Business as Usual – Continue allocation strategies. This strategy continues to apply the current distribution of funding to the forecasted revenues.

Figure 9: Business as Usual Indicators



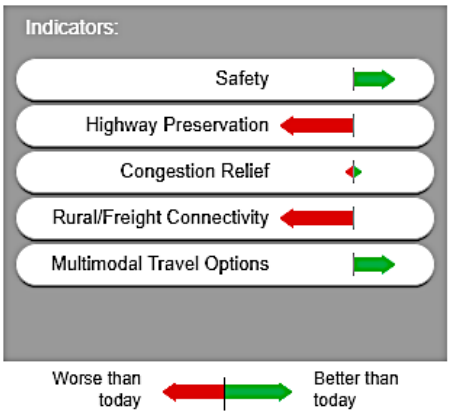
Keep it Smooth – Infrastructure preservation. This strategy focuses on keeping existing transportation assets in good shape by prioritizing spending on pavement maintenance, bridge repair, and other infrastructure performance improvements.

Figure 10: Keep it Smooth Indicators



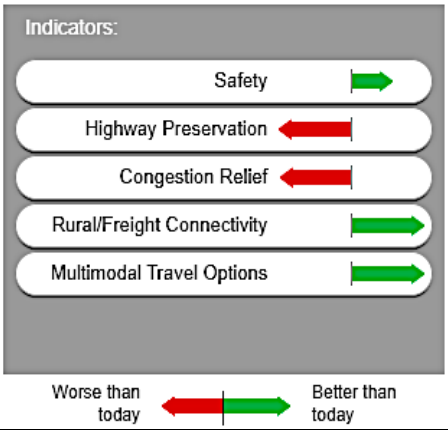
<u>Congestion Relief</u> – Prioritize reducing congestion. This strategy focuses on keeping people and goods moving smoothly and efficiently. This could include building more lanes but also improved operations, leveraging innovative technology, and investing in multimodal options.

Figure 11: Congestion Relief Indicators



<u>Reliably Connect Texas Communities</u> – Prioritize access, connectivity, and reliability. This strategy focuses on intercity and intermodal connectivity, bus transit access, bicycle and pedestrian facilities, mobility for rural and underserved populations, and overall travel time reliability.

Figure 12: Reliably Connect Texas Communities Indicators



Survey Responses

Respondents rated the *Reliably Connect Texas* investment scenario the highest, followed by *Keep it Smooth*. The *Business as Usual* scenario garnered the lowest rating of all four scenarios, however, it most closely resembles the average response.

Figure 13:Explore Scenarios - Average Ratings (1 – least desirable, 5 – most desirable)

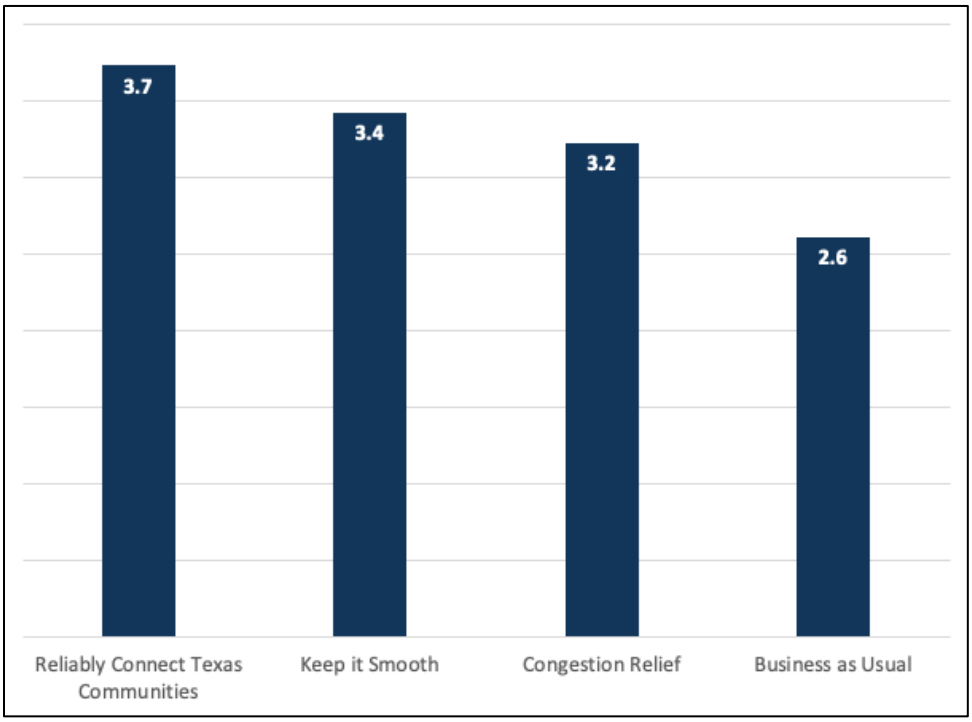


Figure 14: Respondent Preferences Compared to Scenario Allocations

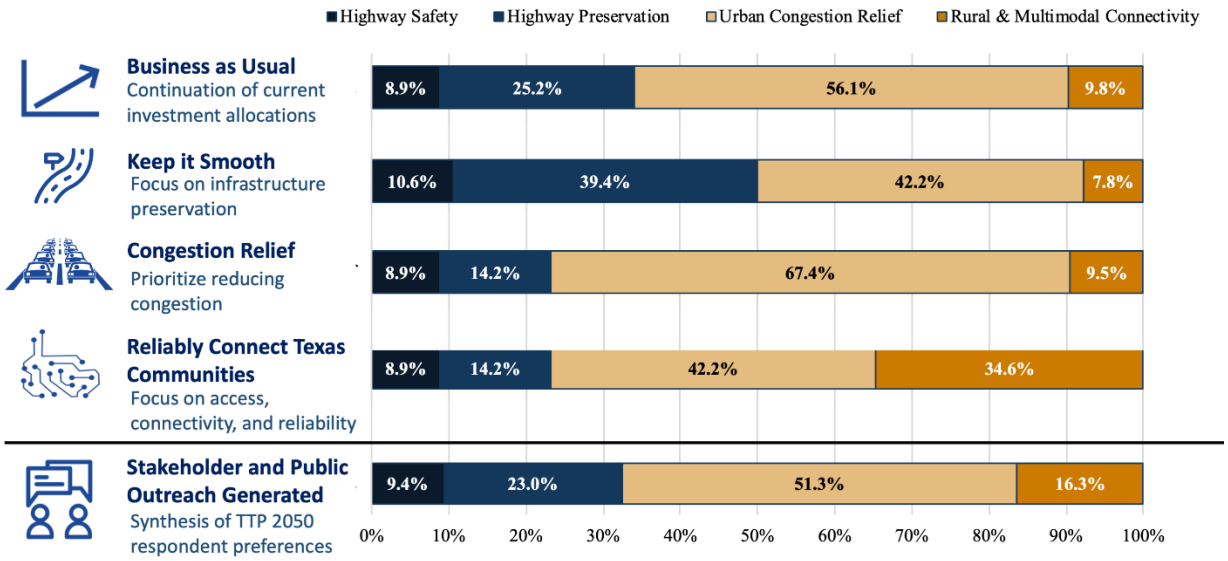


Figure 15 translates the survey respondents' combined preferences among the four scenarios into a representative stakeholder and public generated allocation among highway safety, highway preservation, urban congestion relief, and rural and multimodal connectivity.

5.3 Summary of TTP 2020 PPS Findings

Respondents' top three ranked goals were to Optimize System Performance, Promote Safety, and Foster Stewardship. Additional suggested goal areas involved advances in public transportation, non-vehicle alternatives, and community considerations.

On average, respondents rated the *Reliably Connect Texas* investment scenario the highest, noting support for the multimodal aspects. The *Business as Usual* investment scenario was rated the lowest but most closely represents the average allocation of respondents.

Respondents support increased and improved safety, more mode choices including mass transit between large cities, added capacity in rural areas, and environmental protection for the natural and human environment.

6.0 UNIFIED TRANSPORTATION PROGRAM PRIORITIES SURVEY

6.1 Overview

TxDOT's Unified Transportation Program (UTP) is a listing of projects planned to be constructed and/or developed within the first ten years of the 30-year statewide long-range transportation plan, TTP 2050. The UTP guides transportation project development within the long-term planning context by authorizing funds for program categories that focus on different long-range goals and objectives. It is updated annually.

As the UTP and TTP 2050 are so closely related, TxDOT's UTP planners requested assistance with gauging public priorities as they relate to project selection and development. The UTPP Survey was developed for this purpose. It was made available and presented to the public with the other surveys deployed during the Second Round of the TTP 2050 public and stakeholder engagement effort.

6.2 UTPP Survey Queries and Responses

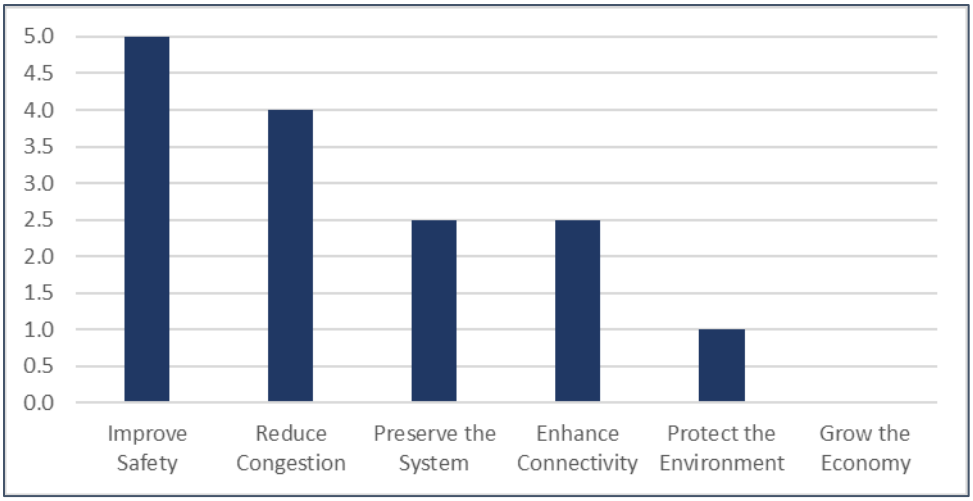
The survey consisted of 15 pairwise comparisons, where respondents were asked for their degree of preference between each combination of the following topic areas:

- Improve Safety;
- Preserve the System;
- Protect the Environment;
- Reduce Congestion;

- Enhance Connectivity; and
- Grow the Economy.

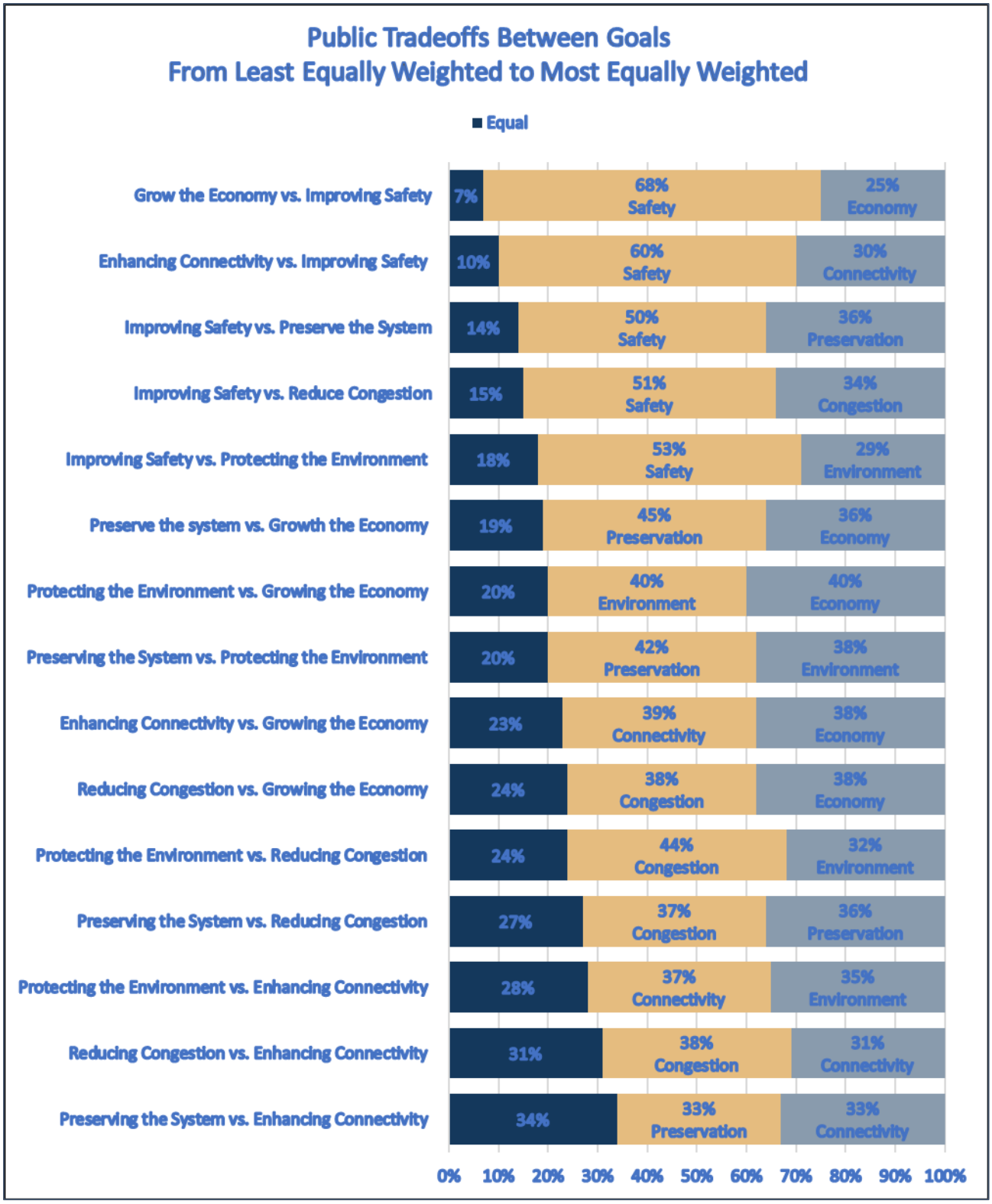
Improve Safety was the dominant response, chosen by more respondents in each of its comparisons to the five other topic areas. Reduce Congestion was the respondents' second choice. Preserve the System and Enhance Connectivity tied with each other and were both preferred to Protect the Environment and Grow the Economy, whereas Protect the Environment was preferred to Grow the Economy. Figure 16 displays the respondents' preferences graphically.

Figure 15: Number of Pairwise Goal Comparisons Preferred (Out of Five)



The results of each of the 15 pairwise comparisons are summarized in Figure 17.

Figure 16: Pairwise Comparison Results



6.2.1 Summary of UTPP Survey Findings

- Improving safety remains the most important goal to survey respondents.
- Preserving the system, reducing congestion, and enhancing connectivity are nearly equally important goals to survey respondents.
- Enhancing connectivity, growing the economy, and protecting the environment gained more importance as a goal since last year's survey.

The pairwise comparison exercise in the UTPP survey will be used to inform the development of priority weights for scoring future UTP projects. Figure 18 shows the change in survey respondents' priorities in 2019 when compared to results from the same survey exercise in 2018. A broader audience participated in the 2019 survey revealing slightly different emphasis areas than those surveyed in 2018. "Protect the Environment" received a significantly higher preference in 2019 when compared to the 2018 results.

Figure 17: Priority Weights in 2019 UTP Compared to 2018

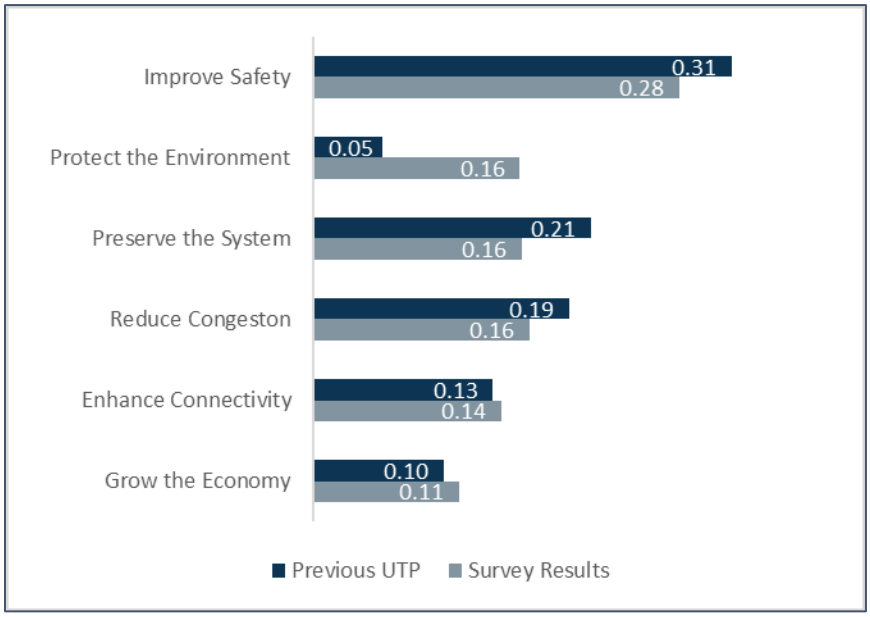
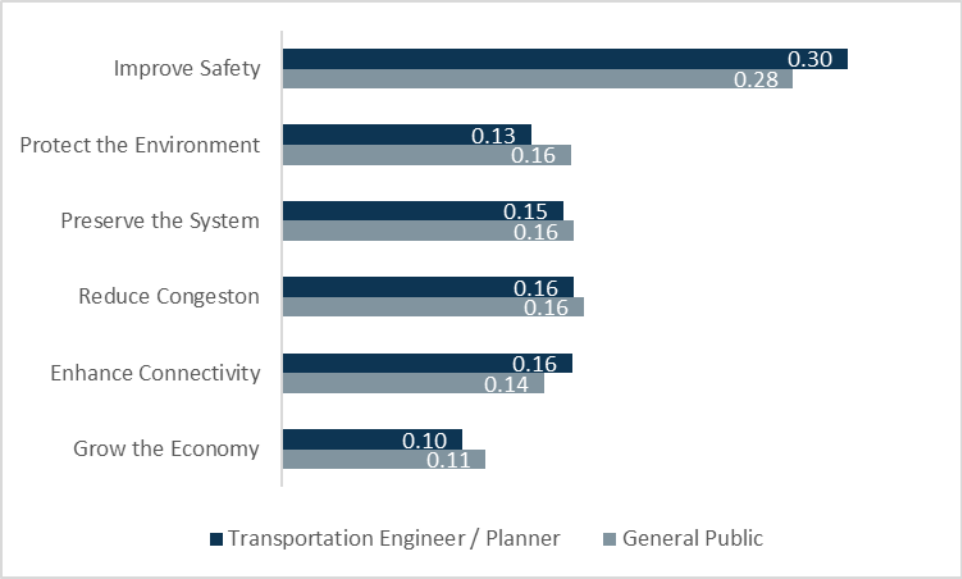


Figure 19 compares survey results for transportation engineers and planners compared to the general public. Results between these two groups were broadly similar, with transportation professionals placing a slightly higher priority on Improve Safety than the general public.

Figure 18: Priority Results for Transportation Professionals vs. the General Public

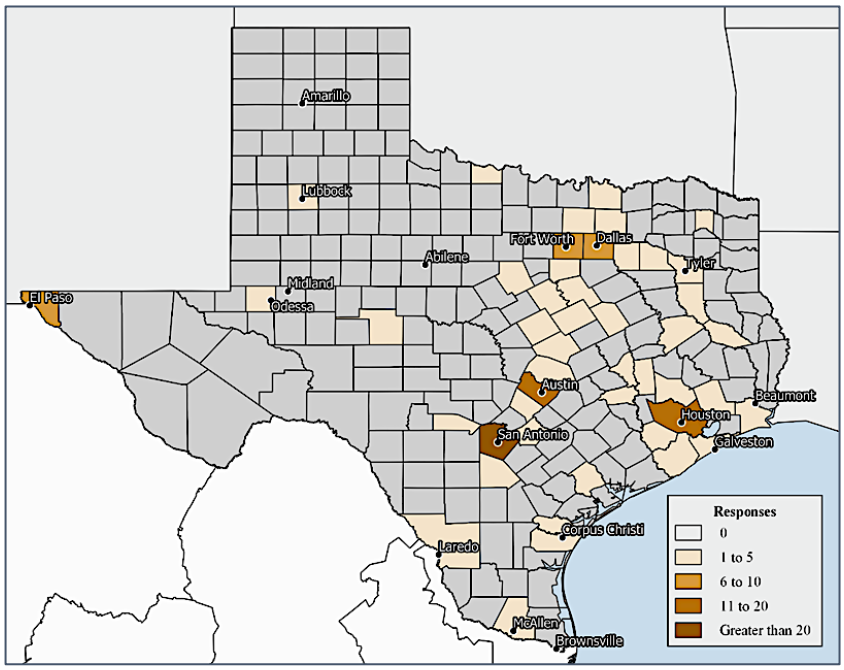


7.0 EMERGING TRANSPORTATION TECHNOLOGY PLAN SURVEY

7.1 Overview

Simultaneous to the TTP, TxDOT developed the state's first *Emerging Transportation Technology Plan* (ETTP). The ETTP includes implementation strategies to integrate emerging transportation technology into state planning practices within TxDOT. In support of this work, the public engagement survey was deployed during TTP 2050 Round 2 stakeholder meetings and open houses for the public. It was also promoted through TxDOT social media channels.

Figure 19: Map of ETTP Survey Respondents by County



The ETTP survey was utilized to elicit feedback on the perception of impacts, readiness, priorities, and concerns related to emerging transportation technologies. The survey asked participants about their use of transportation technologies currently accessible to the public, such as electric vehicles, bike sharing, electric scooters, and ride-hailing. It also questioned respondents on their perception of how

long it will take for additional emerging transportation technologies to be ready for public use. The survey findings will inform implementation strategies for emerging transportation technologies.

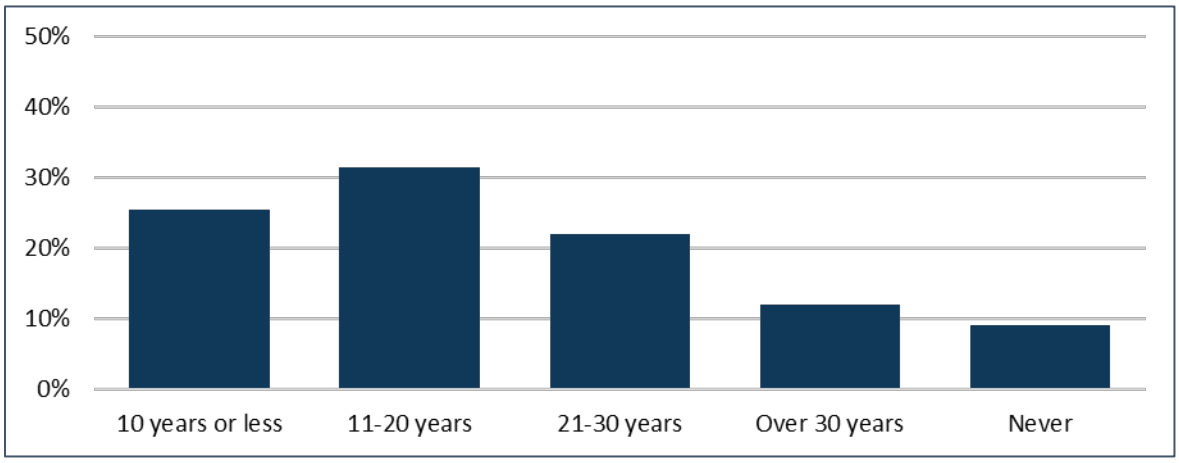
7.2 Highlights of the ETTP Survey Responses

The queries and responses below represent the information presented in the ETTP's survey results report, *Technical Memorandum 1: Survey Results*, dated December 2019 and included in the appendix of this report. Based on the 26 queries (not including demographics), an average of 220 respondents completed the survey.

Respondents were generally open to the idea of owning or participating in new transportation technologies. 76% of respondents indicated they would consider owning an electric vehicle, 62% responded that they would consider riding in a driverless taxi, 70% indicated they would consider riding in an air taxi, and 65% of respondents would be comfortable with truck platooning on Texas freeways. 65% of respondents foresee a future where personal vehicle ownership is less widespread, with more people preferring to rely on on-demand ride services such as Uber and Lyft. Respondents were also open-minded to emerging fixed-guideway technology, with 90% indicating they would ride high-speed rail and 75% responding that they would consider using a hyperloop.

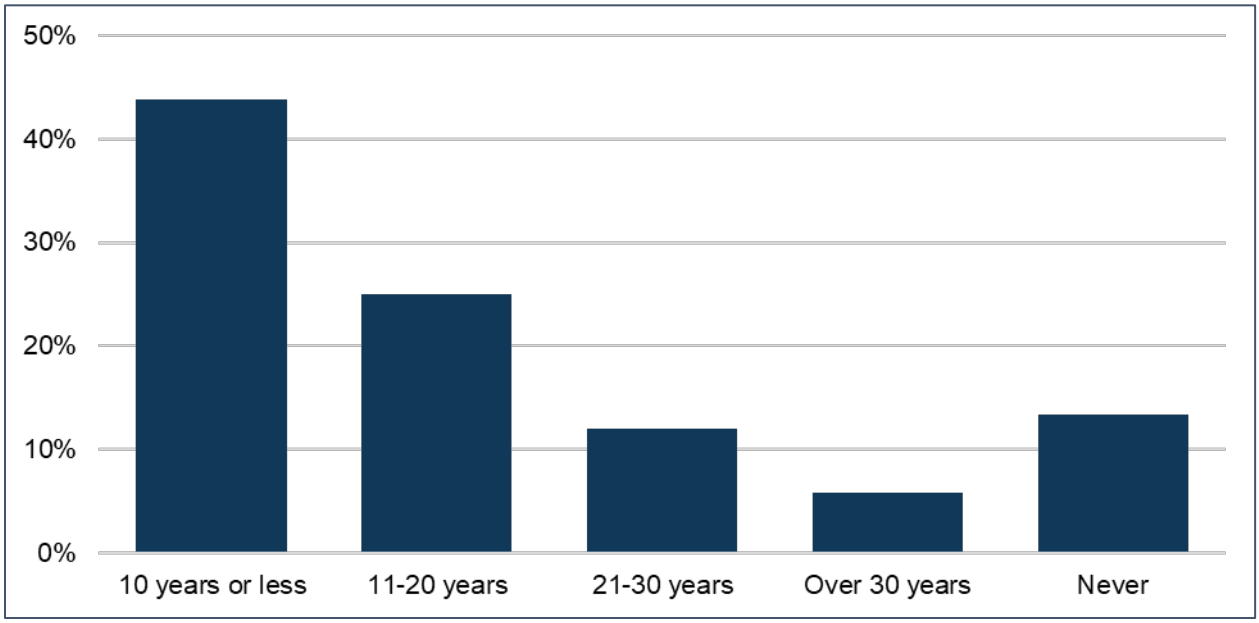
Respondents were more skeptical about the prospects of driverless cars becoming widely available for personal ownership and use in the near future. Beliefs about when driverless cars will be available for public use also varied widely. Although most respondents (56%) believed driverless cars will be publicly available within 20 years, 53% of respondents indicated that they would not personally consider owning a driverless car.

Figure 20: When Driverless Cars Will Be Readily Available for Public Use



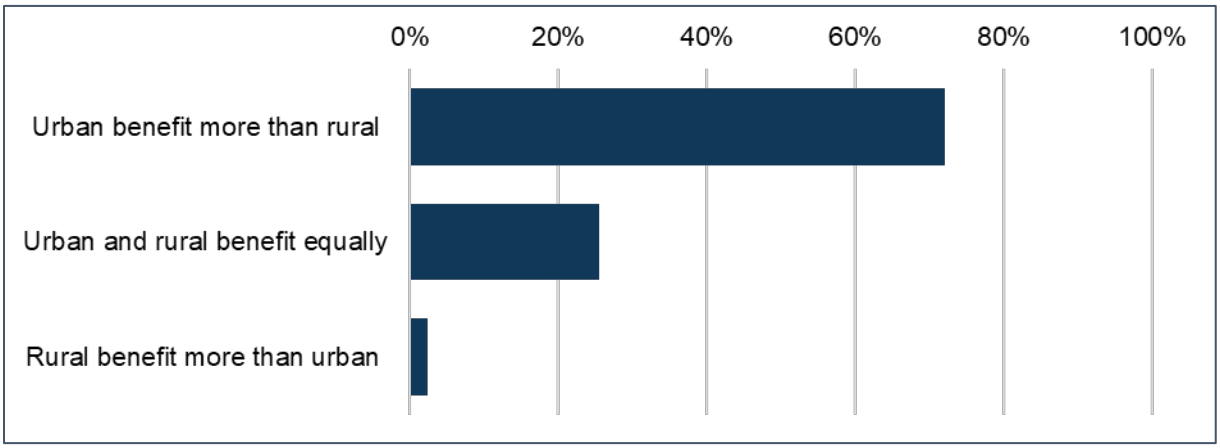
By comparison, respondents were more optimistic about truck platooning on Texas highways, with 68% of respondents indicating they believed truck platooning would happen within 20 years.

Figure 21: When Will Truck Platooning Begin on Texas Freeways?



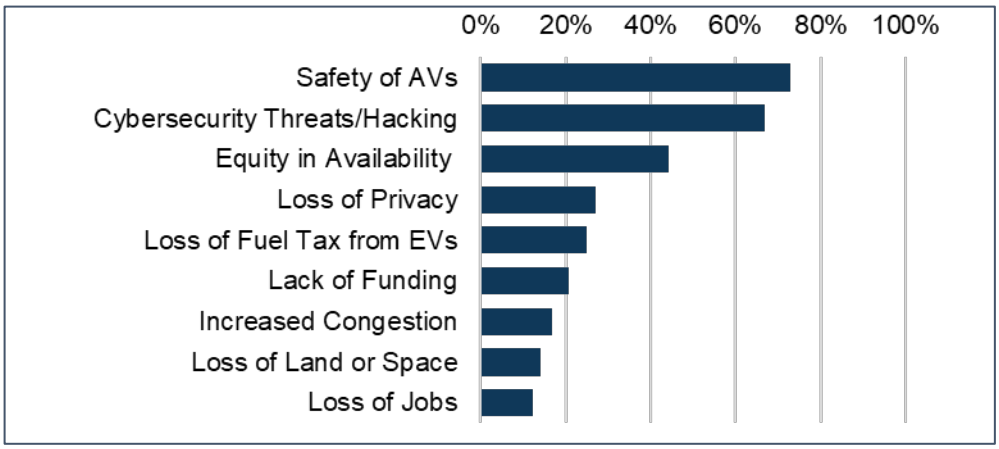
Respondents perceived that Texans living in urban areas would benefit from emerging technologies more so than residents of rural areas, with only 26% of respondents believing that emerging technologies would benefit urban and rural areas equally.

Figure 22: Who Will Benefit from Emerging Technologies?



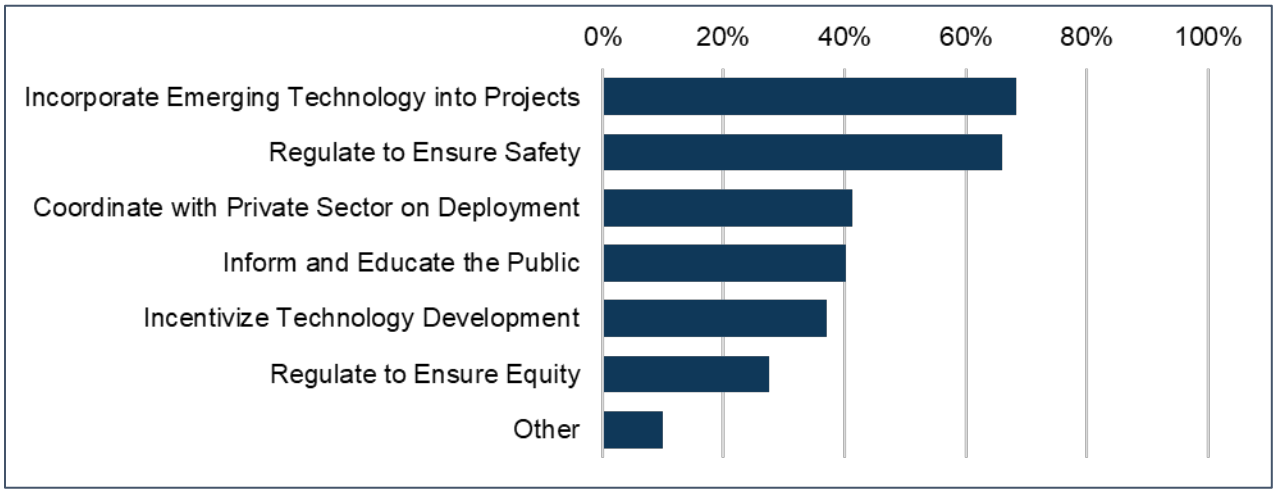
Respondents indicated some concerns with emerging transportation technologies, with safety of automated vehicles (AVs) and cybersecurity threats foremost among the potential concerns presented in the survey.

Figure 23: Top Three Concerns Regarding Emerging Transportation Technologies



Respondents indicated that the most important ways in which state government should be involved in emerging transportation technologies are to incorporate those technologies into projects and to regulate them to ensure safety.

Figure 24: Top Three Ways the State Should Be Involved in Emerging Transportation Technologies



7.3 Summary of ETTP Survey Findings

Generally, respondents are aware of the variety of technologies that are currently available, being piloted, or currently being developed by private companies. Respondents would consider using emerging transportation technologies. However, the majority would not consider purchasing an automated ("driverless") vehicle.

Respondents' beliefs about when various technologies will penetrate the market varied widely. Most respondents believed drone package delivery (61%) will be common within the next ten years. Another large number (43%) believed truck platooning will begin in 10 years or less.

With relation to electronic vehicles surpassing gasoline vehicles and driverless vehicles being readily available, most respondents believed these shifts will occur within the next 20 years.

For high-speed rail, the majority were split between believing it would be available within 10 years or less (35%) or between 11 and 20 years (35%). Hyperloop garnered a similar split with 27% believing it would be available between 11 and 20 years and another 28% choosing more than 30 years.

Responses to air taxi being commonly used for passenger travel came in at 30% selecting 11 to 20 years and 21% choosing never.

Respondents believe transportation related challenges including congestion, safety, and emissions should be addressed by emerging transportation technologies. Respondents were most concerned with safety of AVs (driverless), cybersecurity, and data privacy, or equity.

8.0 ENVIRONMENTAL STATEWIDE PUBLIC ENGAGEMENT PLAN SURVEY

8.1 Overview

The ESPEP survey was deployed as part of a larger effort created by TxDOT's Environmental Affairs Division (ENV). The ESPEP survey, "Highlighting TxDOT's Environmental Excellence," was developed to solicit baseline information for the Beyond The Road campaign. The ESPEP is a plan designed to assist TxDOT and its partners during environmental reviews. The campaign is specific to the plan's public involvement and stakeholder engagement efforts. The campaign was orchestrated to develop materials and resources to solicit engagement and help the public understand the elements and how to contribute during mandated environmental reviews.

The ESPEP survey was promoted with the TTP 2050 Round 1 meetings as well as various channels Environmental Affairs (ENV) utilized. It was intended to gauge how much respondents know about TxDOT's environmental processes, what environmental topics are of interest, and how best to distribute ENV information.

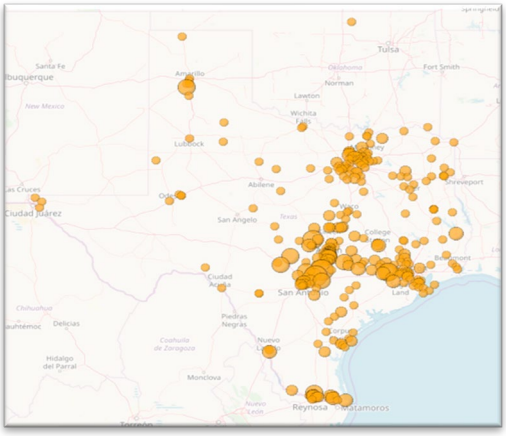
8.2 Summary of ESPEP Survey Findings

- Environmental resources are of great importance to respondents.
- The top five ways respondents would like to receive stories are e-newsletters, historic photographs, shareable videos, local media news stories, and museum exhibits (listed in order from most preferred to least).
- Most respondents were aware that TxDOT is mandated to comply with NEPA or NHPA reviews. However, this finding may be a result of the survey distributed to stakeholders that are engaged in preservation issues.

8.3 ESPEP Survey Demographics

An average of 402 participants responded to every query. Respondents all preferred English. The majority of respondents were Caucasian females, over the age of 60, with an advanced degree (bachelors or higher), and a household income of more than $75,000. The map to the right illustrates the geographic distribution of respondents who answered the location query.

Figure 25: ESPEP Survey Respondent Distribution



8.4 Highlights of ESPEP Survey Responses

Survey respondents indicated that preserving Texas outdoor spaces and water resources were of great importance. In addition, preserving history was ranked as highly important.

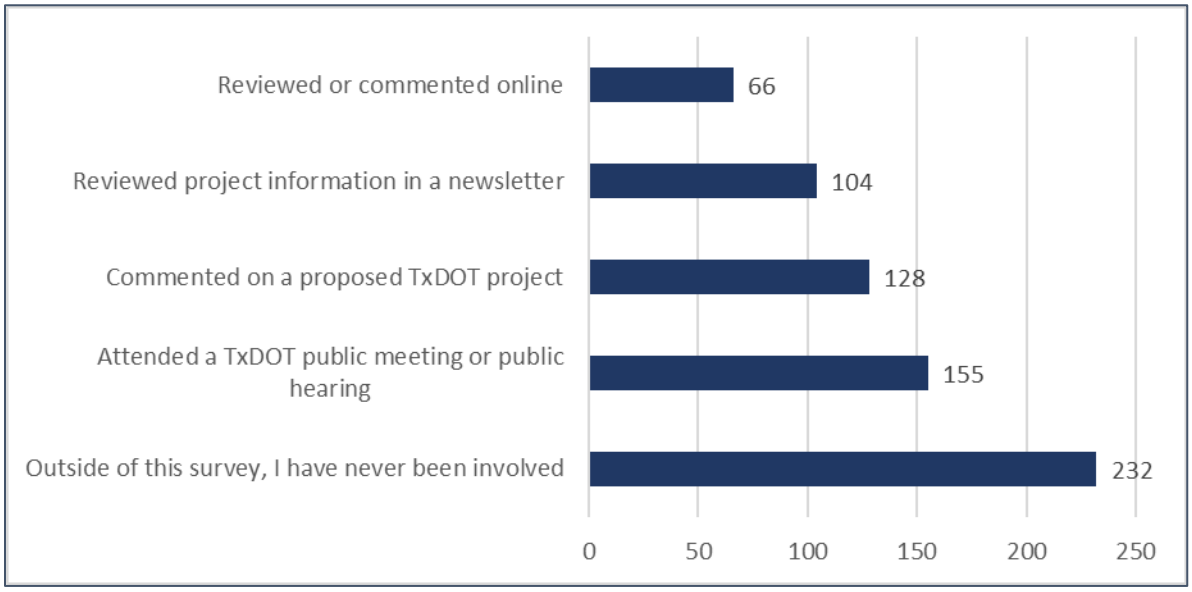
Table 2: Which of These Resources are Important to You?

Responses	# of Responses	% of Responses
The Great Outdoors Wildlife habitats and endangered animals Clean air or Dark Skies initiatives Wildflowers, native plants, or beautification Bat conservation and bridges	429	92.26%
Preserving our Water Resources Lakes, rivers, streams, and wetlands Stormwater quality Pollution prevention Hazardous spill response	412	88.60%
Historic Places in Texas Historic bridges Old buildings with distinctive architecture Historic downtowns and neighborhoods Old ranches and farmsteads	408	87.74%
Ancient Cultures and Archeology Ancient artifacts Archeological sites Native American objects or sites Historic cemeteries or burial grounds	385	82.80%
The People of Texas Oral histories of Texas ethnic heritage Celebration of diverse communities around the state	311	66.88%
Other types of topics (see report for specifics)	44	9.46%

Respondents were generally aware of TxDOT's responsibilities with respect to environmental and historical preservation. 72 percent of respondents knew that TxDOT is required to follow the National Historic Preservation Act of 1966 (NHPA), and 72% of respondents knew that TxDOT is required to follow the National Environmental Preservation Act of 1970 (NEPA).

QUERY: Have you ever participated in a TxDOT project during early planning or other phases of development? Check all that apply.

Figure 26: Participation in TxDOT Planning for Project in Early Development



In addition to agencies TxDOT currently works with on environmental and historical preservation, including the Texas Historical Commission, and the Texas Commission on Environmental Quality, respondents indicated TxDOT should work with the Texas Master Naturalists, the Native Plant Society of Texas, the Sierra Club, local governments, County Historical Commissions, and Texas Parks and Wildlife.

9.0 APPENDIX

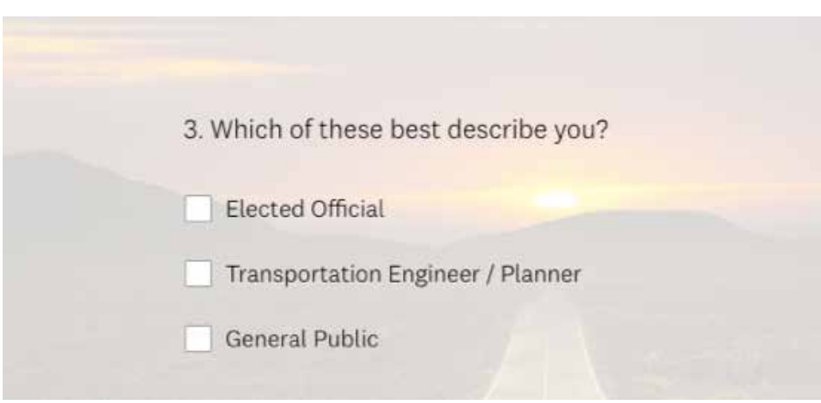
The appendix contains a survey library of the surveys summarized in this memo:

- Transportation Usage Survey (TUS)
- TPP 2050 Planning Priorities Survey
- Unified Transportation Program Priorities Survey (UTPP)
- Emergining Transportation Technology Plan Survey (ETTP)
- Environmental Statewide Public Engagement Plan Survey (ESPEP)

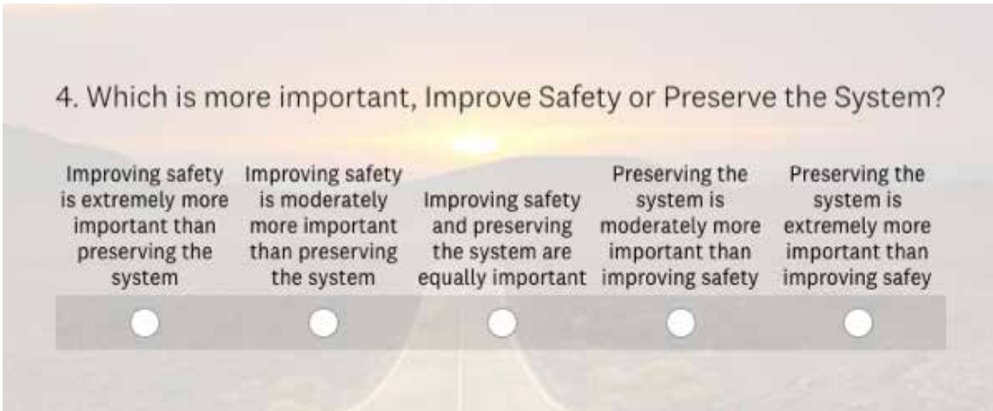
Question 1: Language Preference

Question 2: What zip code do you currently reside in?

Question 3: Which of these best describe you?



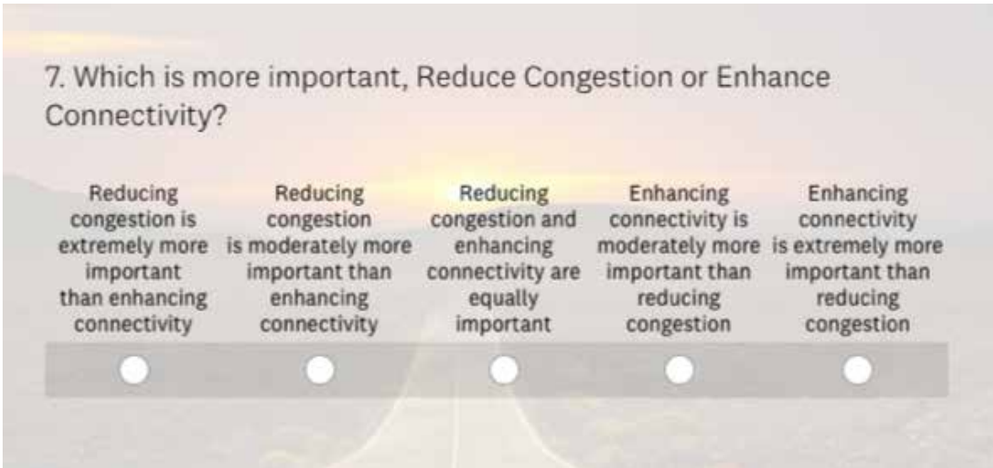
Question 4: Which is more important, improve safety or preserve the system?



Question 5: Which is more important, preserve the system or protect the environment?

Question 6: Which is more important, protect the environment or reduce congestion?

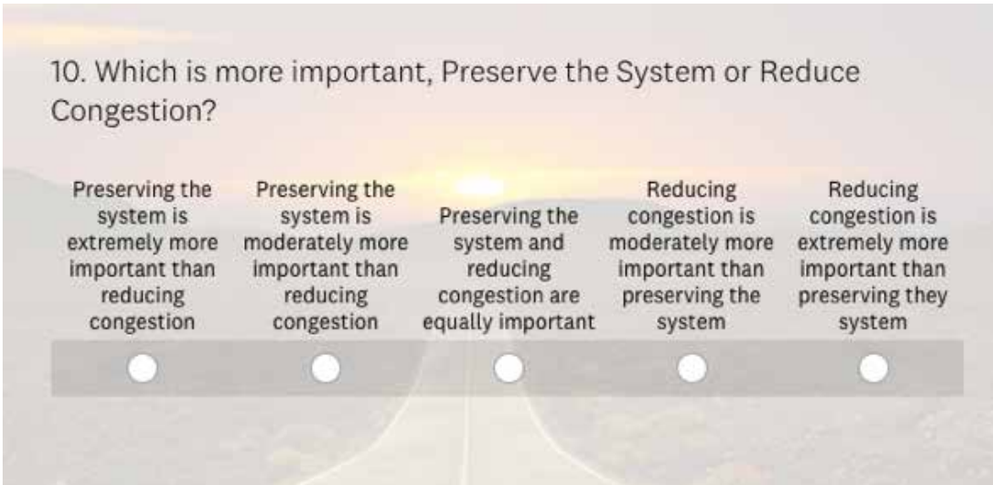
Question 7: Which is more important, reduce congestion or enhance connectivity?



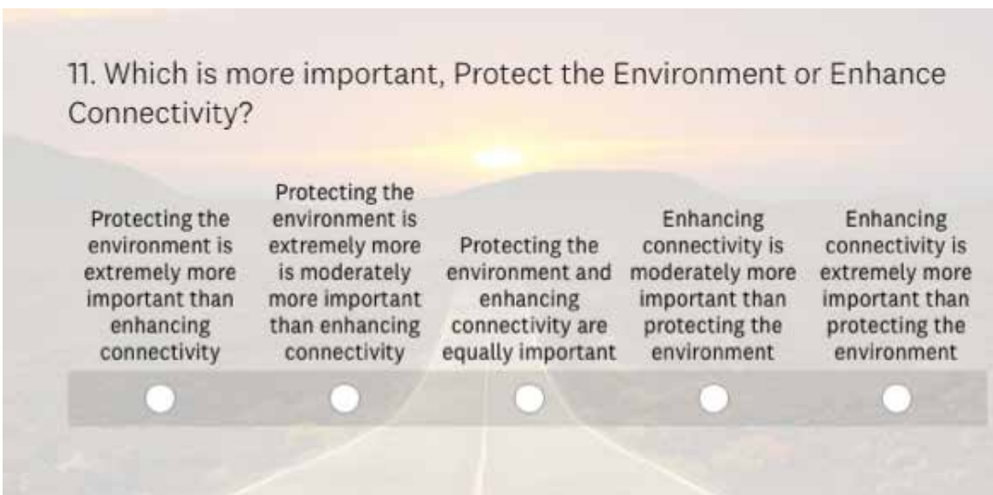
Question 8: Which is more important, enhance connectivity or grow the economy?

Question 9: Which is more important, improve safety or protect the environment?

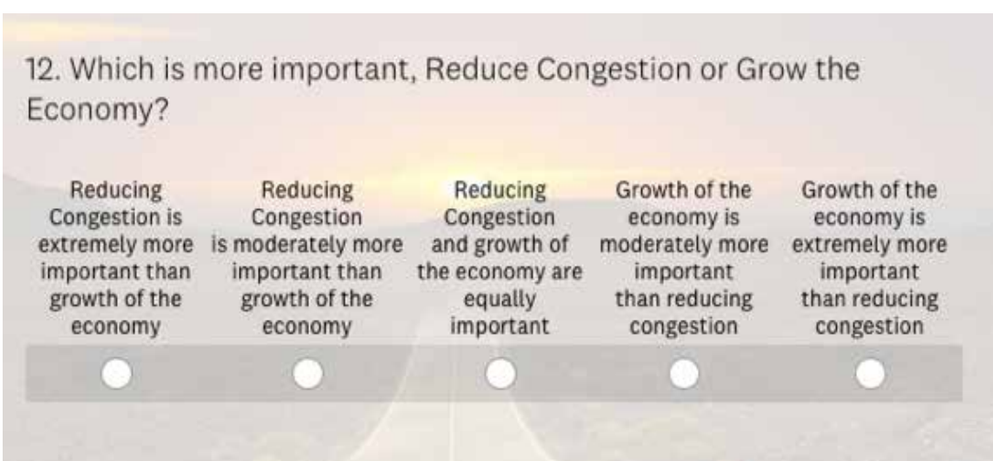
Question 10: Which is more important, preserve the system or reduce congestion?



Question 11: Which is more important, protect the environment or enhance connectivity?

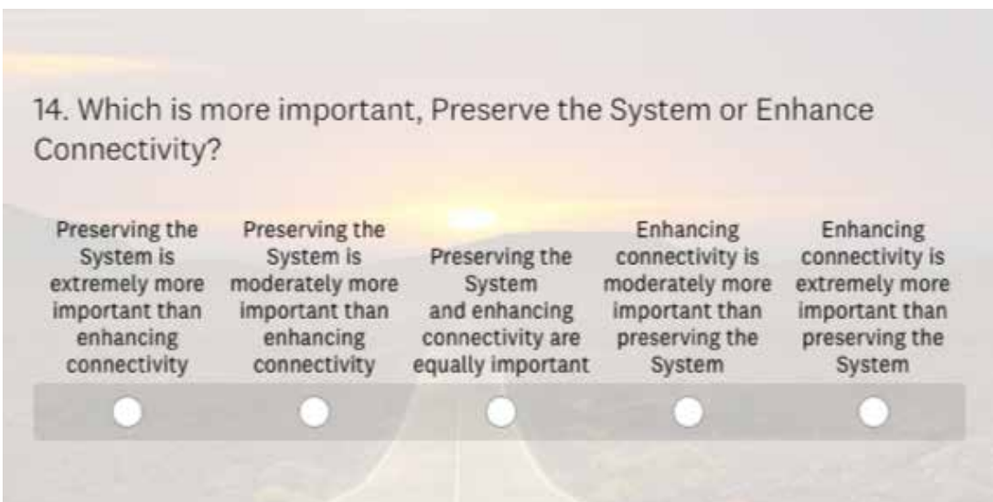


Question 12: Which is more important, reduce congestion or grow the economy?



Question 13: Which is more important, improve safety or reduce congestion?

Question 14: Which is more important, preserve the system or enhance connectivity?



Question 15: Which is more important, protect the environment or grow the economy?

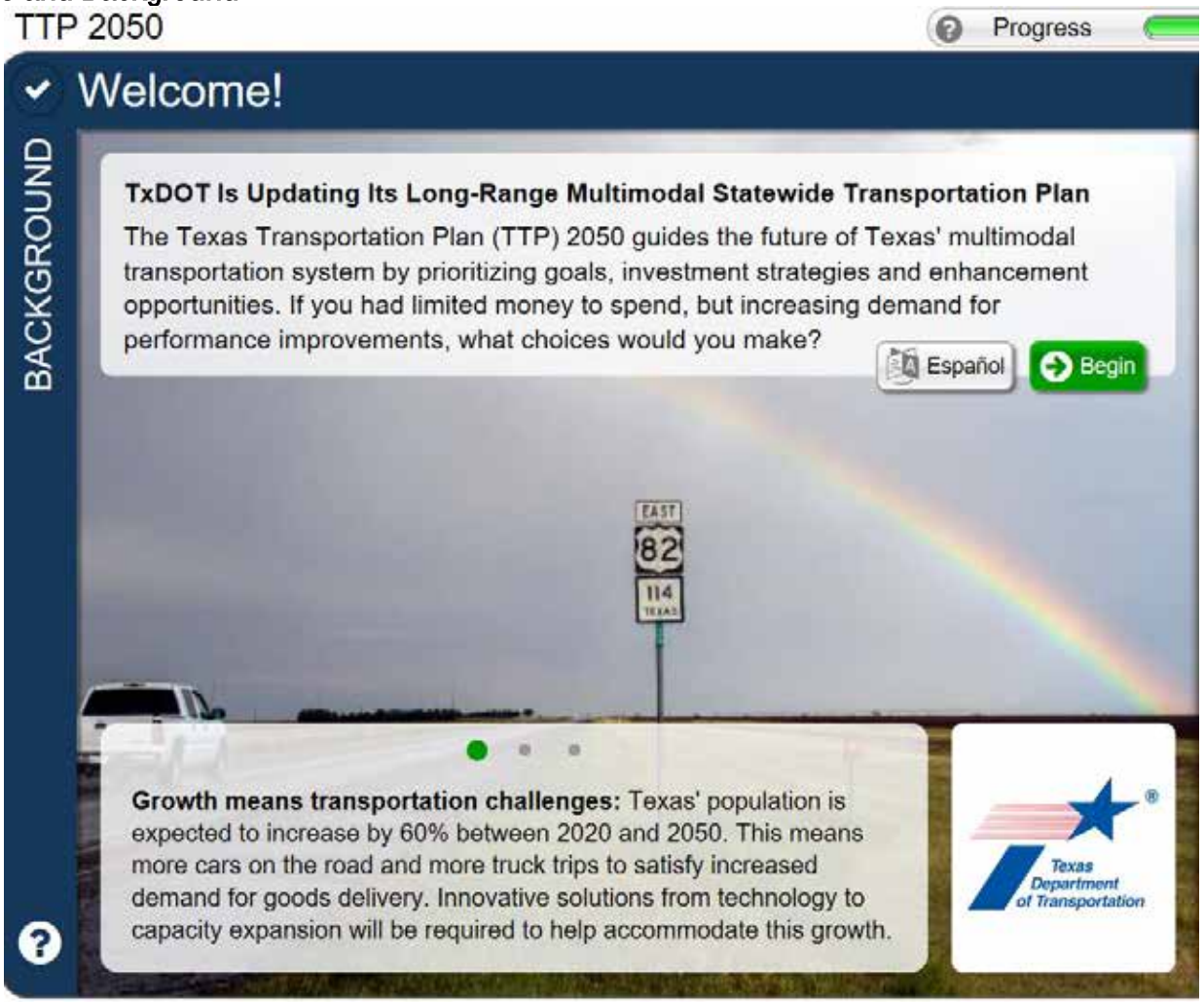
Question 16: Which is more important, improve safety or enhance connectivity?

Question 17: Which is more important, preserve the system or grow the economy?

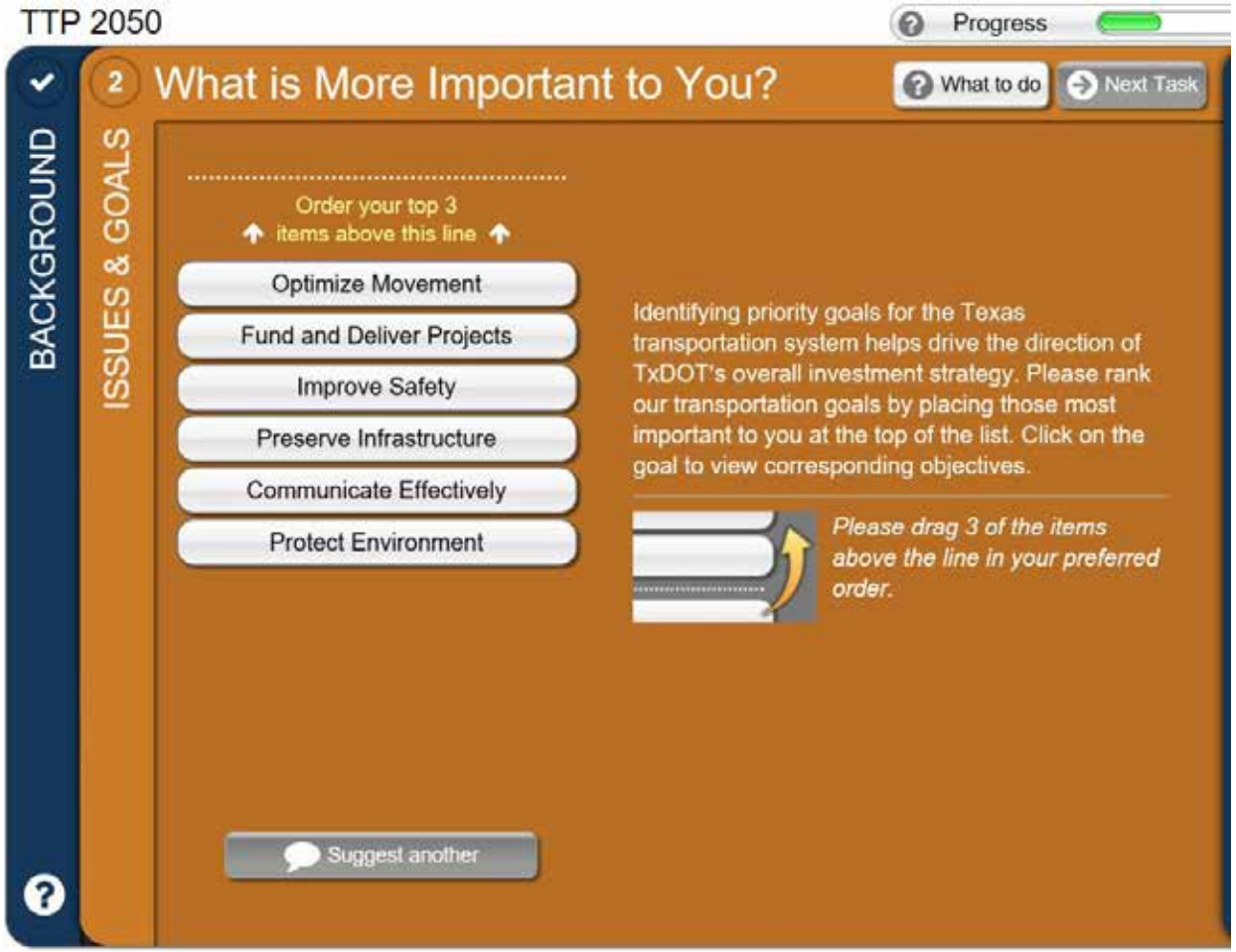
Question 18: Which is more important, improve safety or grow the economy?

TxDOT Texas Transportation Plan 2050
Online Interactive Public Survey
Supporting Information and Raw Data

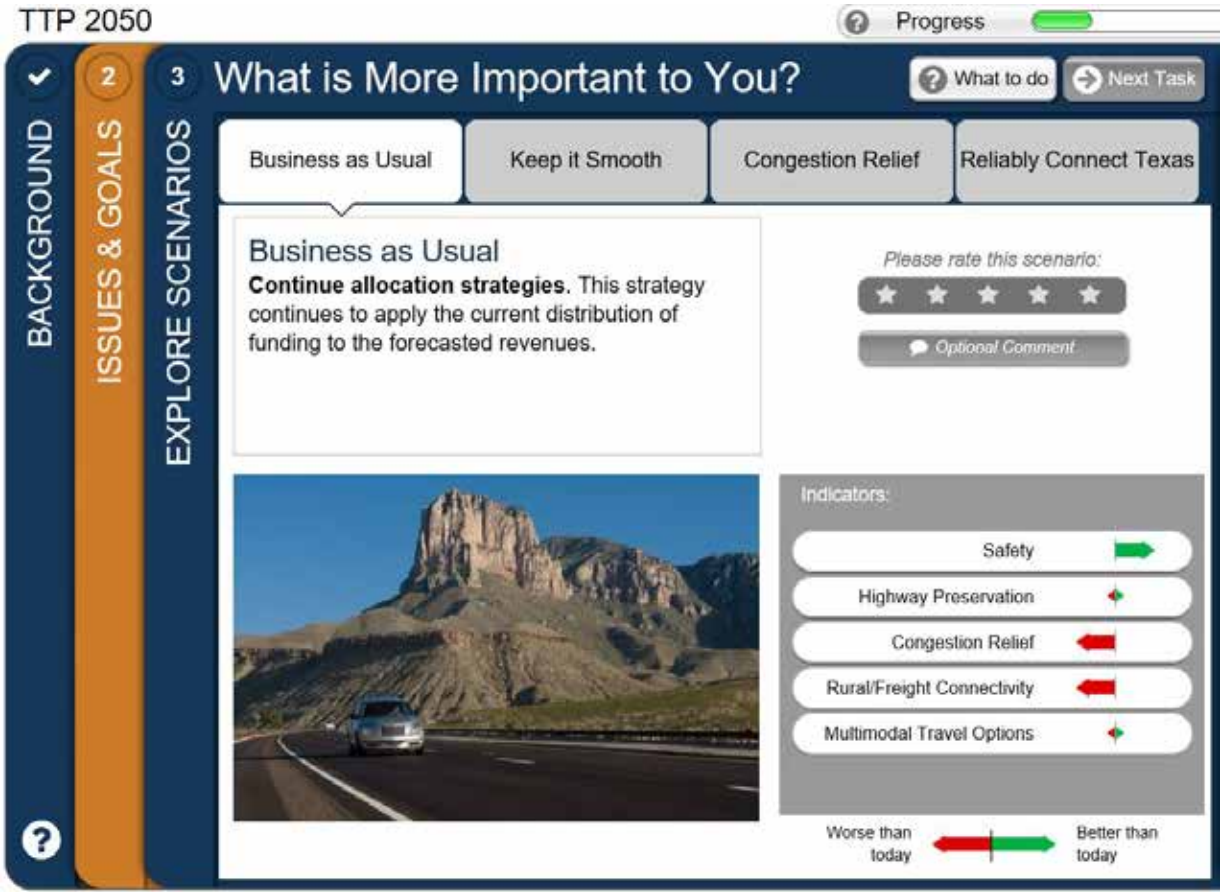
Screen 1: Welcome and Background



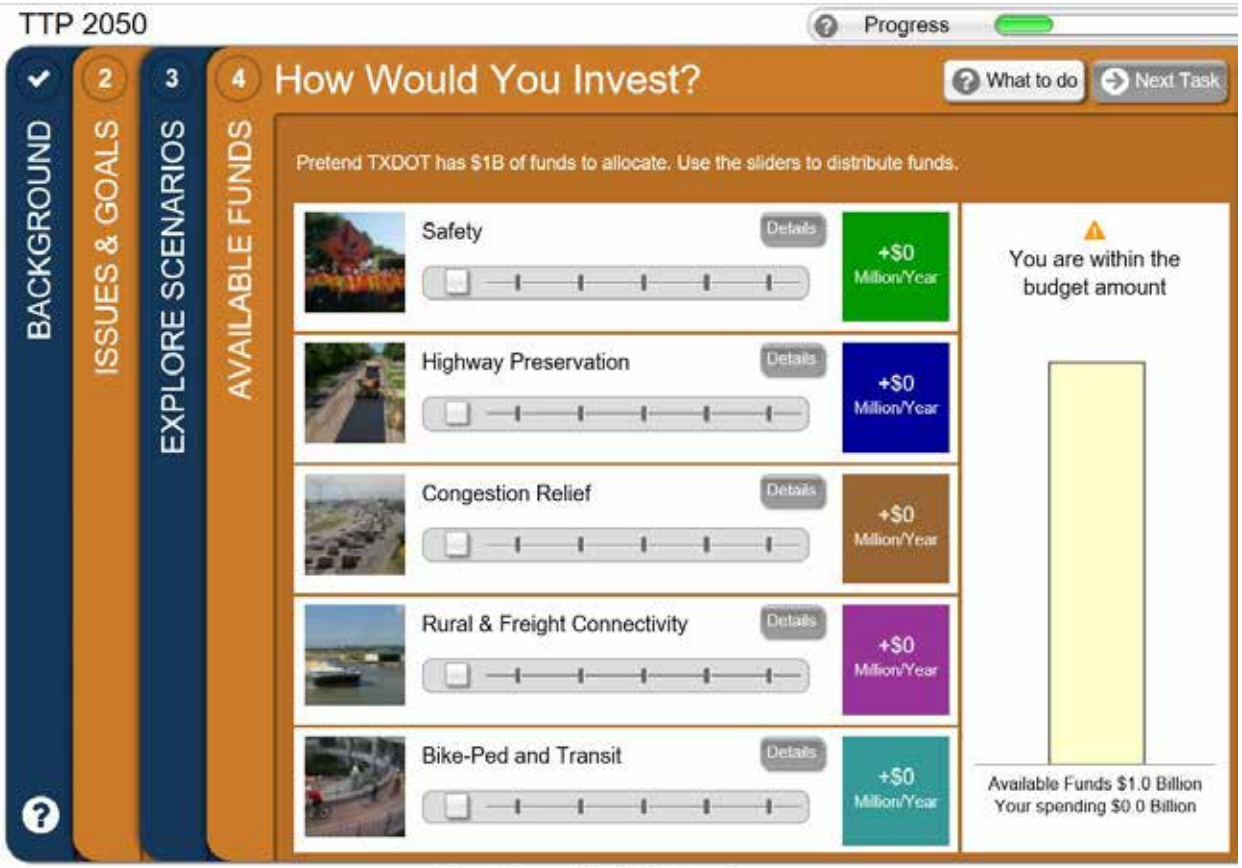
Screen 2: Issues and Goals: What is More Important to You?



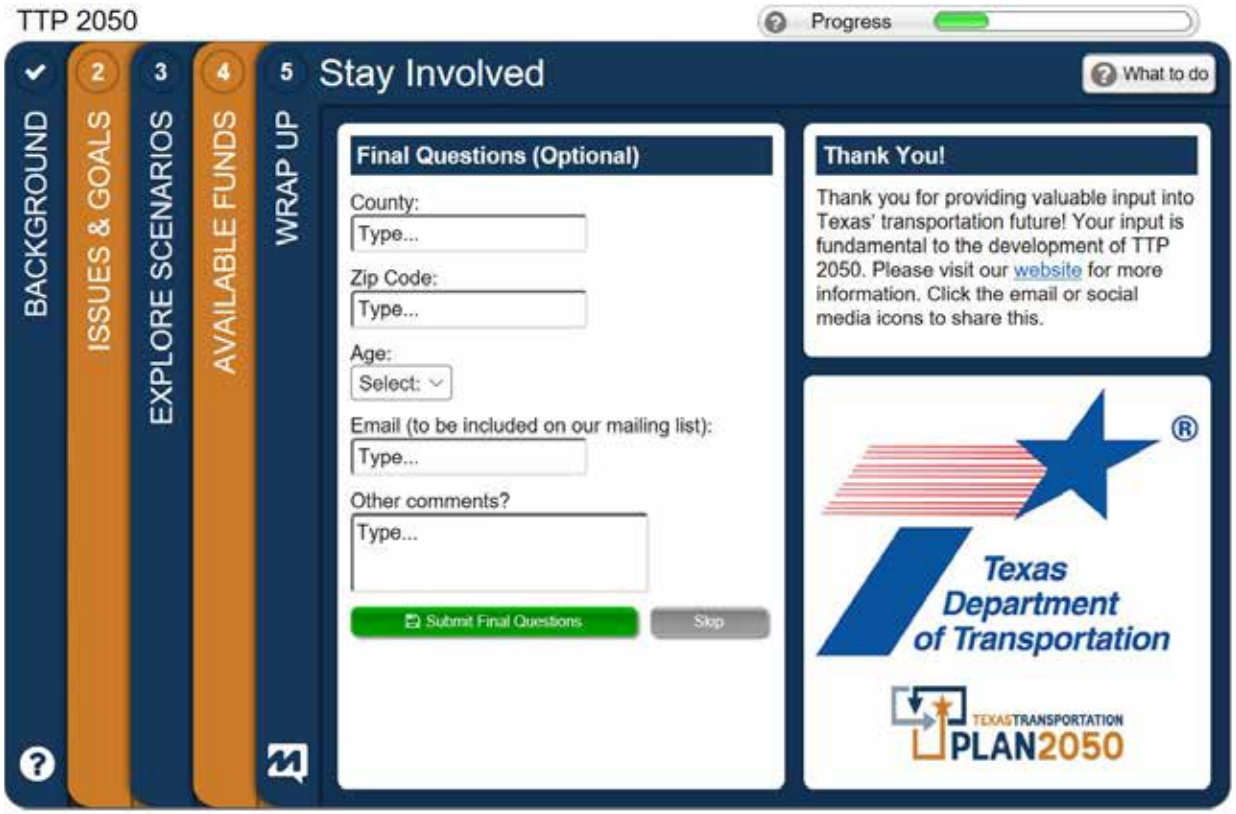
Screen 3: Explore Scenarios: What is More Important to You?



Screen 4: Available Funds – How Would You Invest?



Screen 5: Wrap Up – Stay Involved



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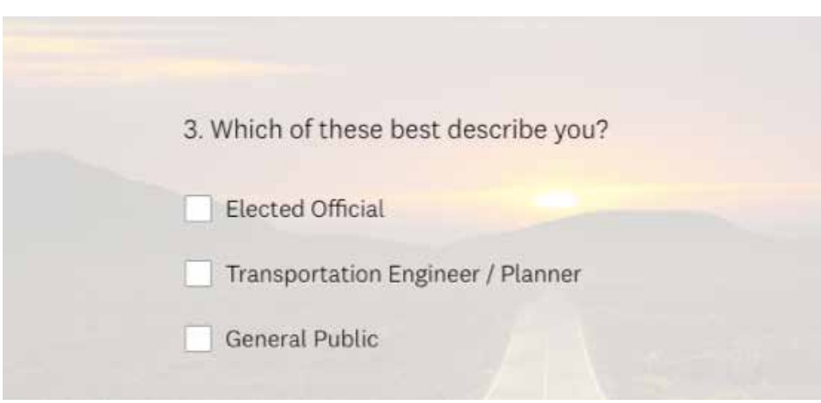

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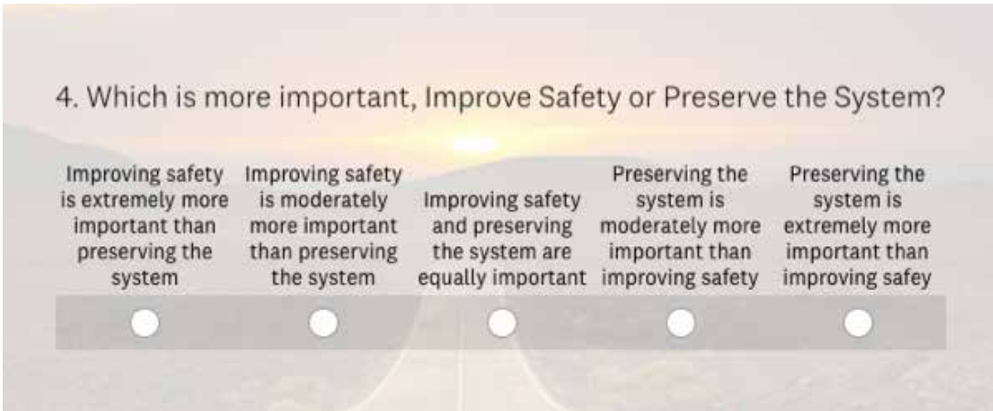

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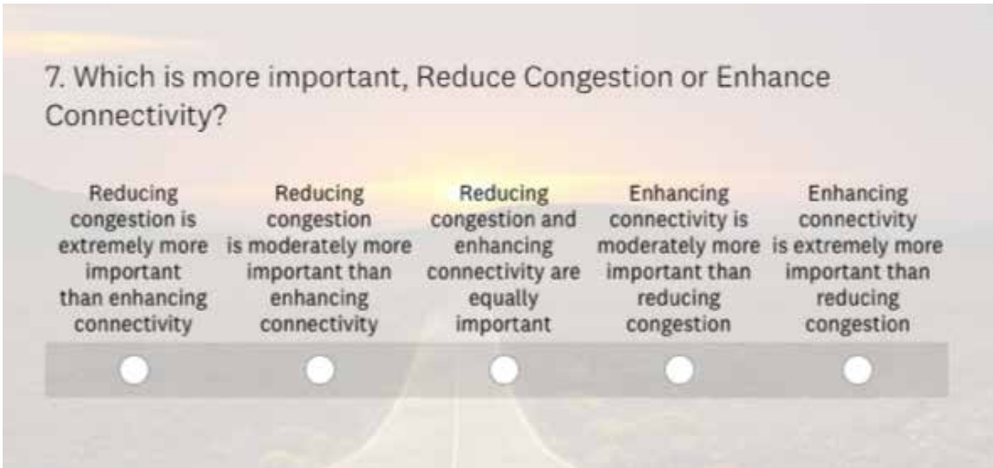

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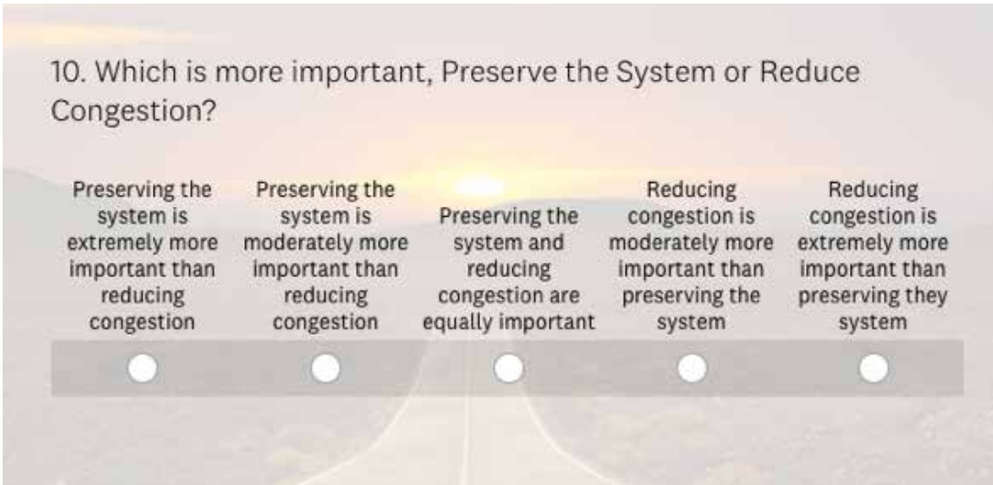

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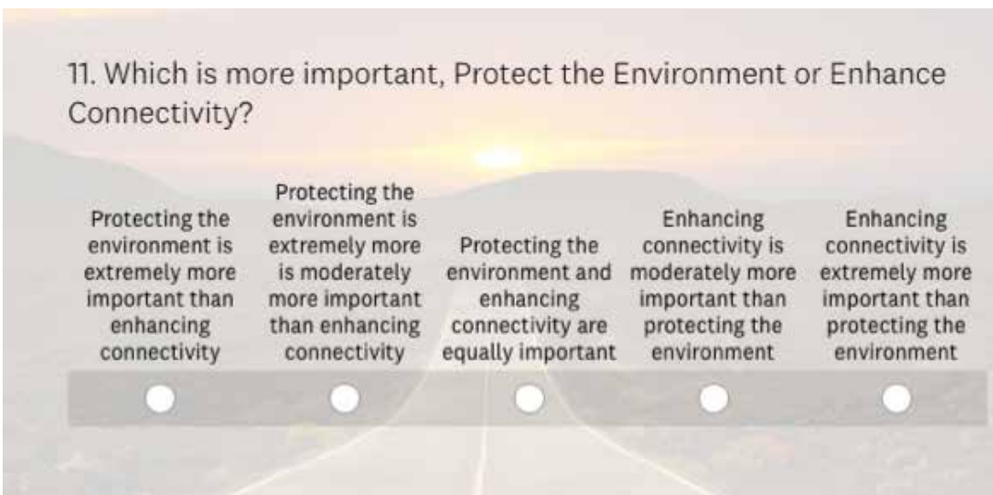

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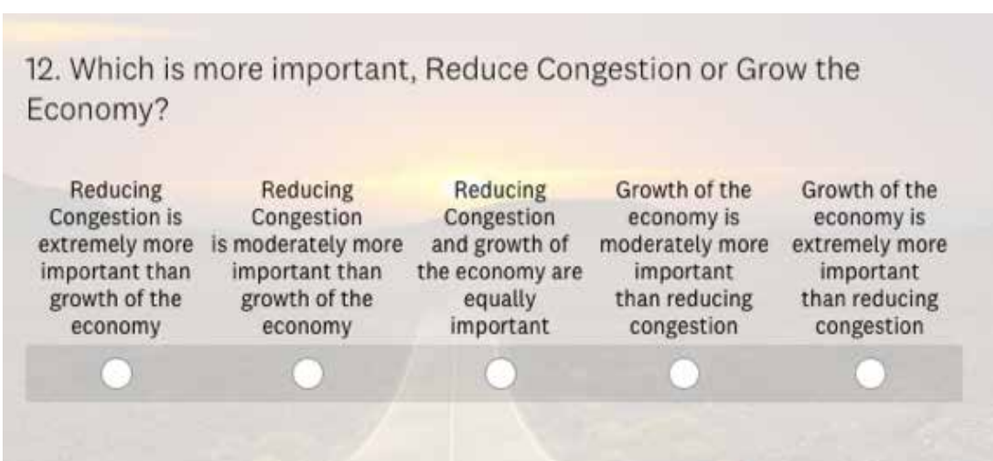

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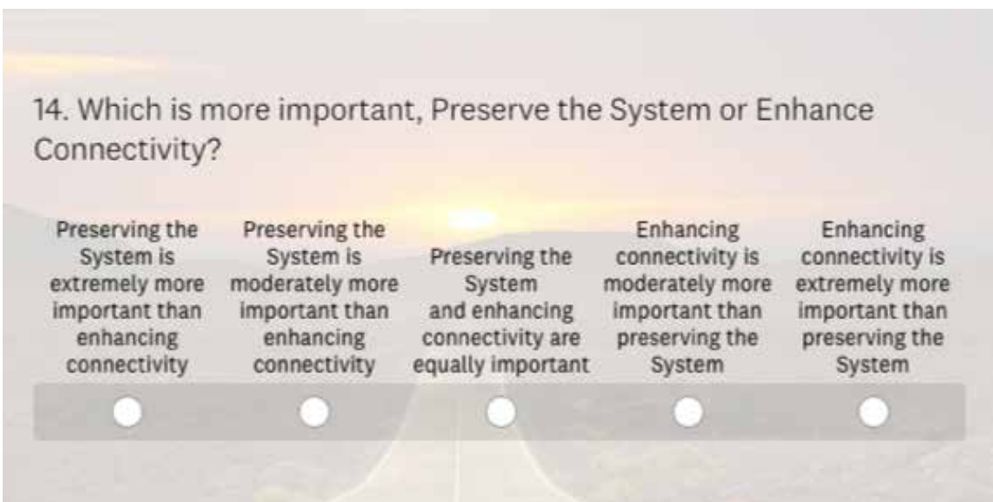

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TEXAS DEPARTMENT OF TRANSPORTATION

TEXAS TRANSPORTATION PLAN 2050

Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Welcome | Bienvenida

Language / idioma

- English
- Español

TEXAS DEPARTMENT OF TRANSPORTATION

TEXAS TRANSPORTATION PLAN 2050

Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Introduction

Emerging technologies such as electric vehicles and self-driving cars are expected to significantly impact the Texas transportation system. As such, the Texas Department of Transportation (TxDOT) wants to understand public perception on impacts, readiness, priorities, and concerns related to these technologies. This assessment will be based on responses to this survey. Please share your thoughts and opinions about emerging technology. The survey has 34 questions and should take less than 10 minutes to complete. Thank you for participating!

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Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Technology Types | Electric Vehicles

Which of the following emerging transportation technologies have you heard of? Select all that apply.

- ☐ Electric Vehicles (EVs)
- ☐ Autonomous Vehicles (AVs) / Self-driving cars and trucks
- ☐ Drones / Unmanned Aircraft (for package delivery and air taxis)
- ☐ App-based on-demand ride services (e.g. Uber, Lyft)
- ☐ Truck platooning (two or more trucks maintaining closer proximity to each other using technology that allows the trailing trucks to follow the lead truck)
- ☐ High-speed rail
- ☐ Hyperloop
- ☐ Connected infrastructure (vehicles communicating safety information to each other and others)
- ☐ Dockless bikeshare and electric scooters (Lime, Bird)
- ☐ Other:

Would you consider owning/driving an electric vehicle (EV)?

- ○ Yes
- ○ No

When do you think EVs will outsell traditional gas/diesel vehicles?

- ◯ 10 years or less
- ◯ 11-20 years
- ◯ 21-30 years
- ◯ Over 30 years
- ◯ Never

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Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Driverless Vehicles

Connected/Autonmous Vehicle (CAV) technology promises a future of driverless cars that can guide themselves without human intervention.

Would you consider riding in a driverless taxi?

- ◯ Yes
- ◯ No

Would you consider owning a driverless car?

- Yes
- No

When do you think driverless cars will be readily available for public use?

- 10 years or less
- 11-20 years
- 21-30 years
- Over 30 years
- Never

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Drone Technology

Drone deliveries could become the real deal.

How often do you receive packages delivered directly to your home?

- ◯ At least once a week
- ◯ At least once a month
- ◯ Every few months
- ◯ Rarely/never

Would you be okay having drones deliver packages to your home?

- Yes
- No

When do you think drones will be commonly used for package delivery?

- 10 years or less
- 11-20 years
- 21-30 years
- Over 30 years
- Never

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Air Transportation

Helipads may someday be used for flying taxis.

Would you consider riding in an air taxi (short duration flights in vehicles similar to a helicopter)?

- ◯ Yes
- ◯ No

When do you think air taxis will be commonly used for passenger travel?

- 10 years or less
- 11-20 years
- 21-30 years
- Over 30 years
- Never

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Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

On-Demand Technology

Companies that offer on-demand transportation services that match passengers with vehicles using mobile apps on smart phones/devices are rising in popularity.

Have you ever used an on-demand ride service using an app on your smart phone/device (e.g. Uber, Lyft)?

- ◯ Yes, I use it at least once a week
- ◯ Yes, I use it at least once a month
- ◯ Yes, but rarely
- ◯ No, but I may in the future
- ◯ No, and I do not think I will

Do you foresee a future where people decide not to own a vehicle because they can use on-demand ride services (e.g. Uber, Lyft)?

- ◯ Yes
- ◯ No

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Plan de Tecnologías Emergentes de Transporte

Truck Platooning

Freight trucks may someday be be able to sync up to form platoons on open stretches of highways or possibly in dedicated truck lanes.

As a driver, would you be comfortable with truck platooning (two or more trucks maintaining closer proximity to each other using technology that allows the trailing trucks to follow the lead truck) on Texas freeways?

- ◯ Yes
- ◯ No

When do you think truck platooning will begin on Texas freeways?

- ◯ 10 years or less
- ◯ 11-20 years
- ◯ 21-30 years
- ◯ Over 30 years
- ◯ Never

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Emerging Transportation Technologies Plan
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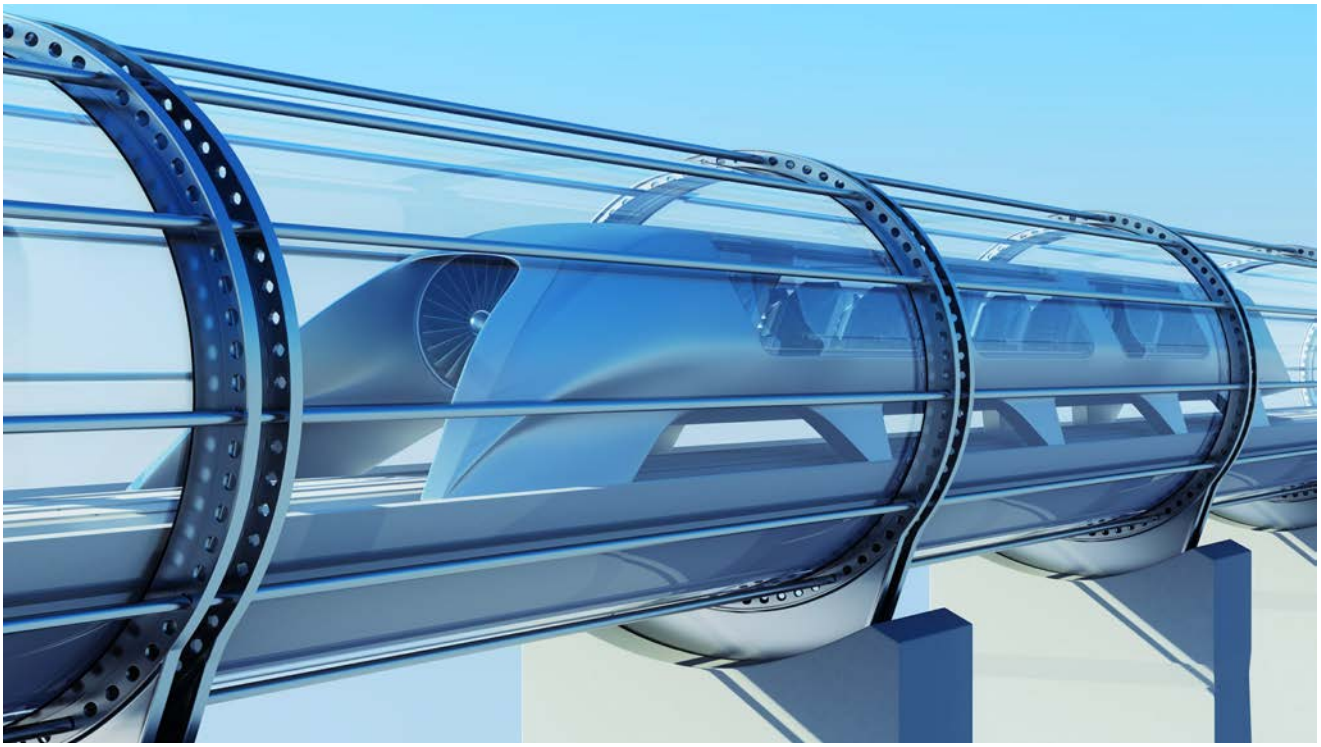
High Speed Transportation

A private company is planning to offer high-speed rail service between Houston and Dallas with a top speed of 200 mph. Additionally, transportation planners are studying the viability of hyperloop (a form of high-speed transportation where passengers ride in pods located inside of a vacuum tube) from the Ft. Worth/Dallas area down to Laredo.



Would you consider using high speed rail if available in Texas?

- ◯ Yes
- ◯ No

When do you think high speed rail will be available in Texas?

- 10 years or less
- 11-20 years
- 21-30 years
- Over 30 years
- Never

Would you consider using hyperloop (a form of high-speed transportation located inside of a vacuum tube) if available in Texas?

- Yes
- No

When do you think hyperloop will be available in Texas?

- 10 years or less
- 11-20 years
- 21-30 years
- Over 30 years
- Never

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Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Active Transportation

Electric scooters have popped up in cities all across the state.

Have you ever used a dockless bikeshare or dockless electric scooter service (e.g. Lime, Bird)?

- ◯ Yes, I use it at least once a week
- ◯ Yes, I use it at least once a month
- ◯ Yes, but rarely
- ◯ No, but I may in the future
- ◯ No, and I do not think I will

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Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Attitudes Towards Emerging Technologies

* Check three items below that you think emerging transportation technology should accomplish.

- ☐ Reduce traffic congestion
- ☐ Minimize travel times
- ☐ Increase safety
- ☐ Reduce travel costs
- ☐ Increase travel options
- ☐ Reduce greenhouse gas (GHG) emissions
- ☐ Ensure equity in availability (i.e. availability regardless of income/location)
- ☐ Increase resiliency against severe-weather events

What areas will benefit most from emerging technologies?

- ○ Urban areas will benefit more than rural areas
- ○ Rural areas will benefit more than urban areas
- ○ Urban and rural will benefit equally

*** Identify your top three concerns regarding emerging transportation technology by checking the box next to them.**

- ☐ Safety of automated vehicles (AVs)
- ☐ Loss of fuel tax from electric vehicles (EVs) to pay for roads
- ☐ Cybersecurity threats/hacking
- ☐ Loss of Privacy
- ☐ Equity in availability (i.e. availability regardless of income/location)
- ☐ Increased congestion
- ☐ Loss of jobs
- ☐ No money for new technology
- ☐ Loss of land or space

On a scale of 1-5, with 1 being *Not at all prepared* and 5 being *Very prepared*, how prepared do you believe Texas is in regard to the following emerging technologies.

	1 Not prepared at all	2	3	4	5 Very prepared
Electric Vehicles (EVs)	○	○	○	○	○
Autonomous Vehicles (AVs) / Self-driving cars or trucks	○	○	○	○	○
Drones / Unmanned Aircraft	○	○	○	○	○
On-demand ride services (e.g. Uber, Lyft)	○	○	○	○	○
Truck platooning	○	○	○	○	○
High-speed rail	○	○	○	○	○
Hyperloop	○	○	○	○	○
Dockless bikeshare and electric scooters (Lime, Bird)	○	○	○	○	○

* Identify the top three ways the State (not local governments) should be involved in emerging transportation technologies.

- [ ] Inform and educate the public
- [ ] Regulate to ensure safety
- [ ] Regulate to ensure equity (i.e., equal access regardless of income/location)
- [ ] Coordinate with private sector on deploying technologies
- [ ] Incentivize technology development
- [ ] Incorporate emerging technology infrastructure in transportation projects
- [ ] Other (please specify)

What is your main form of transportation?

- ( ) Personal automobile
- ( ) Transit
- ( ) Bike
- ( ) Walk
- ( ) Other (please specify)

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Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Sign up to receive updates!

If you would like to receive updates on the Emerging Transportation Technologies Plan, please provide your contact information below.

Name

Company

Email Address

TEXAS DEPARTMENT OF TRANSPORTATION

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Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Demographics

In what county do you live?

Gender (Optional)

- Male
- Female
- Prefer not to say

Age (Optional)

- 16-19
- 20-24
- 25-29
- 30-34
- 35-39
- 40-44
- 45-49
- 50-54
- 55-59
- 60-64
- 65-69
- 70 or older

Race/Ethnicity (Optional)

- African American
- American Indian/Alaskan
- Asian/Pacific Islander
- Caucasian
- Hispanic
- Unknown/Prefer not to say
- Other (please specify)

Annual Household Income (Optional)

- $0 - $9,999
- $10,000 - $14,999
- $15,000 - $24,999
- $25,000 - $34,999
- $35,000 - $49,999
- $50,000 - $74,999
- $75,000 - $99,999
- $100,000 - $149,999
- $150,000 - $199,999
- $200,000 or more
- Prefer not to say

What language is spoken at home?

- English
- Spanish
- Other (please specify)

TEXAS DEPARTMENT OF TRANSPORTATION

TEXAS TRANSPORTATION PLAN2050

Emerging Transportation Technologies Plan
Plan de Tecnologías Emergentes de Transporte

Thank you for taking our survey.
¡Gracias por completar nuestra encuesta!

Thank you for taking our survey. We appreciate your input. For more information on TTP 2050, please click here.

Gracias por tomar nuestra encuesta. Agradecemos sus comentarios. Por favor, siga nuestro progreso en www.txdot.gov palabra clave "TTP 2050." Para más información, por favor haga clic aquí.

Language / idioma

- English
- Español

How did you hear about this survey?

- [ ] Email from TxDOT
- [ ] Facebook
- [ ] Beyond The Road Newsletter
- [ ] Professional/Organization Newsletter (please specify)

Other: (please specify)

***Beyond The Road* - Highlighting TxDOT's Environmental Excellence**

TxDOT does more than build roads. Its team of archeologists, historians, and environmental scientists go *Beyond The Road* to ensure transportation improvements consider the conservation and preservation of Texas' natural and cultural resources.

Did you know TxDOT discovered Inner Space Cavern in 1963? Here you can see a TxDOT employee exploring the cavern.

We welcome you to take this brief survey to share your thoughts about TxDOT's environmental initiatives.

Click here to view examples of recent ***Beyond The Road*** stories, or click okay to start the survey.

TxDOT's team of environmental scientists care for the state's biological, historical, archeological, and community resources.

Which of these resources are important to you? Check all topics of interest to you.

☐ **Historic Places in Texas**
Historic bridges
Old buildings with distinctive architecture
Historic downtowns and neighborhoods
Old ranches and farmsteads

☐ **Ancient Cultures and Archeology**
Ancient artifacts
Archeological sites
Native American objects or sites
Historic cemeteries or burial grounds

☐ **The Great Outdoors**
Wildlife habitats and endangered animals
Clean air or Dark Skies initiatives
Wildflowers, native plants, or beautification
Bat conservation and bridges

☐ **Preserving our Water Resources**
Lakes, rivers, streams, and wetlands
Stormwater quality
Pollution prevention
Hazardous spill response

☐ **The People of Texas**
Oral histories of Texas' ethnic heritage
Celebration of diverse communities around the state

☐ Other types of topics (please specify)

TxDOT projects have been responsible for a number of archeological digs and finds. TxDOT's team of archeologists, historians, and environmental scientists consider the state's natural, historical and community resources before building roads.

The *Beyond The Road* campaign shares stories about TxDOT's discoveries and environmental stewardship.

How would you like to learn about and share these stories? Check all that apply.

- ☐ Shareable videos
- ☐ Printed materials (e.g., posters, brochures, fact sheets)
- ☐ E-Newsletters
- ☐ Local media news stories/articles
- ☐ Web site content: blogs, white papers, resource pages
- ☐ Historic photographs
- ☐ Museum exhibits
- ☐ Other (please specify)
- ☐ Oral histories
- ☐ Presentations
- ☐ Academic / technical reports
- ☐ Activity books for kids
- ☐ TxDOT community engagement events (i.e., public meetings, public hearings)
- ☐ Podcasts

Did you know TxDOT is required to follow the National Environmental Policy Act of 1969 (NEPA), as well as local and state laws, to manage environmental resources before building roads?

- ○ Yes
- ○ No

Did you know TxDOT is also required to follow the National Historic Preservation Act of 1966 (NHPA) for the protection and preservation of our nation's cultural resources, such as historic buildings and archeological sites, from development impacts?

- ○ Yes
- ○ No

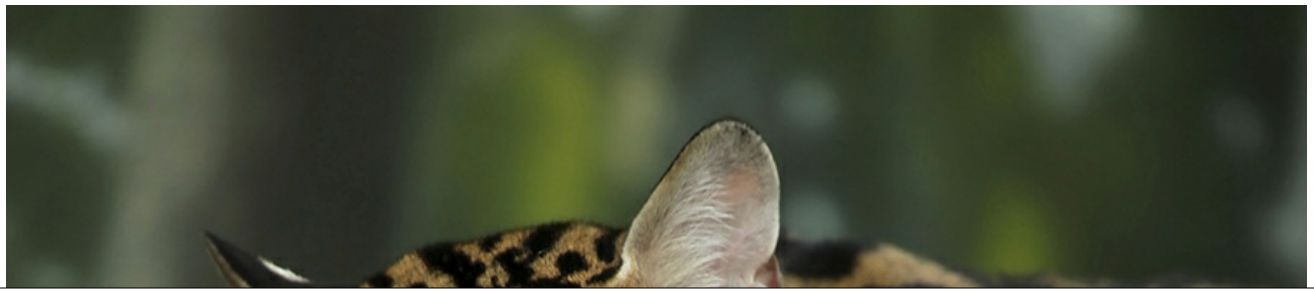
Buildings and structures over 50 years old are potentially eligible for preservation and protection. As such, TxDOT historians help determine the historical significance of structures potentially impacted by projects.

Older gas stations like this can be preserved as a historic resource for the community, not only because of their unique architecture from a past era, but also because they are an iconic symbol of Texas' transportation history.

Have you ever participated in a TxDOT project during early planning or other phases of development? Check all that apply.

- ☐ Attended a TxDOT public meeting or public hearing
- ☐ Commented on a proposed TxDOT project
- ☐ Reviewed project information in a newsletter
- ☐ Reviewed or commented online
- ☐ Outside of this survey, I have never been involved

TxDOT biologists and engineers work together on conservation measures when projects may have an adverse impact on the environment. TxDOT built crossings in South Texas for endangered ocelots.



The Texas Historical Commission, Texas Commission on Environmental Quality, and Texas Parks and Wildlife Department are some of the many organizations that work with TxDOT.

Are there other organizations TxDOT should partner with to preserve cultural, biological, and community resources? Please list:

Is there anything else you would like to share regarding TxDOT's environmental initiatives?

Please comment.

Age (Optional)

- 16-19
- 20-24
- 25-29
- 30-34
- 35-39
- 40-44
- 45-49
- 50-54
- 55-59
- 60-64
- 65-69
- 70 or older

Race/Ethnicity (Optional)

- African-American
- Caucasian
- Hispanic
- Other (please specify)
- American Indian or Alaskan
- Asian or Pacific Islander

Gender (Optional)

- Male
- Female

Education (Optional)

- Less than high school graduate
- High school degree
- Associates degree
- Bachelors degree
- Masters degree
- Doctorate degree

Annual Household Income (Optional)

- $0-$9,999
- $10,000 - $14,999
- $15,000 - $24,999
- $25,000 - $34,999
- $35,000 - $49,999
- $50,000 - $74,999
- $75,000 - $99,999
- $100,000 - $149,999
- $150,000 - $199,999
- $200,000 or more

* For opportunities to participate and be informed about TxDOT's environmental programs, process and initiatives, including *Beyond The Road,* please provide your contact information below.

Name

Company

Address

City/Town

State/Province

ZIP/Postal Code

Email Address

Key Stakeholder List

Texas Transportaton Plan 2050 Stakeholder Database			
First Name	Last Name	Organization	Title/District
		Delta Area Chamber of Commerce	
Gina	Gallegos	TxDOT Construction - CST	Director
Mary Anne	Griss	TxDOT Administration - ADM	Chief of Staff
Arlene	Smith	Castroville Conservation Society	President
Miyoung	Squire	MSE Group	
Cathy	Vines Serrano	Georgetown Texas Heritage Society	Office Manager
Marc	Williams	TxDOT Administration - ADM	Deputy Executive Director
Jimmy	Aaron	Dorchester	Council Member
Joe	Aaron	Jonestown	Alderperson
Mary A.	Aaron	Floresville ISD	
Merle	Aaron	City of Humble	Mayor
Greg	Abarr	Arcola	Council Member
Delane	Abbott	Strawn	Alderperson
Faisal	Abdel-Qader	TxDOT	Fort Worth
Fard	Abdullah	Hitchcock	Commissioner
Hill	Abell	Bike Austin	Board President
Genny	Abercrombie	City of Tuscola	City Secretary
Jay	Abercrombie	City of Bullard	City Manager
David	Abernathy	Pittsburg	Mayor Pro Tem
Olga	Abila	City of Barstow	Mayor
Tony	Abila	Woodsboro	Council Member
Roy	Ables	Point Venture	Council Member
Kerry	Abney	City of Nome	Mayor
John	Abram	Union Valley	Alderperson
Vickie	Abrego	Aransas Pass	Council Member
Ricardo	Abundes	Somerset	Alderperson
Ruben	Abundiz	Progreso	Mayor Pro Tem
Emily	Acevedo	Adrian	Alderperson
Miguel	Acevido	Loraine	Alderperson
LeLand	Acker	Early	Council Member
Russell	Acker	Wood County	County Commissioner
Craig	Ackerman	Melissa	Council Member
Alex	Ackley	City of Avery	Mayor
Matthew	Acock	Hill Country Village	Council Member
Alma	Acosta	City of McCamey	City Secretary
Miguel	Acosta	Zapata County	County Commissioner
Ninfa	Acuna	City of Agua Dulce	City Secretary
Fred	Adair	Town of Pantego	Council Member
Gabe	Adame	Alvin	Council Member
Oscar	Adame	Ingleside	Mayor Pro Tem
Krista	Adames	City of Abernathy	City Secretary
Bebe	Adamez	Beeville	Council Member
Becky	Adams	Stockdale	Council Member
Bill	Adams	Sachse	Council Member
Cynthia	Adams	Pinehurst	Alderperson
Edward	Adams	City of Sinton	Mayor
Elmer	Adams	Haskell County	County Commissioner
Garvene	Adams	City of Junction	City Secretary
George	Adams	Fruitvale	Alderperson
Jennifer	Adams	TxDOT	Director of Transp. Planning & Dev.
Jody	Adams	Jeff Davis County	County Commissioner
John	Adams	East Mountain	Alderperson
Justin	Adams	Pyote	Alderperson
Larry	Adams	Wellington	Alderperson
Laura	Adams	City of Spur	City Secretary
Laura	Adams	Kirbyville	Mayor Pro Tem
Mary	Adams	Kountze	Alderperson
Mike	Adams	Newton	Alderperson
Ron	Adams	Glenn Heights	Council Member
Ronald	Adams	Annetta North	Alderperson
Sheri	Adams	Saginaw	Council Member
Stacy	Adams	Brazoria County	County Commissioner
Teresa	Adams	Denison	Council Member
Tina	Adams	City of Noonday	City Secretary
Tyson	Adams	Mabank	Alderperson
John	Adcock	Stockton Bend	Alderperson
Kelley	Adcock	Gustine	Alderperson
Randy	Adcock	Borden County	County Commissioner
Charles	Addington	City of Wolfforth	Mayor
Greg	Addington	Rochester	Alderperson
Teri	Addington	Justin	Council Member
Amanda	Addison	Shepherd	Alderperson

First Name	Last Name	Organization	Title/District
Danny	Addison	City of Holliday	Director of Public Works
Tim	Addison	Yoakum County	County Commissioner
David	Aden	Splendora	Alderperson
Kyle	Adkison	Garrison	Alderperson
Phil	Adkison	Hudson	Alderperson
Steve	Adler	City of Austin	Mayor
Curtis	Afflerbach	DeWitt County	County Commissioner
Carole	Aga	Kaufman	Council Member
Andrew	Aguilar	Crane County	Sheriff
Oscar	Aguilar	Sulphur Springs	Mayor Pro Tem
Rene	Aguilar	Cactus	Alderperson
Tommy	Aguilar	Bardwell	Commissioner
Norma	Aguilar-Grimaldo	City of Odessa	City Secretary
Andres	Aguirre	City of Pleasanton	City Secretary
Emmett	Aguirre	Hearne	Mayor Pro Tem
Hector	Aguirre	Baird	Council Member
Steve	Ahlenius	McAllen Chamber of Commerce	President & CEO
Jessia	Ahrens	Winters	Alderperson
Michael	Ahrens	City of Mount Pleasant	City Manager
Tom	Aiken	Irion County	County Judge
Charles	Airiohoudion	TxDOT	
Manjiri	Akalkorkar	VIA Metropolitan Transit	
Todd	Akers	Ladonia	Mayor Pro Tem
Banks	Akin	City of Stockdale	City Manager
Bob	Akin	Red Lick	Mayor Pro Tem
Lane	Akin	Wise County	Sheriff
Veronica	Akins	Bishop Hills	Alderperson
Mohammad	Al Hweil	TxDOT	Fort Worth
Janice	Alamia	Town of Hollywood Park	Town Secretary
Francisco	Alanis	City of Progreso	City Secretary
Gerardo	Alanis	City of Progreso	Mayor
Abelardo	Alaniz	Jim Hogg County	County Commissioner
Robin	Alaniz	Goliad	Council Member
Erasmo	Alarcon	Jim Hogg County	Sheriff
Joaquin	Alba	La Salle County	County Commissioner
Don	Albanese	Nederland	Council Member
Barnell	Albers	City of Round Top	Mayor
Corey	Albert	Falls City	Council Member
Jason	Albert	Manvel	Council Member
Scott	Albert	City of Angleton	City Manager
Terre	Albert	City of Todd Mission	City Manager
Milton	Albright	Falls County	County Commissioner
Brint	Albritton	Graham	Council Member
Donna	Albus	Abilene	Council Member
Donna	Albus	City of Abilene	Place 3
Rosendo	Alcaraz	Sudan	Alderperson
Monica	Alcocer	Leon Valley	Mayor Pro Tem
Susie	Alcocer	City of Port Isabel	City Secretary
Christie	Alcorn	Texarkana	Council Member
Roberto	Aldaco	Encinal	Council Member
Oliver	Aldape	Plainview	Council Member
Cristina	Alderete	North San Antonio Chamber of Commerce	President/ CEO
Mary	Alderman	City of Hubbard	Mayor
Lucy	Aldrich	City ofCopperas Cove	City Secretary
Steve	Aldrich	Brazos County	County Commissioner
Lester	Aldridge	Kendleton	Mayor Pro Tem
Jeremy	Ale-Ebrahim	Hughes Springs	Alderperson
Ali	Alejandro	Sabinal	Alderperson
Dan	Aleman	Mesquite	Deputy Mayor Pro Tem
Alvin	Alexander	City of Matador	Mayor
Buddy	Alexander	City of Petrolia	Mayor
Chris	Alexander	City of Fort Stockton	Mayor
Corby	Alexander	City of La Porte	City Manager
Doug	Alexander	Nolan County	County Commissioner
Earl	Alexander	Texas City	Commissioner
Eva	Alexander	Wells	Alderperson
Farrell	Alexander	Gladewater	Council Member
Laurie	Alexander	Trenton	Council Member
Paul	Alexander	KRIS-TV - NBC	News Director
Rodney	Alexander	City of Albany	Mayor
Rodney	Alexander	City of Trenton	Mayor
Roger	Alexander	Robert Lee	Alderperson
Tim	Alexander	Hemphill County	County Commissioner
Yolanda	Alexandre	Raymondville	Commissioner
Sara	Alfaro	City of Anson	Mayor

First Name	Last Name	Organization	Title/District
Andy	Alford		Senior editor for news
Bobbie	Alford	Calvert	Alderperson
Daryl	Alford	Anderson	Alderperson
Susie	Alford	Roscoe	Alderperson
Everette	Alfred	Jefferson County	County Commissioner
Mohammad	Alhweil	TxDOT	
Alan	Alison	Strawn	Alderperson
Lisa	Allan	Martindale	Council Member
Russell	Allbritton	Waskom	Alderperson
Benny	Allcorn	Early	Mayor Pro Tem
Aaron	Allen	City of Barry	City Secretary
Becky	Allen	George West Chamber of Commerce	Executive Director
Bradley	Allen	Shelby County	County Commissioner
Charlie	Allen	Barry	Alderperson
Charlotte	Allen	Town of Double Oak	Town Secretary
Chris	Allen	Rangerville	Commissioner
Clarissa	Allen	City of Higgins	Mayor
David	Allen	City of Prairie View	Mayor
Dennis	Allen	Morris County	County Commissioner
Doug	Allen	Capital Metropolitan Transporation Authority	Interim President/CEO
Gene	Allen	Colmesneil	Alderperson
Greg	Allen	Kerens	Alderperson
Jakie	Allen	Kaufman County	County Commissioner
James	Allen	City of Bellevue	City Secretary
Jerry	Allen	Limestone County	County Commissioner
Jimmy	Allen	City of Alto	Mayor
Johnnie	Allen	Everman	Council Member
Kevin	Allen	City of Iraan	Mayor
Kyle	Allen	Timpson	Mayor Pro Tem
Larry	Allen	Sunnyvale, Town of	Council Member
Lisa	Allen	Lovelady	Alderperson
Mark	Allen	Jasper County	County Judge
Mike	Allen	City of Mineral Wells	Mayor
Ronald	Allen	Huntsville	Council Member
Ronnie	Allen	Clarksville City	Alderperson
Ronnie	Allen	Crowell	Mayor Pro Tem
Russell	Allen	Opdyke West	Alderperson
Sharon	Allen	City of Bedias	City Secretary
Stephen	Allen	Nevada	Alderperson
Ted	Allen	Sherman County	Sheriff
Tony	Allen	Granbury	Council Member
W.T.	Allen	Cuero	Council Member
Tiffany	Aller	Westworth Village	Council Member
David	Allex	Cameron County Reginal Mobility Authority	Chairman
Jeff	Allgayer	El Campo	Council Member
Benny	Allison	Borden County	Sheriff
Lee	Allison	Sanger	Council Member
Paul	Allison	McGregor	Council Member
Rickie	Allison	Benbrook	Council Member
Kimberly	Allphiln	Plantersville	Mayor Pro Tem
Don	Allred	Oldham County	County Judge
Elaine	Allums	Kountze	Mayor Pro Tem
George	Almanzar	San Elizario	Alderperson
Jim	Almond	Oak Point	Council Member
Stacey	Almond	City of Lake Worth	City Manager
Debbie	Alongis	Quintana, Town of	Alderperson
Stephen	Alongis	Town of Quintana	Mayor
Al	Alonzi	TxDOT	Division Administrator
Al	Alonzi	TxDOT FHWA	Division Administrator
Angie	Alonzo	Hereford	Commissioner
Anthony	Alonzo	Morgan	Alderperson
Sal	Alonzo	El Paso County	
Carl	Alsabrook	City of Royse City	City Manager
Dana	Alsobrook	City of Angleton	City Secretary
Alison	Alter	City of Austin	City Councilmember
Allison	Alter	Austin	Council Member
George	Altgelt	Laredo	Council Member
George J.	Altgelt	City of Laredo	Council Member-District 7
Robert	Althaus	Bayou Vista	Alderperson
Charles	Altman	Coldspring	Alderperson
Cathy	Alvarado	Donna	Council Member
Laura	Alvarado	Baytown	Council Member
Rojelio	Alvarado	Reeves County	County Commissioner
Tommy	Alvarado	Anton	Alderperson

First Name	Last Name	Organization	Title/District
Gloria	Alvarez	Escobares	Council Member
Jaime	Alvarez	Starr County	County Commissioner
Jason	Alvarez	TxDOT	
Jennifer	Alvarez	Granjeno	Commissioner
Marcelo	Alvarez	Colorado City	Council Member
Marisol	Alvarez	Morgan	Alderperson
Pete	Alvarez	TxDOT	
Yolanda	Alvaro	Odem	Alderperson
Carmen	Amaya	Town of Bayview	Town Secretary
Jonathan	Amdur	Nassau Bay	Council Member
Becky	Ames	City of Beaumont	Mayor
Dale	Ames	La Coste	Alderperson
Maria	Amezcua	Manor	Council Member
Michael	Amidor	TxDOT	
Mo	Amos	Blanket	Alderperson
John	Amsler	Waller County	County Commissioner
Mark	Amthor	San Saba	Alderperson
Jeneane	Anderegg	Andrews County	County Commissioner
Jeneane	Anderegg	Andrews County	
Connie	Anderle	City of Cameron	Mayor
Adam	Anders	Port Neches	Council Member
Johnny	Anders	City of Stamford	Mayor
Amy	Anderson	City of Lakeside City	City Secretary
Brandon	Anderson	City of Graham	City Manager
Brooke	Anderson	Tehuacana	Council Member
Chad	Anderson	Celina	Mayor Pro Tem
Charles	Anderson	City of Moore Station	Mayor
Danny	Anderson	White Settlement	Council Member
Elijah	Anderson	Gladewater	Council Member
Gary	Anderson	Delta County	County Commissioner
Jeannie	Anderson	Gunter	Council Member
Jennifer	Anderson	Southside Place	Council Member
Kyle	Anderson	Wills Point	Council Member
Mark	Anderson	Bullard	Council Member
Mike	Anderson	TxDOT ATL	
Patricia	Anderson	City of Orange	City Secretary
R.M.	Anderson	Elmendorf	Alderperson
Randy	Anderson	Mitchell County	County Commissioner
Rodney	Anderson	Darrouzett, Town of	Alderperson
Susan	Anderson	City of Uvalde	Director of Planning
Will	Anderson		Managing Editor
Basilio	Andrada	Rochester	Mayor Pro Tem
Ricky	Andreatta	Mingus	Alderperson
Brittany	Andrews	City of Justin	City Secretary
Jim	Andrews	Bevil Oaks	Council Member
Kevin	Andrews	Lipan	Alderperson
Terri	Andrews	Dayton Lakes	Alderperson
Jada	Andrews-Sullivan	City of San Antonio	Councilwoman-District 2
Craig	Andrle	Ross	Alderperson
Billy	Andrus	Colmesneil	Alderperson
Eric	Andrus	Bridge City	Council Member
Rosa	Angel	City of Amherst	City Secretary
Lance	Anglin	Palmer	Mayor Pro Tem
Warren	Anglin	Groesbeck	Alderperson
Alexsandra	Annello	El Paso	Representative
Alexsandra	Annello	City of El Paso	Councilmember, District 2
Linda	Anthony	City of West Lake Hills	Mayor
Teri	Anthony	City of Pelican Bay	City Secretary
Dutch	Antonisse	Payne Springs	Alderperson
Xavier	Antu	City of Pearsall	
Leonard	Anzaldua	Refugio	Alderperson
Reynaldo	Anzaldva	Poteet	Alderperson
Joe	Anzollitto	Boerne	Council Member
Darrell	Apffel	Galveston County	County Commissioner
Sylvia	Apodaca	Kirby	Council Member
Dana	Applewhite	Titus County	County Commissioner
Shane	Arabie	Kyle	Mayor Pro Tem
Eloy	Aranda	Presidio County	County Commissioner
James	Aranda	Palmhurst	Council Member
Antonio	Araujo	City of San Elizario	Mayor
Jon	Arbrey	De Leon	Council Member
Jorge	Arcaute	City of Alton	City Manager
Sonia	Arceo	Vinton, Village of	Alderperson
Bruce	Archer	Mesquite	Council Member
Christopher	Archer	Southlake	Council Member

First Name	Last Name	Organization	Title/District
Darwin	Archer	City of Cisco	City Manager
Kim	Archer	Buffalo Springs	Alderperson
Andrew	Archipolo	Paint Rock	Alderperson
Frank	Archuleta	Windcrest	Alderperson
Tim	Archuleta	Caller Times	Editor
David	Arciniega	City of San Antonio	
David	Arciniega	City of San Antonio, Parks and Recreation	
Joe	Arcos	Cross Timber	Alderperson
Selia	Arellano	City of Floydada	City Secretary
Sorangel	Arenas	City of Lancaster	City Secretary
Adam	Arendell	Alvin	Council Member
Richard	Arevalo	Alton	Commissioner
Dana	Argumaniz	City of Red Oak	City Secretary
Dwayne	Ariola	Taylor	Council Member
George	Arispe	Eldorado	Mayor Pro Tem
Irma	Arizola	Encinal	Council Member
Marla	Arizola	City of Sterling City	City Secretary
Benjamin	Arjona	City of San Juan	City Manager
Jimmy	Armbrister	McLean	Alderperson
Lori	Armstrong	Barry	Mayor Pro Tem
Taylor	Armstrong	University Park	Council Member
Jeff	Arndt	VIA Metropolitan Transit	President/CEO.
Jeff	Arndt	VIA Metropolitan Transit	
Jeffrey	Arndt	San Antonio VIA Metropolitan Authority	President & CEO
James	Arnett	Onalaska	Council Member
Kevin	Arnett	Higgins	Alderperson
Amy	Arnold	City of White Settlement	City Secretary
David	Arnold	Liberty	Council Member
Eddie	Arnold	Jefferson County	County Commissioner
Gretchen	Arnold	Texas A&M University- CC Pollution Prevention Partnership	Director
Keny	Arnold	Shallowater	Mayor Pro Tem
Nancy	Arnold	Waller	Council Member
Ricky	Arnold	Texline	Council Member
Robert	Arnold	Port Neches	Council Member
Terry	Arnold	Corpus Christi Transfer Co.	
Alan	Arnwine	Fisher County	Sheriff
Greg	Arnwine	Jones County	Sheriff
Phillip	Arp	Ballinger	Commissioner
Susie	Arreaga	Elgin	Council Member
Henry	Arredondo	City of Del Rio	City Manager
Robert	Arredondo	Cockrell Hill	Alderperson
Al	Arreola	SouthSan Antonio Chamber	President & CEO
Freddie	Arriaga	Woodsboro	Council Member
Jesse	Arriaga	South Padre Island - The Wave	Transit Director
Kris	Arrieta	Point Venture	Council Member
Blake	Arrington	Iola	Alderperson
Candy	Arrington	Wylie	Council Member
Gilbert	Arteaga	TxDOT	Tyler
Dale	Artho	Deaf Smith County	County Commissioner
Charles	Arthur	City of Jayton	Mayor
Greg	Arthur	Liberty County	County Commissioner
James	Arthur	Comanche County	County Judge
Ricky	Arthur	Ralls	Alderperson
Karl	Artmire	Noonday	Council Member
Todd	Arvidson	Garden Ridge	Alderperson
Linda	Asbell	Town of Lakewood Village	Town Secretary/Administrator
Bobby	Asbill	Delta County	County Commissioner
Dianah	Ascencio	TxDOT	Lubbock
Ray	Ashby	Coryell County	County Commissioner
J.R.	Ashley	Marion County	County Commissioner
Heather	Ashley-Nguyen	TxDOT	
Jesse	Ashmore	City of Coolidge	Mayor
Neal	Ashpaugh	Follett	Mayor Pro Tem
Joe	Ashton	River Oaks	Mayor Pro Tem
William	Atchley	Abernathy	Alderperson
Patrick	Aten	City of New Braunfels	City Secretary
Tennell	Atkins	Dallas	Council Member
Tennell	Atkins	City of Dallas	Councilmember, District 8
Tim	Atkins	Crandall	Council Member
Bill	Atkins	Floresville ISD	
Cathy	Atkinson	Joaquin	Council Member
Chris	Atkinson	City of Nolanville	Director of Public Works
Jarrett	Atkinson	City of Lubbock	City Manager

First Name	Last Name	Organization	Title/District
Lillian	Atkinson	City of Dickens	City Secretary
Matthew	Atkinson	Gonzales County	Sheriff
Kara	Atwood	City of Lufkin	City Secretary
Richard	Aubin	Garland	Council Member
Arlin	Audrain	Fritch	Alderperson
Cindy	Aughinbaugh	City of Shady Shores	Mayor
Amanda	Aulbach	Tarrant County	
Louis	Aulbach	Houston Archeological Society	
Ken	Auld	Leakey	Alderperson
Rachel	Austin	City of Jonestown	City Secretary
Ronald	Austin	City of Hackberry	Mayor
Talmadge	Austin	Nederland	Council Member
Tawnya	Austin	Tool	Council Member
Becky	Autrey	Megargel	Council Member
Al	Auxier	Kendall County	Sheriff
Lance	Avant	City of South Houston	City Secretary
Christina	Averill	City of Marion	City Secretary
David	Averitt	City of Haltom City	Mayor
Rick	Avery	Rosser	Council Member
Maricela	Aviles	Morgan	Alderperson
Gilbert	Ayala	Cotulla	Alderperson
Linda	Ayala	Hidalgo	Council Member
Raul	Ayala	La Salle County	County Commissioner
Myra	Ayala-Garza	City of Edinburg	City Secretary
Don	Aydelott	Vernon	Commissioner
Jessie	Ayers	Daingerfield	Council Member
Kristi	Ayers	City of Devers	City Secretary
Gerri	Ayres	City of Holliday	City Secretary
Scott	Ayres	TxDOT	Beaumont
Travis	Babcock	Young County	Sheriff
Kervin	Babers	Calvert	Alderperson
Steve	Babick	Carrollton	Council Member
Shirley	Babin	Moran	Council Member
Veronica	Baca	Pecos	Alderperson
Rick	Bacon	Tom Green County	County Commissioner
Rick	Bacon	Tom Green County	Commissioner Precinct 3
Jolly	Badget	Dewitt County	Emergency Mgmt. Coordinator
Don	Badleaux	Los Fresnos Chamber of Commerce	Executive Director
Sidney	Badon	Groves	Council Member
Michael	Baecht	Denison	Council Member
Writ	Baese	Round Rock	Council Member
Manuel	Baeza	Marfa	Mayor Pro Tem
Sherry	Bagby	Town of Talty	Town Secretary
Susie	Bagby	Quanah	Alderperson
John	Baggerman	Gray County	County Commissioner
Michael	Baggett	Big Sandy	Mayor Pro Tem
Alita	Bagley	South Padre Island	Council Member
Sarah	Bagwell	TxDOT	Plan and Strategy Section Director
Brad	Bailey	City of Groves	Mayor
Craig	Bailey	City of Brookside Village	Mayor
Craig	Bailey	Howard County	County Commissioner
Delton	Bailey	Paint Rock	Alderperson
Dennis	Bailey	Rockwall County	County Commissioner
Ed	Bailey	Memphis	Alderperson
Jan	Bailey	Clear Lake Shores	Alderperson
Jean	Bailey	Aledo	Council Member
Laurie	Bailey	Troy	Mayor Pro Tem
Marvin	Bailey	Mount Calm	Mayor Pro Tem
Mike	Bailey	Hallsville	Alderperson
Rick	Bailey	Johnson County	County Commissioner
Robert	Bailey	Deport	Alderperson
Russell	Bailey	Madisonville	Mayor Pro Tem
Scott	Bailey	Hollywood Park, Town of	Council Member
Shannon	Bailey	Shepherd	Alderperson
Travis	Bailey	City of Hewitt	Mayor
Vincent	Bailey	Malakoff	Council Member
Vondol	Bailey	Kirbyville	Council Member
Randy	Bain	Edmonson	Alderperson
Don	Baird	City of Colmesneil	Mayor
Marietta	Baird	Howardwick	Alderperson
Mary Jo	Baird	Mount Enterprise	Council Member
David	Baker	Meadowlakes	Council Member
Donald	Baker	City of Woodway	Mayor
John	Baker	City of Tahoka	Mayor
Melissa	Baker	City of Irving	

First Name	Last Name	Organization	Title/District
Nelba	Baker	City of Ector	City Secretary
Paul	Baker	Caddo Mills	Alderperson
Regina	Baker	Strawn	Alderperson
Sonny	Baker	Limestone County	County Commissioner
Susann	Baker	Saint Hedwig	Council Member
William	Baker	Yorktown	Council Member
Adalaide	Balaban	Silsbee	Council Member
Alberto	Baldarramos	Kenedy	Alderperson
Dina	Balderas	City of Carrizo Springs	Mayor
Jacob	Balderas	Rosenberg	Council Member
Laura	Balderrama	City of Donna	City Secretary
Sharla	Baldridge	Hockley County	County Judge
Earlie	Baldwin	Corrigan	Alderperson
Joe	Baldwin	Burleson County	County Commissioner
Kenneth	Baldwin	Hubbard	Alderperson
Twila	Baldwin	Claude	Alderperson
Wesley	Baldwin	Danbury	Alderperson
Genevieve	Bales	TxDOT FHWA	Statewide Transportation Planner
Paul	Bales	Holland	Council Member
Stephen	Balke	Uvalde	Council Member
Adrienne	Balkum	McLendon-Chisholm	Council Member
Judith	Ball	Post Oak Bend City	Alderperson
Lonnie	Ball	Highland Haven	Mayor Pro Tem
Anne	Ballantyne	City of Terrell Hills	Mayor
Anne	Ballantyne	City of Terrell Hills	
Kelly	Ballard	City of Keller	City Secretary
Paul	Ballard	Fort Worth Transit Authority	President & CEO
Jerry	Ballew	Teague	Alderperson
Velma	Ballew	Frost	Alderperson
Roberto	Balli	Laredo	Council Member
Roberto	Balli	City of Laredo	Council Member-District 8
Tom	Ballou	San Patricio Rural Rail District	
Willies	Ballou	Dorchester	Mayor Pro Tem
Cody	Balzen	Amarillo MPO	Senior Planner
Austin	Bamert	Muleshoe	Council Member
Jay	Banasiak	El Paso- Sun Metro	General Manager
Mercado	Banda	La Grulla	Commissioner
Rosemary	Banda	Winfield	Alderperson
Micaela	Bandel	City of Marion	Director of Public Works
Lisa	Bandy	Blum	Alderperson
Tim	Baney	Lucas	Council Member
Won Joo	Bang	Reeves County	County Judge
Christi	Banham	TxDOT Waco	
Joe	Banner	O'Brien	Alderperson
Brandon	Bannister	New Summerfield	Mayor Pro Tem
Linda	Bannister	City of Melissa	City Secretary
Joel	Barajas	Crystal City	Mayor Pro Tem
Alicia	Baran	City of Palmer	City Secretary
Chris	Barbee	El Campo	Council Member
Terry	Barber	Kaufman County	County Commissioner
Jason	Barcak	Rockdale	Council Member
Gary	Barchfeld	Wimberley	Council Member
Amanda	Barclay	Turkey	Council Member
Sue	Bard	Silsbee	Council Member
Sherri	Bardwell	Megargel	Council Member
Andrea	Barefield	Waco	Council Member
Phil	Barefield	Quitaque	Mayor Pro Tem
Roland	Barerra	City of Corpus Christi	Council Member-District 3
Walter	Barfield	TxDOT	Austin
Janice	Barfknecht	City of Retreat	Mayor
Allison	Barger	Richland Hills	Mayor Pro Tem
Justin	Barham	Retreat	Alderperson
L. F.	Barkalow	City of Bonney	City Secretary
Dave	Barkemeyer	Milam County	County Judge
Dianna	Barker	City of Killeen	City Secretary
Martha	Barker	Friona	Alderperson
Mickey	Barker	Hopkins County	County Commissioner
Stan	Barker	Fannin County	County Commissioner
Tim	Barker	City of Wharton	Mayor
Donna	Barkley	City of Woodway	City Secretary
Lynette	Barks	Lumberton	Council Member
Cindy	Barksdale	Chico	Alderperson
Scott	Barna	City of Murphy	Mayor
Andrew	Barnebey	Edwards County	County Commissioner

First Name	Last Name	Organization	Title/District
Emma	Barnebey	Rocksprings	Council Member
Betty	Barnes	Marietta	Council Member
Charlotte	Barnes	Chester	Alderperson
Chris	Barnes	Silsbee	Council Member
Evelyn	Barnes	Bayside	Council Member
Mark	Barnes	City of Millsap	City Manager
Patience	Barnes	City of Alvord	City Secretary
Robin	Barnes	Martin County	County Commissioner
Shannon	Barnes	Crandall	Council Member
Shaun	Barnes	TxDOT	
Bruce	Barnett	Pottsboro	Alderperson
Clay	Barnett	Sherman-Denison MPO	Executive Director
Clay	Barnett	City of Sherman-Denison	Director
Fleta	Barnett	Armstrong County	Sheriff
J. L.	Barnett	Hockley County	County Commissioner
Jeron	Barnett	Waller County	County Commissioner
Jim	Barnett	City of Sansom Park	Mayor
Jim	Barnett	Sansom Park	Council Member
John	Barnett	Bellevue	Council Member
Jonnie Vic	Barnett	Caldwell	Alderperson
Lin	Barnett	City of Wichita Falls	Director
Rookie	Barnett	Chillicothe	Council Member
Michael	Barnhart	City of Lake Dallas	Mayor
Carl	Barnhill	City of Byers	Mayor
Linda	Barnum	Mullin	Alderperson
Rick	Baron	Tom Green County	
George	Baroody	Kerrville	Mayor Pro Tem
Charles	Barr	Shelby County	County Commissioner
Ken	Barr	Port Lavaca	Mayor Pro Tem
Neil	Barr	Kilgore	Commissioner
Shannon	Barrentine	City of Clarksville	City Manager
Audrey	Barrera	Hallettsville	Council Member
Hector J.	Barrera	City of Rio Grande City	
Imelda	Barrera	Brooks County	County Judge
Mandy	Barrera	City of Robstown	Mayor
Michael	Barrera	City of Mathis	City Manager
Michael	Barrera	City of Mathis	
Rosa	Barrera	City of Madisonville	City Secretary
Yvette	Barrera	City of McAllen	
Brandy	Barrett	City of Westworth Village	City Secretary
Michael	Barrett	Westlake, Town of	Council Member
Randel	Barrett	White Deer	Alderperson
Richard	Barrett	Ferris	Mayor Pro Tem
Terry	Barrett	Retreat	Alderperson
Cassie	Barrientos	Smithville	Council Member
Jim	Barrington	Oak Valley	Council Member
Nancy	Barrios	TxDOT	
Donna	Barron	City of Lewisville	City Manager
Ezekiel	Barron	Hart	Alderperson
Jim	Barron	Yoakum County	County Judge
Mada	Barron	City of Bynum	City Secretary
Marco	Barros	San Antonio Area Tourism Council	CEO
Brent	Barrow	North Richland Hills	Council Member
Christene	Barrow	Lone Oak	Alderperson
Jane	Barrow	City of New Summerfield	Mayor
Kimberly	Barrow	New Hope, Town of	Council Member
Marjorie	Barrow	Warren City	Council Member
Mike	Barrow	City of Weimar	City Manager
Doug	Barry	Sundown	Alderperson
Mike	Barry	Meadowlakes	Council Member
Amanda	Barta	Rosenberg	Council Member
Rosemary	Bartee	City of New Waverly	City Secretary
Brian	Barth	TxDOT	Director of Project Plan and Development
Brian	Barth	TxDOT Administration - ADM	Director of Project Plan and Development
Bob	Bartlett	City of North Cleveland	Mayor
Joseph	Bartlett	North Cleveland	Mayor Pro Tem
Robert	Bartlett	North Cleveland	Council Member
Vicki	Bartlett	City of North Cleveland	City Secretary
Wade	Bartley	Hopkins County	County Commissioner
Carol	Barton	City of Higgins	City Secretary
Lloyd	Barton	Hood County	County Commissioner
Matt	Barton	City of Tenaha	Director of Public Works
Sandra	Barton	City of Lago Vista	City Secretary
Troy	Barton	Dayton	Council Member
Paul	Barwick	City of Boerne	

First Name	Last Name	Organization	Title/District
John	Basham	Reno	Mayor Pro Tem
Mel	Basham	Point Blank	Alderperson
Denise	Baskind	Edom	Council Member
Brooks	Bass	Freeport	Council Member
Cary	Bass	Pasadena	Council Member
Connally	Bass	City of Bruceville - Eddy	Mayor
Ronnie	Bass	Lamar County	County Commissioner
Geneviev	Bassham	Marfa	Council Member
John	Bassler	Town of Ponder	Mayor
John	Bassup [sic]	Joint Base SA/CCU [sic]	
Kenneth	Bateman	City of Palmer	Mayor
Ralph	Batenhorst	Stinnett	Alderperson
Brandie	Bates	Ponder, Town of	Council Member
Diane	Bates	Marquez	Mayor Pro Tem
Frankie	Bates	Shiner	Alderperson
Jerry	Bates	Uvalde County	County Commissioner
Tad	Bates	Oak Valley	Council Member
Teresa	Bates	City of Centerville	City Secretary
Susan	Bathe	Carmine	Council Member
Dean	Batie	Blue Mound	Council Member
Ray	Batten	Star Harbor	Alderperson
Robyn	Battle	Town of Prosper	Town Secretary
Danny	Batts	City of Bulverde	City Manager
Larry	Baucum	Nordheim	Alderperson
Bret	Bauer	City of Gun Barrel City	City Manager
Robin	Bauerle	Ganado	Council Member
Jeff	Bauknight	Victoria	Mayor Pro Tem
Jim	Baum	City of Colorado City	Mayor
Craig	Bauman	Llano	Council Member
Brian	Baumann	City of Clifton	Director of Public Works
John	Baumgartner	City of League City	City Manager
Cindy	Bauter	Big Sandy	Alderperson
Shanna	Bavousett	City of Goldsmith	City Secretary
Alan	Baxter	City of Windcrest	
Brad	Baxter	Matador	Alderperson
Jana	Baxter	City of Lawn	City Secretary
Joe	Baxter	Palestine	Council Member
Alan	Bayer	Meadow	Alderperson
Katrina	Bayer	Central Houston Inc.	
Landis	Bayless	Fairfield	Alderperson
Homer	Bazan	TxDOT	
Luis	Bazan	Pharr Chamber of Commerce	President
Jason	Beaird	Merkel	Alderperson
Rick	Beal	Coleman County	County Commissioner
Roger	Beall	TxDOT	Corridor Planning Branch Manager
Bonnie	Beam	Mason	Commissioner
John	Beaman	Heath	Council Member
Ray	Beamer	Edgecliff Village	Alderperson
Shepard	Beamon	City of San Antonio Planning and Community Development	
James	Bean	Newton	Alderperson
Jonathan	Bean	Texas Deparment of Transportation	
Mark	Bean	City of Newton	Mayor
Wesley	Bean	Crockett County	County Commissioner
Alan	Beard	Rule	Council Member
Barry	Beard	Richmond	Commissioner
Jo	Beard	City of Smyer	City Secretary
Jerry	Bearden	Mason County	County Judge
Judy	Bearden	Log Cabin	Council Member
Rhonda	Bearden	Hawley	Alderperson
Dennis	Beasley	Liberty	Council Member
Marquita	Beasley	Crockett	Alderperson
Robert	Beasley	Petronila	Alderperson
Chris	Beattie	Texhoma	Council Member
Chuck	Beatty	Waxahachie	Council Member
Mark	Beauchamp	Wichita County	County Commissioner
Gail	Beaver	China Grove	Council Member
Louis	Beaver	Seven Points	Council Member
Bryan	Beavers	Kaufman County	Sheriff
Susan	Beavin	San Antonio Conservation Society	President
John	Beazley	Anna	Council Member
Alfred	Becan	Beasley	Council Member
Amparo	Becerra	City of	Mayor
Rex	Becham	Stockton Bend	Alderperson
Michel	Bechtel	City of Morgan's Point	Mayor

First Name	Last Name	Organization	Title/District
Terrie	Bechtel	Sanford	Alderperson
Belinda	Beck	Shamrock	Alderperson
Ida	Beck	Carthage	Commissioner
James	Beck	De Leon	Council Member
Jerry	Beck	Crowley	Council Member
Jerry	Beck	Medina County	County Commissioner
Jim	Beck	Shamrock	Alderperson
Ken	Beck	City of Volente	Mayor
Traci	Beck	City of Paducah	City Secretary
Zachary	Beck	Archer City	Alderperson
George	Beckelhymer	RMA	
Justin	Beckendorff	Waller County	County Commissioner
Dan	Becker	League City	Council Member
Ronald	Becker	Cresson	Mayor Pro Tem
Clara	Beckett	Bastrop County	County Commissioner
Randal	Beckley	Brazos Country	Alderperson
Benton	Beckwith	Progreso Lakes	Alderperson
David	Bedford	Bronte	Mayor Pro Tem
Barbara	Bedrick	City of Post Oak Bend City	City Secretary
Raymond	Bedrick	City of Post Oak Bend City	Mayor
Blake	Beedy	Canadian	Council Member
Melissa	Beeler	COH PDD	
Staci	Beesinger	Archer County	Sheriff
Jessica	Bega	Elgin	Council Member
Misty	Begay	Toyah	Council Member
Earl	Behrends	Muleshoe	Council Member
Jason	Behrens	McCulloch County	County Commissioner
Oleta	Behrens	San Saba	Alderperson
Gail	Beil	Marshall	Commissioner
Craig	Belaire	Nederland	Council Member
John David	Belasquez	O'Donnell	Alderperson
Richard	Belasquez	Premont	Council Member
Celica	Belcher	Mertzon	Council Member
John	Belcher	City of Seminole	Mayor
Melanie	Belcher	Jacksboro	Alderperson
Harley	Belew	Kerr County	County Commissioner
Joe	Belew	Borden County	County Commissioner
Johnny	Belicek	Jackson County	County Commissioner
Thomas	Belinoski	Willis	Council Member
Dan	Bell	Lumberton	Council Member
Donna	Bell	Sansom Park	Council Member
Dorothy	Bell	Oakwood	Mayor Pro Tem
Keith	Bell	La Marque	Mayor Pro Tem
Kevin	Bell	Blue Ridge	Alderperson
Laura	Bell	Town of Addison	City Secretary
Lee	Bell	Moore Station	Alderperson
Pamela	Bell	Rowlett	Council Member
Patrick	Bell	Lacy Lakeview	Council Member
Ronnie	Bell	Redwater	Council Member
Tammy	Bell	City of Manvel	City Secretary
Terrie	Bell	City of Garrison	City Secretary
Wayne	Bell	Bowie	Council Member
Brad	Bellah	Throckmorton	Alderperson
Sherri	Bellard	City of Port Arthur	City Secretary
Jeana	Bellinger	City ofBrenham	City Secretary
Gari	Bellis	East Mountain	Alderperson
Suzanne	Bellsnyder	City of Spearman	City Manager
Craig	Belt	Gaines County	County Commissioner
Eloy	Beltran	Silverton	Alderperson
Alesa	Belvedere	Westlake, Town of	Council Member
Ken	Benad	Monahans	Council Member
Charles	Benavides	Goliad	Council Member
Raul	Benavides	Big Spring	Council Member
Sofia	Benavides	Cameron County	County Commissioner
Frank	Benavidez	Sun Metro	
Rose	Benavidez	Starr County Industrial Foundation	Executive Director
Joel	Bender	Piney Point Village	Alderperson
A.M.	Benefield	Queen City	Alderperson
Pedro	Benetez	Carl's Corner	Alderperson
Betty	Benham	City of Bishop Hills	Mayor
James	Benham	College Station	Council Member
Jerry	Benham	Garza County	County Commissioner
Roxanne	Benitez	City of Spring Valley Village	City Secretary
Cathy	Bennett	City of Ivanhoe	Mayor
Frank	Bennett	China Grove	Council Member

First Name	Last Name	Organization	Title/District
Jack	Bennett	Little River-Academy	Council Member
Linda	Bennett	Oak Valley	Council Member
Michael	Bennett	Alvarado	Council Member
Michael	Bennett	City of Yoakum	Director of Public Works
Neal	Bennett	Stockdale	Council Member
Ralph	Bennett	Groveton	Mayor Pro Tem
Shannon	Bennett	City of Deer Park	City Secretary
Dylan	Benson	Benjamin	Council Member
Michielle	Benson	Forest Hill	Council Member
Sheri	Benson	City of Mertzon	City Administrator/Secretary
Ben	Bentley	Caddo Mills	Mayor Pro Tem
Bill	Bentley	La Porte	Council Member
Mark	Benton	Randall County	County Commissioner
Mike	Benton	North Richland Hills	Council Member
William	Benton	City of Rosenberg	Mayor
Bryan	Benway		
Joyce	Benzenhoefer	City of Cranfills Gap	City Secretary
Kenneth	Benzenhoefer	Cresson	Alderperson
Harvey	Berckenhoff	Fayette County	County Commissioner
Ronald	Berckenhoff	Lavaca County	County Commissioner
Belinda	Berg	City of Cedar Hill	City Secretary
Ole	Bergan	Spearman	Alderperson
Maggie	Bergeron	Victorica MPO	
Maggie	Bergeron	City of Victoria	MPO Coordinator
Jennifer	Bergman	Cleveland	Council Member
Christina	Bergmann	Kendall County	County Commissioner
Denny	Bergstrom	Dell City	Alderperson
Curtis	Bergthold	Richland Hills	Council Member
Frank	Berka	Upshur County	County Commissioner
Gary	Bernal	Holliday	Mayor Pro Tem
Melissa	Bernal	TxDOT SAT	
Rod	Bernal	Refugio County	County Commissioner
Lillie	Bernard	City of Ames	City Secretary
Alicia	Berry	Memphis	Alderperson
Deborah	Berry	Dell City	Alderperson
John	Berry	Jack County	County Commissioner
Marilyn	Berry	City of Iredell	City Secretary
Megel	Berry	City of Rio Bravo	City Secretary
Mike	Berry	Linden	Alderperson
Nancy	Berry	Brazos County	County Commissioner
Steve	Berry	Hood County	County Commissioner
David	Berryhill	Warren City	Council Member
Kari	Bersano	Chandler	Alderperson
Jennifer	Berthiaume	Murphy	Mayor Pro Tem
Lance	Bertolino	Fairchilds, Village of	Alderperson
Bridge	Bertram	Lakeway	Council Member
Jack	Beshears	McLean	Alderperson
Phil	Bess	Pleasant Valley	Alderperson
Cynthia	Betancourt	Jim Hogg County	County Commissioner
Heather	Betancourth	Baytown	Council Member
Troy	Bethel	Portland	Council Member
Marilyn	Bettes	Plantersville	Alderperson
Graham	Bettis	TxDOT	Director
Graham	Bettis	TxDOT Bridge - BRG	Director
Earnest	Betts	Goodlow	Mayor Pro Tem
Sherry	Betts	St. Paul, Town of	Council Member
Byron	Bevers	Shenandoah	Council Member
Janson	Bewley	Valley View	Alderperson
Nathan	Beyer	Moulton	Council Member
Veronica	Beyer	TxDOT	Headquarters
Steven	Bezner	Meadows Place	Alderperson
Rocky	Bhakta	Hereford	Commissioner
Salman	Bhojani	Euless	Council Member
Laurie	Bianco	City of Dalworthington Gardens	Mayor
Terri	Bible	City of Woodville	City Secretary
Jeff	Bickerstaff	Sachse	Council Member
Jon	Bickford	Montgomery	Council Member
Mike	Bickle	Wolfforth	Council Member
Randy	Biddle	University Park	Council Member
Kyle	Biederman	State Representative	
Tina	Biehle	City of Lexington	City Secretary
Robert	Bielamowicz	Robertson County	County Commissioner
Hardwick	Bieri	Angleton	Mayor Pro Tem
Crystal	Biggs	City of Nolanville	City Secretary
Novada	Bigham	Mineola	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Cindy	Bighorse	Saginaw	Council Member
James	Bilberry	Nolanville	Council Member
Lynda	Billa Burke	Alamo Heights	Council Member
David	Billings	Fate	Council Member
Nan	Billings	City of Bangs	City Secretary
Carol	Billingsley	City of Pecan Gap	City Secretary
Gary	Bilyeu	Sanger	Council Member
Jackie	Bingham	Aspermont	Council Member
Larry	Binnion	City of Gholson	Mayor
Brad	Birchum	Taylor County	County Commissioner
Brad	Birchum	Taylor County	Commissioner Precinct 3
George	Birck	Round Mountain	Alderperson
David	Bird	Gonzales County	County Judge
John	Bird	Eastland	Mayor Pro Tem
Nate	Bird	South Mountain	Alderperson
Zachary	Bird	Mart	Alderperson
Cheryl	Birdwell	Lorenzo	Mayor Pro Tem
Henry	Birdwell	Jack County	County Commissioner
Sheila	Birdwell	City of Bryson	Mayor
Christopher	Bishop	TxDOT	Austin
Eric	Bishop	City of Bangs	Mayor
Pat	Bishop	Lakeside	Alderperson
Ricky	Bishop	Taylor County	Sheriff
Suzanne	Bishop	City of Bloomburg	City Secretary
Charles	Bisson	Niederwald	Alderperson
Larry	Bittner	City of Pleak Village	Mayor
Gyna	Bivens	Fort Worth	Council Member
Gyna	Bivens	City of Fort Worth	Councilmember, District 5
Joseph	Bjorgaard	Nixon	Alderperson
Amanda	Black	Paradise	Alderperson
Cliff	Black	City of Muleshoe	Mayor
Cody	Black	Bailey County	County Commissioner
Elaine	Black	Agua Dulce	Alderperson
Emily	Black	TxDOT	Houston
Kit	Black	TxDOT AMA	
Bill	Blackburn	City of Kerrville	Mayor
Bill	Blackburn	Llano County	Sheriff
Charles	Blackburn	Donley County	Sheriff
Larry	Blackburn	TxDOT-HOU	
Sharon	Blackburn	Childress	Mayor Pro Tem
Jane	Blackerby	Leonard	Council Member
Susan	Blackerby	Plainview	Council Member
Lauren	Blackman	TxDOT	Bryan
Bronson	Blackson	Farmers Branch	Council Member
Willis	Blackwell	Shelby County	Sheriff
Sandra	Blaine	Sweeny	Alderperson
Don	Blair	Lynn County	County Commissioner
Roy	Blair	Coke County	County Judge
Neil	Blais	Little Elm	Mayor Pro Tem
Candace	Blake	Hays	Alderperson
Dan	Blakemore	Gonzales	Mayor Pro Tem
Skip	Blancett	City of Village of Salado,	Mayor
Doug	Blanchard	Taylor Lake Village	Council Member
Terry	Blanchard	City of Rockdale	City Secretary
Jacques	Blanchette	Tyler County	County Judge
Marcos	Blanco	New Deal	Council Member
Craig	Bland	Morgan's Point	Council Member
Larry	Bland	Merkel	Mayor Pro Tem
Nathan	Bland	Rockdale	Mayor Pro Tem
Suzanne	Bland	Lago Vista	Council Member
Frank	Blanks	Richwood	Council Member
Glen	Blanscet	Carrollton	Council Member
Robert	Blaschke	Refugio County	County Judge
Tami	Blaschke-Walker	City of Schulenburg	City Administrator/Secretary
Brandon	Blasingame	Riesel	Council Member
Roudy	Blasingame	Vega	Alderperson
Johnny	Blazek	City of Scurry	Mayor
Billy	Bledsoe	Coleman County	County Judge
Austin	Bleess	City of Jersey Village	City Manager
Taylor	Blevens	City of Detroit	City Secretary
Crystal	Blevins	City of Bronte	City Secretary
Susan	Blevins	City of Hilshire Village	City Administrator/Secretary
David	Block	Edmonson	Alderperson
Glenn	Block	Lindsay	Alderperson
Koy	Blocker	Martin County	County Commissioner

First Name	Last Name	Organization	Title/District
Wendy	Blocker	City of Sansom Park	City Secretary
Wesley	Bloxham	Graford	Council Member
Alex	Blue	Helotes	Council Member
Brandon	Blue	Kerens	Mayor Pro Tem
Chris	Blue	Providence Village, Town of	Alderperson
Russell	Blue	Breckenridge	Commissioner
Sam	Bluemel	Natalia	Alderperson
Stephanie	Blume	City of Hardin	Mayor
Amy	Bly	Galveston	Council Member
Stephanie	Boardingham	Forest Hill	Council Member
Kristen	Boatman	Bloomburg	Alderperson
Collie	Boatright	Gonzales County	County Commissioner
Darrel	Bobbitt	Houston County	Sheriff
Debby	Bobbitt	Rowlett	Deputy Mayor Pro Tem
Dyllis	Bobbitt	Latexo	Alderperson
Steven	Bockel	City of Wallis	Mayor
Amy	Bockes	City of Oak Point	City Secretary
Andy	Bode	Briaroaks	Mayor Pro Tem
Bart	Bodine	Whitewright	Alderperson
Martin	Boedekor	Lovelady	Alderperson
Alvin	Boehm	Shiner	Alderperson
Greg	Bogan	Annona	Alderperson
Jhanna	Bogan	City of Springtown	City Secretary
Allen	Bogard	City of Sugar Land	City Manager
Eddie	Boggess	Wink	Alderperson
James	Boggus	City of New London	Director of Public Works
Ric	Bogue	Liverpool	Mayor Pro Tem
Andrew	Bohac	Needville	Alderperson
Paul	Bohanan	Weir	Alderperson
Sandy	Bohannon	Simonton	Alderperson
Toni	Bohlar	City of McLean	City Secretary
Craig	Bohn	Fulton, Town of	Mayor Pro Tem
Linda	Bohn	Ector	Alderperson
Monique	Boitnott	Niederwald	Mayor Pro Tem
Rick	Boland	Aurora	Alderperson
John	Bolcher	City of Seminole	
Jane	Bolden	City of Gallatin	City Secretary
Roy	Boldon	Nacogdoches	Mayor Pro Tem
Debbie	Boles	City of Trent	City Secretary
Randy	Boles	Cisco	Council Member
Steven	Bolin	City of Leonard	Mayor
Downing	Bolls	Taylor County	County Judge
Downing A.	Bolls, Jr.	Taylor County	Judge
Beverly	Bolner	Port Aransas	Council Member
Thomas	Bolt	City of Manor	City Manager
Jerri	Bolton	City of Gary	Alderperson
Mike	Bomgardner	Farmers Branch	Deputy Mayor Pro Tem
Keith	Bond	City of Lacy Lakeview	Director of Public Works
Keith	Bond	City of Lacy Lakeview	City Manager
Paul	Bond	Oak Ridge North	Council Member
Keith	Bonds	City of Longview	City Manager
Pat	Bonds	City of Hideaway	Mayor
Thomas	Bonds	San Jacinto County	County Commissioner
Jeffrey	Boney	Missouri City	Council Member
Christi	Bonham	TxDOT	Waco
Andy	Bonner	Freestone County	County Commissioner
David	Bonner	Dumas	Commissioner
Guessipina	Bonner	Lufkin	Council Member
Louis	Bonner	Town of San Felipe	Alderperson
Wayne	Bonnet	City of Liberty Hill	Director of Public Works
Shirley	Bonnin	West Orange	Mayor Pro Tem
David	Booe	Hurst	Council Member
Jim	Bookhout	Garland	Council Member
Mackey	Boone	Pecan Hill	Alderperson
Wendell	Boozer	Red Lick	Alderperson
Diane	Borden	Caney City	Alderperson
Teresa	Borders	City of Brazoria	City Manager
Gerry	Boren	City of Diboll	City Manager
Derek	Borg	City of Princeton	City Manager
Carol	Borges	City of Southlake	City Secretary
Lacy	Borgeson	City of Temple	City Secretary
Tandy	Boroughs	Mesquite	Council Member
Cherel	Borrego	City of Porna	
Jon	Borseth	Cass County	County Commissioner
Elizabeth	Borstad	City of Athens	City Manager

First Name	Last Name	Organization	Title/District
Tina	Bosch	Rose Hill Acres	Alderperson
Mike	Bosque	Grand Prairie	Council Member
Saul	Bosquez	Stockdale	Council Member
Mary	Boss	Indian Lake, Town of	Mayor Pro Tem
Brian	Bosshardt	City of Bedford	City Manager
Bill	Boswell	Bishop	Council Member
Chris	Boswell	City of Harlingen	Mayor
Matthew	Boswell	San Saba County	Sheriff
Bo	Bothe	Spring Valley Village	Council Member
Jo Ann	Bottoms	Eureka	Alderperson
Terry	Bouchard	Ochiltree County	Sheriff
Dorothy	Boudreaux	Bremond	Council Member
Louis	Boudreaux	City of Simonton	Mayor
Suzann	Boudreaux	City of Coldspring	City Secretary
James	Bouldin	City of Itasca	Mayor
Gwen	Boullion	City of Bedias	Mayor
Wayne	Boultinghouse	Lampasas County	County Judge
Leona	Bounds	Kemp	Council Member
Cathy	Bourg	City of Richland Hills	City Secretary
Gary	Bourland	Refugio County	County Commissioner
Lynn	Bouse	Goldthwaite	Alderperson
William	Boutwell	Sanger	Council Member
Carl	Bowen	DeWitt County	Sheriff
Mark	Bowen	City of Lytle	Mayor
Mark L.	Bowen	City of Lytle	
Patti	Bowen	Christine	Mayor Pro Tem
Robert	Bowen	City of Munday	Mayor
Walter	Bowen	City of Lake Worth	Mayor
Kay	Bower	Garden Ridge	Alderperson
Bob	Bowers	Leakey	Alderperson
Harry	Bowers	New Braunfels	Council Member
Richard	Bowers	Randall County Historical Commission	
Toby	Bowers	Bangs	Council Member
Bobbi	Bowles	Briarcliff, Village of	Alderperson
Ricky	Bowles	Shoreacres	Mayor Pro Tem
Rick	Bowling	Chico	Alderperson
Carl	Bowman	Mobeetie	Alderperson
Clinton	Bowman	Denver City	Council Member
Michael	Bowman	Crowell	Alderperson
Ron	Bowman	City of Boerne	City Manager
Ronald	Bowman	City of Boerne	City Manager
Lester	Bownds	City of Lorenzo	Mayor
Mark	Box	Cottle County	Sheriff
Michael	Box	City of Everman	City Manager
Ray	Box	Tahoka	Mayor Pro Tem
Tommy	Box	Yoakum County	County Commissioner
Karen	Boyce	Hale Center	Mayor Pro Tem
Barbara	Boyd	City of Center	City Secretary
Calvin	Boyd	Burnet County	Sheriff
Charlie	Boyd	Boerne	Council Member
Christopher	Boyd	Converse	Council Member
Danielle	Boyd	TxDOT	Dallas
Doug	Boyd	Bowie	Council Member
Gary	Boyd	Gregg County	County Commissioner
John	Boyd	City of Runaway Bay	Mayor
Karen	Boyd	Comal County Historical Commission	
Lee	Boyd	Graham	Council Member
Marion	Boyd	Dimmit County	Sheriff
Marty	Boyd	TxDOT	
Marty	Boyd	TxDOT	El Paso
Marty	Boyd	TxDOT	Transportation Engineer
Randy	Boyd	Italy	Alderperson
Tim	Boyd	Colorado City	Council Member
Timothy	Boyd	Colorado City	Council Member
Victor	Boyd	Kilgore	Commissioner
Richard	Boyer	The Colony	Council Member
Vic	Boyer	San Antonio Mobility Coalition	
Victor	Boyer	San Antonio Mobility Coalition, Inc	Executive Director
Victor	Boyes [sic]	SAMCO	
Brittni	Boykin	Ranger	Commissioner
Dwight	Boykins	Houston	Council Member
Dwight A.	Boykins	City of Houston	Council Member, District D.
Stosh	Boyle	City of Cibolo	Mayor
Michael	Boyter	Bedford	Council Member
Mario	Bracamontes	Pharr	Commissioner

First Name	Last Name	Organization	Title/District
Mario A.	Bracamontes	City of Pharr	Commissioner Place 6
Michael	Brachwitz	Electra	Commissioner
Pat	Brack	City of Henderson	Mayor
Chris	Bradberry	Smyer	Alderperson
Robin	Bradbery	Iowa Colony	Alderperson
Judy	Braddock	City of Garrett	City Secretary
Mike	Braddock	Lynn County	County Judge
Shiloh	Braddock	Tahoka	Council Member
Darren	Braddy	City of Cooper	Mayor
Cheryl	Braden	City of Dodd City	City Secretary
Dennis	Braden	Stamford	Council Member
Bryan	Bradford	City of Garland	City Manager
Charlotte	Bradford	Grandfalls	Alderperson
Mike	Bradford	Midland County	County Judge
Wayne	Bradford	Eastland County	Sheriff
Bruce	Bradley	Royse City	Council Member
Charlie	Bradley	Schleicher County	County Judge
Deborah	Bradley	La Grange	Council Member
Dickie	Bradley	City of Goldsmith	Mayor
Kirk	Bradley	Hughes Springs	Alderperson
Paula	Bradley	Archer City	Mayor Pro Tem
Tony	Bradley	Glenn Heights	Mayor Pro Tem
Christy	Bradshaw	City of Vernon	City Secretary
Jean	Bradshaw	New London	Alderperson
Lloyd	Bradshaw	Parmer County	County Commissioner
Trey	Bradshaw	Concho County	County Commissioner
Troy	Bradshaw	Jarrell	Mayor Pro Tem
Charlie	Bradt	Shenandoah	Mayor Pro Tem
Kristie	Brady	Niederwald	Alderperson
Flora	Braly	City of Andrews	Mayor
Terry	Braly	Dickens County	Sheriff
John	Bramlett	Magnolia	Council Member
Chuck	Branch	McKinney	Council Member
Fred	Branch	Pattison	Council Member
James	Branch	Royse City	Council Member
Kim	Branch	Brookshire	Alderperson
Loren	Brand	Carson County	Sheriff
Jack	Brandes	Austin County	Sheriff
Neita	Brandon	Quanah	Alderperson
Jeff	Branick	Jefferson County	County Judge
Belinda	Branigan	City of Petrolia	City Secretary
Jon	Branigan	Liberty Hill	Alderperson
Joe	Brannan	Golden Cressent Regional Planning Commission	Executive Director
Rodger	Brannen	Paducah	Council Member
Ted	Brannon	Garza County	County Commissioner
Johnny	Branson	City of New Boston	Mayor
Sally	Branson	Friendswood	Council Member
Mark	Brantley	Delta County	County Commissioner
Sue	Brashar	Elgin	Council Member
Drew	Brassfield	City of Fritch	City Manager
Alan	Braswell	Alma	Alderperson
Billy	Braswell	Kimble County	County Commissioner
Jim	Braswell	City of Gun Barrel City	Mayor
Brett	Bratcher	Todd Mission	Council Member
J.J.	Bratcher	Frost	Mayor Pro Tem
Cole	Braun	Whitesboro	Alderperson
Tom	Braun	Addison, Town of	Council Member
Andy	Brauninger	City of Huntsville	Mayor
Albert	Bravo	Idalou	Council Member
Chuck	Brawner	City of Katy	Mayor
Brett	Bray	Blanco County	County Judge
David	Bray	Westbrook	Council Member
Bobby	Brazier	Bridgeport	Council Member
Stephanie	Breckenridge	City of Ingram	City Secretary
Chad	Breeding	City of Miami	Mayor
Joan	Breith	Denver City	Council Member
Sereniah	Breland	City of Alvin	City Manager
Kevin	Brendle	Dickens County	County Judge
Mary Anne	Brennan	Mertens	Commissioner
Bryan	Brewer	Dalhart	Council Member
Fonda	Brewer	City of Chireno	City Secretary
Francis	Brewer	Sun Valley	Alderperson
Jim	Brewer	City of Lancaster	Director of Public Works
Bonnye	Brewington	City of Hutto	
Jake	Brewster	Maypearl	Alderperson

First Name	Last Name	Organization	Title/District
Randy	Brewster	Burkburnett	Commissioner
Russell	Brewster	Pantego, Town of	Mayor Pro Tem
Larry	Brewton	Hudspeth County	County Commissioner
Anita	Brian	Lipan	Alderperson
George	Briant	Hemphill County	County Judge
Bob	Brick	College Station	Council Member
Mark	Bricker	City of Bay City	Mayor
Jason	Bridges	Nacogdoches County	Sheriff
John	Bridges		Managing Editor
Lewis	Bridges	Lampasas County	County Commissioner
Thurman	Bridges	Krugerville	Council Member
John	Brieden	Washington County	County Judge
Kirk	Brigance	Marietta	Council Member
Keely	Briggs	Denton	Council Member
Mark	Briggs	City of El Lago	Mayor
Robert	Briggs	Mobeetie	Alderperson
Ranier	Brigham	Seadrift	Alderperson
Latrelle	Bright Joy	City of Lubbock	Councilmember, District 6
Troy	Brimage	City of Freeport	Mayor
Jason	Brinkley	Cooke County	County Judge
Joshua	Brinkley	City of Valley View	Mayor
Bob	Brinkmann	Dumas	Commissioner
Brandon	Briones	Kenedy	Alderperson
Ben	Briscoe	Pearsall	Council Member
Jeff	Briscoe	Mount Vernon	Council Member
Marie	Briseno	Lamesa	Council Member
Mickye	Bristow	Poynor	Mayor Pro Tem
Nancye	Britner	Woodcreek	Mayor Pro Tem
Ralph	Britt	Bullard	Council Member
Mike	Britten	Carson County	County Commissioner
Shelley	Britton	City of Fredericksburg	City Secretary
Judy	Brizendine	Woodcreek	Council Member
Matthew	Broaddus	Lake Jackson	Mayor Pro Tem
T.C.	Broadnax	City of Dallas	City Manager
Giselle	Brock	Ralls	Alderperson
James	Brock	Jack County	County Commissioner
Joel	Brock	Somerville	Alderperson
Greg	Brockhouse	San Antonio	Council Member
Greg	Brockhouse	City of San Antonio	Councilman
Bob	Brockman	Sutton County	County Commissioner
Darby	Brockway	Graham	Council Member
Frank	Brogan	Port Of Corpus Christi	Deputy Port Engineer
Jenny	Brogger	City of Danbury	City Secretary
Crista	Bromley	City of Burnet	Mayor
Ralph	Brookman	Castro County	County Commissioner
Anthony	Brooks	Live Oak	Council Member
Baine	Brooks	Allen	Council Member
Brian	Brooks	Sweeny	Alderperson
Donna	Brooks	Browndell	Council Member
Dorothy	Brooks	City of Forney	City Secretary
Eugene	Brooks	Frankston	Mayor Pro Tem
Johnnie	Brooks	Corrigan	Alderperson
Jonathan	Brooks	Link Houston	
Michael	Brooks	Ransom Canyon	Alderperson
Murry	Brooks	Rankin	Alderperson
Patti	Brooks	City of Josephine	City Secretary
Rena	Brooks	City of Browndell	City Secretary
Rob	Brooks	Nome	Alderperson
Roy	Brooks	Tarrant County	County Commissioner
Tara	Brooks	City of Grapevine	City Secretary
Timmy	Brooks	Roaring Springs	Council Member
Tina	Brooks	City of Roaring Springs	City Secretary
Tincy	Brooks	Browndell	Council Member
Roy Charles	Brooks	Tarrant County	Commissioner Precinct 1
James	Broomly	Beckville	Alderperson
Shelley	Brophy	City of Nacogdoches	Mayor
Larry	Broseh	Mansfield	Mayor Pro Tem
Edward	Broussard	City of Tyler	City Manager
Eric	Broussard	Galena Park	Commissioner
Andy	Brown	Woodloch	Alderperson
Billy	Brown	Oldham County	County Commissioner
Bob	Brown	City of Lufkin	Mayor
Bobby	Brown	Meadowlakes	Council Member
Brandon	Brown	City of Rankin	Mayor
Brandon	Brown	Detroit	Alderperson

First Name	Last Name	Organization	Title/District
Brandon	Brown	Van Zandt County	County Commissioner
Cassandra	Brown	El Paso	Representative
Chris	Brown	Texarkana MPO	Executive Director
Courtney	Brown	Woodloch	Alderperson
Craig	Brown	Galveston	Council Member
Dan	Brown	Upton County	Sheriff
Darren	Brown	Iraan	Mayor Pro Tem
Deborah	Brown	Thompsons	Alderperson
Earl	Brown	City of Shepherd	Mayor
Finis	Brown	City of Adrian	Mayor
Fred	Brown	Salado, Village of	Alderperson
Gary	Brown	Boyd	Alderperson
Herbert	Brown	Erath County	County Commissioner
Jack	Brown	City of Roby	City Manager
James	Brown	Lake Tanglewood	Alderperson
Jesse	Brown	Wichita Falls	Council Member
Jimmy	Brown	Trinity County	County Commissioner
Joan	Brown	Maud	Alderperson
Joe	Brown	Erath County	County Commissioner
Kenneth	Brown	City of Moody	Mayor
Lisa	Brown	City of Hutto	City Secretary
Lois	Brown	Madisonville	Council Member
Marian	Brown	Dallas County	Sheriff
Marlena	Brown	Melvin	Council Member
Martha	Brown	Rowlett	Council Member
Martha	Brown	Uncertain	Alderperson
Martha	Brown	Woodson	Alderperson
Matt	Brown	Schleicher County	County Commissioner
Michael	Brown	Melvin	Council Member
Mike	Brown	Foard County	Sheriff
Mona	Brown	Lone Star	Alderperson
Natosha	Brown	Kountze	Alderperson
R.W.	Brown	Lavaca County	County Commissioner
Randy	Brown	Medina County	Sheriff
Randy	Brown	Pleasant Valley	Alderperson
Rich	Brown	Goldthwaite	Alderperson
Ricky	Brown	Haltom City	Council Member
Robert	Brown	Menard	Alderperson
Shannon	Brown	City of Easton	Mayor
Stacey	Brown	Kenefick	Alderperson
Terri	Brown	Marshall	Commissioner
Tim	Brown	Bell County	County Commissioner
Tom	Brown	Crane Crane	County Commissioner
Wesley	Brown	Pine Forest	Council Member
Larry	Brown	Brownsvil South Padre Island Internation Airport	Manager
Paul	Brown	Greater Dallas Bicyclists	President
Phil	Brown	McAllen Miller International Airport	Manager
Caren	Brown-Smith	Richland	Council Member
Mark	Browne	City of Alamo Heights	City Manager
Aaron	Browning	Concho County	County Commissioner
Alyssa	Browning	City of Naples	City Secretary
Karina	Browning	Iraan	Alderperson
Kathy	Brownlee	Lake Dallas	Council Member
Pam	Brownlee	Andrews	Council Member
Bruce	Broxson	City of Sunray	Mayor
Gary	Broz	City of Eagle Lake	City Manager
Greg	Brubeck	Port Of Corpus Christi	Director of Engineering Services
Ronnie	Bruce	Ravenna	Mayor Pro Tem
Tonia	Bruckner	Coolidge	Alderperson
Cynthia	Brugge	Fairview, Town of	Council Member
Bob	Bruggeman	City of Texarkana	Mayor
Carl	Brugger	City of Granite Shoals	Mayor
Will	Brule	Palestine	Council Member
Kirby	Brumby	Goliad County	Sheriff
Mike	Brumley	Deaf Smith County	County Commissioner
Jason	Brummal	Aurora	Mayor Pro Tem
Jimmy	Brummett	Riverside	Alderperson
Alan	Brundrett	City of Azle	Mayor
Harvey	Bruner	Latexo	Alderperson
Marc	Bruner	Sunset Valley	Council Member
Melissa	Brunner	City of Flatonia	City Secretary
David	Bruns	Goliad County	County Commissioner
Linda	Brush	Point Comfort	Mayor Pro Tem
Allan	Brushwood	Bear Creek, Village of	Commissioner
Travis	Bruton	Glenn Heights	Council Member

First Name	Last Name	Organization	Title/District
Nathan	Bryan	Anna	Council Member
Tammi	Bryan	City of Snook	City Secretary
Al	Bryant	Wharton	Council Member
Cherry	Bryant	Alvarado	Council Member
Chris	Bryant	Glen Rose	Council Member
Christine	Bryant	Goodlow	Alderperson
David	Bryant	Yoakum County	Sheriff
Dewey	Bryant	Odessa	Council Member
Don	Bryant	Cross Plains	Alderperson
John	Bryant	Tuscola	Alderperson
Joy	Bryant	City of Woodson	City Secretary
Kevin	Bryant	Flower Mound, Town of	Deputy Mayor Pro Tem
Dewey	Bryant	City of Odessa	Councilmember, District 2
Thomas	Brymer	Town of Westlake	Town Manager
Rusty	Bryson	Jarrell	Alderperson
Donnie	Brzozowski	Gonzales County	County Commissioner
Patti	Bubel	Crawford	Mayor Pro Tem
Chip	Bubela	Schulenburg	Alderperson
Wayne	Bubela	Jackson County	County Commissioner
Anthony	Bubert	Crawford	Council Member
Cheri	Buccino	City of Walnut Springs	City Secretary
Blake	Buchanan	Fate	Council Member
Dianna	Buchanan	City of Haslet	City Secretary
Donald	Buchanan	City of Hooks	City Secretary
Tom	Buckle	Jonestown	Alderperson
Dana	Buckles	Sherman County	County Commissioner
Steve	Buckley	Dimmitt	Mayor Pro Tem
Brandy	Buckner	City of Roby	City Secretary
Luana	Buckner	Board Chairman	
John	Buckner	Coastal Bend Council of Governments	Executive Director
Luana	Buckner	Edwards Auqifer Board	Chairman
Dana	Budducke	Tatum	Alderperson
Frank	Budra	City of Pottsboro	Mayor
Ralph	Buell	Lake Jackson	Council Member
Danny	Bueno	Jim Wells County	Sheriff
Michelle	Buenrostro	Scotland	Alderperson
Robert	Buentello	City of Poteet	Director of Public Works
Keith	Buesing	Vidor	Council Member
Sally	Buford	Naples	Alderperson
Janie	Bugarin	Dimmitt	Council Member
Brad	Bugg	Saint Jo	Alderperson
Charles	Bujan	City of Port Aransas	Mayor
Paul	Bullington	Van	Council Member
Bobbye	Bullock	Oakwood	Alderperson
John	Bullock	Young County	County Judge
Liz	Bullock	TxDOT	Waco
Ly	Bullock	TxDOT Waco	
Cathy	Bunch	Hereford	Commissioner
Gordy	Bunch	City of The Woodlands	City Secretary
Melissa	Bunch	City of Katy	City Secretary
Robert	Bunch	City of Nash	Mayor
Bruce	Bundrant	Lacy Lakeview	Council Member
David	Bunn	Mustang Ridge	Alderperson
Kevin	Burch	Comanche	Council Member
Larry	Burch	Menard County	County Commissioner
Martha	Burch	Seven Oaks	Alderperson
Melvin	Burch	Petronila	Alderperson
Randy	Burch	City of Pineland	Mayor
Cindy	Burchfield	Daisetta	Alderperson
Charlotte	Burge	City of Blossom	Mayor
Joe	Burger	Fate	Council Member
Richard	Burger	Ochiltree County	County Commissioner
James	Burgess	City of Venus	Mayor
Ed	Burgos-Gomez	FHWA	
Annette	Burk	Springtown	Alderperson
Kelle	Burke	West University Place	Council Member
Ron	Burke	Alice	Council Member
Sam	Burke	Corinth	Council Member
Bobby	Burke	TxDOT	Design Project Coordinator
Dennis	Burket	Wichita Fall Tranist District	Transit Administrator
Karen	Burkhard	TxDOT Public Transit - PTN	Business Operations Project Manager
Shawna	Burkhart	City of Lamesa	City Manager
Charlie	Burks	San Leanna, Village of	Alderperson
Kenneth	Burks	City of Bailey	Mayor

First Name	Last Name	Organization	Title/District
Kyle	Burks	Kemah	Council Member
Dennis	Burleson	Hidalgo County Regional Mobility Authority	Chairman
Juanita	Burleson	City of Anson	City Secretary
Luann	Burleson	Snyder	Council Member
Veronica	Burleson	City of Lawn	Mayor
Andy	Burnett	Bremond	Council Member
George	Burnett	City of Covington	Mayor
Ginger	Burnett	City of Hedley	City Secretary
Keith	Burnett	Glasscock County	Sheriff
Larry	Burnett	Baylor County	County Commissioner
Mona	Burnett	Bartlett	Mayor Pro Tem
Clarence	Burns	City of Linden	Mayor
Douglas	Burns	Village of Bear Creek	Commissioner
Ernie	Burns	Van	Council Member
Gary	Burns	Victoria County	County Commissioner
Gene	Burns	City of Eustace	Director of Public Works
Kevin	Burns	Wise County	County Commissioner
Mary	Burns	Goliad	Council Member
Ramah	Burns	City of Reno	City Secretary
Terry	Burns	Alamo Sierra Club	Group Chair
Alvin	Burress	Dayton	Council Member
Gaylynn	Burris	City of Bowie	Mayor
Kelly	Burris	City of Brownfield	City Secretary
Beverly	Burrow	Clarendon	Council Member
Jon	Burrows	Bell County	County Judge
John	Burson	Briscoe County	County Commissioner
Angela	Burton	Brownsville Chamber of Commerce	President & CEO
Barry	Burton	Orange County	County Commissioner
Debbie	Burton	Forsan	Alderperson
Dennis	Burton	City of Hale Center	City Manager
Fred	Burton	City of Arcola	Mayor
Jack	Burton	Balcones Heights	Council Member
Taylor	Burton	Newark	Council Member
Leland	Busbee	Golinda	Alderperson
Arthur	Busby	Mexia	Council Member
Larry	Busby	Live Oak County	Sheriff
Bonnie	Busch	La Grange	Council Member
Amy	Bush	City of a Grulla	City Secretary
Carol	Bush	Ellis County	County Judge
Larry	Bush	City of Jarrell	Mayor
Sandra	Bush	Watauga	Council Member
Tom	Bush	Appleby	Commissioner
Tonya	Bush	Bogata	Council Member
Frederick	Bushe	Highland Village	Council Member
Clint	Bushong	Town of Lakewood Village	Council Member
Deelare	Buske	Kress	Alderperson
Larry	Buske	Swisher County	County Commissioner
Will	Buskell	TxDOT	
Chris	Busse	Loving County	Sheriff
Alex	Bustamante	Asherton	Commissioner
Brenda	Bustillos	TxDOT	
Carrie	Butler	City of Hedley	Mayor
Donna	Butler	Town of Cross Roads	Town Secretary
Fred	Butler	Sunrise Beach Village	Mayor Pro Tem
J. Dale	Butler	Deaf Smith County	Sheriff
Janine	Butler	City of Littlefield	City Secretary
JoAnn	Butler	River Oaks	Council Member
Kyle	Butler	Ellis County	County Commissioner
Lucia	Butler	Elkhart	Alderperson
Marla	Butler	Van Alstyne	Council Member
Raymond	Butler	Port of Victoria	
Steve	Butler	City of Oakwood	Director of Public Works
Veronica	Butler	City of Karnes City	City Secretary
Carol Jo	Buttler	City of La Marque	City Manager
Daniel	Butts	Bandera County	Sheriff
Shae	Butts	Simonton	Alderperson
Lynn	Buxkemper	Slaton	Mayor Pro Tem
Norbert	Buys	Helotes	Mayor Pro Tem
Bert	Buys	City of Helotes	Councilman Place 3
Tom	Buzbee	Gholson	Council Member
Ann	Byars	City of Lakeview	City Secretary
Bobby	Byars	City of Town of San Felipe	Mayor
Greta	Byars	City of Howardwick	Mayor
Jesse	Byars	Castroville	Council Member
Louis	Byars	Kendleton	Council Member

First Name	Last Name	Organization	Title/District
Margot	Byerley	San Patricio	Alderperson
Melissa	Byers	Southside Place	Council Member
Tom	Byler	City of Southmayd	Mayor
Annette	Bynum	Spearman	Alderperson
Billie	Bynum	Hideaway	Alderperson
Brian	Byrd	Cibolo	Council Member
Brian	Byrd	Fort Worth	Council Member
Earnest	Byrd	Brookside Village	Council Member
Earnestine	Byrd	Milford	Alderperson
Jimmie	Byrd	Naples	Alderperson
Mike	Byrd	Sunrise Beach Village	Commissioner
Susan	Byrd	Marlin	Council Member
Brian	Byrd	City of Fort Worth	Councilmember, District 3
Tammy	Byrom	New Summerfield	Alderperson
Michael	Byrum-Bratsen	Iowa Colony	Alderperson
Amy	Bythewood	Woodville	Alderperson
Irma	Caballero	City of Corpus Christi	Director of Economic Development
Melinda	Caballero	City of Waelder	City Secretary
Ramiro	Caballero	Pharr	Commissioner
Ramiro	Caballero	City of Pharr	Commissioner Place 3
Melissa	Cabello-Havrda	City of San Antonio	Councilwoman-District 6
Janis	Cable	City of Lowry Crossing	City Secretary
John	Cabrales	City of Lake Dallas	City Manager
Esmeralda	Cabrera	Edcouch	Alderperson
Lisa	Cabrera	City of Joshua	City Secretary
Yvette	Cabrera	City of Granjeno	Mayor
Claudia	Cabriales	San Augustine	Alderperson
James	Caddell	Crosby County	County Commissioner
Conley	Cade	Chandler	Alderperson
Elroy	Cade	Scottsville	Alderperson
Kerry	Cade	City of Scottsville	Mayor
Ryan	Cade	Brazoria County	County Commissioner
Manuel	Cadena	Crane	Alderperson
Claude	Caffee	City of Honey Grove	Mayor
Kent	Cagle	City of Leander	City Manager
Michelle	Cagle	Hawk Cove	Alderperson
R. Jack	Cagle	Harris County	County Commissioner
R. Jack	Cagle	Harris County	Commissioner Precinct 4
Debra Bartos	Cahill	Florence	Alderperson
Scott	Cain	City of Cleburne	Mayor
Doug	Calame	Rockdale	Council Member
Laura	Calcote	City of Oak Ridge North	City Secretary
Jesus	Calderon	City of Valentine	Mayor
Carolyn	Caldwell	City of Lindale	City Manager
Carolyn	Caldwell	City of Lindale	
Jim	Caldwell	Red River County	Sheriff
John	Caldwell	City of Princeton	Mayor
John	Caldwell	Sandy Point	Commissioner
Nathan	Caldwell	City of Callisburg	Mayor
Teresa	Caldwell	Texas Heritage Trails	Part of Texas Historical Commision
Ray	Calfee	Humble	Council Member
Bobby	Calhoun	Kennard	Alderperson
Jacob	Calhoun	Capital Metro	
Pat	Calhoun	Goliad County	County Judge
Vernia	Calhoun	Marshall	Commissioner
Chris	Call	Hardeman County	County Commissioner
Michael	Callahan	Higgins	Alderperson
Rickey	Callahan	Dallas	Council Member
Rickey D.	Callahan	City of Dallas	Councilmember, District 5
Jesse	Callaway	Lefors	Council Member
Lee	Callaway	Annetta North	Alderperson
Calvin	Callies	Ganado	Council Member
Wayne	Callis	Edna	Council Member
Linda	Calvert	City of Alma	City Secretary
Michael	Calvert	Crockett	Alderperson
Tommy	Calvert	Bexar County	County Commissioner
Tommy	Calvert	County Commissioner	
Tommy	Calvert	Bexar County	County Commissioner
Tommy	Calvert	Bexar County	Commissioner
Tommy	Calvert	County of Bexar	Commissioner
Art	Camacho	City of Haltom City	City Secretary
Vickie	Camacho	Frio County	County Commissioner
Robert	Camareno	City of New Braunfels	City Manager
Kimberly	Camarillo	Somerville	Alderperson

First Name	Last Name	Organization	Title/District
Santos	Camarillo	City of Crystal City	Interim City Manager
Donna	Cameron	New Summerfield	Alderperson
Andrew	Camon	HCMPO	
Judith	Camp	Oak Point	Deputy Mayor Pro Tem
Josie	Campa	City of Lytle	City Administrator/Secretary
Lisa	Campanella	Village of Kempner	City Secretary
Alfred	Campbell	City of Domino	Mayor
Athena	Campbell	Richland Hills	Council Member
Brenda	Campbell	Hutchins	Alderperson
Denise	Campbell	Fritch	Alderperson
Dennis	Campbell	Cisco	Council Member
Douglas	Campbell	Matador	Alderperson
Ervin	Campbell	City of Anson	City Manager
George	Campbell	City of Kennedale	City Manager
Guy	Campbell	Motley County	County Commissioner
Jackie	Campbell	Luling	Council Member
James	Campbell	Cherokee County	Sheriff
Keith	Campbell		Managing Editor
Kirby	Campbell	Collingsworth County	County Commissioner
Martha	Campbell	Daingerfield	Council Member
Meagan	Campbell	City of Houston	
Scott	Campbell	City of Roanoke	City Manager
Steve	Campbell	Amherst	Commissioner
Steve	Campbell	City of Merkel	City Manager
Sue	Campbell	Uncertain	Alderperson
Eduardo	Campirano	Brownsville Navigation District	Port Director
David	Campos	Log Cabin	Council Member
Jason	Campos	Brookshire	Alderperson
Loretta	Campos	Toyah	Council Member
Sergio	Campos	Wilmer	Council Member
Jaime	Canales	Webb County	County Commissioner
Mary	Canales	City of Austwell	Mayor
Chuck	Caniford	Clifton	Alderperson
Willie	Canion	Smiley	Alderperson
Valerie	Cannaday	Copper Canyon	Deputy Mayor Pro Tem
Carl	Cannon	Madison County	County Commissioner
Chris	Cannon	City of Elgin	Mayor
Gus	Cannon	TxDOT	Director
Jerry	Cannon	City of Rule	Mayor
Marci	Cannon	Leander	Council Member
Spencer	Cannon	Colorado City	Council Member
Brenda	Cano	Kenedy	Alderperson
Eleazar	Cano	Brewster County	County Judge
Yvonne	Cano	Earth	Alderperson
Andrew	Canon	Hidalgo County MPO	Director
Andrew	Canon	Hidalgo County MPO	Director
Joseph	Cantalupo	Capital Area Metropolitan Planning Oganization	Executive Director
Susan	Cantey	Brenham	Council Member
June	Cantrell	Seadrift	Mayor Pro Tem
Mike	Cantrell	Dallas County	County Commissioner
Mike	Cantrell	Dallas County	Commissioner Precinct 2
Monica	Cantrell	Hitchcock	Commissioner
Arnold	Cantu	City of Freer	Mayor
David	Cantu	San Elizario	Alderperson
Eduardo	Cantu	Hidalgo County	County Commissioner
Eduardo "Eddie"	Cantu	Hidalgo County	Commissioner Precinct 2
Emilio	Cantu	Alton	Commissioner
Giani	Cantu	City of Richwood	City Secretary
Gloria	Cantu	Floresville	Council Member
Hilario	Cantu	Kimble County	Sheriff
Iris	Cantu	Cameron County-DOT	
Isidro	Cantu	Zapata Couty	County Commissioner
Jimmy	Cantu	Wellington	Alderperson
Juan	Cantu	Lipscomb County	County Commissioner
L.E.	Cantu	Brownsville & Rio Grande International Railroad	President & CEO
Larry	Cantu	Robstown	Council Member
Larry B.	Cantu	City of Poteet	Mayor
Manuel	Cantu	Bonney	Alderperson
Mario	Cantu	Port Isabel	Commissioner
Martin	Cantu	Port Isabel	Commissioner
Miguel	Cantu	City of Hondo	City Secretary
Ramsey	Cantu	City of Eagle Pass	Mayor
Raymond	Cantu	City of Bonney	Mayor
Rosy	Cantu	Maverick County	County Commissioner

First Name	Last Name	Organization	Title/District
Roy	Cantu	Kleberg County	County Commissioner
Sally	Cantu	City of Arcola	City Secretary
Santiago	Cantu	Pecos County	County Commissioner
Benny	Cantwell	Hale County	County Commissioner
Rowdy	Cantwell	TxDOT	Wichita Falls
Sheri	Capehart	Arlington	Mayor Pro Tem
Greg	Capers	San Jacinto County	Sheriff
Gary	Caplinger	Allen	Mayor Pro Tem
Elizabeth	Cappon	Town of Fairview	Town Secretary
Abbi	Capps	City of De Kalb	City Secretary
Jeff	Capps	City of College Station	Interim City Manager
Kenneth	Capps	City of Thornton	Mayor
Dawn	Capra	City of Johnson City	Mayor
Toni	Capretta	Surfside Beach	Alderperson
Ylda	Capriccioso	City of New Braunfels	
Ylda	Capriccioso	City of New Braunfels	
David	Carabajal	City of Beeville	Mayor
Dwaine	Caraway	Dallas	Mayor Pro Tem
Justin	Caraway	Hamilton County	Sheriff
Fernando	Carballeira	Freer	Mayor Pro Tem
Tony	Carbone	Pearland	Council Member
Richard	Carby	Magnolia	Mayor Pro Tem
Billy	Carden	Munday	Alderperson
Kelly	Carder	Vidor	Mayor Pro Tem
Rose	Cardona	City of Sunset Valley	Mayor
Paul	Carey	Castroville	Mayor Pro Tem
Sam	Carey	Rosebud	Alderperson
Charlotte	Carley	Mont Belvieu	Council Member
James	Carlow	Bowie County	County Judge
Adrian	Carlson	Caldwell	Mayor Pro Tem
Jill	Carlson	Roman Forest	Mayor Pro Tem
Owen	Carlson	Cranfills Gap	Alderperson
Jay	Carlton	Hunters Creek Village	Council Member
David	Carlyle	Graford	Council Member
Joe	Carlyle	City of Troup	Mayor
Freddie	Carmichael	Tiki Island	Alderperson
Alonzo	Carmona	Dimmit County	County Commissioner
Juan	Carmona	Dimmit County	County Commissioner
Patrick	Carnahan	Forsan	Alderperson
Kenneth	Carnes	New Chapel Hill	Alderperson
Donna	Carney	City of Tioga	City Secretary
Grady	Carney	Collinsville	Alderperson
Joe	Carothers	Santa Fe	Council Member
Allen	Carpenter	Spring Valley Village	Council Member
Jerry	Carpenter	City of Earth	Mayor
Jim	Carpenter	Rising Star	Mayor Pro Tem
John	Carpenter	Moody	Mayor Pro Tem
Michael	Carpenter	City of Schertz	Mayor
Michael	Carpenter	City of Schertz	
Steve	Carpenter	Harker Heights	Council Member
Zanea	Carpenter	City of Muleshoe	City Secretary
Debra	Carr	City of Cashion	Mayor
Jeff	Carr	Wortham	Alderperson
Lisa	Carr	Splendora	Alderperson
Lonnie	Carr	Oyster Creek	Alderperson
Rickie	Carr	Stephens County	County Commissioner
Steve	Carr	Cashion	Commissioner
Andrew	Carranco	Cielito Lindo	
Cynthia	Carrasco	Alice	Council Member
Edward	Carrasco	City of Sonora	City Manager
Elisa	Carrasco	Pilot Point	Council Member
Joanna	Carrasco	Anthony, Town of	Alderperson
Johnny	Carrasco	Hart	Alderperson
Samuel	Carrasco	Presidio	Alderperson
Victor	Carrejo	Vinton, Village of	Alderperson
Carnell	Carrell	Anderson	Alderperson
Mike	Carrell	Port Of Corpus Christi	Port Commission Chairman
Luis	Carrera	City of Cockrell Hill	Mayor
Janet	Carrier	Ames	Alderperson
Janet	Carrigan	Fayette County	Emergency Mgmt. Coordinator
Jim	Carrigan	Centerville	Council Member
Kyle	Carrigan	City of Mildred	Mayor
Anna	Carrillo	City of Mission	City Secretary
Norma	Carrillo	Kermit	Alderperson
Oscar	Carrillo	Culberson County	Sheriff

First Name	Last Name	Organization	Title/District
Ricardo	Carrillo	Duval County	County Judge
Roberto	Carrillo	Pharr	Mayor Pro Tem
Roberto “Bobby”	Carrillo	City of Pharr	Commissioner Place 2
Amy	Carrington	Hebron	Commissioner
Jaclyn	Carrington	Bartonville, Town of	Alderperson
Sandra	Carrington	City of Rocky Mound	City Secretary
Sandra	Carrington	Rocky Mound	Alderperson
Trey	Carrington	Throckmorton County	County Judge
Laura	Carrion	Roby	Commissioner
Daniel	Carrizales	CCMPO	Interim Director
Bill	Carroll	Atascosa County	County Commissioner
Bobby	Carroll	Lampasas County	County Commissioner
Lori	Carroll	City of Boerne	City Secretary
Will	Carroll	City of Throckmorton	Mayor
William	Carroll	Blooming Grove	Alderperson
Peter	Carrothers	Cross Roads, Town of	Council Member
Kevin	Carruth	City of Rockport	City Manager
Dale	Carruthers	Terrell County	County Commissioner
Pat	Carson	City of Turkey	Mayor
Clyde	Carter	City of Overton	Interim City Manager
Creta	Carter	Fannin County	County Judge
Kathy	Carter	City of Cumby	Mayor
Lane	Carter	San Angelo	Council Member
Lane	Carter	City of San Angelo	Councilmember, District 5
Larry	Carter	Hockley County	County Commissioner
Mike	Carter	Bowie County	County Commissioner
Mike	Carter	Daingerfield	Council Member
Mike	Carter	Laguna Vista	Mayor Pro Tem
Terri	Carter	Sherman County	County Judge
Lynn	Cartrite	Moore County	County Commissioner
Allen	Cartwright	Carl's Corner	Alderperson
Cody	Cartwright	Valley View	Alderperson
Missy	Cartwright	City of Texhoma	Mayor
Robert	Cartwright	San Augustine County	Sheriff
Marian	Carty	Santa Clara	Mayor Pro Tem
Clay	Caruthers	City of Hurst	City Manager
Joan	Caruthers	City of Daisetta	City Secretary
Don	Carver	City of Lake Tanglewood	Mayor
Stan	Carver	Anna	Council Member
Sammy	Casados	Pasadena	Council Member
Greg	Casar	Austin	Council Member
Ana	Casares	City of Freer	City Secretary
Zoraida	Casares	Charlotte	Alderperson
Cynthia	Casarez	Morton	Mayor Pro Tem
Ted	Case	Weston Lakes	Alderperson
Alan	Casey	Giddings	Council Member
Jesse	Casey	City of Hallsville	Mayor
John	Casey	Ranger	Commissioner
Leroy	Casey	City of Robert Lee	Mayor
Cindy	Cash	Lowry Crossing	Council Member
Thomas	Cash	White Oak	Council Member
Chris	Casillas	City of O'Brien	Mayor
Carrie	Casper	City of Corrigan	City Secretary
Don	Casper	Kempner	Council Member
Jeff	Casper	Mesquite	Mayor Pro Tem
Stephen	Casper	Groveton	Council Member
Scott	Cass	Lamar County	Sheriff
Mike	Cassata	Quintana, Town of	Alderperson
Michelle	Cassio	Oak Ridge North	Council Member
Jerry	Cassle	City of Cross Plains	Mayor
Lorenzo	Castaneda	Cactus	Alderperson
Ricardo	Castaneda	Texas Department of Transportation	
Barron	Casteel	City of New Braunfels	Mayor
Barron	Casteel	City of New Braunfels	
Leslie	Casterline	Aransas County	County Commissioner
Martha	Castex-Tatum	Houston	Council Member
Martha	Castex-Tatum	City of Houston	Council Member, District K
Omar	Castilla	TxDOT LRD	
Martha	Castilleja	Hearne	Council Member
Arnold	Castillo	Quitaque	Alderperson
Eliazar	Castillo	City of Hart	Mayor
Everardo	Castillo	Dilley	Alderperson
Frank	Castillo	Morton	Council Member
John	Castillo	City of Los Ybanez	City Manager
John	Castillo	Lockhart	Council Member

First Name	Last Name	Organization	Title/District
Jorge	Castillo	Combes, Town of	Alderperson
Josephine	Castillo	Melvin	Council Member
Mary	Castillo	South Houston	Alderperson
Rafael	Castillo	City of Windcrest	City Manager
Rafael	Castillo	City of Windcrest	
Rebecca	Castillo	Harlingen/San Benito MPO	Director
Richard	Castillo	Hale Center	Council Member
Sylvia	Castillo	Sullivan City	Council Member
Bill	Castleman	Copper Canyon	Council Member
Tom	Castloo	Wood County	Sheriff
Esmeralda	Castro	City of Runge	City Secretary
Frank	Castro	Giddings	Council Member
Mike	Castro	City of Murphy	City Manager
Ricky	Castro	Sweetwater	Commissioner
Sammy	Catalena	Brazos County	County Commissioner
Blake	Cate	City of Anton	Mayor
Charles	Cate	Lorenzo	Council Member
Jackie	Cate	City of Italy	Mayor
Debra	Cates	Fulshear	Alderperson
E.J.	Cates	Cooper	Alderperson
Pat	Cates	Wilson	Alderperson
Emery	Cathey	City of Emory	Mayor Pro Tem
Larry	Cauble	Shackelford County	County Commissioner
Irma	Cauley	Brazos County	County Commissioner
Jim	Causey	Annetta	Alderperson
Albert	Cavazos	Lyford	Commissioner
Armendo	Cavazos	Progreso	Alderperson
E.G.	Cavazos	Combes, Town of	Alderperson
Rick	Cavazos	City of Los Indios	Mayor
Victor	Cavazos	Abernathy	Alderperson
Zeke	Cavazos	Raymondville	Commissioner
Mary Ann	Cavazos Beckett	Corpus Christi Caller Times	News Director
Phil	Cayten	Pasadena	Council Member
Jean	Cecala	City of Point Venture	City Secretary
Juan	Cedillo	City of Sullivan City	City Manager
Raul	Ceniceros	Cactus	Alderperson
Mike	Center	Appleby	Commissioner
Mike	Center	City of Appleby	City Secretary
Dan	Cepak	Garrett	Alderperson
Maxey	Cerliano	Gregg County	Sheriff
John	Cernosek	La Grange	Mayor Pro Tem
Oscar	Cervantes	Bexar County	
Otto	Cervenka	City of Hallettsville	Director of Public Works
Eddie	Chacon	Dell City	Mayor Pro Tem
Michael	Chacon	TxDOT	Director
Michael	Chacon	TxDOT Traffic Operations - TRF	Director
Juan	Chadis	Lubbock	Council Member
Juan	Chadis	City of Lubbock	Councilmember, District 1
David	Chadwick	City of Center	Mayor
Jesse	Chadwick	AACOG	
Tammy	Chafins	Centerville	Council Member
Richard	Chamberlin	Trinity County	County Commissioner
Danny	Chambers	Somervell County	County Judge
James	Chambers	Indian Lake, Town of	Council Member
Jordan	Chambers	Oak Grove	Mayor Pro Tem
Judy	Chambers	Mexia	Mayor Pro Tem
Marlin	Chambers	Eustace	Council Member
John	Champagne	Montgomery	Council Member
Maria	Champine	TxDOT	Pharr
Mary	Champine	TxDOT	
Andy	Chan	Southside Place	Mayor Pro Tem
Ollie	Chandhok	Dallas Business Journal	Publisher
Clayton	Chandler	City of Mansfield	City Manager
Joe	Chandler	Throckmorton County	County Commissioner
Jack	Chaney	Aransas County	County Commissioner
Larry	Chaney	Colorado City	Council Member
Christine	Chapa	Rocksprings	Council Member
George	Chapa	Hart	Alderperson
Greg	Chapin	Anderson County	County Commissioner
James	Chapline	City of Keene	Mayor
Anita	Chapman	Clyde	Council Member
Michael	Chapman	Grapeland	Mayor Pro Tem
Michael	Chapman	Lakeside City	Alderperson
Pam	Chapman	City of Navarro	Mayor
Richard	Chapman	Mount Enterprise	Council Member

First Name	Last Name	Organization	Title/District
Sherie	Chapman	Ferris	Alderperson
Sue	Chapman	North Cleveland	Council Member
Tom	Chapman	Pecos County	County Commissioner
Yvonne	Chapman	Bulverde	Council Member
John	Chappell	Mabank	Alderperson
Alicia	Charbonneau	City of Dayton Lakes	Mayor
Natividad	Charo	Benavides	Alderperson
Dennis	Chartier	City of Naples	Mayor
Jessica	Chatman	Rice	Alderperson
Adam	Chavarria	Bexar County	
Adam	Chavarria	Bexar County	
Daniel	Chavez	Pharr	Commissioner
Daniel	Chavez	City of Pharr	Commissioner Place 4
Dorian	Chavez	Cedar Park	Council Member
Eduardo	Chavez	Anthony, Town of	Alderperson
Elma	Chavez	Raymondville Chamber of Commerce	Director
Hilario	Chavez	City of Sinton	Director of Public Works
Juan	Chavez	Bailey County	County Commissioner
Oscar	Chavez	Sutton County	Sheriff
Tony	Chavez	Lyford	Mayor Pro Tem
Dale	Cheatham	City of Burleson	City Manager
Trevor	Cheatheam	City of Granger	Mayor
DeAndra	Chenault	Wichita Falls	Council Member
Jeff	Cheney	City of Frisco	Mayor
Warner	Cheney	City of Pecan Gap	Mayor
Patricia	Chernosky	Hempstead	Mayor Pro Tem
Rodney	Chersky	Galena Park	Commissioner
Bobby	Cheshire	Angelina County	County Commissioner
Brent	Chesney	Nueces County	County Commissioner
Brent	Chesney	Nueces County	Commissioner Precinct 4
Michael	Chevalier	Gilmer	Council Member
Jesse	Chevez	City of Camp Wood	Mayor
Allen	Chick	Sanger	Council Member
Melissa	Chilcote	City of Kemah	City Secretary
Mike	Chilcote	Jones Creek, Village of	Alderperson
Ben	Childers	Rising Star	Alderperson
Dale	Childers	Ector County	County Commissioner
Dale	Childers	Ector County	Commissioner Precinct 3
Frances	Childers	City of Dalhart	City Secretary
Jason	Childers	Bay City	Council Member
Sarah	Childers	De Leon	Council Member
Vada	Childers	Tye	Council Member
Dennis	Childress	City of Seagoville	Mayor
Dorothy	Childress	City of Hitchcock	Mayor
Pleas	Childress	Crockett County	County Commissioner
Sandra	Childress	City of Howardwick	City Secretary
Brad	Childs	Orange	Council Member
Pablo	Chinchilla	De Kalb	Alderperson
Andrew	Chisholm	TxDOT	TxDOT District TA/SRTS Coordinator/Brownwood District Office
Dan	Chisholm	River Oaks	Council Member
Jerri	Chism	Lone Star	Mayor Pro Tem
Andrew	Chisolm	TxDOT	
Darren	Chisum	Booker	Alderperson
George	Chisum	Jayton	Council Member
Roy	Chisum	Kent County	County Commissioner
Erik	Chitwood	Oyster Creek	Alderperson
Keith	Chitwood	Blue Ridge	Alderperson
Vickey	Chivers	Palestine	Council Member
Chip	Choate	Onalaska	Council Member
Robert	Chody	Williamson County	Sheriff
Roy	Cholopisa	City of Tehuacana	Mayor
Joe	Chow	Town of Addison	Mayor
Toni	Chrestman	City of Slaton	City Secretary
Randy	Christian	Lubbock	Council Member
Randy	Christian	City of Lubbock	Councilmember, District 5
Jack	Christie	Houston	Council Member
Jack	Christie	City of Houston	At-Large Position 5
David	Christmas	Permian Basin at Schlumberger	Vice President
Daniel	Christodess	City of Galveston	
Daniel	Christopher	Kenefick	Alderperson
Mark	Christopher	Foard County	County Judge
Gary	Chumley	City of Gatesville	Mayor
Leon	Church	Potter County	County Commissioner
Leon	Church	Potter County	Commissioner Precinct 3
Stephanie	Churchman	Thorndale	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Melba	Cimental	Post	Alderperson
Ed	Cimics	Live Oak	Council Member
Peggy	Cimics	City ofCibolo	City Secretary
Johnny	Cisneros	Woodsboro	Council Member
Karla	Cisneros	Houston	Council Member
Karla	Cisneros	City of Houston	Council Member, District H
Miguel	Cisneros	Granjeno	Mayor Pro Tem
Ralph	Cisneros	Woodsboro	Council Member
Ron	Cisneros	Boerne	Council Member
Ron	Cisneros	City of Boerne	Councilman
Vicente	Cisneros	Opdyke West	Alderperson
Michael	Clair	Morris County	County Commissioner
Marlene	Clanton	Village of Kenefick	City Secretary
Alan	Clark	City of Houston-Galveston	Director
Ava	Clark	Lakeview	Council Member
Bat	Clark	Grandview	Council Member
Bruce	Clark	Port Aransas	Council Member
Chet	Clark	Seminole	Council Member
Chris	Clark	Converse	Council Member
Dan	Clark	City of Eagle Lake	Director of Public Works
Dana	Clark	City of Carthage	City Secretary
Darin	Clark	El Lago	Council Member
David	Clark	Sanger	Council Member
Erwin	Clark	Callahan County	County Commissioner
Glenn	Clark	Bandera	Council Member
J.D.	Clark	Wise County	County Judge
Jami	Clark	Texas City	Commissioner
Jerry	Clark	Overton	Council Member
Jim	Clark	Montgomery County	County Commissioner
Kelly	Clark	City of Lakeview	Mayor
Ken	Clark	Galveston County	County Commissioner
Lynn	Clark	Town of Hickory Creek	Mayor
Melva	Clark	Watauga	Council Member
Phyllis	Clark	TxDOT	Lufkin
Ricky	Clark	Woodson	Alderperson
Ronnie	Clark	Staples	Alderperson
Sharon	Clark	Lacy Lakeview	Mayor Pro Tem
Steve	Clark	City of Lumberton	City Manager
Thomas	Clark	Sabine County	County Commissioner
Tommy	Clark	Star Harbor	Alderperson
Wade	Clark	Cove	Mayor Pro Tem
Joni	Clarke	City of Lucas	City Manager
Randy	Clarke	Austin Capital Metro	President
Dickie	Clary	Hamilton County	County Commissioner
Jimmy	Clary	Maud	Mayor Pro Tem
Stynette	Clary	City of Marquez	Mayor
Thomas	Class	Town of Trophy Club	Town Manager
Peter	Clausen	City of New Deal	Mayor
Bruce	Clawson	Texas City	Commissioner
James	Clawson	Jones County	County Commissioner
Warren	Claxton	City of Star Harbor	Mayor
Bobby	Clay	City of Quinlan	Director of Public Works
Dyann	Clay	City of Gunter	City Secretary
Marilyn	Clay	Cleveland	Council Member
Toni	Clay	Athens	Council Member
Vernon	Clay	Snyder	Council Member
Wallace	Clay	Chillicothe	Mayor Pro Tem
Keith	Clayton	Springlake	Alderperson
Mark	Clayton	Dallas	Council Member
Mark	Clayton	City of Dallas	Councilmember, District 9
Mary	Clayton	Devers	Alderperson
Tom	Clayton	City of Springtown	Mayor
Virginia	Clayton	Byers	Alderperson
Sheri	Clearman	Town of Ponder	Town Secretary
Chad	Cleckler	Whitehouse	Council Member
Keith	Clegg	Gainesville	Mayor Pro Tem
Evan	Clem	New Home	Alderperson
Jammie	Clem	City of New Home	City Secretary
Kelly	Clem	City of Hebron	Mayor
Robert	Clemens	Petrolia	Alderperson
Chad	Clements	Atlanta	Council Member
Carl	Clemlencich	Allen	Council Member
Arthur	Clemons	Cushing	Commissioner
Jorja	Clemson	Grand Prairie	Council Member
Buck	Clendennen	Splendora	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Kevin	Cleveland	Weatherford	Council Member
Tommy	Clevenger	Hockley County	County Commissioner
Steve	Clifford	City of Paris	Mayor
Leldon	Clifton	Stamford	Mayor Pro Tem
Patricia	Clifton	George West	Council Member
Ronnie	Clifton	City of Comanche	Mayor
John	Cline	Howard County	County Commissioner
Michael	Cline	New London	Alderperson
Odis	Cline	Omaha	Alderperson
Cynthia	Clinesmith	Horseshoe Bay	Council Member
Robert	Clinton	Goldsmith	Council Member
Tres	Clinton	Burnet	Council Member
Joni	Clonts	City of Crockett	Mayor
Alfreda	Cloud	Town of San Felipe	Alderperson
Lulu	Cloud	Village of Vinton	Alderperson
Tim	Clower	Nueces Rail District	
Lonny	Cluck	City of Canton	City Manager
Susan	Cluse	City of Balch Springs	City Manager
Frank	Coachman	Village of Salado	Alderperson
Matt	Coates	Erath County	Sheriff
Bert	Cobb	Hays County	County Judge
Donny	Cobb	City of Windom	Mayor
Jon	Cobb	Bee Cave	Council Member
Robert	Cobb	Comanche	Council Member
Frank	Cobio	Pattison	Mayor Pro Tem
Cross	Coburn	Groves	Council Member
Susan	Cocanougher	Decatur	Council Member
David	Cochran	Hale County	Sheriff
Don	Cochran	Big Sandy	Alderperson
Fred	Cochran	Rosser	Council Member
Jimmy	Cochran	City of Hooks	Mayor
Judy	Cochran	City of Livingston	Mayor
Pat	Cochran	Carrollton	Council Member
Dan	Cockburn	Town of Ponder	Council Member
Darrell	Cockerham	Hood County	County Judge
Ronda	Cockerham	City of Chandler	City Secretary
Steve	Cockerham	Parmer County	County Commissioner
David	Cockrell	City of Atlanta	City Manager
Diane	Cockrell	City of Decatur	City Secretary
Donna	Cockrell	Flatonia	Council Member
Tammy	Cockrum	City of Rogers	Mayor
Ben	Cody	Blanket	Alderperson
Chris	Cody	Shallowater	Alderperson
Brad	Coe	Kinney County	Sheriff
Shirley	Coe	Bullard	Mayor Pro Tem
Christina	Coen	Lakeside	Alderperson
Cindy	Coers	Comal County Historical Commission	
John B.	Coers	Comal County	
Terry	Coffee	City of Panhandle	City Manager
Susan	Coffer	City of Weston	City Secretary
Chris	Coffman	City of Granbury	City Manager
Danny	Coffman	Annetta	Alderperson
Justin	Coffman	Midlothian	Council Member
Kim	Coffman	Campbell	Alderperson
Larry	Coffman	Hutchinson County	County Commissioner
Steve	Coffman	Fort Worth Telegram	Executive Editor
Dan	Cogan	Bedford	Council Member
Dylan	Cogburn	Gorman	Commissioner
Les	Cogdill	Coleman County	Sheriff
Paula	Coggin	Redwater	Council Member
Ellen	Cohen	Houston	Mayor Pro Tem
Ellen	Cohen	City of Houston	Mayor Pro-Tem
Otis	Cohn	City of Cleveland	Mayor
Ben	Coker	TxDOT	Wichita Falls
Kirk	Coker	Hutchinson County	Sheriff
Clay	Cole	Town of Pine Island	Commissioner
Jackie	Cole	Galveston	Council Member
Kristy	Cole	City of Rockwall	City Secretary
Les	Cole	Fulton, Town of	Alderperson
Linda	Cole	Town of Pine Island	City Secretary
Sam	Cole	Madison County	County Commissioner
Wendy	Cole	City of Gatesville	City Secretary
Bill	Coleman	Hale County	County Judge
Bill	Coleman	Lorena	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Cory	Coleman	Ore City	Alderperson
Hugh	Coleman	Denton County	County Commissioner
Jack	Coleman	City of Gordon	Mayor
Johnathan	Coleman	Howe	Council Member
Kevin	Coleman	City of Yoakum	City Manager
Michael	Coleman	City of Westworth Village	Mayor
Shelton	Coleman	Johnson City	Alderperson
Mike	Colemere	Shavano Park	Alderperson
Randy	Collard	Center	Council Member
Thomas	Collard	Madison County	County Commissioner
Alma	Colleli	San Benito Industrial Development Authority	Director
Michael	Collett	City of Hamilton	Mayor
Greg	Colley	Enchanted Oaks	Council Member
Cody	Collier	City of Corinth	Director of Public Works
Chris	Collins	Atlanta	Council Member
David	Collins	Galveston	Council Member
Lisa	Collins	TxDOT	Beaumont
Mark	Collins	Hawk Cove	Alderperson
Mike	Collins	Town of Draper	Mayor
Randy	Collins	City of El Campo	Mayor
Randy	Collins	El Campo	Council Member
Robin	Collins	Big Lake	Alderperson
Robin	Collins	Kemah	Council Member
Saundra	Collins	Baird	Council Member
Susan	Collins	City of Lumberton	City Secretary
Tiffany	Collins	Timpson	Council Member
Lorry	Collom	City of Earth	City Secretary
Barbara	Collum	Town of Indian Lake	Mayor
Sheryl	Collum	Wake Village	Council Member
Yvonne	Colon-Villalobos	Socorro	Council Member
Dana	Colquitt	Beach City	Alderperson
Craig	Colvin	Boerne	Council Member
Bobby	Colwell	TxDOT	Bryan
Billy	Combs	City of Beach City	Mayor
Robert	Comeaux	VIA Metropolitan Transit	
Albert	Compton	City of Selma	Director of Public Works
H. L.	Compton	Bonham	Mayor Pro Tem
Miguel	Conchas	Laredo Chamber of Commerce	President / CEO
Whitney	Concotelli	Seminole	Council Member
Betty	Conde	City of Lamesa	City Secretary
Joe	Condo	Carl's Corner	Alderperson
Mary	Condon	City of Florence	Mayor
Scott	Condon	Mexia	Council Member
Shannon	Conger	Palmer	Alderperson
George	Conley	Parker County	County Commissioner
James	Conley	Edgecliff Village	Alderperson
Sy	Conley	Edgecliff Village	Alderperson
Sharlotta	Connally	Joshua	Council Member
Joe	Connell	Real County	County Commissioner
Brian	Conner	Azle	Council Member
Chuck	Conner	Elkhart	Alderperson
Chuck	Conner	Springlake	Alderperson
Dale	Conner	Palisades	Alderperson
Gaylon	Conner	City of Springlake	Mayor
Ann	Connor	Palestine	Council Member
James	Connor	Town of Providence Village	Alderperson
Bill	Connors	Volente	Council Member
Connie	Constancio	City of Lockhart	City Secretary
Andres	Contreras	City of Santa Rosa	Mayor
Cynthia	Contreras	City of Bishop	City Secretary
Fred	Contreras	Del Rio	Council Member
Joe	Contreras	La Villa	Mayor Pro Tem
Sammy	Contreras	Colorado City	Mayor Pro Tem
Donald	Conyer	Point Venture	Council Member
Lorri	Coody	City of Jersey Village	City Secretary
Alan	Cook	Livingston	Alderperson
David	Cook	City of Mansfield	Mayor
Fred	Cook	Pittsburg	Alderperson
Gayle	Cook	City of Seabrook	City Manager
James	Cook	Bayou Vista	Mayor Pro Tem
Jimmy	Cook	Midway	Mayor Pro Tem
Ken	Cook	Angus	Mayor Pro Tem
Mark	Cook	Hitchcock	Commissioner
Maurice	Cook	Bastrop County	Sheriff
Mike	Cook	Lavon	Council Member

First Name	Last Name	Organization	Title/District
Terry	Cook	Williamson County	County Commissioner
David	Cooke	City of Fort Worth	City Manager
John	Cooke	Carthage	Commissioner
Latreese	Cooke	Martindale	Council Member
Dayl	Cooksey	City of Sealy	City Secretary
Jim	Cooley	Stagecoach	Alderperson
Duke	Coon	Conroe	Mayor Pro Tem
Michael	Coon	City of Richwood	City Manager
Dan	Cooper	Estelline	Alderperson
David	Cooper	Wolfforth	Council Member
Frankie	Cooper	Joaquin	Mayor Pro Tem
Garland	Cooper	Anton	Alderperson
Jan	Cooper	Ladonia	Alderperson
Jerry	Cooper	Franklin County	County Commissioner
L. W.	Cooper	Hardin County	County Commissioner
Louis	Cooper	VIA Metropolitan Transit	
Marsha	Cooper	Huxley	Alderperson
Michael	Cooper	Eagle Lake	Alderperson
Robert	Cooper	Keene	Council Member
Shirley	Cooper	Roxton	Alderperson
Terry	Cooper	Coffee City	Alderperson
Tim	Cooper	Spearman	Alderperson
Vickie	Cooper	Bartlett	Council Member
Bennie	Cope	City of Goldsmith	City Manager
Judy	Cope	Guadalupe County	County Commissioner
Jackie	Copeland	Goodlow	Alderperson
Jason	Copeland	City of Grandfalls	Mayor
Jeff	Copeland	Grand Prairie	Deputy Mayor Pro Tem
Mary	Copeland	Saginaw	Council Member
Ross	Copeland	Sterling County	County Commissioner
Sara	Copeland	City of Andrews	City Secretary
Ernie	Copelin	Hedley	Mayor Pro Tem
Stephen	Copley	TxDOT	TxDOT District TA/SRTS Coordinator/Bryan District Office
Stephen R.	Copley, RLA	TxDOT	
Richard	Coppedge	Rockdale	Council Member
Connie	Coppock	City of Rio Vista	City Secretary
Dale	Corbett	Van Zandt County	Sheriff
Doug	Corbett	Southside Place	Council Member
Dean	Cordell	Pilot Point	Council Member
Pam	Corder	City of	City Secretary
Robbie	Corder	City of University Park	City Manager
Shannon	Corder	City of Rosser	Mayor
Richard	Cordes	Menard County	County Judge
Monica	Cordova	City of Floresville	City Secretary
Traci	Cordova	Thornton	Alderperson
Debbie	Cormier	City of Pinehurst	City Secretary
Eloi	Cormier	La Vernia	Alderperson
Roger	Corn	Callahan County	County Judge
Norma	Cornejo	Orange Grove	Alderperson
Curtis	Cornelious	Little Elm	Council Member
Robert	Cornelison	Port Isabel	Port Director
Carl	Cornelius	City of Carl's Corner	Mayor
Dusty	Cornelius	City of Crosbyton	Mayor
Linda	Cornelius	Carl's Corner	Alderperson
Linda	Cornelius	City of Carl's Corner	City Secretary
W.R.	Cornett	City of Cresson	Mayor
L.	Cornish	Mount Calm	Alderperson
Bill	Cornman	Bay City	Mayor Pro Tem
Katherine	Cornwell	Savoy	Mayor Pro Tem
Nicole	Coronado	TxDOT	Austin
Sergio	Coronado	City of Hidalgo	Mayor
Ofelia	Corral	City of Ropesville	City Secretary
Samantha	Corral	Town of Horizon City	Alderperson
David	Correll	Bridgeport	Mayor Pro Tem
Greg	Corrigan	Granbury	Council Member
Janet	Corte	Katy	Council Member
Sam	Cortez	Lytle	Alderperson
Phil	Cory	City of Tatum	Mayor
Omar	Costilla	TxDOT	Transportation Funding Specialist
Rex A.	Costley	TxDOT	
Jean	Cothren	Queen City	Alderperson
Paul	Cothren	Cass County	County Commissioner
Wayne	Cotten	Powell	Council Member
Ryan	Cottingham	Munday	Mayor Pro Tem
Gene	Cottle	City of Troup	City Manager

First Name	Last Name	Organization	Title/District
Edgar	Cotton	Oak Grove	Council Member
Juanita	Cotton	City of Gallatin	Mayor
Jason	Cottongame	City of Graham	Director of Public Works
Susan	Cottrell	Iowa Colony	Alderperson
Carol	Couch	City of Mart	City Secretary
Carrie	Couch	Blossom	Council Member
Gary	Couch	Granbury	Council Member
Julie	Couch	Town of Fairview	Town Manager
Steve	Couey	Junction	Alderperson
George	Coulam	City of Todd Mission	Mayor
Tammy	Coulter	Jewett	Mayor Pro Tem
Jeff	Council	Kaufman	Council Member
Nathan	Council	Princeton	Alderperson
Sara	Countryman	City of Montgomery	Mayor
John	Courage	San Antonio	Council Member
John	Courage	City of San Antonio	Councilman-District 9
Harold	Coursey	Pyote	Alderperson
Maria	Covernali	San Elizario	Alderperson
Machiel	Covey	City ofClarendon	City Secretary
Valerie	Covey	Williamson County	County Commissioner
Marc	Covington	City of East Mountain	Mayor
Barbara	Cowell	City of Big Wells	City Secretary
Chip	Cowell	Hunters Creek Village	Council Member
Jim	Cowen	Benjamin	Council Member
Brenda	Cox	Zavalla	Alderperson
Bryan	Cox	Martin County	County Judge
Charles	Cox	Brownsboro	Council Member
Charles	Cox	City of Farmers Branch	City Manager
Chuck	Cox	Whitesboro	Alderperson
Jill	Cox	Granger	Mayor Pro Tem
Josh	Cox	Camp Wood	Council Member
Judy	Cox	Mount Enterprise	Council Member
Kraig	Cox	Silverton	Alderperson
Lynn	Cox	Lone Star	Alderperson
Patty	Cox	City of Kirby	City Secretary
Philip	Cox	Overton	Mayor Pro Tem
Russell	Cox	Dawson County	County Commissioner
Sandy	Cox	City of Lakeway	Mayor
Steve	Cox	Alto	Council Member
Chris	Coy	Grapevine	Council Member
Chris	Coy	City of Grapevine	Councilmember, District 5
Nancy	Cozad	Sanctuary	Alderperson
Jason	Cozza	City of Hallettsville	City Administrator/Secretary
Jeannette	Crabb	Seguin	Council Member
Corey	Crabtree	Dallam County	County Commissioner
Dara	Crabtree	City of Leander	City Secretary
Marisa	Craddock	Bangs	Mayor Pro Tem
Brenda	Craig	City of Kerrville	City Secretary
Ellis	Craig	City of Mountain City	City Secretary
Gary	Craig	Brazos Country	Mayor Pro Tem
Kerri	Craig	City of Horseshoe Bay	City Secretary
Kimberly	Craig	City of Pine Forest	City Secretary
Vera	Craig	City of Woodbranch Village	Mayor
Jeremy	Crain	City of Houston	Council Member District H
Connie	Cramer	City of Bayside	City Secretary
Richard	Crandal	City of Niederwald	City Administrator/Secretary
Amy	Crane	City of Florence	City Secretary
Bob	Crane	Kempner	Council Member
Carolyn	Crane	City of Kempner	Mayor
Richard	Cranford	City of Paducah	Mayor
Barbara	Crass	City of Mertens	Mayor
Norman	Craven	Town of Lakeside	Town Secretary/Administrator
Barbara	Crawford	Grandfalls	Alderperson
Bert	Crawford	Schertz	Council Member
Charles	Crawford	Port Aransas	Council Member
Don	Crawford	Leona	Council Member
Emily	Crawford	City of Brownwood	City Manager
Harlan	Crawford	City of Reklaw	Mayor
Jamie	Crawford	North Cleveland	Council Member
Jeannie	Crawford	Grandfalls	Alderperson
Kevin	Crawford	Pelican Bay	Alderperson
Laura	Crawford	Adventure Cycling Association US Bicycle Route System	ACA USBRS Coordinator
Laura	Crawford	Adventure Cycle Association US Bicycle Route System	ACA USBRS Coordinator

First Name	Last Name	Organization	Title/District
Marshall	Crawford	Chandler	Alderperson
Shaun	Crawford	Texhoma	Council Member
Calvin	Creech	Troy	Alderperson
Amber	Creel	Old River-Winfree	Mayor Pro Tem
Bobbie	Creel	City of Cove	City Secretary
Kenny	Crenshaw	Rhome	Council Member
Deidre	Crews	Anahuac	Council Member
Duane	Crews	Colmesneil	Mayor Pro Tem
Rick	Crider	Port of San Antonio	Executive Vice President
Jeff	Crippen	Sherman County	County Commissioner
Michelle	Crisler	Fayetteville	Alderperson
Jeff	Crisp	Clute	Council Member
Pete	Crisp	Alice	Council Member
Chad	Criswell	Aspermont	Council Member
Randy	Criswell	City of Canyon	City Manager
Lynn	Crites	Justin	Council Member
Wes	Crites	Wheeler County	Sheriff
Eloi	Crmier	La Vernia Municipal Development District	
Mary	Crocker	Palacios	Alderperson
Doris	Crockett	City of Bullard	City Secretary
Spencer	Cronk	City of Austin	City Manager
Spencer	Cronk	City of Austin	City Manager
Audrey	Crook	Marietta	Council Member
Stacey	Crook	Leona	Mayor Pro Tem
Dean	Crooks	Orange County	County Judge
Jon	Croom	City of Morgan	Mayor
Chad	Cross	KXAN - NBC	News Director
Mark	Cross	TxDOT	Headquarters
Msatthew	Cross	Sanctuary	Alderperson
Dana	Crossland	Floydada	Council Member
Lisa	Crossman	City of Tyler	
Thomas	Crotzer	Blue Mound	Council Member
Shon	Crouch	TxDOT	Transportation Engineering Superv.
Barbara	Crow	City of Edom	Mayor
Billy	Crow	Rogers	Alderperson
William	Crow	Dripping Springs	Council Member
Ben	Crowell	Ponder, Town of	Council Member
Brian	Crowell	PMAC	
Suzon	Crowell	Van Alstyne	Alderperson
Brian	Crowell	Citizen	
Rick	Crowley	City of Rockwall	City Manager
Tom	Crowley	Royse City	Council Member
Jen	Crownover	Comal County	County Commissioner
Jody	Crump	Orange County	County Commissioner
Larry	Crumpton	Hill County	County Commissioner
Carl	Cruse	Onalaska	Council Member
Danny	Crutchfield	Mertzon	Council Member
Frances	Cruz	Carrollton	Council Member
Manuel	Cruz	Cottle County	County Commissioner
Mary Lou	Cruz	Roma	Council Member
Yolanda	Cruz	Los Fresnos	Council Member
Jorge	Cruz-Aedo	Corpus Christi Regional Transit Authority	CEO
Laura	Cruzada	TxDOT ENV	
Laura	Cruzada	TxDOT	Public Involvement Specialist
Laura	Cruzada	TxDOT Environmental Affairs - ENV	Public Involvement Specialist
Jerry	Cryer	Enchanted Oaks	Council Member
Dana	Cuba	Ladonia	Alderperson
Jaron	Cude	Grand Saline	Mayor Pro Tem
Guillermo	Cuellar	Webb County	
Martin	Cuellar	Webb County	Sheriff
Paul G.	Cuellar	City of Somerset	
Paul G.	Cuellar	City of Somerset	Mayor
Darion	Culbertson	Town of Fairview	Mayor
Jim	Cullar	Cockrell Hill	Alderperson
Mark	Culpepper	Boyd	Mayor Pro Tem
Amanda	Cummings	City of Shallowater	City Secretary
Keith	Cummings	Columbus	Alderperson
Mike	Cummings	Joaquin	Council Member
Linda	Cumpton	Hereford	Commissioner
Amber	Cunningham	City of Italy	City Secretary
Bert	Cunningham	City of Bowie	City Manager
Jay	Cunningham	Menard County	County Commissioner
Mary	Cunningham	Llano County	County Judge
Shae	Cunningham	Perryton	Council Member
Terry	Cunningham	Honey Grove	Alderperson

First Name	Last Name	Organization	Title/District
Tom	Curlee		Port Industries Rep.
Kyle	Currie	Coldspring	Alderperson
Andy	Curry	Humble	Council Member
Darrell	Curry	Dublin	Alderperson
Keith	Curry	Hamilton County	County Commissioner
Maria	Curry	Alpine	Council Member
Ryan	Curry	Tahoka	Council Member
John	Curtis	Ross	Alderperson
John	Curtis	Somervell County	County Commissioner
Shirley	Curtis	Bedias	Alderperson
Stephen	Cushing	City of Fayetteville	Mayor
David	Cutbirth	City of Monahans	Mayor
Gary	Cutler	Hays County	Sheriff
Jared	Cutting	Buffalo Springs	Alderperson
Mike	Cypert	City of Abernathy	City Manager
Rhonda	Cypert	Lorenzo	Council Member
Tom	Cyprian	Breckenridge	Mayor Pro Tem
Rachel	Cywinski	Citizen	
Jody	Czajkoski	Conroe	Council Member
Jamie	Daberry	Shamrock	Alderperson
Derrick	Dabney	San Felipe, Town of	Alderperson
Eddie	Daffern	City of Staples	Mayor
Eddie	Daffern	City of Staples	
Eddie	Daffern	City of Staples	Mayor
John	Dagen	McCulloch County	Sheriff
Aaron	Dahl	Live Oak	Mayor Pro Tem
David	Dahl	Wylie	Council Member
Jamie	Dahler	Lytle	Alderperson
Balis	Dailey	City of Grapeland	Mayor
Cody	Dailey	City of Elmendorf	
Dorothy	Dailey	Mullin	Alderperson
Gregory	Dailey	Mustang Ridge	Alderperson
Rickey	Dailey	TxDOT	
Rickey	Dailey	TxDOT	Corpus Christi
Tim	Dale	Mount Pleasant	Council Member
Nyla	Dalhaus	City of Cut and Shoot	Mayor
Joyce	Dalley	Rockdale	Council Member
Norrieca	Dalton	Byers	Alderperson
Tom	Daly	City of Selma	Mayor
Tom	Daly	City of Selma	
Tammy	Dana-Bashian	City of Rowlett	Mayor
Shea	Dane-Patterson	City of Pilot Point	Mayor
Melinda	Danford	Sanford	Alderperson
Jacqueline	Dangerfield	City of Deport	City Secretary
Duane	Daniel	King County	County Judge
Theresa	Daniel	Dallas County	County Commissioner
Dr. Theresa	Daniel	Dallas County	Commissioner Precinct 1
Bennie	Daniels	Rockwall	Council Member
Brent	Daniels	Lewisville	Mayor Pro Tem
Charles	Daniels	Town of Sunnyvale	Town Manager
Janis	Daniels	City of Hutchins	City Secretary
Keith	Daniels	Fairfield	Alderperson
Michael	Daniels	Freestone County	County Commissioner
John	Danish	Irving	Council Member
Amber	Dankert	Salado, Village of	Alderperson
James	Danner	City of Hondo	Mayor
James	Danner	City of Hondo	
James	Danner	City of Hondo	Mayor
Lee	Danner	Berryville	Council Member
Brad	Dannheim	Paint Rock	Alderperson
Matthew	Dantzer	Magnolia	Council Member
Rosie	Danz	Johnson City	Alderperson
Brian	Darby	Roanoke	Council Member
Curtis	Darby	Iola	Mayor Pro Tem
Dale	Dardeau	West Orange	Council Member
Nelson	Darden	Troup	Council Member
Roy	Darden	Montague County	County Commissioner
Todd	Darden	City of Big Spring	City Manager
James	Darling	City of McAllen	Mayor
Zac	Darr	Eastland	Commissioner
Scott	Darrow	TxDOT	Abilene
Susan	Darst	City of Helotes	
Susan	Darst	Grey Forest	Council Member
Paul	Daugereau	Buda	Council Member
Bill	Daugette	Walker County	County Commissioner

First Name	Last Name	Organization	Title/District
Gerald	Daugherty	Travis County	County Commissioner
Gerald	Daugherty	Travis County	Precinct Three Commissioner
Jeff	Daugherty	City of Lindale	Mayor
Buddy	Daughtry	City of Charlotte	Mayor
Tony	Dauphinot	Edgecliff Village	Mayor Pro Tem
Frank	Davalos	Laguna Vista	Council Member
Jim	Davant	Granite Shoals	Mayor Pro Tem
Bob	Davee	Taylor Lake Village	Council Member
Amanda	Davenport	City of Surfside Beach	City Secretary
H. M.	Davenport	Navarro County	County Judge
John	Davenport	Port Neches	Council Member
Mitchell	Davenport	Jack County	County Judge
Natalie	David	Orange Grove	Mayor Pro Tem
Stan	David	City of Denver City	City Manager
Tony	David	Rio Hondo	Commissioner
	David D. Martinez	Texas Historical Foundation	Chairman
	David L. Jordan	City of Dilley	
	David W. Moore, Jr.	Hardy Heck Moore Inc.	Co-founder
Paul	Davidhizar	Huntsville	Council Member
Jay	Davidson	Decatur	Council Member
Jeff	Davidson	Irion County	County Commissioner
Jennifer	Davidson	Lubbock County	
Larry	Davidson	City of Surfside Beach	Mayor
John	Davies	Westworth Village	Council Member
Arch	Davila	Lago Vista	Council Member
Danny	Davila	Sinton	Council Member
Isaac	Davila	Rosenberg	Council Member
Lee	Davila	City of Friona	City Manager
Miriam	Davila	Everman	Council Member
Rene	Davila	Cactus	Alderperson
Velma	Davila	City of Encinal	City Manager
D'Juana	Davillier	South East Texas Regional Planning Commission	Transportation Program Manager
Alan	Davis	Coleman County	County Commissioner
Allison	Davis	Wimberley	Council Member
Amanda	Davis	Van	Mayor Pro Tem
Andrea	Davis	Sterling City	Council Member
Billy	Davis	City of Crowley	Mayor
Billy	Davis	City of Texline	Mayor
Brad	Davis	Talty	Council Member
Casey	Davis	City of New Summerfield	City Secretary
Chris	Davis	Cherokee County	County Judge
David	Davis	Haskell County	County Judge
David	Davis	Sherman County	County Commissioner
Don	Davis	Nocona	Council Member
Doug	Davis	Town of Pantego	Mayor
Elgin	Davis	Livingston	Alderperson
Elizabeth	Davis	Meridian	Alderperson
Eric	Davis	Jonestown	Alderperson
Fran	Davis	Electra	Commissioner
Garrett	Davis	Briscoe County	Sheriff
Harvey	Davis	City of Hays	Mayor
Heather	Davis	Streetman	Commissioner
J.D.	Davis	Bishop Hills	Alderperson
Jake	Davis	Simonton	Alderperson
Jamie	Davis	City of Trenton	City Secretary
Janelle	Davis	Oak Ridge	Council Member
Janet	Davis	City of Santa Fe	City Secretary
Jeff	Davis	City of Oak Grove	Mayor
Jerry	Davis	Houston	Council Member
Jerry V.	Davis	City of Houston	Vice Mayor Pro-Tem
Joe	Davis	City of Memphis	Mayor
John	Davis	Chester	Alderperson
John	Davis	City of Balmorhea	Mayor
John	Davis	Talty	Council Member
Josh	Davis	Texarkana	Council Member
Julie	Davis	City of Huntington	City Secretary/Finance Director
Kenneth	Davis	Colmesneil	Alderperson
Kim	Davis	City of Hondo	City Manager
Laura	Davis	Seabrook	Council Member
Lawrence	Davis	Overton	Council Member
Mark	Davis	Hardin County	Sheriff
Mark	Davis	Schertz	Council Member
Mary Ann	Davis	Kennard	Alderperson
Missi	Davis	Brady	Council Member
Nancy	Davis	Friona	Alderperson

First Name	Last Name	Organization	Title/District
Rexine	Davis	City of Hawley	City Secretary
Rick	Davis	City of Baytown	City Manager
Robert	Davis	Cameron	Council Member
Ross	Davis	Jones County	County Commissioner
Roy	Davis	Leroy	Alderperson
Sabra	Davis	City of Bartlett	City Administrator/Secretary
Steven	Davis	City of Gruver	Mayor
Susie	Davis	Itasca	Alderperson
Tim	Davis	Dodd City	Council Member
Tim	Davis	Lavon	Council Member
Tim	Davis	Temple	Mayor Pro Tem
Debra	Davison	City of Manvel	Mayor
Royce	Dawkins	City of Buffalo	Mayor
Matthew	Dawley	Groesbeck	Mayor Pro Tem
Robin	Dawley	Nacogdoches County	County Commissioner
Joy	Dawson	City of Patton Village	City Secretary
J. Russell	Day	Rockport	Council Member
Daniel	Day	Citizen	
Cheryl	De Cordova	State Representative Darby's Office	
Sandra	De La Canal	TxDOT	El Paso
Jorge	De La Cruz	Cochran County	Sheriff
Pete	De La Cruz	City of Edcouch	Interim City Manager
Robert	De La Garza	Alamo	Commissioner
Henry	De La Paz	Willacy County	County Commissioner
Elizandro	de la Rosa	City of La Joya	Director of Public Works
Manuel	De La Rosa	City of San Benito	City Manager
Ruben	de la Rosa	Harlingen	Commissioner
Albert	De Leon	Frio County	Sheriff
Cesar	de Leon	Brownsville	Commissioner
Horacio	De Leon	City of Laredo	City Manager
Roxanne	De Leon	City of Elmendorf	City Secretary
Suzanne	de Leon	City of Balcones Heights	Mayor
Suzanne	de Leon	Mayor	
Suzanne	De Leon	City of Balcones Heights	
David	De Los Rios	Donna Tourist Information Center	Executive Director
Ray	De Los Santos	City of Taft	Interim City Manager
Rene	de los Santos	Rangerville	Commissioner
Denis	De Luca	Weston Lakes	Mayor Pro Tem
Aurora	de Luna	San Perlita	Commissioner
Oscar	De Luna	Willacy County	County Commissioner
Donna	Deal	City of Grapeland	City Secretary
Kevin	Deal	Weston	Alderperson
Cedric	Dean	Greenville	Council Member
Danny	Dean	Sabinal	Alderperson
Jason	Dean	Bruceville - Eddy	Council Member
John	Dean	City of Ovilla	City Manager
John	Dean	Oak Grove	Council Member
Lee Ann	Dean	Childress	Alderperson
Terry	Dean	Scurry	Council Member
Peggy	Dean	City of Odessa	At-Large
Christian	Deanda	Wickett	Alderperson
Sherry	DeAngelo	City of Douglassville	City Secretary
J.E.	DeArmond	Moore County	Sheriff
Buffie	Deason	City of Troup	City Secretary
Fred	Deaton	Crockett County	County Judge
Wally	Deats	Dickinson	Mayor Pro Tem
James	Deaver	Hood County	County Commissioner
Kyle	Deaver	City of Waco	Mayor
Cory	DeBerry	Lamb County	County Commissioner
Lynette	DeBerry	City of Olton	City Secretary
Carol	DeBose	Anderson	Alderperson
Rebekah	Debrasko	TxDOT ENV	
Donna	DeBusk	City of Wellman	City Secretary
Alma	Deckard	City of Laguna Vista	City Secretary
Carol	Decker	Weston	Alderperson
James	Decker	Stamford	Council Member
Louis	Decker	Dickinson	Council Member
Aubrey	DeCordova	Tom Green County	County Commissioner
Aubrey	deCordova	Tom Green County	Commissioner Precinct 2
Brent	Deeds	McCulloch County	County Commissioner
Roger	Deeds	Hood County	Sheriff
Pat	Deen	City of Hudson Oaks	Mayor
Steven	Deffibaugh	Princeton	Council Member
Buddy	DeFord	Randall County	County Commissioner

First Name	Last Name	Organization	Title/District
Elmer	DeForest	City of Seadrift	Mayor
Chad	Degges	Tomball	Council Member
Bob	Degner	Malone	Alderperson
Finley	deGraffenried	City of Lampasas	City Manager
Steven	DeGregorio	Rosenberg	Council Member
Jerry	DeHay	Brownwood	Council Member
Christina	Delacruz	City of San Antonio	
Rafael	DeLaGarza	Victoria	Council Member
Ruby	DeLaGarza	City of Woodsboro	City Secretary
Brandon	Delaney	Chandler	Alderperson
Codi	Delcambre	City of Lake Dallas	City Secretary
Whitney	Delcourt	Pilot Point	Council Member
Celia	DeLeon	City of Olmos Park	City Manager
Frankie	DeLeon	Leakey	Alderperson
Henry	DeLeon	Hamilton	Council Member
Ruben	DeLeon	Palmhurst	Council Member
Mario	Delgado	Metro McAllen	Transit Director
Carolyn	Delmar	Pleak Village	Alderperson
James	DeLoach	Lamb County	County Judge
Lynn	Delong	Wellman	Council Member
Bernie	Demers	Hideaway	Alderperson
Julie	Dempsey	Happy	Commissioner
Don	Denbow	City of Corsicana	Mayor
Kelly	Denison	Everman	Council Member
Darleen	Denman	City of Mount Pleasant	City Secretary
Mark	Denman	City of Nassau Bay	Mayor
Brenda	Dennis	City of Schertz	City Secretary
Chris	Dennis	Trinity	Alderperson
Laura	Dennis	Odessa American	Editor
Mary	Dennis	City of Live Oak	Mayor
Mary M	Dennis	City of Live Oak	
Mary	Dennis	Northeast Partnership	Mayor
Pam	Denny	City of Los Fresnos	City Secretary
Tim	Dent	Port Lavaca	Council Member
Jim	DePauw	Big Spring	Council Member
Melissa	Derrick	San Marcos	Council Member
Gloria	Derrough	Bayside	Council Member
Mahesh	Desai	Cushing	Commissioner
Tonya	Desautel	Megargel	Council Member
Becky	Desborough	Big Sandy	Alderperson
Ashley	Dethlefs	Gallatin	Council Member
Kathy	Dethlefs	Gallatin	Council Member
Marilyn	DeVere	City of Staples	City Secretary
Robert	Deviney	Martindale	Council Member
Clegg	Dewalt	Trinity	Alderperson
Peter	Dewing	City of Northlake	Mayor
Billie	DeWitt	San Angelo	Council Member
Billie	DeWitt	City of San Angelo	Councilmember, District 6
Dennis	DeWitt	Bee County	County Commissioner
John	Dewitt	TxDOT San Angelo	
John	DeWitt	TxDOT	Transportation Planner
Michelle	Di Credico	City of Rhome	Mayor
Vince	Di Piazza	City of Uvalde	City Manager
Donna	Dial	City of Groveton	City Secretary
Ana	Diaz	City of Jacinto City	Mayor
Isabel	Diaz	City of O'Brien	City Secretary
Luis	Diaz	HCMPO	
Nancy	Diaz	Miller's Cove	Commissioner
Richard	Diaz	Crystal City	Council Member
Chris	Dick	City of Midlothian	City Manager
David	Dick	Houston Bicycle Club	
Janet	Dickerson	Lake City	Alderperson
Marcus	Dickerson	Sour Lake	Alderperson
Carole	Dickey	Centerville	Council Member
Kimberly	Dickey	City of Prairie View	City Administrator/Secretary
Bob	Dickinson	Beaumont-Port Arthur	Director
Kelly	Dickinson	Zavalla	Alderperson
Mike	Dickinson	Bertram	Alderperson
Sue	Dickinson	Iredell	Alderperson
Albert	Dickson	Gordon	Mayor Pro Tem
Angela	Dickson	Impact	Alderperson
Joe	Dickson	City of Santa Fe	City Manager
Kenneth	Dickson	Anderson County	County Commissioner
Marvin	Dickson	City of Borger	Mayor
Trevor	Dickson	Impact	Alderperson

First Name	Last Name	Organization	Title/District
Rochael	Die	METRO	
Henry	Diecker		
Frank	Dier	MSE Group	
Lucy	Dieringer	City of Hitchcock	City Secretary
Bobby	Dieterich	Riesel	Council Member
Ronnie	Digby	Olton	Alderperson
Joe	Dike	New Boston	Alderperson
Pat	Dildine	Johnson City	Alderperson
William	DiLibero	City of Beeville	City Manager
William	Dilibero	City of Port Lavaca	City Manager
Bobby	Dillard	Rollingwood	Alderperson
David	Dillard	Concho County	County Judge
Doris	Dillard	Buffalo Gap	Alderperson
Janet	Dillard	City of Gun Barrel City	City Secretary
Tony	Dillon	Miles	Alderperson
Cathy	DiMaggio	City of Grand Prairie	City Secretary
David	Dimaline	City of Leon Valley	
Bri	Dimas	San Antonio Hispanic Chamber of Commerce	Chief of Staff
Patricia	Dingler	Nixon	Mayor Pro Tem
Lindsey	Dingmore	XTO Energy, Exxon Mobil	
Vince	DiPazza	City of Uvalde	City Manager
Cody	Ditto	Coahoma	Alderperson
Jerry	Dittrich	City of Benbrook	Mayor
Stephen	Ditzler	Round Top	Alderperson
Justin	Diviney	Krum	Council Member
Todd	Diviney	Pittsburg	Alderperson
Kelly	Dix	City of Burnet	City Secretary
Jason	Dixon	Prosper, Town of	Deputy Mayor Pro Tem
Leigh	Dixon	Honey Grove	Mayor Pro Tem
Nick	Dixon	City of Mont Belvieu	Mayor
Robert	Dixon	Pampa	Commissioner
Scott	Dixon	City of Ennis	City Manager
Steve	Dixon	Town of Flower Mound	Mayor
Tammy	Dixon	Town of Bartonville	Town Secretary
Wanda	Dixon	Broaddus	Alderperson
Bob	Doan	Electra	Commissioner
David	Dobbs	City of Quitman	Mayor
Jim	Dobbs	Baird	Council Member
Kim	Dobbs	City of Lavon	City Secretary
Buckie	Dobson	Morton	Council Member
David	Dobyanski	Grimes County	County Commissioner
Joe	Dockery	Burnet County	County Commissioner
Lora	Dockery	City of Sundown	City Secretary
Joyce	Dodd	Tira	Alderperson
Lester	Dodd	City of Shoreacres	Director of Public Works
Lori	Dodd	Gorman EDC	
Sally	Dodd	Crane	Mayor Pro Tem
Dale	Dodds	Piney Point Village	Alderperson
Donna	Dodgen	Seguin	Council Member
Dennis	Dodson	Kinney County	County Commissioner
George	Dodson	Colleyville	Council Member
Kim	Dodson	Newcastle	Alderperson
Lori	Dodson	City of Garland	Mayor
Rita	Dodson	Wolfe City	Council Member
Ronny	Dodson	Brewster County	Sheriff
Sharon	Dodson	Coahoma	Alderperson
Mark	Doege	La Vernia	Alderperson
Don	Doering	City of Edna	City Manager
Lauren	Doherty	Allen	Council Member
Jason	Dokey	Hawley	Alderperson
Richard	Dolgener	Andrews County	County Judge
Mary Jo	Dollar	Gainesville	Council Member
David	Domeny	Toyah	Council Member
Alex	Dominguez	Cameron County	County Commissioner
Arturo	Dominguez	Bike Laredo	
Danny	Dominguez	Presidio County	Sheriff
Janie	Dominguez	Bishop	Council Member
Lupe	Dominguez	Pecos County	County Commissioner
James	Dominy	Little Elm	Council Member
Lew	Donaghey	Trenton	Mayor Pro Tem
Tom	Donaho	Spring Valley Village	Council Member
Jon	Donahue	Argyle, Town of	Council Member
Ricky	Donalvson	City of Paint Rock	Mayor
Louise	Donatto	Ames	Alderperson
Hubert	Donaway	City of Putnam	Mayor

First Name	Last Name	Organization	Title/District
Stephen	DonCarlos	City of Baytown	Mayor
Evonne	Donnelly	City of Beach City	City Secretary
Mike	Donnelly	Town of Double Oak	Mayor
Robert	Donnelly	Midland County	County Commissioner
Mike	Donohue	Deport	Mayor Pro Tem
David	Doran	Schleicher County	Sheriff
Richard	Dormier	City of Ovilla	Mayor
Glenn	Dorough	Marion County	County Commissioner
Dennis	Dorsett	Mustang Ridge	Alderperson
Jennifer	Dorsey	Deport	Alderperson
Marvin	Dorton	Alma	Alderperson
Cynthia	Dosier	City of Caney City	City Secretary
Mary	Doss	City of Como	City Secretary
Matt	Dotray	Lubbock Avalanche Journal	Assignments Editor
Ronald	Dotson	Duncanville	Council Member
Ruth	Dotson	Jarrell	Alderperson
JC	Doty	Denison	Council Member
Shelly	Doty	City of Cleburne	City Secretary
Margaret	Doubrava	Decatur	Council Member
Harold	Doucet	Port Arthur	Council Member
Elisa	Douglas	Smiley	Alderperson
Julia	Douglas	Glen Rose	Council Member
Tammy	Douglas	Cisco	Council Member
Gina	Dounson [sic]	TxDOT SAT	
Durran	Dowdle	Katy	Mayor Pro Tem
Charleen	Dowell	Moody	Council Member
John	Dowell	City of Giddings	Mayor
RenÈ	Dowl	City of Garland	City Secretary
David	Dowler	Highland Park, Town of	Council Member
Scott	Downing	City of Happy	City Secretary
Tommy	Downing	Dyess AFB	
Charles	Downs	Savoy	Council Member
Chuck	Downs	Tye	Mayor Pro Tem
Durk	Downs	City of Stinnett	City Manager
Craig	Doyal	Montgomery County	County Judge
Mike	Doyal	Hudspeth County	County Judge
Bevelria	Doyle	Bonney	Alderperson
Jack	Doyle	Gatesville	Council Member
Matthew	Doyle	City of Texas City	Mayor
Crystal	Dozier	City of Hunters Creek Village	City Secretary
Cleonne	Drake	Paris	Council Member
William	Drake	Red Oak	Council Member
Larry	Drakek	Thorndale	Council Member
Wester	Draper	Dish	Commissioner
David	Dreiling	City of Greenville	Mayor
David	Dresner	Leroy	Alderperson
Kale	Driemeier	TxDOT Freight	
Matthew	Driffill	San Antonio River Authority	
Ricky	Driskell	Madison County	County Commissioner
Frances	Droddy-Lopez	West Orange	Council Member
Nick	Droege	Hillcrest Village	Alderperson
Brooke	Droptini	TxDOT	
Brooke	Droptini	TxDOT	Tyler
Brooke	Droptini	TxDOT	Special Projects Coordinator
Pam	Drost	City of Coffee City	Mayor
Carl	Drozd	Richmond	Commissioner
Nathan	Drozd	NCTCOG	
Karií	Drueckhammer	City of Hico	City Secretary
Jill	Druesedow	Haskell	Mayor Pro Tem
Jerry	Drummond	Meadowlakes	Council Member
Mitchell	Drummond	Taylor	Council Member
J.	Dubec	Thrall	Commissioner
Bob	Dubey	Richardson	Council Member
Gail	DuBois	Floydada	Council Member
Jerry	Ducay	City of Colleyville	City Manager
Frank	Ducos	Burkburnett	Mayor Pro Tem
Roberto	Duenes	City of Forest Hill	Director of Public Works
Jeannette	Duer	Jeff Davis County	County Judge
Donna	Dues	Village of Bailey's Prairie	City Secretary
Joanna	Duevel	City of Bells	City Secretary
Don	Duff	Denton	Council Member
Jeremy	Duff	Burkburnett	Commissioner
Jennifer	Duffer	City of Bogata	City Secretary
Scott	Dufford	Midland	Council Member

First Name	Last Name	Organization	Title/District
Scott	Dufford	City of Midland	At-Large
Anne	Duffy	Cedar Park	Council Member
Steve	Dugan	Parker County	County Commissioner
Hank	Dugie	League City	Council Member
Cathy	Duhart	City of Sinton	City Secretary
Trey	Duhon	Waller County	County Judge
Beth	Duke	Center City of Amarillo	
Charlene	Duke	Town of Darrouzett	Mayor Pro Tem
David	Duke	Wichita County	Sheriff
Steve	Duke	Lucas	Council Member
Wanda	Dukes	City of Refugio	Mayor
Alton	DuLaney	Splendora	Alderperson
Karla	Dulock	West	Alderperson
Chris	Dumire	Caddo Mills	Alderperson
Dennis	Dunagan	Kimble County	County Commissioner
Frankie	Dunagan	Hallsville	Alderperson
Jim	Dunaway	City of Rusk	City Manager
Ana	Duncan	TxDOT	
Edwin	Duncan	Roscoe	Alderperson
Norma	Duncan	City of Heath	City Secretary
Richard	Duncan	City of Mexia	Mayor
Rob	Duncan	City of De Leon	Director of Public Works
Ron	Duncan	City of Eastland	City Manager
Shirley	Duncan-Lemley	City of Blackwell	City Secretary
Dwain	Dungen	City of Columbus	Mayor
Tyler	Dunivan	Lockney	Alderperson
Raymond	Dunlap	Elkhart	Mayor Pro Tem
Sherrie	Dunlap	City of Wellington	City Secretary
Wendell	Dunlap	City of Plainview	Mayor
Allen	Dunn		
Boyd	Dunn	Dorchester	Council Member
Danny	Dunn	City of Temple	Mayor
Gregory	Dunn	Graford	Council Member
James	Dunn	City of Briaroaks	Mayor
Kelly	Dunn	City of Opdyke West	City Secretary
Louis	Dunn	Edgewood	Mayor Pro Tem
Randy	Dunn	Quitman	Mayor Pro Tem
Randy	Dunn	Wilson	Alderperson
Rosalie	Dunn	Knollwood	Alderperson
Scott	Dunn	Richardson	Council Member
Allen	Dunn	City of Cibolo	
Jason	Dunwoody	Pine Forest	Council Member
Shelby	Dupnik	Karnes County	County Commissioner
Sarah	Dupre	TxDOT	Beaumont
Richard	DuPree	Town of Hickory Creek	Council Member
Scott	Dupree	Douglassville	Alderperson
Drew	Dupuy	Rails2Trails Conservancy	
Christopher	Duque	City of Nederland	City Manager
Johnny	Duran	Town of Horizon City	Mayor Pro Tem
Ralph	Duran	Socorro	Council Member
Rene	Duran	Littlefield	Council Member
Gabriel	Durand-Hollis	City of Hill Country Village	Mayor
Gabriel	Durand-Hollis	Hill Country Village	
Marlin	Durbin	City of Nazareth	Mayor
Don	Durden	Kendall County	County Commissioner
Tim	Duree	Mont Belvieu	Council Member
Cindy	Durham	Seagraves	Alderperson
Larry	Durham	Lynn County	County Commissioner
Rob	Durham	Breckenridge	Commissioner
Rudy	Durham	City of Lewisville	Mayor
Tom	Durington	City of Alvarado	Mayor
John	Durkay	City of Taylor Landing	Mayor
Juliana	Dusek	Olmos Park	Council Member
Cherie	Dutton	Weinert	Alderperson
Lee	Dutton	Hemphill	Mayor Pro Tem
James	Duvall	Roberts County	County Commissioner
Michael	Dwiggins	City of Alvarado	Director of Public Works
Robert	Dye	City of Farmers Branch	Mayor
Christy	Dyer	Randall County	County Commissioner
Deborah	Dyer	Iowa Park	Council Member
Herb	Dyer	Castroville	Council Member
Keith	Dyer	Morgan's Point Resort	Council Member
Randall	Dykes	Zavalla	Alderperson
Michael	Dyson	Rollingwood	Alderperson
Andrea	Dzioba	City of Krum	City Secretary

First Name	Last Name	Organization	Title/District
Andy	Eads	Denton County	County Commissioner
Vivian	Earl	Cuney	Alderperson
Ralph	Earles	City of Borger	Director of Public Works
Reneé	Earls	Odessa Chamber of Commerce	President/CEO
Danny	Earp	La Porte	Council Member
Herman	Earwood	City of River Oaks	Mayor
Sam	Eason	Rhome	Mayor Pro Tem
Dale	Eaton	City of Quanah	Mayor
Edna	Eaton	Waller	Mayor Pro Tem
Teresa	Eaton	City of Buckholts	Mayor
Tina	Eaton	Moody	Council Member
Harold	Eavenson	Rockwall County	Sheriff
Jay	Ebarb	Harrison County	County Commissioner
Andrew	Ebel	Brenham	Mayor Pro Tem
John	Ebeling	Piney Point Village	Mayor Pro Tem
Robert	Ebrom	Karnes City	Council Member
Anna	Eby	Georgetown	Council Member
Donna	Eccleston	Comal County	County Commissioner
Samantha	Echols	Iola	Alderperson
Bert	Echterling	City of Robinson	Mayor
Andy	Eck	McLean	Alderperson
Chrystal	Eckel	Poth	Mayor Pro Tem
Alicia	Eckermann	City of Industry	City Secretary
Ron	Eckert	Ector County	County Judge
Jeff	Eckhardt	Burton	Mayor Pro Tem
Judge Sarah	Eckhardt	Travis County	County Judge
Sarah	Eckhardt	Travis County	County Judge
Nickie	Eckman	City of Knox City	Mayor
Charles	Edge	Ellis County	Sheriff
Gene	Edminston	McCulloch County	County Commissioner
Heide	Edmonson	City of Daingerfield	City Secretary
Scott	Edmonson	City of Llano	City Manager
Wendall	Edmonson	Edmonson	Alderperson
Amanda	Edwards	Houston	Council Member
Cedric	Edwards	Schertz	Council Member
David	Edwards	Leon Valley	Council Member
Eddie	Edwards	City of Borger	City Manager
Evelyn	Edwards	Anson	Council Member
Foster	Edwards	Corpus Christi Chamber of Commerce	President
Gary	Edwards	City of Aransas Pass	City Manager
Kelly	Edwards	Town of Westlake	Town Secretary
Kenneth	Edwards	Goliad County	County Commissioner
Mechele	Edwards	City of Sudan	City Secretary
Torry	Edwards	City of Terrell	City Manager
Amanda K.	Edwards	City of Houston	At-Large Position 4
Mark	Egan	Town of Sunnyvale	Council Member
John	Eggen	Wilmer	Council Member
Kenneth	Eggleston	Lipscomb County	Sheriff
Gilbert	Eguia	Dilley	Alderperson
JoAnn	Ehmann	City of Ingleside On The Bay	Mayor
Carole	Ehrlich	City of Wylie	City Secretary
Taylor	Eighmy	University of Texas at San Antonio	President
Wade	Eilers	Carmine	Mayor Pro Tem
John	Eilert	La Grange	Council Member
Mack	Eisenberg	Taylor Lake Village	Council Member
Brenda	Eivens	City of Cedar Park	City Manager
Kelson	Elam	City of Heath	Mayor
Jack	Elder		
Jacob	Eldridge	Emhouse	Alderperson
Kimberly	Eldridge	Emhouse	Alderperson
Kimberly	Eldridge	Town of Emhouse	Town Secretary
Marilyn	Eldridge	Terrell Hills	Council Member
Gustavo	Elicondo	TxDOT	
Bruce	Eliker	Bandera County	County Commissioner
Elizabeth	Elizalde	Del Rio	Council Member
Luis	Elizando	Petronila	Alderperson
Amanda	Elizondo	City of Harlingen	City Secretary
Olga	Elizondo	Zapata Couty	County Commissioner
Paul	Elizondo	Bexar County	County Commissioner
Roy	Elizondo	Fair Oaks Ranch	Alderperson
Billy	Elkins	Golinda	Alderperson
Richard	Elkins	Kendall County	County Commissioner
Robert	Elkins	City of Tuscola	Mayor
Richard	Elkins	Kendall County	Commissioner
Linda	Ellenfeldt	Euless	Council Member

First Name	Last Name	Organization	Title/District
Denise	Elliff	City of Hidalgo	City Secretary
Brian	Elliott	Pine Forest	Council Member
Frances	Elliott	City of Marietta	Mayor
James	Elliott	City of Bridgeport	Director of Public Works
Jay	Elliott	Falls County	County Judge
Jeff	Elliott	Village of Briarcliff	Alderperson
Megg	Elliott	Sanctuary	Mayor Pro Tem
Pamela	Elliott	Edwards County	Sheriff
Rick	Elliott	Childress County	County Commissioner
Scott	Elliott	McKinney	Council Member
Tim	Elliott	Castro County	County Commissioner
Clay	Ellis	Royse City	Mayor Pro Tem
Colt	Ellis	Muleshoe	Council Member
Crystal	Ellis	City of Paint Rock	City Secretary
Gavin	Ellis	Vega	Alderperson
James	Ellis	Clarksville	Council Member
Kevin	Ellis	Leon County	Sheriff
Larry	Ellis	Toco	Alderperson
Renee	Ellis	Bellevue	Council Member
Richard	Ellis	New Boston	Alderperson
Rodney	Ellis	Harris County	County Commissioner
Rodney	Ellis	Harris County	Commissioner Precinct 1
Susanne	Ellis	Oak Leaf	Council Member
Trey	Ellis	Parmer County	County Judge
William	Ellis	Aransas Pass	Council Member
Charles	Ellison	Robertson County	County Judge
Charles	Ellison	Sabine County	County Commissioner
Dex	Ellison	Kyle	Council Member
Genneter	Ellison	Hughes Springs	Alderperson
Kelly	Ellison	Franklin	Alderperson
Wade	Ellison	Eden	Alderperson
John	Ellsworth	Point	Council Member
Ann	Elmore	Barry	Alderperson
Raymond	Elmore	Hutchins	Mayor Pro Tem
Sheila	Elmore	Town of Annetta North	Town Secretary
Tracee	Elrod	Town of Hickory Creek	Council Member
Louis	Elston	Town of Darrouzett	Alderperson
Charlie	Emerson	Franklin County	County Commissioner
Wade	Emerson	Wills Point	Council Member
Floyd	Emery	Missouri City	Council Member
O.	Emery	City of Progreso Lakes	Mayor
Brenda	Emmert	Sunray	Mayor Pro Tem
Ed	Emmett	Harris County	County Judge
Joe	Emmett	Huntsville	Council Member
Ed	Emmett	Harris County	Judge
Douglas	Emmons	Bevil Oaks	Council Member
Ron	Emmons	Fair Oaks Ranch	
Don	Emsoff	Baylor County	County Commissioner
Grace	Enciso	McCamey	Alderperson
Roxana	Ene	TxDOT-ATP	
Roxana	Ene	TxDOT	
E.	Ener	Hemphill	Alderperson
Dennis	Engdahl	Scottsville	Mayor Pro Tem
Jo	Engdahl	City of Scottsville	City Secretary
Jim	Engel	Town of Flower Mound	Council Member
Chuck	Engelken	La Porte	Council Member
Everett	England	Petrolia	Alderperson
Janice	England	City of Saginaw	City Secretary
Royce	Engler	Panorama Village	Alderperson
George	English	City of Annona	Mayor
Gloria	English	City of Seven Oaks	City Secretary
Howard	English	Annona	Alderperson
Jeffrey	English	TxDOT	
D.W.	Englund	City of Slaton	Mayor
Mark	Engstrom	Marion	Alderperson
Bill	Ennis	Bastrop	Council Member
Kornelius	Enns	Ackerly	Alderperson
Jarrod	Eno	City of Kosse	Mayor
Jim	Enochs	Alvord	Council Member
Gary	Enos	TxDOT	San Angelo
Vicki	Enrigue	Mason	Commissioner
Fred	Enriquez	Zapata Couty	County Commissioner
Gilbert	Enriquez	Edinburg	Council Member
Adam	Ensey	Armstrong County	County Commissioner
Judy	Eoff	City of Blanket	Mayor

First Name	Last Name	Organization	Title/District
Travis	Eoff	Early	Council Member
Bob	Epperson	Skellytown	Alderperson
Kenneth	Epperson	Old River-Winfree	Alderperson
Willliam	Epperson	Edwards County	County Commissioner
Jon	Epps	Seagoville	Mayor Pro Tem
Andy	Erdelt	Palacios	Alderperson
	Eric Jiminez	City of Poteet	
Charles	Erick	Hico	Alderperson
Earl	Erickson	NorthEast Texas Trail Coalition	President
Robb	Erickson	Garden Ridge	Alderperson
Robert	Ervin	City of Gorman	Mayor
Deirdre	Erwin	Coolidge	Alderperson
Kara	Escajeda	City of Nolanville	City Manager
Ricky	Escalon	Throckmorton	Alderperson
Alfedo	Escobar	Escobares	Council Member
Noel	Escobar	City of Escobares	Mayor
Robert	Escobar	Elsa	Commissioner
Ruperto	Escobar	Escobares	Mayor Pro Tem
Domingo	Escobedo	Crane Crane	County Commissioner
Lucy	Escovedo	Alpine	Council Member
Betse	Esparza	Brewster County	County Commissioner
John	Esparza	Texas Motor Transportation Association	President and CEO
Michael	Esparza	City of Alice	Interim City Manager
David	Espinosa	Devine	Alderperson
Peter	Espy	TxDOT	Director
Peter	Espy	TxDOT Railroad - RRD	Director
Scott	Essmeier	Woodbranch Village	Alderperson
Vince	Estel	Boyd	Alderperson
Frank	Estes	Avery	Alderperson
Melanie	Estes	Kurten	Mayor Pro Tem
W. A.	Estes	Irion County	Sheriff
Julie	Estlinbaum	Bay City	Council Member
Ramiro	Estraca	Los Ybanez	Alderperson
Renee	Estraca	Los Ybanez	Alderperson
Xavier	Estrada	City of Wickett	Mayor
Anna	Estrada	City of Charlotte	
Art	Estrada Jr	TxDOT	El Paso
Cinda	Etheridge	City of Rusk	City Secretary
Vickie	Etheridge	Hart	Mayor Pro Tem
Charlotte	Ethridge	City of Poynor	City Secretary
Chad	Eubanks	Thorntonville	Council Member
Danny	Eudy	Bogata	Mayor Pro Tem
Cris	Eugster	Chief Operating Officer	
Cris	Eugster	CPS Energy	COO
Becky	Evans	Iola	Alderperson
Bobbie	Evans	Berryville	Council Member
C.R.	Evans	City of Overton	Mayor
Centa	Evans	Seven Oaks	Alderperson
Charles	Evans	City of Seagraves	Mayor
Curtis	Evans	Jeff Davis County	County Commissioner
Danny	Evans	Hopkins County	County Commissioner
Darren	Evans	Hawk Cove	Alderperson
Ercel	Evans	Milford	Mayor Pro Tem
Eric	Evans	Hunt County	County Commissioner
George	Evans	Hill Country Village	Council Member
J.	Evans	Calvert	Alderperson
James	Evans	Greenville	Council Member
Jeannie	Evans	City of Maypearl	City Secretary
Jennifer	Evans	City of Texarkana	City Secretary
Karen	Evans	Progreso Lakes	Alderperson
Kevin	Evans	City of McGregor	City Manager
Lisa	Evans	City of Panorama Village	City Secretary
Miles	Evans	Ropesville	Alderperson
Richard	Evans	Bandera County	County Judge
Richard A.	Evans	Bandera County	County Judge
Richard A.	Evans	County Judge	
Robert	Evans	City of Karnes City	City Manager
Wesley	Evans	Paint Rock	Alderperson
Cheryl	Everett	City of Hudson	City Secretary
Lou	Everett	City of Canton	Mayor
Mark	Eversole	Flatonia	Council Member
Pat	Eversole	City of Coldspring	Mayor
Chris	Evilia	Waco MPO	
Christopher	Evilia	City of Waco	Director
Doug	Ewing	Josephine	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Shannon	Ewing	Benjamin	Council Member
Judy	Eychner	Kerrville	Council Member
Bill	Eyler	Upton County	County Judge
Susan	Ezell	Carl's Corner	Alderperson
Getchen	Fagan	City of Tomball	Mayor
Michele	Fager	City of Jayton	City Secretary
J	Fagner	Lorena	Alderperson
Kody	Fahrenthold	Ingleside	Council Member
Harold	Fahrlender	City of Santa Anna	Mayor
Chris	Fails	Town of Hollywood Park	Mayor
Chris	Fails	Hollywood Park	
David	Fain	City of Aledo	Director of Public Works
David	Fair	Lometa	Council Member
Mary	Fair	Seymour	Council Member
Lynda	Fairchild	City of Pattison	City Secretary
Frankie	Faires	Town of Draper	Alderperson
Ruben	Falcon	Fort Stockton	Council Member
Kevin	Falconer	City of Carrollton	Mayor
Henry	Falgoust	New Chapel Hill	Alderperson
Remy	Fallon	Buda	Council Member
Jacob	Fangman	Clarendon	Council Member
Joyce	Farar	Golinda	Mayor Pro Tem
Sammy	Farias	Bee County	County Commissioner
Dennis	Farley	Quitaque	Alderperson
Jeff	Farley	Sweeny	Alderperson
Kevin	Farley	City of Pottsboro	City Manager
Liz	Farley	University Park	Council Member
Tom	Farley	Diboll	Alderperson
Bryan	Farmer	Callahan County	County Commissioner
Dorothy	Farmer	Buffalo	Council Member
Jodie	Farmer	Richland	Council Member
Paul	Farmer	Burnet	Council Member
Ruble	Farmer	Lytle	Alderperson
Stan	Farmer	City of Horseshoe Bay	City Manager
Vicki	Farmer	Eldorado	Council Member
Vickie	Farmer	Navarro	Alderperson
Jack	Farr	Cresson	Alderperson
Patrick	Farr	Saginaw	Council Member
Lonnetta	Farrar	City of Rochester	Mayor
Victoria	Farrar-Myers	Arlington	Council Member
Karen	Farris	City of Piney Point Village	City Secretary
Lacey	Farris	City of Nazareth	City Secretary
Mike	Farris	De Kalb	Alderperson
Regina	Farris	City of Kaufman	City Secretary
Larry	Farthing	City of Talty	Mayor
Douglas	Faseler	City of Seguin	City Manager
Douglas G.	Faseler	City of Seguin	
Gary	Fatheree	Chico	Alderperson
Jim	Fatheree	Fulshear	Alderperson
Mary Ann	Fatheree	Nixon	Alderperson
Belinda	Faulkner	Cut and Shoot	Alderperson
Clara	Faulkner	Forest Hill	Council Member
Vicki	Faulkner	City of Celina	City Secretary
Darla	Faulknor	City of New Boston	City Secretary
Joe	Fauth	Grimes County	County Judge
Paula	Favors	City of Wharton	City Secretary
Ed	Faw	Midway	Alderperson
Belia	Fay	City of Sonora	City Secretary
Scott	Feagan	Fisher County	County Commissioner
Tracey	Fears	City of White Oak	Director of Public Works
Kevin	Felder	Dallas	Council Member
Kevin	Felder	City of Dallas	Councilmember, District 7
Tim	Felderhoff	City of Muenster	Mayor
Hal	Feldman	City of Odessa	
Roland	Feldman	Town of Fairview	Council Member
Kevin	Feldt	NCTCOG	
Arcelia	Felix	City of Mercedes	City Secretary
Mike	Felix	City of Sachse	Mayor
Karen	Felker	Borger	Mayor Pro Tem
Scott	Felton	McLennan County	County Judge
Zak	Felts	Perryton	Council Member
Amy	Fennell	Willow Park	Council Member
Robert	Fenoglio	City of Nocona	Mayor
Amanda	Fenwick	Clear Lake Shores	Mayor Pro Tem
Britt	Ferguson	Vernon	Commissioner

First Name	Last Name	Organization	Title/District
David	Ferguson	Leon County	County Commissioner
Gene	Ferguson	Lake Worth	Council Member
John	Ferguson	City of Presidio	Mayor
Lina	Ferguson	City of Eagle Lake	City Secretary
R Neil	Ferguson	Lewisville	Council Member
Robert	Ferguson	Nocona	Council Member
Tucker	Ferguson	TxDOT Austin District	District Engineer/Austin
Vicki	Ferguson	Fruitvale	Alderperson
Horacio	Fernandez	TxDOT	El Paso
Mike	Fernandez	Natalia	Alderperson
Pansy	Fernandez	City of Westbrook	City Secretary
Darrek	Ferrell	City of Commerce	City Manager
Aretha	Ferrell-Benavides	City of Glenn Heights	City Manager
Bill	Ferris	Tehuacana	Council Member
Ann	Fessenden	Kerens	Alderperson
Gary	Fickes	Tarrant County	County Commissioner
Gary	Fickes	Tarrant County	Commissioner Precinct 3
Christopher	Fielder	City of Leander	Mayor
Matt	Fielder	Town of Pantego	City Manager
Norma	Fielder	City of Tehuacana	City Secretary
Dave	Fields	Patton Village	Council Member
Lucy	Fields	Bridge City	Council Member
Matt	Fields	Groom	Alderperson
Mike	Fields	Titus County	County Commissioner
Rex	Fields	Eastland County	County Judge
Stacey	Fields	City of Taylor Lake Village	City Secretary
Daniela	Fierro	KGNS - TV	News Producer
Mary	Fierro	Turkey	Council Member
Robert	Fiester	Highland Village	Council Member
Wendy	Fietsam	Schulenburg	Alderperson
Michael	Fife	Bellaire	Council Member
Anthony	Figueroa	Melissa	Council Member
David	Filer	City of Ross	City Secretary
David	Filer	Ross	Alderperson
Charles	Fillinger	Sandy Oaks	Alderperson
Holly	Fimbres	Town of Trophy Club	Town Secretary
Nicholas	Finan	City of Texas City	City Secretary
Sarah	Fincanon	Murphy	Deputy Mayor Pro Tem
Gladyne	Finch	City of Nixon	Mayor
Judy	Finch	Milford	Alderperson
Ryan	Finch	Town of Sunnyvale	Council Member
Sara	Finch	TxDOT	Fort Worth
Sara	Finch	TxDOT FTW	
Suzanne	Finch	City of Hereford	City Secretary
Joel	Fingleman	Kenefick	Alderperson
Kenneth	Finster	Calhoun County	County Commissioner
James	Finstrom	Jefferson	Alderperson
John	Firth	Coryell County	County Judge
Amy	Fischer	City of Miles	City Secretary
Kurt	Fischer	Point	Council Member
Paul	Fischer	Lee County	County Judge
Tammi	Fisette	Bridge City	Council Member
Debbie	Fishbeck	Lavaca County	Emergency Mgmt. Coordinator
Debbie	Fisher	Lucas	Council Member
James	Fisher	City of Brenham	City Manager
John	Fisher	Bell County	County Commissioner
John	Fisher	Milam County	County Commissioner
Karl	Fisher	City of Nevada	Council Member
Lynn	Fisher	Andrews	Council Member
Roger	Fisher	Bedford	Mayor Pro Tem
Tamara	Fisher	Fate	Council Member
Tom	Fisher	Tiki Island	Mayor Pro Tem
Robert	Fisk	Motley County	Sheriff
Mike	Fitch	Hallsburg	Alderperson
George	Fite	City of Hughes Springs	City Manager
Brett	Fitts	Cass County	County Commissioner
Jim	Fitzgerald	Alpine	Council Member
Randy	Fitzgerald	Edgewood	Council Member
Roger	Fitzpatrick	City of Riesel	Mayor
Tom	Fitzpatrick	Hudson Oaks	Mayor Pro Tem
Dale	Flach	City of Dell City	Mayor
Michael	Fladmark	Tool	Council Member
Alisha	Flanary	City of Riesel	City Secretary
Alisha	Flanary	City of Riesel	
Brandy	Flannagan	Gladewater	Council Member

First Name	Last Name	Organization	Title/District
James	Flannigan	Austin	Council Member
Jimmy	Flannigan	City of Austin	City Councilmember
Eric	Fleischer	Newark	Council Member
Betsy	Fleitman	City of Lindsay	City Secretary
Barbara	Fleming	Highland Village	Deputy Mayor Pro Tem
Bruce	Fleming	Friona	Alderperson
Eric	Fleming	Hillsboro	Council Member
Glenda	Fleming	New London	Alderperson
Sherry	Fleming	Palisades	Alderperson
Shirley	Fleming	Killeen	Council Member
Jerry	Flemming	City of Iowa Park	City Manager
Bradley	Fletcher	Iredell	Mayor Pro Tem
Max	Fletcher	Emory	Council Member
Mike	Fletcher	Town of Quintana	Alderperson
Philip	Fletcher	Armstrong County	County Commissioner
Susan	Fletcher	Collin County	County Commissioner
Ted	Fletcher	Shenandoah	Council Member
Trey	Fletcher	City of Pflugerville	Interim City Manager
Alicia	Fleury	Town of Trophy Club	Council Member
Amanda	Fling	TxDOT	Amanda Fling
Todd	Flippo	City of Saginaw	Mayor
Javier	Florencia	Santa Rosa	Mayor Pro Tem
Aileen B.	Flores	El Paso Times	County Govt.
Alisandro	Flores	City of Mustang Ridge	Mayor
Angel	Flores	City of Beverly Hills	City Secretary
Armando	Flores	Escobares	Council Member
Carlos	Flores	Fort Worth	Council Member
Carlos	Flores	City of Fort Worth	Councilmember, District 2
Carmen	Flores	Jewett	Alderperson
Christopher	Flores	Gregory	Alderperson
Daniel	Flores	Sullivan City	Council Member
Eliseo	Flores	Pleasanton	Council Member
Gilbert	Flores	Lubbock County	County Commissioner
Gilbert A.	Flores	Lubbock County	Commissioner Precinct 3
Gustavo	Flores	Val Verde County	County Commissioner
Iris	Flores	City of Premont	City Secretary
J.R.	Flores	Penitas	Mayor Pro Tem
Javier	Flores	Sabinal	Mayor Pro Tem
Joe	Flores	Hidalgo County	County Commissioner
Joe M.	Flores	Hidalgo County	Commissioner, Precinct 3
John	Flores	Uvalde	Council Member
Jose	Flores	Frio County	County Commissioner
Mike	Flores	Alamo Colleges	Chancellor
Pedro	Flores	City of La Grulla	Mayor
Ramona	Flores	Goldthwaite	Mayor Pro Tem
Raul	Flores	Uvalde County	County Commissioner
Rene	Flores	Edcouch	Alderperson
Rene	Flores	Round Rock	Council Member
Rita	Flores	Los Indios	Alderperson
Robert	Flores	Booker	Alderperson
Santiago	Flores	Terrell County	County Judge
Severa	Flores	Bayside	Council Member
Sijfredo	Flores	City of Benavides	Mayor
Veronica	Flores	City of Primera	City Secretary
Yvette	Flores	TxDOT	Operations Research Analyst
Yvette	Flores	TxDOT Strategic Planning - STR	Operations Research Analyst
Elia	Florez	Barstow	Alderperson
Sam	Florian	Rusk	Council Member
David	Flory	Saginaw	Mayor Pro Tem
Jerry	Flowers	Alto	Council Member
Kelly	Flowers	Roberts County	County Commissioner
Jace	Floyd	Tehuacana	Council Member
Johnny	Floyd	Howardwick	Mayor Pro Tem
Nathan	Floyd	Clarendon	Council Member
Roy	Floyd	City of Bonham	Mayor
Stephen C.	Floyd	Tom Green County	Judge
Steve	Floyd	Tom Green County	County Judge
Jack	Flusche	Muenster	Alderperson
Randall	Flusche	Saint Jo	Alderperson
Donald	Flynn	Brookside Village	Council Member
Bob	Foard	Lakeview	Council Member
Patrice	Fogarty	City of La Porte	City Secretary
Damon	Fogley	Kyle	Council Member
Jim	Folbre	Santa Clara	Council Member
Sue	Foley	Town of San Felipe	Town Secretary

First Name	Last Name	Organization	Title/District
Candy	Folley	Winona	Alderperson
Susann	Follis	City of Wilson	City Secretary
Ginny	Folmar	Eureka	Alderperson
Chrystal	Folse	Bay City	Council Member
Gary	Fomby	Newton County	County Commissioner
Rosie	Fonseca	City of Brookside Village	City Secretary
Randy	Forbes	Beeville	Council Member
Andi	Ford	City of Oyster Creek	City Secretary
Bill	Ford	Tom Green County	County Commissioner
Bill	Ford	Tom Green County	Commissioner Precinct 4
Brenda	Ford	Midway	Alderperson
Brenda	Ford	Tuscola	Alderperson
Daniel	Ford	Donley County	County Commissioner
David	Ford	Hartley County	County Commissioner
Dennis	Ford	Arp	Council Member
Dr. Inge	Ford	Bike Houston	
Garry	Ford	New Braunfels	
Gary	Ford	City of New Braunsfels	
John	Ford	Tomball	Council Member
Kenneth	Ford	Bellevue	Mayor Pro Tem
Lutitia	Ford	Bryson	Mayor Pro Tem
Margaret	Ford	Avinger	Alderperson
Rebecca	Ford	City of Bevil Oaks	Mayor
Yolanda	Ford	Missouri City	Mayor Pro Tem
Craig	Fore	Wimberley	Council Member
Jana	Foreman	Franklin	Alderperson
Mike	Foreman	City of Friendswood	Mayor
Claudio	Forest	Flower Mound, Town of	Council Member
Hector	Forestier	City of Willis	City Manager
Yael	Forgey	City of Azle	City Secretary
Bobby	Forrest	Limestone County	County Commissioner
Jeff	Forrester	Wylie	Council Member
Charles	Forsyhe	Cranfills Gap	Alderperson
Lindy	Forsyth	City of Lefors	City Secretary
Sandy	Fortenberry	Lubbock County Historical Commission	
Savannah	Fortenberry	City of Ranger	City Secretary
Steve	Fortenberry	Hewitt	Council Member
Allen	Foster	Cooper	Alderperson
Chip	Foster	Tolar	Council Member
Darren	Foster	Howe	Council Member
Lyall	Foster	Childress County	County Commissioner
Mary	Foster	City of Briaroaks	City Secretary
Merle	Foster	Three Rivers Chamber of Commerce	Executive Director
Nick	Foster	Gladewater	Council Member
Pam	Foster	City of Enchanted Oaks	City Secretary
Richard	Foster	Briaroaks	Council Member
Rodney	Foster	Hardeman County	County Commissioner
Roger	Foster	Bryson	Council Member
Ron	Foster	Weir	Alderperson
Sonyia	Foster	City of Brownsboro	City Secretary
Steve	Fought	Georgetown	Council Member
Bill	Foulds	Dripping Springs	Mayor Pro Tem
Jackeline	Fountain	Harker Heights	Council Member
Reggie	Fountain	Bexar County	
Reggie	Fountain	Bexar County-ARMA	
Clint	Fowler	Panorama Village	Alderperson
Daryl	Fowler	DeWitt County	County Judge
Dean	Fowler	Upshur County	County Judge
Jim	Fowler	Cross Timber	Alderperson
Judy	Fowler	Hawk Cove	Alderperson
Kevin	Fowler	Rockwall	Mayor Pro Tem
Kim	Fowler	City of Perryton	City Secretary
Larry	Fowler	Parker County	Sheriff
Mike	Fowler	Morgan's Point	Mayor Pro Tem
Jim	Fox	Skellytown	Alderperson
Liena	Fox	City of Windom	City Secretary
Mike	Fox	City of Uncertain	Mayor
Margaret	Frailicks	Savoy	Council Member
Danny	Francis	Briscoe County	County Commissioner
John	Francis	City of Deport	Mayor
Paul	Francis	Morgan's Point	Council Member
Paula	Francisco	Grandfalls	Alderperson
Diana	Franco	City of Kermit	City Secretary
Patsy	Franco	Clint	Alderperson
Geraldine	Frank	City of Iowa Colony	City Secretary

First Name	Last Name	Organization	Title/District
Kaprina	Frank	Port Arthur	Council Member
Larry	Franke	Karnes City	Council Member
Rob	Franke	City of Cedar Hill	Mayor
Ann	Franklin	City of Bastrop	City Secretary
Renee	Franklin	Benbrook	Council Member
Wayne	Franklin	West University Place	Mayor Pro Tem
Brett	Franks	Sachse	Council Member
John	Franks	Terry County	County Commissioner
Ronda	Franks	City of Dawson	City Secretary
Terry	Franks	City of Corsicana	Director of Public Works
Kathy	Franssen	Old River-Winfree	Alderperson
Sandy	Frantz	City of Krugerville	City Secretary
Rodolfo	Franz	Hidalgo	Council Member
Terrell	Franzen	Hillcrest Village	Mayor Pro Tem
Matthew	Fraser	Aspermont	Council Member
Abigayle	Frautschi	City of Poteet	City Secretary
Brandon	Frazier	Quinlan	Council Member
Darin	Frazier	Natalia	Alderperson
Roger	Frazier	Arp	Council Member
Sharon	Frazier	Toco	Alderperson
Jonathan	Frederick	Canadian	Mayor Pro Tem
Pam	Frederick	City of Bullard	Mayor
Jason	Free	City of Colorado City	Director of Public Works
Jeannie	Free	Anson	Council Member
Darlene	Freed	Grapevine	Mayor Pro Tem
Darlene	Freed	City of Grapevine	Councilmember, District 4/ Mayor Pro Tem
Derrick	Freeman	City of Port Arthur	Mayor
Sandi	Freeman	Sadler	Council Member
Todd	Freeman	Morris County	County Commissioner
William	Freeman	City of Balch Springs	Director of Public Works
Terry	Freese	Wharton	Council Member
Richard	Fregoe	Grand Prairie	Council Member
Bill	French	Howe	Council Member
Floyd	French	Dallam County	County Commissioner
George	French	Camp County	County Commissioner
George	French	Nolanville	Mayor Pro Tem
Jamie	French	City of Millsap	Mayor
Marcia	French	City of Texline	City Secretary
Marcia	French	City of Texline	City Manager
Mark	Frerich	Kinney County	County Commissioner
Marta	Frey	Richardson	Council Member
Wilburn	Frey	Mason County	County Commissioner
Charles	Frick	Matagorda County	County Commissioner
Rita	Frick	City of Hurst	City Secretary
Trey	Fricks	Bayside	Council Member
Andrew	Friedberg	City of Bellaire	Mayor
Allan	Friedrich	Jackson County	Emergency Mgmt. Coordinator
Paul	Friedrichs	Helotes	Council Member
Anna	Friessen	Seminole	Council Member
Ricky	Fritz	Scurry County	County Judge
Kevin	Fritze	Lovelady	Mayor Pro Tem
Joe	Frizzell	Midlothian	Mayor Pro Tem
Kevin	Fron	Tolar	Council Member
Dan	Froneberger	Sulphur Springs	Council Member
Jan	Frost	O'Brien	Alderperson
Jeremy	Frost	Spearman	Alderperson
Danny	Fruge	Bevil Oaks	Council Member
Mike	Fruin	Seagoville	Council Member
Casey	Fry	Dodd City	Council Member
Matt	Fry	Edwards County	County Commissioner
Danny	Fryar	Stanton	Alderperson
Dewane	Fryar	Sundown	Mayor Pro Tem
Kirk	Frye	Parmer County	County Commissioner
Jeff	Fryer	Palo Pinto County	County Commissioner
Johnny	Fryman	Mount Enterprise	Council Member
Joy	Fuchs	Washington County	County Commissioner
David	Fuentes	Hidalgo County	County Commissioner
David L.	Fuentes	Hidalgo County	Commissioner Precinct 1
Eloyed	Fuentes	Ballinger	Commissioner
Johnny	Fuentes	Haskell	Alderperson
Juan	Fuentes	TxDOT	Houston
Rene	Fuentes	Starr County	Sheriff
Sam	Fugate	City of Kingsville	Mayor
Arthur	Fuhrmann	Liverpool	Council Member
Denise	Fulcher	Naples	Alderperson

First Name	Last Name	Organization	Title/District
Josh	Fulgham	City of Brownsboro	Mayor
Libby	Fulgham	City of Chandler	Mayor
John	Fulghum	Beeville	Mayor Pro Tem
Kirkland	Fulk	Mills County	County Judge
Amber	Fuller	City of Hubbard	City Secretary
Bill	Fuller	Hewitt	Council Member
Darrell	Fuller	Idalou	Council Member
Gary	Fuller	Stephens County	County Judge
Karen	Fuller	City of Grandview	City Secretary
Lee	Fuller	Ore City	Alderperson
Mike	Fuller	Village of Timbercreek Canyon	Alderperson
Rosemary	Fuller	Godley	Alderperson
Todd	Fuller	City of Red Oak	City Manager
William	Fuller	Newton County	County Commissioner
Dave	Fulton	TxDOT	Director
Josh	Fultz	Navasota	Council Member
Brian	Funderburk	City of Rowlett	City Manager
Norman	Funderburk	Humble	Mayor Pro Tem
Ronnie	Funderburk	Kosse	Mayor Pro Tem
Don	Funderlic	Pantego, Town of	Council Member
John	Fuqua	Cuero	Council Member
Dan	Fussell	San Augustine	Alderperson
Kyle	Fuston	Silverton	Mayor Pro Tem
Rex	Fuston	Turkey	Council Member
Rachel	Gafford	City of Overton	City Secretary
Rodney	Gage	City of Milano	Mayor
Beverly	Gaines	Webster	Council Member
Janis	Gaines	City of Knollwood	City Secretary
Peggy	Gaines	Seadrift	Alderperson
Araceli	Gaitan	San Diego	Mayor Pro Tem
George	Galbreath	City of Thorndale	Mayor
Lester	Galbreath	Albany	Alderperson
John	Galindo	Hamilton	Council Member
Manuel	Galindo	Hudspeth County	County Commissioner
Aldo	Gallego	City of Cactus	City Manager
Gina	Gallegos	TxDOT	Director
Molly	Gallegos	Alamo	Commissioner
Robert	Gallegos	Houston	Council Member
Robert	Gallegos	City of Houston	Council Member, District I
Sonia	Gallegos	Donna	Mayor Pro Tem
LeAnn	Gallman	City of Muleshoe	City Manager
Leslie	Galloway	City of Kennedale	City Secretary
John	Galo	Webb County	County Commissioner
John	Galo	Webb County	County Commissioner-Precint 3
Tony	Galt	Taylor Lake Village	Council Member
Arturo	Galvan	Alton	Mayor Pro Tem
Ben	Galvan	Port of Victoria	
Eddie	Galvan	Loraine	Mayor Pro Tem
Felix	Galvan	Wallis	Alderperson
Ramon	Galvan	City of Lake Bridgeport	Mayor
Lesley	Gama	City of Bovina	City Secretary
Julie	Gamble	City of Silverton	City Secretary
Noel	Gamblin	Town of Draper	Alderperson
Veronica	Gamboa	City of Edgecliff Village	City Secretary
Eric	Gambrell	Town of Highland Park	Council Member
Rana	Gamel	City of Venus	City Secretary
Albert	Gamez	Wilson County	County Commissioner
Reid	Gammill	Yantis	Alderperson
Martha	Gandara	TxDOT	El Paso
Himesh	Gandhi	Sugar Land	Council Member
David	Gandy	City of New Home	Mayor
Cody	Gann	Sonora	Council Member
Linda	Gann	City of Sadler	City Secretary
John	Gannaway	City of Haskell	Mayor
Patrick	Gant	TxDOT	
Michael	Ganz	Northlake	Council Member
Robert	Gaona	Bishop	Council Member
Laurie	Garber	City of Carrollton	City Secretary
Scott	Garber	Corinth	Council Member
Alejo	Garcia	Duval County	County Commissioner
Anthony	Garcia	Sandy Oaks	Alderperson
Carmela	Garcia	Jacinto City	Council Member
Daniel	Garcia	Moore County	County Commissioner
Danny	Garcia	Valentine	Commissioner
Danny	Garcia	Victoria County	County Commissioner

First Name	Last Name	Organization	Title/District
David	Garcia	Mathis	Council Member
Debbie	Garcia	City of Benavides	City Secretary
Donato	Garcia	La Feria	Commissioner
Dr. Elba	Garcia	Dallas County	Commissioner Precinct 4
Elba	Garcia	Dallas County	County Commissioner
Eleazar	Garcia	City of Raymondville	City Manager
Emede	Garcia	Jim Wells County	County Commissioner
Eva	Garcia	Rails to Trails Conservancy	LRGV Contact
Gracie	Garcia	City of Charlotte	City Secretary
Hilario	Garcia	McMullen County	County Commissioner
Jerry	Garcia	Town of Horizon City	Alderperson
Jesse	Garcia	Bexar County	
Jesse	Garcia	Bexar County	
Joe	Garcia	City of Pattison	Mayor
Joe	Garcia	Dean	Council Member
Joe	Garcia	Dilley	Alderperson
Joe	Garcia	Town of Anthony	Alderperson
Joel	Garcia	Palmview	Council Member
Jose	Garcia	City of Cotulla	Mayor
Juan	Garcia	Benavides	Alderperson
Juan	Garcia	Cotulla	Alderperson
Juan	Garcia	Mobile City	Commissioner
Leah	Garcia	Councilwoman	
Leah	Garcia	New Braunfels	Council Member
Leonel	Garcia	City of Sullivan City	Mayor
Linda	Garcia	Thompsons	Alderperson
Molly	Garcia	Austwell	Commissioner
Nancy	Garcia	Goree	Council Member
Norma	Garcia	City of Gregory	City Secretary
Oscar	Garcia	Global Highway, Inc.	
Oscar	Garcia	Howard County	County Commissioner
Patricia	Garcia	Cotulla	Alderperson
Patricia	Garcia	Nordheim	Alderperson
Pedro	Garcia	Mobile City	Commissioner
Pete	Garcia	San Juan	Mayor Pro Tem
Ramon	Garcia	Hidalgo County	County Judge
Raul	Garcia	Premont	Council Member
RenÈ	Garcia	Nordheim	Mayor Pro Tem
Richard	Garcia	City of Palmhurst	City Secretary
Robert	Garcia	Benavides	Alderperson
Robert	Garcia	Taylor	Council Member
Ruben	Garcia	Yorktown	Mayor Pro Tem
Salvador	Garcia	City of Friona	Director of Public Works
Sam	Garcia	City of Three Rivers	Mayor
Silvestre	Garcia	Town of Combes	Mayor Pro Tem
Stella	Garcia	AACOG	
Thomas	Garcia	City of Windcrest	Director of Public Works
Tony	Garcia	Beverly Hills	Council Member
Ventura	Garcia	Jim Wells County	County Commissioner
Ramon	Garcia	Hidalgo County	Judge
Jeff	Gardner	City of Castroville	
Jessica	Gardner	City of Blanco	City Secretary
Michael	Gardner	Odessa	Council Member
Lonnie	Garfield	Hempstead	Council Member
Cornelio	Garibay	Culberson County	County Commissioner
Beverly	Garis	Town of Fulton	Alderperson
Gwen	Garlington	Nevada	Alderperson
Cinda	Garner	City of San Augustine	City Secretary
Jaci	Garner	City of Honey Grove	City Secretary
Jeff	Garner	Reagan County	Sheriff
Mary	Garner	Shamrock	Alderperson
Vonda	Garner	Rankin	Alderperson
Naomi	Garnsey	Wellman	Council Member
Caren	Garrard	Skellytown	Alderperson
Frank	Garrard	Hawley	Alderperson
Jed	Garren	Mills County	County Commissioner
Arlon	Garretson	Winfield	Alderperson
Charmelle	Garrett	City of Victoria	City Manager
CinDee	Garrett	City of Itasca	City Secretary
Harry	Garrett	Glenn Heights	Council Member
Howard	Garrett	Emory	Council Member
Hugh	Garrett	Brewster County	County Commissioner
James	Garrett	Bedias	Alderperson
John	Garrett	Mart	Alderperson
Louis	Garrett	Scotland	Alderperson

First Name	Last Name	Organization	Title/District
Mike	Garrett	Town of Pine Island	Commissioner
Tom	Garrett	Log Cabin	Council Member
Verlin	Garrett	Cibolo	Council Member
Willie	Garrett	City of Miller's Cove	Mayor
Charles	Garrison	Leroy	Mayor Pro Tem
Frank	Garrison	Talty	Mayor Pro Tem
Kelly	Garrison	City of Channing	City Secretary
Miranda	Garrison	COSA	
Sherry	Garrison	Deer Park	Council Member
Eric	Garrity	City of Mexia	City Manager
Gary	Gartin	Bailey County	County Commissioner
Lane	Garvin	City of Silverton	Mayor
Abel	Garza	Texas City	Council Member
Alonzo	Garza	Rio Hondo	Commissioner
Andres	Garza	City of Wharton	City Manager
Andres	Garza	Premont	Council Member
Andrew	Garza	City of George West	Mayor
Belinda	Garza	Los Fresnos	Council Member
Bertha	Garza	City of Palmview	City Secretary
Bettye	Garza	Lawn	Alderperson
Cathy	Garza	City of Grays Prairie	City Secretary
Celia	Garza	Sudan	Alderperson
David	Garza	Cameron County	County Commissioner
David	Garza	Duval County	County Commissioner
Delia	Garza	Austin	Council Member
Delia	Garza	City of Austin	City Councilmember
Diana	Garza	City of Floresville	Mayor
Eloy	Garza	Starr County	County Commissioner
Emilio	Garza	Live Oak County	County Commissioner
Gloria	Garza	Brooks County	County Commissioner
Hernan	Garza	Rio Grande City	Mayor Pro Tem
J. Joel	Garza	City Harlingen / San Benito	Director
Jesus	Garza	City of Kingsville	City Manager
Joel	Garza	HB MPO	
Joey	Garza	Donna	Council Member
Jose	Garza	Hereford	Commissioner
Juan	Garza	Rio Hondo	Commissioner
Lorenzo	Garza	City of Grays Prairie	Mayor
Maria Pilar	Garza	Alamo	Mayor Pro Tem
Mario	Garza	City of San Juan	Mayor
Martin	Garza	City of Mission	City Manager
Nathan	Garza	Bishop	Council Member
Norberto	Garza	Zapata Couty	County Commissioner
Norie	Garza	Mission	Mayor Pro Tem
Norma	Garza	Asherton	Commissioner
Olga	Garza	City of Southside Place	City Secretary
Patty	Garza	Charlotte	Alderperson
Raul	Garza	Pharr EDC	President/CEO
Rebecca	Garza	City of Lubbock	City Secretary
Rey	Garza	Brady	Council Member
Ricardo	Garza	Alton	Commissioner
RJ	Garza	Brownsville MPO	
Rowland	Garza	Del Rio	Mayor Pro Tem
Rudy	Garza	City of Alton	Director of Public Works
Rudy	Garza	Corpus Christi	Council Member
Rudy	Garza	Primera	Commissioner
Tony	Garza	Roman Forest	Council Member
Virginia	Garza	Odem	Alderperson
Rudy	Garza, Jr.	City of Corpus Christi	Council Member-District 5
Jerry	Gaskill	Wood County	County Commissioner
Donald	Gaskill	MVISD	
Adrian	Gaspar	Manvel	Council Member
Brady	Gass	New Home	Alderperson
Lynn	Gaston	City of Westbrook	Mayor
Fadys	Gates	Milford	Alderperson
Jennifer	Gates	Dallas	Council Member
Jennifer S.	Gates	City of Dallas	Councilmember, District 13
Hank	Gath	Sunrise Beach Village	Commissioner
John	Gatica	Plainview	Council Member
Dan	Gattis	Williamson County	County Judge
Doug	Gaul	City of Hutto	Mayor
Terry	Gaul	Richmond	Commissioner
Douglas	Gauntt	Lake City	Alderperson
Joyce	Gauntt	Lake City	Mayor Pro Tem
Julie	Gauthier	Port Neches	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Terri	Gauthier	Bridge City	Council Member
Lucinda	Gavito	Town of Indian Lake	Council Member
Jerry	Gay	Bonham	Council Member
Johnny	Gee	Clay County	County Commissioner
Robert W.	Gee	Austin Statesman Paper	State Editor
Gregg	Geesa	White Settlement	Council Member
Dennis	Geesaman	Flatonia	Council Member
Ken	Geeslin	Henderson County	County Commissioner
Bryan	Geiger	City of Uhland	Mayor
Jeanne	Geiger	AAMPO	
Frederic	Geisendorff	Gunter	Council Member
Eric	Geiser	Idalou	Council Member
Lonnie	Geisler	Sundown	Alderperson
Robin	Gelston	TxDOT Pharr District-ENV	
David	Gensler	St. Paul, Town of	Council Member
Donnie	Gentry	Red River County	County Commissioner
Paula	Gentry	Upshur County	County Commissioner
Chris	George	Murphy	Council Member
Deidrea	George	TxDOT	Houston
Frank	George	City of Kirbyville	Mayor
Larry	George	Chambers County	County Commissioner
Lynne	George	City of Magnolia	City Secretary
Saji	George	Town of Sunnyvale	Mayor
Shelley	George	City of Allen	City Secretary
	George Salzman	City of La Coste	
Mike	Georgia	New Fairview	Alderperson
Nick	Georgiou		Managing Editor
Carroll	Gerber	Castro County	County Judge
Vicki	Gerdes	Ranger	Commissioner
Hal	Gerhardt	Watauga	Council Member
Vicki	Gerhardt	City of New London	City Secretary
Barbara	Gerhart	New Berlin	Alderperson
Randy	Geries	Parmer County	Sheriff
Darrell	Gertson	Colorado County	County Commissioner
Bernie	Gessner	Navasota	Council Member
Loretta	Getchell	City of Euless	City Manager
Robin	Getter		
Michael	Getz	Beaumont	Council Member
Maher M.	Ghanayem, P.E.	TxDOT	
J.	Gholson	City of Pleasant Valley	Mayor
Connie	Gibbens	City of Hays	City Secretary
David	Gibbons	Garland	Council Member
Ted	Gibbs	Cibolo	Council Member
Greg	Gibson	Rusk County	County Commissioner
James	Gibson	Matagorda County	County Commissioner
Johnna	Gibson	City of Corrigan	Mayor
Kirk	Gibson	Alvord	Mayor Pro Tem
Layton	Gibson	Murchison	Council Member
Lester	Gibson	McLennan County	County Commissioner
Lorinda	Gibson	City of Wickett	City Secretary
Rebeca	Gibson	Bandera	Mayor Pro Tem
Seth	Gibson	Conroe	Council Member
Tammy	Gibson	City of Aspermont	City Secretary
Travis	Gibson	Bellmead	Council Member
Cheryl	Gibson-Salgado	City of Spearman	City Secretary
Scott	Giddings	Woodway	Council Member
Henry	Gideon	Boerne ISD	
Carl	Gierisch	City of Roanoke	Mayor
Gary	Gierisch	Concho County	County Commissioner
Jenifer	Gierisch	Eden	Alderperson
Greg	Giessner	Grand Prairie	Council Member
Brian	Giffin	Timbercreek Canyon, Village of	Mayor Pro Tem
Kay	Gilbert	Douglassville	Alderperson
Keith	Gilbert	Anson	Mayor Pro Tem
Klay	Gilbert	Lindsay	Alderperson
Kristi	Gilbert	Town of Argyle	Town Secretary
Lee	Gilbert	Rockwall County	County Commissioner
Terry	Gilbert	Cooke County	Sheriff
Christine	Gilbreath	Crowley	Council Member
Kevin	Gilbreath	Quitman	Alderperson
Larry	Gilbreath	Terry County	Sheriff
Archie	Gill	City of Post	Mayor
Ken	Gill	Roberts County	County Commissioner
Thomas	Gill	Newton County	County Commissioner

First Name	Last Name	Organization	Title/District
CJ	Gillaspie	City of West	Director of Public Works
Stuart	Gillaspie	Burleson	Council Member
Leo	Gillentine	Carbon	Mayor Pro Tem
Charles	Gillenwater	Kaufman	Council Member
Howard	Gillespie	San Patricio County	County Commissioner
Larry	Gillespie	Ingleside On The Bay	Alderperson
Mark	Gillespie	Atascosa County	County Commissioner
Russell	Gillette	Comanche County	County Commissioner
Rockie	Gilley	Kennedale	Council Member
Barbara	Gilliam	Tolar	Council Member
Jackie	Gilliam	Queen City	Alderperson
Thelma	Gilliam	City of West University Place	City Secretary
Lamar	Gillian	Balcones Heights	Council Member
Bobby	Gilliland	City of Floydada	Mayor
Joy	Gillim	China	Alderperson
Rick	Gillispie	Baylor County	County Commissioner
Tommie	Gilmon	Burton	Alderperson
Allene	Gilmore	City of Kemp	City Secretary
Shirley	Gilmore	Onalaska	Mayor Pro Tem
TJ	Gilmore	Lewisville	Council Member
Beverly	Gilstrap	Hamilton	Mayor Pro Tem
Tommy	Ginn	Deer Park	Council Member
Chad	Gipson	Kimble County	County Commissioner
Bradley	Girndt	Fayetteville	Alderperson
Wes	Gisler	Falls City	Council Member
Joseph	Giusti	Galveston County	County Commissioner
Ronald	Gjerde	Bishop Hills	Alderperson
Michael	Glaspie	Arlington	Deputy Mayor Pro Tem
Emily	Glass	Sulphur Springs	Council Member
Lloyd	Glass	Seminole	Council Member
Monty	Glass	Seymour	Council Member
Tim	Glass	Hansford County	Sheriff
Cory	Glassburn	City of Lakeside City	Mayor
Bruce	Glasscock	City of Plano	City Manager
Lonnie	Glasscock	City of San Patricio	Mayor
Paul	Glazener	Liberty	Council Member
Eric	Gleason	TxDOT	Director
Eric	Gleason	TxDOT Public Transit - PTN	Director
Jessica	Gleghorn	Megargel	Mayor Pro Tem
Mary	Gleinser	Goliad	Council Member
Stephanie	Glenn	Tenaha	Alderperson
Don	Glockel	Corinth	Council Member
Mike	Glockzin	City of Hallsburg	Mayor
Phyllis	Glockzin	City of Hallsburg	City Secretary
Betty	Glover	Gustine	Alderperson
Gary	Glover	Palo Pinto County	County Commissioner
Lester	Glover	East Mountain	Alderperson
Terry	Glover	Cuero	Council Member
Troy	Glover	Hall County	County Commissioner
Wade	Goates	Pleak Village	Alderperson
Bob	Gober	Canadian	Council Member
Melanie	Gober	City of Throckmorton	City Secretary
Lori An	Gobert	Columbus	Alderperson
Clayborne	Godfrey	Plantersville	Alderperson
Gail	Godfrey	Cool	Commissioner
Jerry	Godfrey	Hideaway	Alderperson
Daniel	Godsey	Knox County	County Commissioner
Christy	Godwin	Oak Leaf	Council Member
Darrell	Godwin	Cass County	County Commissioner
John	Godwin	City of Paris	City Manager
Larry	Godwin	City of Celeste	Mayor
Mike	Godwin	Rains County	County Commissioner
Quinn	Godwin	Daisetta	Alderperson
Matt	Goe	Earth	Alderperson
Einar	Goerland	Taylor Lake Village	Mayor Pro Tem
Steven	Goetsch	Wharton County	County Commissioner
Johnetta	Goetzel	Jourdanton	Council Member
Judy	Goforth	DeCordova	Council Member
John	Gohlson	Willow Park	Mayor Pro Tem
Paul	Gohman	City of	Mayor
Deborah	Goin	Aubrey	Council Member
Landon	Goin	Pottsboro	Alderperson
Patsy	Goins	Onalaska	Council Member
Bob	Golden	City of Haslet	Mayor
Jaye	Golden	De Leon	Council Member

First Name	Last Name	Organization	Title/District
Layne	Golden	Dublin	Alderperson
Elliot	Goldman	Town of Westover Hills	Alderperson
Jim	Goldsworthy	City of Gainesville	Mayor
Jacky	Goleman	City of Quinlan	Mayor
Benjamin	Gomez	City of San Benito	Mayor
Eusebio	Gomez	Rio Bravo	Commissioner
Juan	Gomez	Camp Wood	Council Member
Juanita	Gomez	Sonora	Council Member
Margaret	Gomez	Travis County	County Commissioner
Ralph	Gomez	Ackerly	Alderperson
Ramiro	Gomez	City of Aransas Pass	Mayor
Raul	Gomez	Cameron County	
Ruben	Gomez	City of Hearne	Mayor
Tammy	Gomez	Rankin	Mayor Pro Tem
Yolanda	Gomez	McCamey	Alderperson
Margaret	Gómez	Travis County	Precinct Four Commissioner
Abel	Gonzales	SWell Cycle	
Amy	Gonzales	Town of Indian Lake	Town Secretary
Antonio	Gonzales	San Benito	Council Member
Bobby	Gonzales	Lamesa	Council Member
Chester	Gonzales	Jourdanton	Council Member
Cylina	Gonzales	City of Harlingen	
David	Gonzales	City of Beverly Hills	Mayor
Diane	Gonzales	City of Olmos Park	City Secretary
Eduardo	Gonzales	Willacy County	County Commissioner
Filiberto	Gonzales	Odessa	Council Member
Gilbert	Gonzales	City of Raymondville	Mayor
Gilbert	Gonzales	Petersburg	Mayor Pro Tem
Hector	Gonzales	City of Village of Webberville	Mayor
Jesse	Gonzales	Zapata Couty	County Commissioner
Jose	Gonzales	Nordheim	Alderperson
Josue	Gonzales	Bovina	Alderperson
Lucy	Gonzales	San Angelo	Council Member
Lucy	Gonzales	City of San Angelo	Councilmember, District 4
Mario	Gonzales	Jacinto City	Council Member
Mary	Gonzales	City of Mathis	City Secretary
Mayra	Gonzales	City of Galena Park	City Secretary
Michael	Gonzales	City of Elmendorf	Mayor
Minerva	Gonzales	City of Castle Hills	City Secretary
Pauline	Gonzales	City of Rocksprings	Mayor
Raul	Gonzales	Refugio County	Sheriff
Saul	Gonzales	San Marcos	Council Member
Shirley	Gonzales	San Antonio	Council Member
Shirley	Gonzales	City of San Antonio	
Shirley	Gonzales	City of San Antonio	Councilwoman-District 5
Victor	Gonzales	City of Pflugerville	Mayor
Angie	Gonzales-Sanchez	Lockhart	Mayor Pro Tem
Adrian	Gonzalez	Jordan Foster	
Alex	Gonzalez	Marion	Alderperson
Brenda	Gonzalez	STORM	
Carlos	Gonzalez	Eagle Lake	Alderperson
Carlos	Gonzalez	Jim Wells County	County Commissioner
Carlos	Gonzalez	Roma	Council Member
Charles	Gonzalez	City of Clint	Mayor
Delma	Gonzalez	City of Fort Stockton	City Secretary
Edward	Gonzalez	Harris County	Sheriff
Frank	Gonzalez	City of Bovina	Mayor
Gilbert	Gonzalez	San Antonio Board of Realtors	CEO
Gumecinda	Gonzalez	Kenedy County	County Commissioner
Hernan	Gonzalez	Weslaco Economic Development Corp.	Executive Director
Humberto	Gonzalez	Jim Hogg County	County Judge
Jaime	Gonzalez	Los Indios	Alderperson
Jesse	Gonzalez	Webb County	County Commissioner
Jesse	Gonzalez	Webb County	County Commissioner-Precint 1
Joe	Gonzalez	Nueces County	County Commissioner
Juan	Gonzalez	Elgin	Mayor Pro Tem
Juanita	Gonzalez	City of Dilley	City Secretary
Julian	Gonzalez	City of Hidalgo	City Manager
Letty	Gonzalez	Edinburg Chamber of Commerce	President
Margie	Gonzalez	Jim Wells County	County Commissioner
Maria	Gonzalez	City of Santa Rosa	City Secretary
Mark	Gonzalez	Driscoll	Mayor Pro Tem
Melissa	Gonzalez	City of Caldwell	City Secretary
Odelia	Gonzalez	City of Asherton	City Secretary
Roel	Gonzalez	Leakey	Alderperson

First Name	Last Name	Organization	Title/District
Rolando	Gonzalez	Laguna Vista	Council Member
Ruben	Gonzalez	Lytle	Alderperson
Rudy	Gonzalez	Laredo	Council Member
Salvador	Gonzalez	El Paso MPO	
Tommy	Gonzalez	City of El Paso	City Manager
Tommy	Gonzalez	Georgetown	Council Member
Tony	Gonzalez	Bonney	Alderperson
Virginio	Gonzalez	City of Edcouch	Mayor
Joe A.	Gonzalez	Nueces County	Commissioner Precinct 2
Michael James	Gonzalez	City of Elmendorf	
Shirley	Gonzalez	City of San Antonio	Councilma
Cecelia	Gonzalez-Dippel	City of Floresville	Mayor
Cecelia	Gonzalez-Dippel	City of Floresville	
Andy	Gonzalez, Jr.	Killam Development	
Rudy	Gonzalez, Jr.	City of Laredo	Council Member-District 1
Angelia	Good	City of Point	City Secretary
Greg	Good	Perryton	Council Member
Kenneth	Good	Gorman	Commissioner
Nicky	Goode	Dawson County	County Commissioner
Tommy	Goode	Henderson	Council Member
Julie	Goodgame	City of Tyler	
Renee	Goodger	City of Seagraves	Director of Public Works
Billy	Goodin	Trinity	Mayor Pro Tem
Lana	Goodman	Blackwell	Alderperson
Keith	Goodson	West Tawakoni	Alderperson
Bill	Goodwin	Bee Cave	Mayor Pro Tem
Christian	Goodwin	Hardin	Council Member
Margo	Goodwin	Town of Highland Park	Mayor
Roger	Goodwin	Bells	Mayor Pro Tem
Shelley	Goodwin	City of Garden Ridge	City Secretary
Jason	Goodwin	KXTS - ABC	News News Director
David	Goolsby	Annetta South	Council Member
Michael	Goolsby	Castro County	County Commissioner
Noal	Goolsby	City of Centerville	Mayor
S.Bear	Goolsby	Universal City	Council Member
Barry	Gordon	City of Duncanville	Mayor
Barry	Gordon	City of Duncanville	
Bill	Gordon	Smithville	Council Member
Chris	Gordon	Town of Hickory Creek	Council Member
Mike	Gordon	City of Elkhart	Mayor
Ronnie	Gordon	Hartley County	County Judge
Steve	Gordon	Gainesville	Council Member
William	Gordon	Annetta South	Mayor Pro Tem
Mike	Gordy	Hilshire Village	Alderperson
Donny	Gore	Keene	Council Member
Jimmy	Gore	Chambers County	County Commissioner
Randy	Gorham	Jacksonville	Council Member
Soco	Gorjon	City of Conroe	City Secretary
Alan	Gorman	Town of Ponder	Mayor Pro Tem
David	Gornet	Jacobs	
Bob	Gorton	Town of Cross Roads	Mayor
Steven	Gorwood	City of Balch Springs	Mayor
Norman	Gorzynski	Retreat	Mayor Pro Tem
Pam	Gosline	Vernon	Commissioner
Debbie	Gosnell	City of Cross Plains	City Manager
Martha	Gosnell	Blanco	Council Member
Sylvia	Gosnell	City of Carbon	City Secretary
Daniel	Goss	Brenham	Council Member
Dwayne	Gossett	City of Morgan's Point Resort	Mayor
Woodrow	Gossom	Wichita County	County Judge
Holly	Gotcher	Greenville	Council Member
John	Gothia	Orange County	County Commissioner
Janet	Gott	Denison	Council Member
Myra	Gott	Wixon Valley	Mayor Pro Tem
Shelley	Gotte	Somerville	Alderperson
James	Gottfried	Electra	Mayor Pro Tem
Shawn	Goulding	Alvarado	Mayor Pro Tem
Roland	Goveas	Richland Hills	Council Member
Rose	Gowen	Brownsville	Commissioner
Dan	Gower	Sunrise Beach Village	Commissioner
Rob	Gowin	Jacksonville	Council Member
Deborah	Goza	City of Live Oak	City Secretary
Mack	Grace	Chireno	Alderperson
Becky	Graciani	City of San Perlita	City Secretary
John	Gradberg	Panola County	County Commissioner

First Name	Last Name	Organization	Title/District
Rick	Grady	Plano	Mayor Pro Tem
Russell	Graeter	Burnet County	County Commissioner
Phillip	Graf	Wilbarger County	County Commissioner
Richard	Graf	Frio County	County Commissioner
Barbara	Graff	Odessa	Council Member
Larry	Graff	Citizen	
Crystal	Graham	City of Goree	City Secretary
Dell	Graham	Memphis	Alderperson
Gary	Graham	Matagorda County	County Commissioner
Irene	Graham	City of Loraine	Mayor
Jack	Graham	City of Graham	Mayor
Jim	Graham	Bowie	Council Member
Kent	Graham	Horseshoe Bay	Council Member
Mike	Graham	TxDOT-LRD ENV	
Robert	Graham	Kent County	County Commissioner
Arturo	Granado	Reeves County	Sheriff
Karen	Granato	City of Rose Hill Acres	City Secretary
Paul	Granberg	Blanco County	County Commissioner
Jana	Granberry	Douglassville	Mayor Pro Tem
Jason	Grands	Valley View	Alderperson
Barbara	Grandy	Woodway	Council Member
Ryan	Granger	TxDOT TTP	
Andra	Grant	Kirbyville	Council Member
Elmo	Grant	Hallettsville	Council Member
Jason	Grant	Navarro County	County Commissioner
Linda	Grant	Freestone County	County Judge
Lindsey	Grant	City of Lometa	City Secretary
Mandy	Grant	City of Port Lavaca	City Secretary
Mike	Grant	Kirby	Council Member
Mitch	Grant	City of Littlefield	City Manager
Shaunna	Grantham	Robert Lee	Alderperson
Ashley	Graves	Nassau Bay	Council Member
Cranford	Graves	Nash	Mayor Pro Tem
Harvey	Graves	City of Mount Enterprise	Mayor
Martin	Graves	Webster	Council Member
Nick	Graves	Hooks	Council Member
Shirley	Graves	Golinda	Alderperson
Yolanda	Graves	City of Pyote	City Secretary
Craig	Gray	Tenaha	Alderperson
Jeff	Gray	City of Cottonwood	Mayor
Jerry	Gray	Horseshoe Bay	Council Member
Kelly	Gray	Fort Worth	Council Member
Kelly Allen	Gray	City of Fort Worth	Councilmember, District 8
Lynn	Gray	City of Turkey	City Manager
Nathan	Gray	Andrews County	
Pat	Gray	City of Joaquin	Mayor
Holly	Gray-McPherson	Roanoke	Mayor Pro Tem
Lane	Grayson	Ellis County	County Commissioner
Marion	Grayson	City of Belton	Mayor
Oscar	Greak	Bailey's Prairie, Village of	Alderperson
Marcus	Greaves	City of Calvert	Mayor
Bill	Green	Cut and Shoot	Alderperson
Bill	Green	Laredo Morning Times	Publisher
Bobby	Green	City of Novice	Mayor
Bryant	Green	Hackberry	Alderperson
Callie	Green	City of Ferris	City Secretary
Christine	Green	City of University Park	City Secretary
Christopher	Green	Sterling City	Council Member
Dennis	Green	Morgan's Point Resort	Council Member
Dennis	Green	Wichita Falls District Office	District Bicycle/Pedestrian Coordinator
Dennis	Green	TxDOT	Transportation Engineering Superv.
Edward	Green	Snook	Alderperson
Eric	Green	Brookshire	Alderperson
F.A.	Green	Falls County	County Commissioner
John	Green	Portland	Council Member
Kelvin	Green	City of Archer City	Mayor
Ken	Green	Freeport	Council Member
Mary	Green	City of Putnam	City Secretary
Nate	Green	City of Palisades	Mayor
Rick	Green	Burleson	Council Member
Sam	Green	Floydada	Mayor Pro Tem
Sandra	Green	City of Farmersville	City Secretary
Shai	Green	City of Snyder	City Secretary
Sherwood	Green	Jamaica Beach	Mayor Pro Tem
Tag	Green	Keller	Council Member

First Name	Last Name	Organization	Title/District
Wayne	Green	Thorndale	Council Member
Renee	Green	County of Bexar	Renee Green, P.E.
David	Greene	Milam County	Sheriff
Hsarry	Greene	Selma	Council Member
Shirley	Greene	Coyote Flats	Commissioner
Brannon	Greenlee	Ropesville	Alderperson
Jeffery	Greenlee	Palmer	Alderperson
Rae Gene	Greenough	City of Sunset Valley	City Secretary
Danny	Greenwood	Thorntonville	Mayor Pro Tem
Otis	Greenwood	Plantersville	Alderperson
Reed	Greer	City of Melissa	Mayor
Ronald	Greer	Kenefick	Alderperson
Leslie	Greg Casar	City of Austin	City Councilmember
Lynne	Greger	City of Lott	City Secretary
Troy	Gregg	Alvord	Council Member
Dalton	Gregory	Denton	Council Member
Douglas	Gregory	Castle Hills	Alderperson
Manley	Gregory	Lake Bridgeport	Council Member
Richard	Gregory	Paducah	Council Member
Robert	Gregory	City of La Vernia	Mayor
Robert	Gregory	City of La Vernia	
Robert	Gregory	City of La Vernia	Mayor
Robert W.	Gregory	Mayor	
Tanya	Gregory	Sansom Park	Council Member
	Gregory	City of La Vernia	Mayor
Scott	Gregson	San Marcos	Council Member
Debbie	Gressett	City of Seminole	City Secretary
Mary	Gressett	Forsan	Alderperson
Patti	Grey	City of Parker	City Secretary
Sandy	Greyson	Dallas	Council Member
Sandy	Greyson	City of Dallas	Councilmember, District 12
Dan	Grife	City of Seagraves	City Secretary
Dale	Griffin	Carbon	Alderperson
David	Griffin	Ovilla	Mayor Pro Tem
David	Griffin	Watauga	Council Member
James	Griffin	Brady	Mayor Pro Tem
Jason	Griffin	Alma	Alderperson
Jim	Griffin	City of Bedford	Mayor
Kirk	Griffin	Schleicher County	County Commissioner
Shelly	Griffin	City of Leonard	City Secretary
Michael	Griffis	Ector County	Sheriff
Donnie	Griffith	Lawn	Alderperson
Garth	Griffith	Industry	Mayor Pro Tem
Jeff	Griffith	Lubbock	Council Member
Jessie	Griffith	Joaquin	Council Member
Linda	Griffith	City of Benjamin	City Secretary
Tammy	Griffith	City of Coahoma	City Secretary
Jeff	Griffith	City of Lubbock	Councilmember, District 3
Cody	Griffiths	Wellman	Council Member
Robert	Griffon	Friendswood	Council Member
Scott	Griggs	Dallas	Council Member
Scott	Griggs	City of Dallas	Councilmember, District 1
Charles	Grimes	Shady Shores	Alderperson
David	Grimes	Leon County	County Commissioner
Glenda	Grimes	Gary	Alderperson
Paul	Grimes	City of McKinney	City Manager
Sally	Grimes	Tolar	Council Member
Angie	Grimm	Roanoke	Council Member
Dee	Grimm	City of Saint Hedwig	Mayor
Dee	Grimm	City of St. Hedwig	
Dee	Grimm	City of St. Hedwig	Mayor
Jennifer	Grimm	Lorena	Alderperson
Terri	Grimm	Hutto	Council Member
Alan	Grindstaff	City of Marlin	City Manager
Greg	Gripon	League City	Council Member
Greg	Griser	Lowry Crossing	Council Member
Jimmy	Grisham	Highland Park, Town of	Council Member
Pixie	Grisham	Post	Alderperson
Mary Ann	Griss	TxDOT	Director of Commission Support
Duane	Grissett	Daingerfield	Council Member
Matt	Groetken	Earth	Alderperson
Aaron	Groff	City of Fulshear	Mayor
Larry	Groneman	Oldham County	County Commissioner
Mark	Groneman	City of Vega	Mayor
Lesia	Gronemeier	City of Princeton	City Secretary

First Name	Last Name	Organization	Title/District
Cindy	Gross	City of Balch Springs	City Secretary
Don	Gross	Upshur County	County Commissioner
Ginger	Gross	City of Thrall	City Secretary
Keith	Gross	League City	Council Member
Randy	Gross	Wolfforth	Mayor Pro Tem
Robert	Gross	Athens	Council Member
Sonja	Gross	TxDOT	
Sonja	Gross	TxDOT	Amarillo
Pattie	Grote	City of Mason	City Secretary
Lauren	Grove	COH Planning	
Anthony	Groves	City of Brady	Mayor
Anthony	Groves	City of Brady	
Walter	Grow	Haltom City	Council Member
Susan	Grubbs	Winfield	Alderperson
Matt	Grubisich	Rowlett	Council Member
Ted	Gruenloh	Double Oak, Town of	Mayor Pro Tem
Jeannie	Gruetzner	City of Highland Haven	City Secretary
Maggie	Gruhlkey	Adrian	Alderperson
Dvonna	Grundy	Matador	Alderperson
Albert	Guajardo	Bishop	Mayor Pro Tem
Alex	Guajardo	Penitas	Council Member
Andres	Guajardo	Los Indios	Alderperson
Eleazar	Guajardo	Pharr	Commissioner
Eleazar	Guajardo	City of Pharr	Commissioner Place 1
Ernesto	Guajardo	San Juan	Council Member
Paulette	Guajardo	Corpus Christi	Council Member
Paulette M.	Guajardo	City of Corpus Christi	Council Member, At-Large
Ruben	Guajardo	Mercedes	Mayor Pro Tem
Alan	Guard	City of Pilot Point	City Manager
Kenneth	Guard	City of Richland	Mayor
Carol	Gubbles	Thompsons	Mayor Pro Tem
Frank	Gudino	Cameron County	
Aurelio	Guerra	Willacy County	County Judge
Eliberto	Guerra	Willacy County	County Commissioner
Elizabeth	Guerra	Christine	Alderperson
J.E.	Guerra	Hidalgo County	Sheriff
JoJo	Guerra	Rankin	Alderperson
Juan	Guerra	City of Pharr	City Manager
Melissa	Guerra	City of Carrizo Springs	City Secretary
Ricardo	Guerra	San Benito	Commissioner
Vanesa	Guerra	City of Laredo	Director
Wen	Guerra	Stafford	Council Member
Carole	Guerrero	Barstow	Alderperson
Holly	Guerrero	City of Rio Grande City	City Secretary
Jessica	Guerrero	City of Golinda	City Secretary
Maribel	Guerrero	Rancho Viejo	Alderperson
Rolando	Guerrero	San Diego	Alderperson
Auerelio	Guerreru	Edmonson	Alderperson
Randy	Guetersloh	Sterling City	Mayor Pro Tem
Cindy	Guevara	Presidio County	County Judge
Julian	Guevara	La Feria	Commissioner
Mike	Guevara	Cedar Park	Council Member
Clifford	Guidry	City of Oyster Creek	Mayor
Laurna	Guidry-Shaw	Venus	Alderperson
Mike	Guillen	Princeton	Alderperson
Ryan	Guillen	State Representative	
Sean	Guillory	Nome	Alderperson
Charles	Gully	Glasscock County	County Commissioner
Larry	Gumpert	Point Blank	Alderperson
Glenda	Gundermann	City of Sugar Land	City Secretary
David	Gunn	Hilshire Village	Alderperson
Kelvin	Gunnells	Ore City	Alderperson
David	Gunnels	Milano	Mayor Pro Tem
Brenda	Gunter	City of San Angelo	Mayor
Terry	Gunter	Bowie	Council Member
Brenda	Gunter	City of San Angelo	Mayor
Barbara	Gurtner	Rockport	Council Member
Carl	Gustafson	Friendswood	Council Member
Brad	Guthrie	Miami	Alderperson
Gayla Jo	Guthrie	Johnson City	Alderperson
Mark	Guthrie	City of Richwood	Mayor
Susan	Guthrie	City of South Padre Island	City Manager
Mary	Gutierres	La Ward	Alderperson
Aida	Gutierrez	Town of Combes	Town Secretary
Alvin	Gutierrez	City of Round Mountain	Mayor

First Name	Last Name	Organization	Title/District
Jonathan	Gutierrez	Somerset	Alderperson
Julian	Gutierrez	Round Mountain	Mayor Pro Tem
Kerry	Gutierrez	Marion	Alderperson
Mary	Gutierrez	Round Mountain	Alderperson
Ralph	Gutierrez	Schertz	Council Member
Rolando	Gutierrez	Brooks County	County Commissioner
Veronica	Gutierrez	City of Sullivan City	City Secretary
Kathryn	Guy	Itasca	Alderperson
Carlos	Guzman	City of Zavalla	Mayor
Daniel	Guzman	Edcouch	Alderperson
Dave	Guzman	Surfside Beach	Alderperson
Gabe	Guzman	Raymondville Chamber of Commerce	President
Monica	Guzman	City of Hart	City Secretary
Rolando	Guzman	Oak Ridge	Council Member
Scott	Haag	Comal County	County Commissioner
Lynn	Haas	Bike Texas	Transportation Engineer
Lynn	Haas	Bike Texas	
Glena	Hackfeld	City of Orange Grove	City Secretary
Chryle	Hackler	City of Blum	Mayor
Glen	Hackler	City of Andrews	City Manager
Glenda	Hackney	Trenton	Council Member
Kevin	Hadas	Selma	Council Member
Kevin	Hadas	Northeast Partnership	Councilman
William	Haddock	Marble Falls	Council Member
Karen	Haddon	City of Booker	City Secretary
Kristina	Hadley	TxDOT	Houston
Laurie	Hadley	City of Round Rock	City Manager
Karen	Haedge	East Bernard	Alderperson
Debra	Haehn	Archer City	Alderperson
George	Haehn	City of Buda	Mayor
Bob	Haenel	Village of Fairchilds	Mayor
Barbara	Haffelfinger	City of Hempstead	City Secretary
John	Hafner	Saint Hedwig	Council Member
Mark	Hafner	City of Keller	City Manager
Don	Hagans	Highland Haven	Alderperson
Stanley	Hager	Weinert	Alderperson
Charles	Haggard	City of Jefferson	Mayor
Kenneth	Haggard	Bee County	County Commissioner
Andrew	Haggerty	El Paso County	County Commissioner
Andrew	Haggerty	El Paso County	Commissioner Precinct 4
Eddie	Haggerty	Scottsville	Alderperson
Debra	Hagler	City of Shepherd	City Secretary
Anthonie	Hagood	Deport	Alderperson
Tommy	Hahn	Colorado County	County Commissioner
Sam	Haigis	Howe	Mayor Pro Tem
Matthew	Haines	Shady Shores	Alderperson
Roderick	Hainey	City of Cleveland	Director of Public Works
Clyde	Hairston	Lancaster	Mayor Pro Tem
Michael	Haithcock	TxDOT	
Merry Sue	Hajdik	City of Orchard	City Secretary
Dwayne	Hajek	Waller	Council Member
Ernest	Hajek	Wilson County	County Commissioner
Mary Ann	Hajek	City of China Grove	Mayor
Mary Ann	Hajek	City of China Grove	
Danny	Halbert	Eldorado	Council Member
Wayne	Halbert	City of Rangerville	Mayor
Bradley	Hale	Miami	Alderperson
Clinton	Hale	Dalhart	Council Member
Dillon	Hale	Dickens	Alderperson
Jackie	Hale	San Patricio	Alderperson
Jeff	Hale	Troup	Council Member
Joel	Hale	Rusk County	County Judge
Karen	Hale	City of Plantersville	Mayor
Lacie	Hale	City of West Lake Hills	City Secretary
Marcia	Hale	Perryton	Council Member
Roberta	Hale	Nordheim	Alderperson
Susan	Hale	Corsicana	Council Member
W. D.	Hale	Rusk County	County Commissioner
Tom	Halepaska	Victoria	Council Member
Randall	Hales	Weston	Alderperson
Dwight	Haley	Lakeway	Council Member
Jeff	Haley	Gray County	County Commissioner
Nick	Haley	Grand Saline	Council Member
Belinda	Halfin	Wallis	Alderperson
Kim	Halfmann	Glasscock County	County Judge

First Name	Last Name	Organization	Title/District
Mark	Halfmann	Glasscock County	County Commissioner
Alfred	Hall	Town of San Felipe	Mayor Pro Tem
Amy	Hall	Lacy Lakeview	Council Member
Annette	Hall	City of Portland	City Secretary
Becky	Hall	Browndell	Council Member
Brenda	Hall	Rio Vista	Alderperson
Charles	Hall	Brackettville	Alderperson
Chris	Hall	Thorntonville	Council Member
David	Hall	Calhoun County	County Commissioner
Delaine	Hall	Town of Hollywood Park	Council Member
Dorothy	Hall	City of Cool	Mayor
Greg	Hall	City of Decatur	Director of Public Works
Greg	Hall	Dawson	Alderperson
Grover	Hall	Eden	Alderperson
Jerome	Hall	Comanche	Council Member
Jerry	Hall	Lacy Lakeview	Council Member
Joe Dean	Hall	Ackerly	Mayor Pro Tem
Johnathan	Hall	Channing	Commissioner
Kenneth	Hall	Annetta North	Alderperson
Kurt	Hall	Tioga	Alderperson
Ray	Hall	Jayton	Council Member
Rick	Hall	City of Liberty Hill	Mayor
Robert	Hall	Mills County	County Commissioner
Todd	Hall	DeCordova	Council Member
Travis	Hall	Pleasanton	Mayor Pro Tem
Suzanne	Hallam	Mountain City	Council Member
Ruth	Halleck	Linden	Alderperson
Cliff	Hallford	TxDOT	Abilene
Cliff	Hallford	TxDOT	
William	Halliday	Marshall	Commissioner
Pat	Hallisey	City of League City	Mayor
Beth	Hallmark	TxDOT	Director
Beth	Hallmark	TxDOT Communications - COM	Director
Hope	Hallmark	Garrison	Alderperson
Laura	Hallmark	City of Rowlett	City Secretary
Chris	Halsell	Crowell	Alderperson
Daryl	Ham	Kent County	County Commissioner
Duane	Ham	Conroe	Council Member
Pansy	Ham	City of Marietta	City Secretary
Sandra	Ham	City of Nassau Bay	City Secretary
Bonnie	Hambrick	City of Athens	City Secretary
J.D.	Hamby	City of Wellington	Mayor
Barbara	Hamel	City of Blum	City Secretary
Adam	Hamilton	Southwest Research Institute	President & CEO
Don	Hamilton	Ralls	Mayor Pro Tem
Jan	Hamilton	City of Frankston	City Secretary
Kenny	Hamilton	Linden	Alderperson
Malcolm	Hamilton	Odessa	Council Member
Malcom	Hamilton	City of Odessa	Councilmember, District 1
Robert	Hamilton	City of Hemphill	Mayor
Stonie	Hamilton	Annetta North	Alderperson
Angel	Hamm	Town of New Hope	Mayor
David	Hamm	Godley	Alderperson
Kenneth	Hammack	Polk County	Sheriff
Buddy	Hammann	Seabrook	Council Member
Andy	Hammer	City of Collinsville	Mayor
Lynn	Hammer	Hubbard	Alderperson
Gary	Hammett	Aubrey	Council Member
Clint	Hammonds	Mills County	Sheriff
Ricky	Hammonds	Foard County	County Commissioner
Russell	Hammonds	City of Junction	Mayor
Tim	Hammonds	Boyd	Alderperson
Steve	Hammons	Mount Vernon	Council Member
James	Hamner	Aquilla	Council Member
James	Hamner	City of Aquilla	Mayor
Melvin	Hamner	Bastrop County	County Commissioner
JoAnn	Hampton	Smith County	County Commissioner
JoAnn	Hampton	Smith County	Commissioner Precinct 4
Otto	Hanak	Washington County	Sheriff
Kirk	Hanath	Washington County	County Commissioner
John	Hancock	El Campo	Council Member
Rusty	Hancock	Dalhart	Council Member
Dee Ann	Haney	Texas City	Commissioner
Dickie	Haney	Timbercreek Canyon, Village of	Alderperson
Jessie	Hanks	Town of Pantego	City Secretary

First Name	Last Name	Organization	Title/District
Lloyd	Hanks	Poynor	Alderperson
Trish	Hanks	Friendswood	Council Member
Kim	Hanley	City of Toco	City Secretary
Robert	Hanley	PMAC	
Chad	Hanna	Lawn	Alderperson
Larry	Hanna	Ward County	County Commissioner
Rick	Hanna	City of Hereford	City Manager
Robert	Hanna	City of Abilene	City Manager
Robert	Hanneman	Denver City	Mayor Pro Tem
Connie	Hansen	Town of Providence Village	Town Secretary
Judy	Hansford	Mingus	Alderperson
Marsha	Hanson	Bellevue	Council Member
Jerry	Hanszen	Carthage	Commissioner
Stuart	Hanzlik	TxDOT Financial Management - FIN	Funds Management Section Director
Carl	Harbert	Bridge City	Council Member
Allison	Harbison	Shelby County	County Judge
Carmen	Harbour	Big Spring	Council Member
Melinda	Harbour	City of De Leon	City Secretary
James	Hardage	Hideaway	Alderperson
Jason	Hardcastle	Galveston	Council Member
Ben	Hardeman	Bryan	Council Member
Clint	Hardeman	City of Pittsburg	City Manager
Virgie	Hardeman	Cameron	Council Member
Ellen	Hardin	Pecan Hill	Alderperson
Margot	Hardin	City of Crosbyton	City Manager
Ruth	Hardin	Rio Vista	Mayor Pro Tem
Chris	Hardison	Richwood	Council Member
Revell	Hardison	City of Nocona	City Secretary
Susan	Hargis	City of Whitehouse	City Secretary
Trey	Harlan	Goree	Council Member
Don	Harly	Burkburnett	Commissioner
Marvin	Harman	City of New Chapel Hill	City Secretary
Dan	Harmon	TxDOT	Director
Dan	Harmon	TxDOT Maritime - MRD	Director
Greg	Harmon	New Boston	Alderperson
Jeffrey	Harmon	TxDOT	
Micah	Harmon	Lavaca County	Sheriff
Roger	Harmon	Johnson County	County Judge
Linda	Harnist	Weston Lakes	Alderperson
Bill	Harp	Texarkana	Council Member
Clyde	Harper	Lindale	Council Member
Elinka	Harper	City of East Tawakoni	City Secretary
Jack	Harper	City of Fulshear	City Manager
Jerry	Harper	Madisonville	Council Member
Lynn	Harpold	Oak Point	Mayor Pro Tem
Patti	Harrington	City of Weston	Mayor
Alan	Harris	Iraan	Alderperson
Amy	Harris	City of Cameron	City Secretary
Betty	Harris	City of Sabinal	City Secretary
Bill	Harris	Snyder	Council Member
Bruce	Harris	Ralls	Alderperson
Candie	Harris	Bloomburg	Alderperson
Catherine	Harris	City of Rocksprings	City Administrator/Secretary
Chris	Harris	Katy	Council Member
Cliff	Harris	Pecos County	Sheriff
Crystal	Harris	Sansom Park	Mayor Pro Tem
David	Harris	Draper, Town of	Alderperson
Douglas	Harris	Beasley	Council Member
Frank	Harris	City of Huntington	Mayor
Gloria	Harris	El Campo	Council Member
Harry	Harris	Reno	Council Member
Jamie	Harris	Town of Draper	Town Manager
Jan	Harris	Stonewall County	County Commissioner
Jillian	Harris	City of San Antonio	
Juliet	Harris	Adrian	Alderperson
Karen	Harris	Shoreacres	Alderperson
Ken	Harris	Selma	Council Member
Kim	Harris	Groesbeck	Deputy Mayor Pro Tem
Laquetta	Harris	City of Iraan	City Secretary
Larry	Harris	Alba	Alderperson
Michael	Harris	Waelder	Alderperson
Mike	Harris	Maypearl	Alderperson
Natalie	Harris	City of Tenaha	City Manager
Natalie	Harris	Tenaha	Mayor Pro Tem
Peggy	Harris	City of City of Beckville	City Secretary

First Name	Last Name	Organization	Title/District
Penny	Harris	Frost	Alderperson
Riley	Harris	City of New Chapel Hill	Mayor
Robert	Harris	Armstrong County	County Commissioner
Robert	Harris	Bandera County	County Commissioner
Ronald	Harris	City of Krum	Mayor
Shelia	Harris	Lubbock	Council Member
Steve	Harris	Killeen	Council Member
Tim	Harris	Morgan's Point	Council Member
Veronica	Harris	Annona	Mayor Pro Tem
Veronica	Harris	Village of Kendleton	City Secretary
Jillian	Harris	City of San Antonio	
Roxanne	Harris-Guenzel	South Padre Island Chamber of Commerce	President
Claudia	Harrison	City of Brookshire	City Secretary
Daniel	Harrison	Tom Bean	Alderperson
Don	Harrison	Pasadena	Council Member
Greg	Harrison	Angelina County	County Commissioner
Jack	Harrison	Jourdanton	Council Member
Kirk	Harrison	Bulverde	Council Member
Kyle	Harrison	Jayton	Council Member
Rhett	Harrison	Stephenville	Council Member
Rhonda	Harrison	Krum	Council Member
Richard	Harrison	Creedmoor	Council Member
Sharyn	Harrison	City of Frankston	Mayor
Sherri	Harrison	Bailey County	County Judge
Thane	Harrison	Deer Park	Council Member
Tom	Harrison	Plano	Council Member
Vivian	Harrison	TxDOT	Lufkin
Patricia	Harrod	Ladonia	Alderperson
Bob	Hart	City of Corinth	City Manager
Hoke	Hart	Chester	Alderperson
Justin	Hart	Stinnett	Alderperson
Mary	Hart	Texarkana	Council Member
Randy	Hart	Sundown	Alderperson
Sandy	Hart	City of McKinney	City Secretary
Stephen	Hart	Dickens	Alderperson
Tom	Hart	City of Grand Prairie	City Manager
Ryan	Harte	Lone Star	Alderperson
Tammy	Hartline	Bells	Alderperson
Donna	Hartman	Morgan's Point Resort	Council Member
Gene	Hartman	Bulverde	Mayor Pro Tem
Ken	Hartman	Iraan	Alderperson
Steve	Hartpence	Fair Oaks Ranch	Alderperson
Tony	Hartzel	TxDOT	Dallas
Gerald	Hartzog	Rio Hondo	Commissioner
Mary	Harvard	Fair Oaks Ranch	Alderperson
Danny	Harvell	Wixon Valley	Council Member
Linda	Harvell	College Station	Council Member
Joan	Harvey	City of Riverside	City Secretary
Lee	Harvey	Wichita County	County Commissioner
Pamela	Harvey	City of Clifton	City Administrator/Secretary
Julie	Harvill	City of Anahuac	City Secretary
Tricia	Hasan	TxDOT Maritime - MRD	Maritime Program Coordinator
Sherrie	Haschke	Dalhart	Council Member
Bill	Hash	City of Seven Points	Mayor
Phillip	Hass	City of Dalhart	Mayor
Preston	Hass	City of Alba	Mayor
Andra	Hassell	Reklaw	Alderperson
James	Hasslocher	UHS Board Member	
Joey	Hasty	Argyle, Town of	Council Member
John	Hatchel	City of Woodway	Interim City Manager
Reggie	Hatfield	King County	County Commissioner
William	Hatfield	Harrison County	County Commissioner
Jackye	Hatley	Meridian	Alderperson
Robert	Hauck	City of Tomball	City Manager
Bill	Hauelka	Nueces HC	
Johnny	Hauerland	City of Meridian	Mayor
Steven	Haught	Mount Calm	Alderperson
Linda	Hauk	City of Buckholts	City Secretary
Charles	Hausmann	Port of Port Lavaca-Point Comfort	Port Director
Ryan	Haverlah	City of Cove	Interim City Manager
Marla	Hawkesworth	Argyle, Town of	Mayor Pro Tem
Andrew	Hawkins	Save Our Springs Alliance	
Eric	Hawkins	City of Wink	Mayor
Margaret	Hawkins	Mount Calm	Alderperson
Raymond	Hawkins	Franklin	Alderperson

First Name	Last Name	Organization	Title/District
Richard	Hawkins	Monahans	Council Member
Scotty	Hawkins	Hill County	County Commissioner
Shannon	Hawkins	TxDOT	Fort Worth
Shannon	Hawkins	TxDOT FTW	
Stephanie	Hawkins	New London	Alderperson
Brice	Hawley	Howardwick	Alderperson
Brian	Hawthorne	Chambers County	Sheriff
Evlyn	Hawthorne	Hubbard	Alderperson
John	Hawthorne	Lynn County	County Commissioner
Daniel	Haydin	Cedar Hill	Council Member
Craig	Haydon	Horseshoe Bay	Mayor Pro Tem
Ashley	Hayes	TxDOT	Odessa
Becky	Hayes	Forest Hill	Council Member
Ken	Hayes	Henderson County	County Commissioner
Kevin	Hayes	Bonham	Council Member
Kyle	Hayes	City of Beaumont	City Manager
Scott	Hayes	Annetta South	Council Member
Sharon	Hayes	City of Weatherford	City Manager
Allan	Hayes, P.E.	Nueces County Historical Society	
Barry	Haynes	Hardeman County	County Commissioner
Chris	Haynes	Haynes Properties	
Kim	Haynes	City of Kountze	City Secretary
Stephen	Haynes	City of Brownwood	Mayor
Debi	Hays	Ector County	E.C. Judge
Debi	Hays	Ector County	Judge
Elaine	Hays	Amarillo	Council Member
Elaine	Hays	City of Amarillo	Councilmember, District 1
Heidi	Hays	Crosbyton	Alderperson
Phillip	Hays	TxDOT	TxDOT District TA/SRTS Coordinator/Fort Worth District Office
Phillip	Hays	TxDOT	Transportation Planner
Phillip	Hays	TxDOT	
Tammy	Hazel	City of East Mountain	City Secretary
Tammy	Hazel	City of Warren City	City Secretary
Tom	Head	Lubbock County	County Judge
Tom	Head	Lubbock County	Judge
Alice	Heard	Wharton	Council Member
Jeanne	Heard	City of Mansfield	City Secretary
Wesley	Hearn	Lakeside, Town of	Council Member
Robert	Hearne	Spofford	Alderperson
David	Hearon	Booker	Alderperson
Karen	Hearring	Tiki Island	Alderperson
Douglass	Heath	City of Douglassville	Mayor
Mike	Heath	Pflugerville	Council Member
Noah	Heath	TxDOT	
Steve	Heath	Roanoke	Council Member
Dennis	Heatherly	Sundown	Alderperson
Brandon	Heaton	Gholson	Council Member
Brian	Heavner	Mount Pleasant	Council Member
Gerald	Hebert	City of Appleby	Mayor
Robert	Hebert	Fort Bend County	County Judge
Tom	Heck	Hall County	Sheriff
Randy	Hector	Comfort ISD	
Molly	Hedrick	City of Franklin	Mayor
Jerry	Hefley	Wheeler County	County Judge
Kendall	Hefley	Wheeler	Mayor Pro Tem
Bruce	Heflin	Cochran County	County Commissioner
Frank	Hefner	City of Bryson	City Secretary
Jerry	Hefner	Hutchinson County	County Commissioner
Robby	Hefton	City of Sherman	City Manager
John	Hegemier	City of Bandera	Mayor
Ronald	Heggemeier	City of Petersburg	City Manager
Joyce	Hegler	Leary	Alderperson
Lorraine	Hehn	Manvel	Mayor Pro Tem
James	Heid	City of Clifton	Mayor
Brian	Heideman	Uhland	Alderperson
Daniel	Heideman	Uhland	Alderperson
William	Heidemann	City of Corinth	Mayor
Jennifer	Heidt	Webster	Council Member
Katrina	Heifner	Josephine	Alderperson
Mike	Heiligenstein	Central Texas Regional Mobility Authority	Executive Director
Mike	Heiligenstein	Central Texas RMA	Executive Director
Steve	Heim	Ore City	Alderperson
Richard	Hein	Fritch	Mayor Pro Tem
Marja	Heinert	Alba	Mayor Pro Tem
Martin	Heines	City of Tyler	Mayor

First Name	Last Name	Organization	Title/District
Martin	Heines	City of Tyler	Mayor
Mark	Heinrich	Lubbock County	County Commissioner
Mark	Heinrich	Lubbock County	Commissioner Precinct 2
Bob	Heintzelman	Shavano Park	Alderperson
Ron	Heinz	Bayview, Town of	Alderperson
Julie	Heinze	City of Lewisville	City Secretary
Allen	Hejl	Thorndale	Council Member
Scott	Hejny	Ennis	Commissioner
Darryl	Helfer	Moulton	Council Member
Virgil	Helm	DeSoto	Council Member
Fred	Helmerichs	San Leanna, Village of	Alderperson
Richard	Helmle	Morgan's Point	Council Member
Paul	Helms	Roxton	Mayor Pro Tem
Jerry	Helmuth	Follett	Alderperson
Celina	Hemmeter	City of Eden	City Secretary
Kim	Hemmi	City of Scotland	City Secretary
Timothy	Hemphill	Normangee	Council Member
Andrew	Henderson	McGregor	Mayor Pro Tem
Billy	Henderson	Fisher County	County Commissioner
Bruce	Henderson	Dickinson	Council Member
Charles	Henderson	Crowell	Alderperson
Glen	Henderson	Goldsmith	Council Member
Kim	Henderson	Joshua	Council Member
L. H.	Henderson	Camp County	County Commissioner
Linda	Henderson	TxDOT ENV	
Lisa	Henderson	City of Plano	City Secretary
Nancy	Henderson	Buffalo Gap	Alderperson
Rand	Henderson	Montgomery County	Sheriff
Scottie	Henderson	Marlin	Council Member
Stacy	Henderson	City of Lucas	City Secretary
Tina	Henderson	Corinth	Mayor Pro Tem
Brad	Hendrick	Cuero	Council Member
Don	Hendrick	Diboll	Alderperson
Carolyn	Hendricks	Gainesville	Council Member
Craig	Hendricks	Huxley	Alderperson
Greg	Hendricks	Groom	Alderperson
Mike	Hendricks	City of Luling	Mayor
Paul	Hendricks	Town of Fairview	Council Member
Prentice	Hendricks	Huxley	Mayor Pro Tem
Monica	Hendrix	City of Lorena	City Secretary
Lynn	Henley	City of Nocona	City Manager
Terry	Henley	Meadows Place	Mayor Pro Tem
Jean	Hennagin	Lakeway	Council Member
Mike	Hennefer	Carrollton	Council Member
Jay	Hennette	La Vernia	Alderperson
David	Hennig	Lott	Council Member
Ammie	Hennigan	City of Muenster	City Secretary
	Henrietta Turner	City of Floresville	
Charlie	Henry	Anahuac	Mayor Pro Tem
Chuck	Henry	Tehuacana	Council Member
Darla	Henry	City of Como	Mayor
Jimmy	Henry	Walker County	County Commissioner
Mark	Henry	Galveston County	County Judge
Pat	Henry	Cochran County	County Judge
Erman	Hensel	Mount Pleasant	Council Member
Bill	Henshaw	Briaroaks	Council Member
Susan	Hensley	City of Montgomery	City Secretary
Danny	Henson	Hansford County	County Commissioner
Janice	Henson	City of Quitaque	Mayor
Lynda	Henson	Staples	Council Member
Daniel	Herbert	Aledo	Council Member
David	Herbert	City of Heath	Director of Public Works
Mark	Herbold	Seguin	Council Member
Harvey	Hercik	Schulenburg	Mayor Pro Tem
Martha	Herden	City of Blanco	Mayor
Kristan	Hereford	TxDOT	San Angelo
Kristan	Hereford	TxDOT San Angelo	
Kristan	Hereford	TxDOT	
James	Hering	City of McGregor	Mayor
Alois	Herman	Shiner	Alderperson
Joe	Hermes	City of Edna	Mayor
Ambrosio	Hernandez	City of Pharr	Mayor
Cassandra	Hernandez	City of El Paso	Councilmember, District 3
Christina	Hernandez	City of Cactus	City Secretary
Cristella	Hernandez	Mercedes	Commissioner

First Name	Last Name	Organization	Title/District
Dora	Hernandez	Itasca	Alderperson
Dr. Ambrosio “Amos”	Hernandez	City of Pharr	Mayor
Eduardo	Hernandez	Columbus	Alderperson
Francisca	Hernandez	Brackettville	Alderperson
Gabriela	Hernandez	City of Beeville	City Secretary
George	Hernandez	Point Comfort	Council Member
Georgina	Hernandez	City of Bertram	City Secretary
Geronimo	Hernandez	Venus	Alderperson
Gloria	Hernandez	Dimmitt	Council Member
Gloria	Hernandez	Eagle Pass	Council Member
Hoss	Hernandez	Palmview	Council Member
Irma	Hernandez	City of Menard	City Secretary
Ismael	Hernandez	Texhoma	Mayor Pro Tem
Jose	Hernandez	Seagoville	Council Member
Judy	Hernandez	City of Los Ybanez	City Secretary
Julian	Hernandez	Pearsall	Mayor Pro Tem
Kay	Hernandez	Trinidad	Mayor Pro Tem
Kenneth	Hernandez	Pleasanton	Council Member
Lisa	Hernandez	City of Lorenzo	City Secretary
Lydia	Hernandez	City of Somerset	Mayor
Marco	Hernandez	Ennis	Commissioner
Margarita	Hernandez	COSA-TCI	
Nancy	Hernandez	Marquez	Alderperson
Natasha	Hernandez	Clint	Alderperson
Rene	Hernandez	City of Yorktown	Mayor
Rene	Hernandez	Yorktown	Council Member
Richard	Hernandez	Menard	Alderperson
Robert	Hernandez	City of Latexo	Mayor
Rudy	Hernandez	Monahans	Council Member
Sally	Hernandez	Travis County	Sheriff
Sandra	Hernandez	Clint	Alderperson
Valentino	Hernandez	Waelder	Mayor Pro Tem
Veronica	Hernandez	Diboll	Alderperson
Victor	Hernandez	Elsa	Mayor Pro Tem
Victor	Hernandez	Presidio	Alderperson
Yvette	Hernandez	City of El Paso	
Lisa	Hernandez	City of Natalia	
Jack	Herod	Barry	Alderperson
Jim	Herren	McLendon-Chisholm	Council Member
Art	Herrera	VIA Metropolitan Transit	
Gary	Herrera	Vidor	Council Member
Marty	Herrera	Coolidge	Alderperson
Robert	Herrera	City of Cibolo	City Manager
Teresa	Herrera	City of Palestine	City Secretary
Charles	Herring	Campbell	Mayor Pro Tem
Sandra	Herring	City of Marlin	City Secretary
W.	Herring	Brenham	Council Member
William	Herring	City of Devine	Mayor
William L.	Herring	City of Devine	
William L.	Herring	City of Devine	Mayor
Dan	Herrington	Hallsville	Mayor Pro Tem
David	Herrington	Ivanhoe	Council Member
Jimmy	Herrington	Chester	Alderperson
Waunesa	Herrington	City of Zavalla	City Secretary
Steve	Herrmann	Fate	Council Member
Russell	Herron	City of Hilshire Village	Mayor
Dave	Hertel	Village of Briarcliff	Mayor Pro Tem
Tanner	Hess	City of McLean	Mayor
Michael	Hesse	Farmersville	Alderperson
Tom	Hesse	City of Brownfield	Mayor
John	Hesser	Georgetown	Mayor Pro Tem
Mike	Hestand	Powell	Council Member
Bill	Hester	Haskell County	County Commissioner
Marie	Hetenberger	Teague	Alderperson
Bill	Hethcock		Reporter - Transportation
Sharlene	Hetzel	Coleman	Council Member
Susan	Hewitt	Ingleside On The Bay	Mayor Pro Tem
Ron	Hewlett	City of Berryville	Mayor
Frances	Hibbs	City of Amarillo	City Secretary
Arvel	Hibdon	Goree	Council Member
Brittany	Hibdon	City of Bailey	City Secretary
Michael	Hibdon	Cottonwood Shores	Council Member
Randy	Hibdon	City of Goree	Mayor
Beverly	Hickerson	Hackberry	Mayor Pro Tem
Paul	Hickey	Whitehouse	Council Member

First Name	Last Name	Organization	Title/District
Sylvia	Hickey	City of DeCordova	City Secretary
Annette	Hickman	City of Chester	City Secretary
Chad	Hicks	Hartley County	County Commissioner
Harold	Hicks	Callahan County	County Commissioner
James	Hicks	Troy	Alderperson
Jeff	Hicks	Lone Oak	Alderperson
Joel	Hicks	Cibolo	Council Member
Joel	Hicks	City of Cibolo	
Joel W.	Hicks	City of Cibolo	
John	Hicks	Rochester	Alderperson
Jonathan	Hicks	Post Oak Bend City	Alderperson
Mark	Hicks	Lufkin	Mayor Pro Tem
Michelle	Hicks	City of Lacy Lakeview	City Secretary
Robin	Hicks	City of Seabrook	City Secretary
Roschelle	Hicks	Brazoria	Alderperson
Tommy	Hicks	City of Denver City	Mayor
Jamie	Hidalgo	City of Camp Wood	City Secretary
Sarah	Hidalgo-Cook	Southwest Area Regional Transit	Transportation Director
Kimberly	Hiebert	Aledo	Mayor Pro Tem
Tommy	Hiebert	San Angelo	Council Member
Tommy	Hiebert	City of San Angelo	Councilmember, District 1
W. R.	Hierholzer	Kerr County	Sheriff
Steve	Higginbotham	Henderson	Council Member
Susan	Higginbotham	City of Chireno	Mayor
J.R.	Higgins	City of Tolar	Director of Public Works
Larry	Higgins	Hillcrest Village	Alderperson
Lori	Higgins	City of Baird	City Secretary
Ronald	Higgins	City of Red Lick	Mayor
W. F.	Higgins	Clarksville	Council Member
Pam	Higgs Woodall	City of Ovilla	City Secretary
Steve	Highfield	Snyder	Mayor Pro Tem
Lisa	Hight	City of Mertzon	Mayor
Gary	Hightower	Dodson	Alderperson
Glenn	Hightower	Buffalo	Council Member
Tommy	Hightower	Dodson	Alderperson
Bob	Higley	West University Place	Council Member
	Hilario De La Pena	San Antonio Living History Association	President
Patricia	Hilborn	Haslet	Council Member
April	Hilbrich	City of Victoria	City Secretary
David	Hildebrand	Burleson County	County Commissioner
Todd	Hileman	City of Denton	City Manager
A J	Hill	Holland	Council Member
April	Hill	City of Roanoke	City Secretary
Bill	Hill	City of Shavano Park	City Manager
Carol	Hill	Burleson County	County Commissioner
David	Hill	Waxahachie	Council Member
Dayna	Hill	Lakeside	Mayor Pro Tem
Deja	Hill	Manor	Council Member
Jan	Hill	Town of Fulton	City Secretary
Jane	Hill	Vidor	Council Member
Jeremy	Hill	Childress County	County Commissioner
Joey	Hill	Anderson County	County Commissioner
Judy	Hill	City of Nevada	City Secretary
Laura	Hill	City of Southlake	Mayor
Mark	Hill	Coppell	Council Member
Mark	Hill	Henrietta	Alderperson
Mitch	Hill	Haslet	Council Member
Pat	Hill	Lake Worth	Council Member
Roy	Hill	City of Fairfield	Mayor
Russell	Hill	Rocky Mound	Alderperson
Shad	Hill	Lometa	Council Member
Steven	Hill	Copper Canyon	Council Member
Susan	Hill	City of South Padre Island	City Secretary
Tartisha	Hill	Balch Springs	Mayor Pro Tem
Trey	Hill	City of Emory	Mayor
Vance	Hill	Brown County	Sheriff
Frank	Hillbolt	Round Top	Alderperson
Botie	Hillhouse	Henderson County	Sheriff
Barry	Hilliard	Runnels County	County Judge
CJ	Hilliard	Pilot Point	Council Member
Christian	Hillin	Valley Mills	Alderperson
Chris	Hillman	City of Irving	City Manager
David	Hillock	City of Little Elm	Mayor
Fred	Hilscher	City of Shiner	Mayor
Jason	Hilts	Brownsville EDC	President & CEO

First Name	Last Name	Organization	Title/District
David	Himsel	Baytown	Council Member
Brent	Hinckley	City of Mason	Mayor
Gary	Hinders	City of Canyon	Mayor
Mark	Hindman	City of North Richland Hills	City Manager
Amanda	Hines	Village of Kenedy	City Secretary
Doris	Hines	City of Jefferson	City Secretary
Robert	Hines	Cumby	Alderperson
Shane	Hines	New Braunfels	Council Member
Steve	Hines	Bronte	Council Member
Susan	Hines	Lometa	Council Member
Tom	Hines	Hutto	Council Member
Tom	Hines	Hutto	Mayor Pro Tem
Bob	Hink	Wheeler County	County Commissioner
Jerry	Hinkel	Round Top	Alderperson
Jose	Hinojos	CBP-El Paso Field Office	
Paul	Hinojos	Reeves County	County Commissioner
Rudy	Hinojos	Van Horn	Alderperson
Belinda	Hinojosa	City of Plainview	City Secretary
Hector	Hinojosa	Kingsville	Commissioner
Henry	Hinojosa	City of Mercedes	Mayor
Joe	Hinojosa	Kleberg County	County Commissioner
Lando	Hinojosa	Freer	Alderperson
Manuel	Hinojosa	La Villa	Alderperson
Raul	Hinojosa	Santa Rosa	Alderperson
Richard	Hinojosa	City of Edinburg	City Manager
Brianna	Hinojosa-Flores	Coppell	Council Member
Joan	Hinshaw	Nolanville	Council Member
Anthony	Hinsley	Foard County	County Commissioner
Garth	Hinze	Nacogdoches	Council Member
John	Hinze	Sealy	Council Member
Jim	Hirth	Crowley	Mayor Pro Tem
Anita	Hisey	Granite Shoals	Council Member
Denise	Hitt	Taft	Mayor Pro Tem
Tommy	Hitzfeld	El Campo	Council Member
Jondra	Hixon	City of Winnsboro	City Secretary
Sarita	Hixon	Kenedy County	County Commissioner
Craig	Hlavinka	Port of Bay City - Matagorda Harbor	Harbor Master
Lisa	Hobbs	Ore City	Alderperson
John	Hobson	City of Sinton	City Manager
Michael	Hoch	Glasscock County	County Commissioner
Jared	Hockema	City of Port Isabel	City Manager
Bobby	Hocking	City of La Marque	Mayor
Calvin	Hodde	City of Lacy Lakeview	Mayor
Jessica	Hodge	Uhland	Alderperson
Kevin	Hodge	City of Childress	City Manager
Mike	Hodge	City of Marble Falls	City Manager
Diann	Hodges	TxDOT	Austin
Greg	Hodges	Anton	Alderperson
Jeff	Hodges	Town of Prosper	Council Member
JR	Hodges	Knox City	Council Member
Randy	Hodges	City of Lone Star	Mayor
Roy	Hodges	Crane County	County Judge
Shirley	Hodges	China	Alderperson
Stephanie	Hodges	City of Godley	City Secretary
Wayne	Hodges	Burke	Alderperson
Ralph	Hoelscher	Tom Green County	County Commissioner
Ralph	Hoelscher	Tom Green County	Commissioner Precinct 1
Eric	Hoff	La Feria	Commissioner
Sean	Hoff	Scotland	Alderperson
Dick	Hoffman	Payne Springs	Mayor Pro Tem
Major	Hofheins	San Angelo MPO	Director
Paul	Hofmann	City of Bellaire	City Manager
Kevin	Hogg	Riesel	Council Member
Matt	Hogg	Dawson County	Sheriff
Aaron	Hogue	Dawson	Alderperson
Eric	Hogue	City of Wylie	Mayor
Jay	Hogue	Cibolo	Council Member
Norman	Hogue	Willow Park	Council Member
Major	Hoheins	San Angelo MPO	
John	Hohenshelt	Rockwall	Council Member
Belinda	Hohhertz	City of Tye	City Secretary
Summer	Holbrook	Pottsboro	Alderperson
Bobby	Holcomb	Poynor	Alderperson
Greg	Holden	Jersey Village	Council Member
Rick	Holden	City of Alvarado	City Manager

First Name	Last Name	Organization	Title/District
Shawn	Holden	City of Italy	Director of Public Works
Jim	Holder	City of Glen Rose	Director of Public Works
Joe	Holder	Beverly Hills	Council Member
Kolby	Holder	De Kalb	Alderperson
Fred	Holguin	Forsan	Alderperson
Ramon	Holguin	Forsan	Alderperson
Margie	Holisky	China Grove	Council Member
Donald	Holladay	Howardwick	Alderperson
Anthony	Holland	City of Johnson City	City Secretary
Bobby	Holland	Martin County	County Commissioner
Charlene	Holland	Mertzon	Council Member
Daron	Holland	Sherman	Council Member
John	Holland	Gruver	Commissioner
Steve	Holland	River Oaks	Council Member
Todd	Holland	Granite Shoals	Council Member
Virgil	Holland	Wood County	County Commissioner
Joe	Hollarn	City of Joshua	Mayor
George	Holleman	City of Centerville	Director of Public Works
Gregory	Hollen	City of Quitman	City Administrator/Secretary
Holly	Holleway	Grey Forest	Council Member
Jackie	Holley	Cumby	Alderperson
Kyle	Hollier	Groves	Council Member
Dana	Hollingsworth	Fulshear	Alderperson
Lori	Hollingsworth	City of El Campo	City Secretary
Cabon	Hollis	TxDOT	
Carlson	Hollis	TxDOT	
Carson	Hollis	TxDOT	TxDOT District TA/SRTS Coordinator/Tyler District Office
Gerald	Hollis	Hutchins	Alderperson
Katherine	Hollis	Novice	Alderperson
Betty	Hollon	City of Bellville	City Secretary
Alice	Holloway	City of Pilot Point	City Secretary
Carmelina	Holloway	Decatur	Council Member
Joey	Holloway	San Augustine County	County Commissioner
Karl	Holloway	Cottle County	County Judge
Kaylynn	Holloway	City of Bee Cave	City Secretary
Nick	Holloway	Blossom	Council Member
Ricky	Holloway	Chireno	Mayor Pro Tem
Gary	Hollowell	Cooke County	County Commissioner
Jim	Hollowell	Winnsboro	Council Member
Mary	Hollowell	Grand Saline	Council Member
Mary Jane	Hollowell	City of Grand Saline	
Greg	Holly	Ward County	County Judge
Cyndie	Holmes	Mountain City	Council Member
Jim	Holmes	Waco	Mayor Pro Tem
John	Holmes	Belton	Council Member
Merlyn	Holmes	Kilgore	Commissioner
Mitch	Holmes	Keller	Council Member
Rodney	Holmes	City of Boyd	Mayor
Scherri	Holmes	Oak Ridge	Mayor Pro Tem
Stephen	Holmes	Galveston County	County Commissioner
Billy	Holson	City of Albany	City Manager
Eddie	Holt	Round Mountain	Alderperson
Frank	Holt	Bruceville - Eddy	Council Member
Grant	Holt	Navasota	Mayor Pro Tem
Jay	Holt	Coahoma	Mayor Pro Tem
Joan	Holt	Port Aransas	Council Member
Joe	Holt	City of Josephine	Mayor
Ken	Holt	Fisher County	County Judge
Tommy	Holt	Reagan County	County Commissioner
Will	Holt	Stephens County	Sheriff
Michael	Holton	City of Iowa Colony	Mayor
Marvin	Holub	City of East Bernard	Mayor
David	Holubec	City of Bay City	City Secretary
Rubin	Holzer	COH Bike Advisory Committee	
Mike	Homan	Oglesby	Alderperson
Joe	Homer	City of Groom	Mayor
Susie	Homeyer	City of Navasota	City Secretary
Dean	Homstad	Knox County	Sheriff
Arthur	Honore	Stafford	Council Member
Les	Hons	Seymour	Council Member
Bill	Honza	Ennis	Commissioner
Cindy	Hood	Nome	Alderperson
Kevin	Hood	White Oak	Council Member
Brian	Hooker	Wichita Falls	Council Member
Janice	Hooker	Bloomburg	Alderperson

First Name	Last Name	Organization	Title/District
Alan	Hooks	City of Blue Mound	Mayor
Margie	Hooks	Blue Mound	Council Member
Pam	Hooks	Zavalla	Mayor Pro Tem
Mark	Hooper	Iola	Alderperson
Rich	Hooper	Princeton	Alderperson
Kelly	Hoot	City of Point Blank	City Secretary
Barbara	Hooten	City of Menard	Mayor
David	Hoover	City of Colorado City	City Manager
Kathy	Hoover	City of Gilmer	City Secretary
KC	Hope	Roscoe	Alderperson
Andy	Hopkins	Celina	Alderperson
Wiley	Hopkins	Buda	Mayor Pro Tem
Brenda	Hoppe	Magnolia	Council Member
Harlan	Hopper	Loving County	County Commissioner
Kathy	Hopper	Haslet	Council Member
Tonya	Hopper	City of Crowell	City Secretary
Molly	Hopson	City of Malone	City Secretary
Raymond	Hopson	Jasper	Mayor Pro Tem
Patricia	Horan	City of Weinert	City Secretary
Steven	Horelica	Devers	Mayor Pro Tem
Dawn	Horn	Oak Valley	Council Member
Geoff	Horn	Navasota	Council Member
John	Horn	Hunt County	County Judge
Mary	Horn	Denton County	County Judge
Mimi	Horn	TxDOT	
Nancy	Horn	Petersburg	Council Member
Paul	Horn	City of Alvin	Mayor
Tom	Horn	Nocona	Council Member
Ronald	Hornberger	City of Olmos Park	Mayor
Ronald	Hornberger	City of Olmos Park	
Richard	Horner	Santa Anna	Alderperson
Mike	Hornes	City of Palestine	City Manager
William	Hornsby	Gilmer	Mayor Pro Tem
Tom	Hornseth	Comal County	
Tom	Hornseth	Comal County	
J.	Horry	City of Alpine	Interim City Manager
Michael	Horstman	Southmayd	Alderperson
Cynthia	Horton	Dodd City	Council Member
Lane	Horwood	City of Sterling City	Mayor
Diane	Hosea	City of Ingleside On The Bay	City Secretary
Frank	Hosey	Refugio	Alderperson
Jake	Hoskins	Lake City	Alderperson
Robert	Hoskins	Baytown	Council Member
Razi	Hosseini	City of San Antonio	Director TCI
Al	Hostetler	City of Village of Briarcliff	Mayor
Sharla	Hotchkiss	Midland	Council Member
Sharla	Hotchkiss	City of Midland	Councilmember, District 3
Ernie	Houdashell	Randall County	County Judge
Brent	Houdmann	City of Falls City	Mayor
Genevieve	Hough	Menard	Alderperson
Charles	Houk	Royse City	Council Member
Jodie	House	City of Crosbyton	City Secretary
Tommy	House	Three Rivers	Alderperson
Bill	Houston	City of Midlothian	Mayor
Biz	Houston	Gaines County	County Commissioner
Ken	Houston	City of Lefors	Mayor
Ora	Houston	Austin	Council Member
Ora	Houston	City of Austin	City Councilmember
Susie	Houston	City of Laguna Vista	Mayor
Tim	Houston	City of Olney	City Secretary
Bob	Howard	Woodway	Council Member
David	Howard	Follett	Alderperson
Edward	Howard	Congresswoman Sheila Jackson Lee's Office	
Howell	Howard	Center	Council Member
John	Howard	City of Agua Dulce	Mayor
John	Howard	Donley County	County Judge
Johvonne	Howard	Laguna Vista	Council Member
Mathew	Howard	City of Clyde	Mayor
Michael	Howard	Follett	Alderperson
Natalie	Howard	City of Meadow	Mayor
Phillip	Howard	City of Grey Forest	Mayor
Rick	Howard	Seagoville	Council Member
Sharon	Howard	City of Penelope	City Secretary
Sherry	Howard	City of Tom Bean	Mayor

First Name	Last Name	Organization	Title/District
Susan	Howard	TxDOT Office of Public Involvement - OPI	Public Involvement Section Director
Teresa	Howard	Millsap	Alderperson
Betty	Howe	Village of Timbercreek Canyon	City Secretary
Debra	Howe	City of Castroville	City Secretary
Marlye	Howe	City of Callisburg	City Secretary
Michael	Howe	Town of Hollywood Park	Council Member
Harold	Howell	Rusk County	County Commissioner
Kenny	Howell	Johnson County	County Commissioner
Kevin	Howell	Carson County	County Commissioner
Michael	Howell	Tyler Area MPO	
Mike	Howell	City of Gun Barrell	
Regina	Howell	Bandera Independent School District	
Tim	Howell	City of Castle Hills	Mayor
Timothy A.	Howell	City of Castle Hills	
Lance	Howerton	City of Mineral Wells	City Manager
Pamela	Howeth	Sherman	Council Member
Doug	Howland	RMA	
Emily	Howse	City of Cooper	City Secretary
David	Hoy	Stonewall County	County Commissioner
Matthew	Hoyt	New Braunfels	Council Member
Nancy	Hranicky	Kurten	Alderperson
Jon	Hrncirik	Seymour	Mayor Pro Tem
Matt	Hromas	Bovina	Alderperson
Tom	Huang	Dallas Morning News	Asst. Editor Community Engagment
Johnny Jack	Hubbard	Rising Star	Alderperson
Tammy	Hubbart	City of Vega	City Secretary
Clayton	Hubble	Anton	Alderperson
Rachel	Huber	Ovilla	Council Member
K. M.	Hubert	City of Goliad	City Administrator/Secretary
Brandon	Huckabee	Stephenville	Council Member
Jenny	Huckabee	City of Aubrey	City Secretary
Kevin	Huckabee	City of Jefferson	City Manager
Caitlyn	Huddleston	City of Gainesville	City Secretary
Diane	Huddleston	Liberty	Mayor Pro Tem
Darrian	Hudman	City of Corrigan	City Manager
Steve	Hudnall	Camp County	County Commissioner
Carolyn	Hudnell	Bishop Hills	Alderperson
Danny	Hudson	Retreat	Alderperson
Esmeralda	Hudson	City of Waco	City Secretary
Jerome	Hudson	Manvel	Council Member
Rene	Hudson	Cockrell Hill	Alderperson
Gerard	Hudspeth	Denton	Council Member
Ann	Huebner	Staples	Alderperson
Justin	Huebner	Industry	Alderperson
Billy	Huerta	City of Odem	Mayor
Martin	Huerta	Odem	Alderperson
Rebecca	Huerta	City of Corpus Christi	City Secretary
Luther	Hueske	Washington County	County Commissioner
Lori	Huett	TxDOT	Atlanta
Lori	Huett	TxDOT	
Kevin	Huevas [sic]	HA MPO NEP	
Beverly	Huey	Thorntonville	Council Member
Ken	Huey	City of Gustine	Mayor
Jim	Huff	Live Oak County	County Judge
Lynn	Huff	Edom	Council Member
Sereca	Huff-Huggins	City of Van	City Secretary
Beverly	Huffman	Walnut Springs	Mayor Pro Tem
George	Huffman	City of Archer City	City Manager
Jane	Huffman	Brady	Council Member
John	Huffman	Southlake	Council Member
Shona	Huffman	Frisco	Council Member
Vickie	Huffman	Goree	Mayor Pro Tem
Wayne	Huffman	City of Trinity	Mayor
Lyle	Hufstetler	AACOG	
Kelly	Huges	New Hope, Town of	Council Member
Jeannette	Hugghins	City of Bulverde	City Secretary
Lloyd	Huggins	Hamilton County	County Commissioner
Ivan	Hughes	Addison, Town of	Mayor Pro Tem
James	Hughes	Tyler County	County Commissioner
Jud	Hughes	Thornton	Mayor Pro Tem
Keith	Hughes	Terrell County	Sheriff
Kenneth	Hughes	Fairfield	Alderperson
Konni	Hughes	Combine	Council Member
Leroy	Hughes	City of San Augustine	Mayor
Wallace	Hughey	Palmer	Alderperson

First Name	Last Name	Organization	Title/District
Mike	Hughs	Collingsworth County	County Commissioner
Jane	Hughson	San Marcos	Council Member
Alan	Hugley	City of Red Oak	Mayor
Kevin	Hugman	City of Duncanville	City Manager
Johnny	Huizar	City of Pleasanton	Interim City Manager
Rose	Huizar	City of Poth	City Secretary
Greg	Hulett	White Oak	Mayor Pro Tem
Nin	Hulett	City of Granbury	Mayor
Corey	Hull	City of Carbon	Mayor
Ryan	Hull	Chireno	Alderperson
Larry	Hulsey	Somervell County	County Commissioner
Todd	Hulsey	Burleson	Council Member
Lynda	Humble	City of Bastrop	City Manager
Darryl	Humphrey	City of Kendleton	Mayor
Joe	Humphrey	Rains County	County Commissioner
Shawn	Humphrey	Jefferson	Alderperson
Tish	Humphrey	Huntsville	Council Member
Cole	Humphreys	Grand Prairie	Council Member
Glenn	Humphries	City of Van Horn	Mayor
Julie	Humphries	City of Angus	Mayor
Heath	Humphry	Clarksville	Council Member
Glenda	Hundl	Brookside Village	Council Member
Richard	Hundley	Whitney	Alderperson
Wendi	Hundley	Rollingwood	Alderperson
Nedra	Hunnicut	Channing	Commissioner
Charlie	Hunt	Hallsville	Alderperson
Courtney	Hunt	City of Grandfalls	City Secretary
Douglas	Hunt	Ovilla	Council Member
Geoffrey	Hunt	Seadrift	Alderperson
Jeff	Hunt	City of Santa Clara	Mayor
Karen	Hunt	City of Coppell	Mayor
Michael	Hunt	Kaufman County	County Commissioner
Wayne	Hunt	Jackson County	County Commissioner
Clayton	Hunter	Ferris	Alderperson
Eric	Hunter	City of Reno	Mayor
Michael	Hunter	Corpus Christi	Council Member
Stephen	Hunter	City of Hallettsville	Mayor
Tommy	Hunter	Tioga	Alderperson
Vicki	Hunter	Uhland	Mayor Pro Tem
Michael T.	Hunter	City of Corpus Christi	Council Member, At-Large
Bob	Hurley	Atascosa County	County Judge
Mike	Hurst	Farmersville	Mayor Pro Tem
Robert	Hurst	Bulverde	Council Member
Jay	Hurt	King County	County Commissioner
Weldon	Hurt	Abilene	Council Member
Weldon W.	Hurt	City of Abilene	Place 4
Leticia	Hurtado-Miranda	San Elizario	Alderperson
Cindy	Husbands	City of Buffalo Gap	City Secretary
David	Huseman	City of Morgan's Point Resort	City Manager
Virgil	Huseman	Nazareth	Commissioner
Gary	Husfeld	Grimes County	County Commissioner
Rebecca	Huss	Montgomery	Council Member
Ray	Hutchens	Hideaway	Mayor Pro Tem
Doug	Hutcheson	City of Wolfforth	Director of Public Works
Joann	Hutchins	Loraine	Alderperson
Keith	Hutchison	City of Rio Vista	Mayor
Matt	Hutsell	Tolar	Mayor Pro Tem
Cecil	Hutson	Combine	Council Member
David	Hutson	Red River County	County Commissioner
Greg	Hutson	City of Gilmer	City Manager
Sara	Hutson	Rollingwood	Alderperson
Roderick	Hutto	City of Kountze	City Manager
Karl	Hutton	Gonzales County	Emergency Mgmt. Coordinator
Stephanie	Hyman	Mount Vernon	Council Member
Kelli	Hynes	Point Comfort	Council Member
EC	Ice	City of Hamlin	Mayor
Donald	Iles	City of Hemphill	City Manager
Randy	Immel	City of Higgins	City Manager
Randy	Immel	Lipscomb County	County Commissioner
Debbie	Ingalsbe	Hays County	County Commissioner
Delores	Inge	Moody	Council Member
Berry	Ingram	Crane	Alderperson
Donna	Ingram	City of San Patricio	City Secretary
James	Ingram	Martin County	Sheriff
John	Ingram	McAllen	Commissioner

First Name	Last Name	Organization	Title/District
Ronald	Ingram	Hardeman County	County Judge
Tim	Ingram	Titus County	Sheriff
Veresa	Ingrum	Malone	Mayor Pro Tem
Linda	Inman	Town of Providence Village	Alderperson
Tami	Inman	Bayou Vista	Alderperson
Randolph S.	Insley	Port of Victoria	Vic. County Nav. Dist
Emma	Ipaye	Glenn Heights	Council Member
Sheyi	Ipaye	City of Forest Hill	City Manager
Jeff	Irvin	Stinnett	Alderperson
Lou	Irvin	City of Daingerfield	Mayor
Kim	Irving	Watauga	Council Member
Cindy	Irwin	Hutchinson County	County Judge
Larry	Irwin	Reklaw	Alderperson
Stacy	Irwin	City of Thorndale	City Secretary
Patricia	Isaguirre	City of Hale Center	City Secretary
John	Isbell	Meadows Place	Alderperson
Royce	Isbell	Holiday Lakes	Council Member
S.	Isbell	Hutchinson County	County Commissioner
Dillon	Ischy	Jarrell	Alderperson
Jennifer	Iselt	Pyote	Mayor Pro Tem
Gayle	Isenhower	Putnam	Alderperson
Scotty	Isham	Blanket	Mayor Pro Tem
Kristen	Ishihara	Longview	Council Member
Kristen	Ishihara	City of Longview	Councilmember, District 4
Larry	Isom	Reagan County	County Judge
Jaime	Isquierdo	Crystal City	Council Member
Clint	Ives	Victoria County	County Commissioner
Chris	Ivey	Blooming Grove	Alderperson
Lewis	Ivey	Diboll	Mayor Pro Tem
Mark	Ivey	Petrolia	Mayor Pro Tem
Rhonda	Ivy	Coolidge	Mayor Pro Tem
Ted	Ivy	Huntington	Mayor Pro Tem
Jeffrey	Jacinto	Comanche	Council Member
Jason	Jack	Tulia	Council Member
Rodney	Jack	City of Sansom Park	Director of Public Works
Abby	Jackson	Covington	Council Member
Andy	Jackson	Salado, Village of	Alderperson
Billy	Jackson	Fort Stockton	Mayor Pro Tem
Brenda	Jackson	City of Groesbeck	City Secretary
Charles	Jackson	City of Pearsall	City Manager
Clay	Jackson	City of Powell	Mayor
Cliff	Jackson	Dublin	Mayor Pro Tem
Dick	Jackson	Whitehouse	Council Member
Don	Jackson	Blanco County	Sheriff
Donna	Jackson	Mercedes Chamber of Commerce	Office Manager
Ernest	Jackson	Crockett	Alderperson
Florence	Jackson	Arcola	Mayor Pro Tem
Franky	Jackson	Italy	Mayor Pro Tem
Judy	Jackson	Throckmorton	Mayor Pro Tem
Kandi	Jackson	City of Seagoville	City Secretary
Maria	Jackson	City of Missouri City	City Secretary
Pete	Jackson	Upton County	County Commissioner
Randy	Jackson	Archer County	County Judge
Richard	Jackson	Kermit	Alderperson
Richard L.	Jackson	County Judge	
Richard L.	Jackson	Wilson County	County Judge
Rodrick	Jackson	Hearne	Council Member
Russ	Jackson	Tyler Transit District	Transit Manager
Scot	Jackson	Erath County	County Commissioner
Stacy	Jackson	Melissa	Council Member
Tamikia	Jackson	Groesbeck	Alderperson
Tye	Jackson	City of Strawn	Mayor
Donna	Jacob	Bellville	Alderperson
Maury	Jacob	TxDOT	Transportation Specialist
Patrick	Jacob	Town of Lakeside	Mayor
Gerd	Jacobi	Windcrest	Alderperson
Richard	Jacobs	Wilbarger County	County Commissioner
Molly	Jacobsen	City of Commerce	City Secretary
Kelly	Jacobson	City of Maypearl	Mayor
Marc	Jacobson	City of San Antonio	
Susan	Jaggers	City of Wimberley	Mayor
Stanley	Jaglowski	Lancaster	Council Member
Rodney	Jahn	Yoakum	Council Member
Ivan	Jaime	Union Pacific	Director of Border and Community Affairs
Greg	Jaklewicz	Abilene Reporter News	Editor/News Director

First Name	Last Name	Organization	Title/District
Jeff	Jakobeit	Creedmoor	Council Member
Brian	James	City of Schertz	Interim City Manager
Cory	James	City of	Director of Public Works
Deborah	James	Converse	Council Member
John	James	Collingsworth County	County Judge
Levi	James	Dallam County	County Commissioner
Nathaniel	James	New Waverly	Alderperson
Phyllis	James	Grayson County	County Commissioner
Willie	James	Live Oak County	County Commissioner
Danny	Jameson	Coleman	Mayor Pro Tem
Franklin	Jameson	Motley County	County Commissioner
Jeromy	Jameson	Matador	Alderperson
Johnette	Jameson	Duncanville	Council Member
	Jan Appleby	Mason County Historical Commission	Chairperson
Kevin	Janak	Victoria County	County Commissioner
Rhonda	Janak	Smithville	Council Member
Pat	Janca	La Grange	Council Member
Jay	Janecek	Bunker Hill Village	Council Member
Edward	Janecka	Fayette County	County Judge
Kevin	Janecka	Weimar	Alderperson
Keith	Janicek	Buckholts	Council Member
Steve	Janics	Robinson	Council Member
Cassie	Janish	Bellville	Alderperson
Corey	Jannett	Santa Fe	Mayor Pro Tem
Ronald	Jannett	Santa Fe	Council Member
Victoria	Janway	City of Pittsburg	City Secretary
Russell	Jarnagin	Vega	Alderperson
Joe	Jarosek	City of Canadian	City Manager
Benny	Jarvis	City of Lueders	Mayor
Jim	Jaska	City of Ross	Mayor
Robert	Jaska	Van Alstyne	Alderperson
Homer	Jasso	Edinburg	Council Member
Shirley	Jaster	City of Texarkana	City Manager
Pete	Jauer	Karnes County	County Commissioner
Daniel	Jaworski	Highland Village	Council Member
Billy	Jay	Roscoe	Mayor Pro Tem
Michael	Jaynes	Winnsboro	Council Member
Simpson	JD	Swell Cycle	
Bryan	Jeanes	Wood County	County Judge
James	Jeffers	City of Nacogdoches	City Manager
Larry	Jeffers	Clarendon	Council Member
Terry	Jeffers	Jones Creek, Village of	Alderperson
Trina	Jeffers	City of Angus	City Secretary
Harlan	Jefferson	Town of Prosper	Town Manager
Brenda	Jeffery	Gilmer	Council Member
Doug	Jeffrey	City of Vernon	Mayor
Ray	Jeffrey	Bulverde	Council Member
Heather	Jefts	Cedar Park	Council Member
Aaron	Jenkins	Paris	Council Member
Betty	Jenkins	Yantis	Alderperson
Carolyn	Jenkins	Kendleton	Council Member
Clay	Jenkins	Dallas County	County Judge
Clay	Jenkins	Dallas County	Judge
Crystal	Jenkins	City of Easton	City Secretary
David	Jenkins	Coffee City	Alderperson
Elizabeth	Jenkins	Cuney	Alderperson
James	Jenkins	Stanton	Mayor Pro Tem
Kerry	Jenkins	Reno	Council Member
Paul and Sherry	Jenkins	Blanco County Historical Commission	
Walter	Jenkins	Sunset Valley	Council Member
Bryant	Jennings	Kerens	Alderperson
David	Jennings	City of Shoreacres	Mayor
Mike	Jennings	Carson County	County Commissioner
Ray	Jennings	Bryson	Council Member
Shanae	Jennings	City of Irving	City Secretary
Sheila	Jennings	City of Farwell	City Secretary
Bruce	Jensen	TxDOT ENV	
Carl	Jensen	Leakey	Alderperson
Eric	Jensen	Town of Trophy Club	Council Member
Ron	Jensen	City of Grand Prairie	Mayor
	Jeri Rainey-Hinojosa	City of Castroville	
Jackie	Jerkins	Christine	Alderperson
Carl	Jernigan	City of Tenaha	Mayor
Donna	Jernigan	Tuscola	Alderperson
David Michael	Jerome	El Paso Chamber of Commerce	President and CEO

First Name	Last Name	Organization	Title/District
Jane	Jeschke	Miles	Mayor Pro Tem
Phil	Jeske	City of Olney	Mayor
Lawson	Jessee	Alamo Heights	Council Member
Charles	Jessup	City of Meadows Place	Mayor
Bart	Jetton	City of Reno	Mayor
Gary	Jetton	Byers	Alderperson
Craig	Jezek	City of Tioga	Mayor
Nicky	Jezisek	Anton	Alderperson
Ayodele	Jibowu	H-GAC	
Felipe "Fil"	Jimenez	502nd Air Base Wing	Technical Director for Installation Support
Felipe "Fil"	Jimenez	State Representative	
Gerard	Jimenez	Floresville	Council Member
Stefani	Jimenez	Brazos Transit District	Director of Administration
AJ	Jinkins	Village of Jones Creek	Alderperson
Janice	Jircik	Anahuac	Council Member
Douglas	Jistel	City of Wilmer	Director of Public Works
Eldon	Jobe	City of Brownfield	City Manager
Keith	Joesel	Elgin	Council Member
Olin	Joffrion	Carthage	Commissioner
Trace	Johannesen	Rockwall	Council Member
Michael	John	Pleak Village	Mayor Pro Tem
David	Johns	Floresville	Council Member
Mary	Johns	Morgan	Alderperson
Aaron	Johnson	Amarillo District Office	District Bicycle/Pedestrian Coordinator
Aaron	Johnson	TxDOT	Planner
Ann	Johnson	Stratford	Alderperson
Ashby	Johnson	CAMPO	Executive Director
Beverly	Johnson	City of Cuney	City Secretary
Brian	Johnson	City of Kennedale	Mayor
Carolyn	Johnson	Briaroaks	Council Member
Charles	Johnson	Baytown	Council Member
Charleston	Johnson	Timpson	Council Member
Charlie	Johnson	Palisades	Alderperson
Chris	Johnson	Cisco	Council Member
Coy	Johnson	Aubrey	Council Member
Craig	Johnson	Sulphur Springs	Council Member
Dan	Johnson	City of Richardson	City Manager
David	Johnson	Forney	Council Member
Debra	Johnson	City of Canton	City Secretary
Don	Johnson	Huntsville	Council Member
Dorothy	Johnson	City of Dayton Lakes	City Secretary
Flordia	Johnson	Toco	Alderperson
Frank	Johnson	City of Hillsboro	City Manager
Gail	Johnson	Ralls	Alderperson
Glenn	Johnson	City of Port Neches	Mayor
Gregory	Johnson	Killeen	Council Member
Hazel	Johnson	Jasper	Council Member
J.D.	Johnson	Tarrant County	County Commissioner
Jackie	Johnson	Old River-Winfree	Alderperson
Jared	Johnson	City of Denison	Mayor
Jennifer	Johnson	City of Texhoma	City Secretary
Jesse	Johnson	Carrizo Springs	Council Member
Jesse	Johnson	Crowley	Council Member
Jessie	Johnson	City of Cuney	Mayor
Jimmy	Johnson	Comanche County	County Commissioner
Joel	Johnson	Early	Council Member
John	Johnson	Dayton	Mayor Pro Tem
John	Johnson	Dublin	Alderperson
Joseph	Johnson	City of Anna	Director of Public Works
Joshua	Johnson	Childress	Alderperson
Joyce	Johnson	Center	Council Member
Joyce	Johnson	City of Tolar	City Secretary
Justin	Johnson	Gorman	Commissioner
Lowell	Johnson	Corinth	Council Member
Mark	Johnson	Fannin County	Sheriff
Nathan	Johnson	Floyd County	County Commissioner
Nathan	Johnson	Real County County	Sheriff
Paul	Johnson	City of Jonestown	Mayor
Peggy	Johnson	City of Nordheim	City Secretary
Randy	Johnson	Fairfield	Alderperson
Ray	Johnson	Grandview	Council Member
Reagan	Johnson	Mineral Wells	Council Member
Ron	Johnson	Abernathy	Alderperson
Ronnie	Johnson	Burleson	Council Member
Roy	Johnson	Cuero	Council Member

First Name	Last Name	Organization	Title/District
Samye	Johnson	San Augustine County	County Judge
Scott	Johnson	Hillsboro	Council Member
Scott	Johnson	New Fairview	Alderperson
Stephanie	Johnson	City of Neylandville	City Secretary
Teresa	Johnson	City of Gordon	City Secretary
Terri	Johnson	City of Glen Rose	City Secretary
Terry	Johnson	City of Tolar	Mayor
Valerie	Johnson	Marquez	Alderperson
W.H.	Johnson	City of Hale Center	Mayor
Wayne	Johnson	Red River County	County Commissioner
Willard	Johnson	Cisco	Council Member
J.D.	Johnson	Tarrant County	Commissioner Precinct 4
Betty	Johnston	City of Knox City	City Secretary
James	Johnston	Village of Briarcliff	Alderperson
Jeanne	Johnston	Santa Anna	Alderperson
Jeff	Johnston	City of Floydada	City Manager
Jennifer	Johnston	City of Fruitvale	Mayor
Jimmy	Johnston	O'Brien	Alderperson
Robert	Johnston	Anderson County	County Judge
Carl	Joiner	City of Kemah	Mayor
Ronny	Jolly	Tahoka	Council Member
Alex	Jones	Oak Ridge North	Council Member
Anderson	Jones	Lakeport	Alderperson
Anthony	Jones	Devers	Alderperson
Archie	Jones	City of Lockney	Mayor
Bill	Jones	Azle	Mayor Pro Tem
Brandon	Jones	Lewisville	Deputy Mayor Pro Tem
Bruce	Jones	Granite Shoals	Council Member
Cal	Jones	Port Arthur	Mayor Pro Tem
Carlie	Jones	Forest Hill	Council Member
Carolyn	Jones	Andrews	Mayor Pro Tem
Charles	Jones	Benjamin	Council Member
Cheryl	Jones	Seven Points	Council Member
Clifton	Jones	San Angelo Chamber	
Clint	Jones	City of Burke	City Manager
Cody	Jones	Canyon	Commissioner
Cody	Jones	Roxton	Alderperson
Courtney	Jones	TxDOT	Dallas
Darrell	Jones	Crockett	Alderperson
Dave	Jones	Rio Grande City	Commissioner
David	Jones	City of Ravenna	City Secretary
David	Jones	Tom Green County	Sheriff
Dean	Jones	Covington	Council Member
Deborah	Jones	Bastrop	Council Member
Dion	Jones	Roanoke	Council Member
Don	Jones	Coryell County	County Commissioner
Don	Jones	Jayton	Council Member
Don	Jones	Rusk	Council Member
Donald	Jones	Stafford	Council Member
Dorthea	Jones	Texas City	Commissioner
Evelyn	Jones	Arcola	Council Member
Fred	Jones	Giddings	Mayor Pro Tem
Gary	Jones	Glasscock County	County Commissioner
Greg	Jones	Uncertain	Mayor Pro Tem
H. David	Jones	City of Lubbock	Executive Director
HD	Jones	Brownwood	Council Member
J. Gary	Jones	Katy	Council Member
Jake	Jones	Pyote	Alderperson
James	Jones	Blooming Grove	Mayor Pro Tem
Jeff	Jones	City of Estelline	Mayor
Jenny	Jones	Benjamin	Mayor Pro Tem
Jerrod	Jones	Buffalo	Council Member
Jerry	Jones	City of Bridge City	City Manager
Jessica	Jones	City of Tenaha	City Secretary
John	Jones	City of Burke	Mayor
John	Jones	Throckmorton County	County Commissioner
Joseph	Jones	Maud	Alderperson
Josh	Jones	City of Joshua	City Manager
Karen	Jones	Marquez	Alderperson
Kathy	Jones	Bartlett	Council Member
Ken	Jones	Lower Rio Grande Valley Development Council	President
Kendric	Jones	Prairie View	Council Member
L. Kelly	Jones	Westworth Village	Council Member
Larry	Jones	Alba	Alderperson
Lee	Jones	Dublin	Alderperson

First Name	Last Name	Organization	Title/District
Lee	Jones	Panola County	County Judge
Lex	Jones	Marion County	County Judge
Linda	Jones	Estelline	Alderperson
Lonnie	Jones	Tom Bean	Alderperson
Louise	Jones	City of Spur	Mayor
Mark	Jones	Hays County	County Commissioner
Mark	Jones	TxDOT San Angelo	
Mary	Jones	City of Duncanville	City Secretary
Mary	Jones	City of Emhouse	Mayor
Matt	Jones	Town of Argyle	Town Manager
Michael	Jones	Winona	Mayor Pro Tem
Mike	Jones	Wills Point	Mayor Pro Tem
Odis	Jones	City of Hutto	City Manager
Patti	Jones	Lubbock County	County Commissioner
Patti	Jones	Lubbock County	Commissioner Precinct 4
Patty	Jones	City of McCamey	Mayor
Paul	Jones	Scurry	Council Member
Penny	Jones	Gordon	Alderperson
Peter	Jones	Llano County	County Commissioner
Polly	Jones	Mineola	Alderperson
Rea Donna	Jones	City of Texarkana	Study Director
Richard	Jones	Murchison	Council Member
Ricky	Jones	Franklin County	Sheriff
Silas	Jones	Shallowater	Alderperson
Skeet	Jones	Loving County	County Judge
Steve	Jones	City of Lakeway	City Manager
Steve	Jones	Garrison	Mayor Pro Tem
Sue	Jones	Como	Commissioner
Sue	Jones	Mineola	Alderperson
Thurman	Jones	Domino	Council Member
Tom	Jones	Cross Timber	Alderperson
Tom	Jones	Loving County	County Commissioner
Vernon	Jones	City of South Mountain	City Secretary
Vernon	Jones	South Mountain	Alderperson
Will	Jones	McLennan County	County Commissioner
Rachael	Jonrowe	Georgetown	Council Member
Rita	Jonse	City of Manor	Mayor
Jan	Joplin	Kennedale	Council Member
Adam	Jordan	Murchison	Council Member
Angela	Jordan	Vidor	Council Member
Bunky	Jordan	Alvin	Council Member
Casey	Jordan	City of Grand Saline	Mayor
Claud	Jordan	Ingram	Alderperson
Cody	Jordan	Shackelford County	County Commissioner
David	Jordan	Leon Valley	Council Member
David	Jordan	Round Mountain	Alderperson
Dona	Jordan	City of Hawkins	City Secretary
Glenn	Jordan	Village of Jones Creek	Mayor Pro Tem
Jeff	Jordan	City of Kaufman	Mayor
Jeff	Jordan	STORM	
Jungus	Jordan	Fort Worth	Council Member
Jungus	Jordan	City of Fort Worth	Councilmember, District 6
Kathleen	Jordan	City of Edgewood	City Secretary
Ken	Jordan	City of San Saba	Mayor
Marty	Jordan	Gilmer	Council Member
Michael	Jordan	Town of Providence Village	Mayor
Mitchell	Jordan	Palestine	Council Member
Oliver	Jordan	Encinal	Council Member
Rick	Jordan	Reno	Alderperson
Steve	Jordan	City of Horseshoe Bay	Mayor
Tim	Jordan	Hutto	Council Member
Virginia	Jordan	Beaumont	Council Member
Mario	Jorge	Texas Department of Transportation	
Ricky	Jorgensen	City of Giddings	City Manager
Cody	Jorgenson	Hawkins	Alderperson
Charles	Joseph	Cove	Alderperson
Tami	Joslin	Tira	Alderperson
Latrelle	Joy	Lubbock	Council Member
Terry	Joy	Callahan County	Sheriff
Jennifer	Juarez	San Angelo MPO	
Mary	Juarez	City of Aransas Pass	City Secretary
Norma	Juarez	Plainview	Council Member
Otis	Judkins	San Saba County	County Commissioner
Marilyn	Judy	City of Crawford	Mayor
Angie	Juenemann	City of Ennis	Mayor

First Name	Last Name	Organization	Title/District
Karen	Juica	City of Payne Springs	City Secretary
Michael	Juica	Payne Springs	Alderperson
Larkin	Jumper	Franklin County	County Commissioner
Kyle	Jung	City of Manvel	City Manager
Annabel	Jurado	TxDOT	Childress
Trena	Jurado	Balmorhea	Alderperson
Jimmy	Justus	Crosbyton	Alderperson
Morad	Kabiri	City of Friendswood	City Manager
Connie	Kacir	City of Gonzales	Mayor
Jim	Kaelin	Nueces County	Sheriff
Alvin	Kahanek	Highland Haven	Alderperson
Kristan	Kahler	City of Ore City	City Secretary
Chris	Kahlich	Deaf Smith County	County Commissioner
Kaye	Kahlich	Fulshear	Alderperson
James	Kaiser	DeWitt County	County Commissioner
Robert	Kalka	Wells	Alderperson
Nathan	Kalkhake	Burton	Alderperson
Charles	Kalkomey	City of Brazos Country	Mayor
Dick	Kallerman	Sierra Club	
Johnny	Kallus	Holland	Council Member
Linda	Kaluza	Fairchilds, Village of	Alderperson
Dottie	Kaminski	La Porte	Council Member
Todd	Kana	City of Magnolia	Mayor
Steve	Kane	City of Dodson	Mayor
Gus	Kangos	Midway	Alderperson
Raneem	Karboji	State Rep. Evelina Ortega's Office	
Bruce	Karbowski	Liberty County	County Commissioner
Cindy	Karch	City of Mineola	City Secretary
Dennis	Karl	Jackson County	County Commissioner
Craig	Kartye	Liverpool	Council Member
Bobby	Kasberg	Miles	Alderperson
Katelyn	Kasberg	TxDOT	TxDOT District TA/SRTS Coordinator/Waco District Office
Katelyn	Kasberg	Waco District Office	District Bicycle/Pedestrian Coordinator
Katelyn	Kasberg	TxDOT	General Engineering Tech
Katelyn	Kasberg	TxDOT	
Ryan	Kaska	Abbott	Commissioner
	Kate Singleton	Preservation Austin	Executive Director
Linda	Kattner	West Tawakoni	Mayor Pro Tem
Maggi	Kautz	Shavano Park	Alderperson
Clara	Kay	Hawkins	Mayor Pro Tem
Derek	Kays	Collinsville	Mayor Pro Tem
Jim	Kays	Ackerly	Alderperson
Judy	Kays	City of Ackerly	City Secretary
Mary	Kayser	City of Fort Worth	City Secretary
John	Keating	Frisco	Deputy Mayor Pro Tem
Roger	Keck	Gordon	Alderperson
John	Keefer	City of Marlin	Mayor
Ken	Keeler	Gainesville	Council Member
Richard	Keen	Clay County	County Commissioner
Justin	Keener	Windthorst	Mayor Pro Tem
Jon	Keeney	City of Taylor Lake Village	Mayor
Kandace	Keese-Welch	Meadow	Mayor Pro Tem
Kirby	Keesee	Terry County	County Commissioner
Corey	Keeter	Throckmorton	Alderperson
Harold	Keeter	Swisher County	County Judge
Cliff	Keheley	City of Mesquite	City Manager
Keven	Kehlenbach	Woodway	Council Member
Don	Keil	City of Seguin	Mayor
Don	Keil	City of Seguin	
Don	Keil	City of Seguin	Mayor
Don	Keil	City of Seguin	Mayor
Ed	Keith	Menard County	County Commissioner
Regina	Kellar	City of Megargel	City Secretary
Andy	Keller	City of La Coste	Mayor
Andy	Keller	Mayor	
Andy	Keller	City of La Coste	
Andy	Keller	City of La Coste	Mayor
Barry	Keller	Whitesboro	Alderperson
Elmer	Keller	Collingsworth County	County Commissioner
Jeff	Keller	Tatum	Alderperson
Jim	Keller	Whitesboro	Mayor Pro Tem
Larry	Keller	China Grove	Council Member
Andy	Keller	LaCoste	Mayor
Chuck	Kelley	Colleyville	Council Member

First Name	Last Name	Organization	Title/District
Denise	Kelley	City of Jasper	City Manager
Earnest	Kelley	City of Brookshire	Director of Public Works
Kim	Kelley	City of Stamford	City Secretary
Michele	Kelley	Springtown	Alderperson
Natalin	Kelley	City of Latexo	City Secretary
Olan	Kelley	City of Highland Haven	Mayor
Ron	Kelley	Plano	Deputy Mayor Pro Tem
Timothy	Kelley	City of Castroville	Mayor
Robert	Kellow	St. Paul, Town of	Council Member
Kennon	Kellum	Houston County	County Commissioner
Billy	Kelly	Loraine	Alderperson
Charles	Kelly	City of Perryton	Mayor
Corey	Kelly	Needville	Alderperson
H. R.	Kelly	Potter County	County Commissioner
H.R.	Kelly	Potter County	Commissioner Precinct 1
Lydia	Kelly	Bike Texas	
Lydia	Kelly	BMAC	
Patricia	Kelly	Wimberley	Council Member
Rob	Kelly	Kerr County	County Judge
Robert	Kelly	Cleburne	Mayor Pro Tem
Rob	Kelly		County Judge, Kerr County
Kent	Kelp	City of White Deer	Mayor
Lynn	Kelsey	Hedley	Alderperson
Joel	Kelton	Brown County	County Commissioner
Tim	Kelty	City of Henderson	City Manager
Kelly	Keltz	Roaring Springs	Council Member
Jimmy	Kendrick	Town of Fulton	Mayor
Kyle	Kendrick	Taylor County	County Commissioner
Kyle	Kendrick	Taylor County	Commissioner Precinct 2
Derrick	Kennedy	Reklaw	Alderperson
Devon	Kennedy	City of Krum	Director of Public Works
Gaylord	Kennedy	Wise County	County Commissioner
Joe Don	Kennedy	Groveton	Council Member
Teresa	Kennedy	City of Cross Plains	City Secretary
Laura	Kennemer	City of Quinlan	City Secretary
Paul	Kenney	Hickory Creek, Town of	Mayor Pro Tem
Shawn	Kennington	City of Pittsburg	Mayor
Darell	Kennon	City of Vernon	Director of Public Works
Curtis	Kent	New Fairview	Alderperson
Patricia	Kephart	Mobeetie	Mayor Pro Tem
Chris	Kern	Prosper, Town of	Council Member
Kenny	Kernell	Hale County	County Commissioner
Char	Kerr	Stinnett	Alderperson
Charlie	Kerr	Hereford	Mayor Pro Tem
Greg	Kerr	Weslaco	Commissioner
Tom	Kerr	City of Odessa	Director of Public Works
Gary	Kersh	Brazoria	Mayor Pro Tem
Sharon	Kester-Fair	City of Abernathy	Mayor
Joe	Ketcherside	Whiteface	Alderperson
David	Kettering	Iredell	Alderperson
Tom	Keyes	Gaines County	County Judge
Tina	Keys	City of Brady	City Secretary
Ketan	Kharod	Sunset Valley	Council Member
Lynn	Kichoff	Orange Grove	Alderperson
Mike	Kidd	Joshua	Council Member
Olga	Kiefer	Odem	Mayor Pro Tem
Charlie	Kiehne	Fredericksburg	Council Member
Patsy	Kilcrease	Pineland	Council Member
Jack	Kiley	Pecan Gap	Alderperson
Brenda	Kilgo	City of Early	City Secretary
Jen	Killin-Guadarrama	San Angelo Standard Times	Editor/ News Director
Nathan	Killough	Hutto	Council Member
Kevin	Kilman	Malakoff	Council Member
Jim	Kilpatrick	Killeen	Mayor Pro Tem
Paul	Kilpatrick	City of McGregor	Director of Public Works
	Kim Davis	City of Hondo	
Debra	Kimble	Rosebud	Alderperson
Scott	Kimble	Joshua	Council Member
Stephanie	Kimbrell	City of Henderson	City Secretary
Tommy	Kimbro	Olney	Council Member
Alyssa	Kimbrough	Lueders	Council Member
Lori	Kinard	Holland	Council Member
Kenneth	Kincaid	Yantis	Alderperson
Laurie	Kincannon	City of West Columbia	Mayor
Jack	Kindle	Hamilton	Council Member

First Name	Last Name	Organization	Title/District
Adam	King	Johnson County	Sheriff
Bettye	King	Floydada	Council Member
Carol	King	New Hope, Town of	Council Member
Chuck	King	Point Blank	Alderperson
Cindy	King	City of Sweeny	City Manager
Cullen	King	Sachse	Council Member
D.C.	King	Wharton County	County Commissioner
Douglas	King	Austin County	County Commissioner
Ernest	King	Uvalde	Council Member
Harold	King	Hale County	County Commissioner
Jackie	King	Fruitvale	Alderperson
James	King	City of Cisco	Mayor
James	King	Wallis	Alderperson
James	King	Waskom	Mayor Pro Tem
Jeanette	King	Malakoff	Council Member
Joanna	King	City of Benbrook	City Secretary
John	King	City of Rockdale	Mayor
Kara	King	Bee Cave	Council Member
Roy	King	City of Alvord	Mayor
Staci	King	City of Stephenville	City Secretary
Steve	King	Haskell	Alderperson
Steve	King	Weir	Alderperson
Teressa	King	Plainview	Council Member
Wade	King	Dripping Springs	Council Member
William	King	Dickinson	Council Member
Carolyn	King Arnold	City of Dallas	Councilmember, District 4
Anthony	Kingery	Silverton	Alderperson
Philip	Kingston	Dallas	Council Member
Philip T.	Kingston	City of Dallas	Councilmember, District 14
Thomas	Kinlaw	Port Arthur	Council Member
Michael	Kinman	Millsap	Mayor Pro Tem
John	Kinnaird	Waco	Council Member
Trace	Kinnard	City of Nevada	Mayor
Todd	Kinsey	League City	Mayor Pro Tem
Shannan	Kinsley	City of Grey Forest	City Secretary
Danny	Kirbie	Crandall	Mayor Pro Tem
Cynthia	Kirby	City of Lometa	Mayor
Eddie	Kirby	African American Chamber of Commerce	Chair
Gayle	Kirby	Town of Highland Park,	Town Secretary
Joe	Kirgan	Fairfield	Mayor Pro Tem
Matthew	Kirgl	COH Historic Preservation	
Christopher	Kirk	Brazos County	Sheriff
Chris	Kirkendall	Hardin County	County Commissioner
Stacy	Kirkendall	Whiteface	Alderperson
Andy	Kirkland	Wharton County	Emergency Mgmt. Coordinator
John	Kirkland	Naples	Alderperson
Kelly	Kirkland	TxDOT	Business Operations Project Manager
Mel	Kirkland	Cedar Park	Council Member
William	Kirkland	Gustine	Alderperson
Dan	Kirkley	Belton	Council Member
Don	Kirkpatrick	Van Zandt County	County Judge
Richard	Kirkpatrick	Kleberg County	Sheriff
Tammy	Kirkpatrick	Alba	Alderperson
Wayne	Kirkpatrick	Hawkins	Alderperson
Donald	Kirksey	Crosby County	County Commissioner
Dwight	Kirksey	City of Fritch	Mayor
Shirley	Kirksey	City of Seven Points	City Secretary
Angelina	Kiser	Schertz	Council Member
Clay	Kistler	Bellville	Alderperson
Ann	Kitchen	Austin	Council Member
Ann	Kitchen	City of Austin	City Councilmember
Willie	Kitchen	Houston County	County Commissioner
Larry	Kitchens	Hurst	Council Member
Jane	Kittner	Woodway	Mayor Pro Tem
Ysleta	Kittrell	Farwell	Alderperson
Bill	Kitts	Jeff Davis County	Sheriff
	Kitty Henderson	Historic Bridge Foundation	Executive Director
Jon	Kixmiller	Highland Village	Mayor Pro Tem
Kurt	Kizer	Allen	Council Member
Megan	Klaeger	Marble Falls	Council Member
Jean	Klaus	Commerce	Council Member
Russell	Klecka	Waller County	County Commissioner
David	Kleiber	Princeton	Alderperson
Ed	Klein	Seabrook	Council Member
Lee	Kleinman	Dallas	Council Member

First Name	Last Name	Organization	Title/District
Lee M.	Kleinman	City of Dallas	Councilmember, District 11
John	Klement	Cooke County	County Commissioner
Leon	Klement	Cooke County	County Commissioner
Fran	Klestinec	City of Creedmoor	Mayor
Gordon	Klintworth	Kurten	Alderperson
Rex	Kloesel	Weimar	Alderperson
Kim	Klose	Bertram	Mayor Pro Tem
Bryce	Klug	Nassau Bay	Council Member
Nadine	Knaus	City of Garden Ridge	
Ken	Knieper	Stockton Bend	Alderperson
Steve	Kniffen	Clyde	Mayor Pro Tem
Billy	Knight	Gustine	Alderperson
Gary	Knight	Sadler	Council Member
George	Knight	Hudson	Alderperson
Jay	Knight	Liberty County	County Judge
Louise	Knight	Windom	Alderperson
Marcus	Knight	City of Lancaster	Mayor
Melba	Knight	Marion	Alderperson
Dennis	Knippa	Ingleside	Council Member
Steve	Knobloch	Lee County	County Commissioner
Melissa	Knop	Southside Place	Council Member
Del	Knox	Lakeport	Mayor Pro Tem
Jerry	Knox	City of Carmine	Mayor
Linda	Knox	Paris	Council Member
Mike	Knox	Houston	Council Member
Mike	Knox	City of Houston	At-Large Position 1
Mark	Kobelan	City of Piney Point Village	Mayor
Richard	Koch	City of La Ward	Mayor
Dennis	Kocian	Lavaca County	County Commissioner
Otto	Kocian	City of Schulenburg	Mayor
Justin	Kockritz	Texas Historical Commission	
David	Kocurek	City of Palacios	City Manager
Mindy	Koehne	Celina	Alderperson
Doug	Koenig	Nixon	Alderperson
Don	Koester	Washington County	County Commissioner
Dorothy	Kohl	Lott	Council Member
Karen	Kolacek	Grays Prairie	Commissioner
Henry	Kollenberg	Piney Point Village	Alderperson
Milton	Koller	City of Weimar	Mayor
Thomas	Kolupski	City of Seabrook	Mayor
Mike	Konarik	Ganado	Council Member
Carol	Konhauser	City of Crowley	City Secretary
Daniel	Konya	City of Bayou Vista	Mayor
Lisa	Koonce	New Waverly	Alderperson
Stanley	Koonsen	City of Holland	Mayor
Durwood	Koonsman	Bosque County	County Commissioner
John	Kopycinski	East Bernard	Alderperson
Oralia	Koraleski	Cotulla	Alderperson
Mike	Korbuly	Prosper, Town of	Council Member
Keith	Korenek	Fayette County	Sheriff
Elizabeth	Korts	City of Village of San Leanna	Mayor
Jack	Koslow	Westover Hills, Town of	Alderperson
Donna	Kountz	Rose Hill Acres	Mayor Pro Tem
Kay	Kovach	Blackwell	Alderperson
Dale	Kovacs	Madisonville	Council Member
Michael	Kovacs	City of Fate	City Manager
Craig	Kovar	Snook	Alderperson
David	Kovar	Snook	Mayor Pro Tem
Jim	Kowalski	Rule	Council Member
Larry	Koy	Sealy	Council Member
Robert	Kraemer	Alba	Alderperson
Joe	Kramer	Robstown Area Development Commission	President, Board of Directors
Kyle	Kramm	City of Seguin	
Kyle	Kramm	City of Seguin	
Don	Kranz	Somervell County	County Commissioner
Rich	Krause	Heath	Council Member
Sherman	Krause	Comal County	County Judge
Sherman	Krause	County Judge	
Sherman	Krause		County Judge, Comal County
Bill	Krawietz	City of Bulverde	Mayor
Bill	Krawietz	City of Bulverde	
Neal	Kreger	Haskell County	County Commissioner
Paula	Kreinheder	City of Holland	City Secretary
Bruce	Kreitler	Abilene	Council Member
Joe	Krispinsky	Woodbranch Village	Alderperson

First Name	Last Name	Organization	Title/District
John	Kroll	Dripping Springs	Council Member
Kenley	Kroll	San Saba County	County Commissioner
Mark	Kroll	Woodbranch Village	Alderperson
Kristen	Kromer	Krugerville	Mayor Pro Tem
Dean	Kruckenberg	Alice Chamber of Commerce	Executive Director
Gene	Kruppa	Manor	Council Member
Steve	Kruse	Hubbard	Alderperson
Kelli	Kuban	City of West Columbia	City Secretary
William	Kubenka	Needville	Alderperson
Darrell	Kubesch	Colorado County	County Commissioner
Michael	Kubosh	Houston	Council Member
Michael	Kubosh	City of Houston	At-Large Position 3
Kyle	Kucera	Penelope	Commissioner
Bill	Kuehn	Tehuacana	Mayor Pro Tem
John	Kuempel	State Representative	
Kelly	Kuenstler	City of Leon Valley	City Manager
Damon	Kuhn	Pleak Village	Alderperson
James	Kuhr	TxDOT Strategic Planning - STR	Strategic Research Analyst
Roger	Kujawa	Bremond	Council Member
Cecilia	Kukles	Ross	Alderperson
Aron	Kulhavy	City of Huntsville	Interim City Manager
Mike	Kunst	City of Vidor	City Manager
Philip	Kuntz	Annetta South	Council Member
Toni	Kunz	Bandera	Council Member
Linda	Kunze	Lakeside	Alderperson
Bethany	Kurtz	TxDOT	Ft. Worth
Marci	Kurtz	Jamaica Beach	Alderperson
Timothy	Kurtz	Trophy Club, Town of	Council Member
R.	Kusch	City of Primera	Mayor
Kyle	Kutch	City of White Oak	Mayor
Kyle	Kutscher	Guadalupe County	County Judge
Kyle	Kutscher	Guadalupe County	Judge
Kyle	Kutscher	Guadalupe County	County Judge
Kyle	Kutscher		County Judge, Guadalupe County
Danny	Kuykendall	Walker County	County Commissioner
Jim	Kuykendall	City of Oak Ridge North	Mayor
Lucean	Kuykendell	TxDOT	Yoakum
Candy	Kyle	Florence	Alderperson
Arlie	Kyzer	Atlanta	Council Member
Alejandro	La Brada	Airport	
Brian	LaBorde	City of Keene	City Manager
Jeb	Lacey	Victoria County	Emergency Mgmt. Coordinator
Kirby	Lack	Copperas Cove	Council Member
Dean	Lackey	Fannin County	County Commissioner
Jackie	Lackey	City of Dodd City	Mayor
Lauren	LaCount	Richwood	Mayor Pro Tem
J.Ross	Lacy	City of Midland	Councilmember, District 4
J.Ross	Lacy	Midland	Council Member
Phillip	Lacy	Panhandle	Council Member
Mary	Ladell	Toco	Alderperson
Sondra	LaFavers	City of Wolfe City	City Secretary
Justin	LaFleur	Nixon	Alderperson
Kevin	LaFleur	Gonzales County	County Commissioner
Debbie	Lafollett	City of Omaha	City Secretary
Dale	LaGrone	Panola County	County Commissioner
Ronnie	LaGrone	Panola County	County Commissioner
Eric	Lair	Delta County	County Commissioner
Joe	Lake	Bryson	Council Member
Kevin	Lake	Panola County	Sheriff
Martin	Lake	Hill County	County Commissioner
Maxie	Lake	City of Gary	Mayor
Harry	Lamance	Wise County	County Commissioner
Donald	Lamb	Kennard	Alderperson
Jimmie	Lamb	Oak Leaf	Council Member
Sherry	Lambeck	Stockdale	Council Member
Jeff	Lambert	Comanche County	Sheriff
Melissa	Lambert	Groom	Alderperson
Reagan	Lambert	Horseshoe Bay	Council Member
Thomas C.	Lambert	Houston Metropolitan Transit Authority	President & CEO
Jimmy	Lambeth	Post Oak Bend City	Alderperson
Jeff	Lambright	City of Dayton	Mayor
Greg	Lamont	Trophy Club, Town of	Council Member
Brad	LaMorgese	Irving	Council Member
Mark	Lamp	Austin County	County Commissioner
Billie Sue	Lancaster	Paris	Council Member

First Name	Last Name	Organization	Title/District
Shane	Lance	Quanah	Alderperson
Sonja	Land	City of Mesquite	City Secretary
Louis	Landedos	Sabinal	Alderperson
Joseph	Landeras	Senator Beverly Powell's Office	
Louis	Landeros	City of Sabinal	Mayor
David	Landis	City of Perryton	City Manager
Johnny	Landrum	Springlake	Alderperson
Anthony	Landry	Hardin	Mayor Pro Tem
Joe	Landry	City of Old River-Winfree	Mayor
Brenton	Lane	Robinson	Council Member
Chris	Lane	La Marque	Council Member
Jennifer	Lane	Sugar Land	Council Member
Joe	Lane	Pineland	Council Member
Keith	Lane	City of Haltom City	City Manager
Olin	Lane	City of University Park	Mayor
Sandy	Lane	City of Eustace	City Secretary
Tracy	Lane	Pineland	Council Member
William	Lane	Chireno	Alderperson
Jackie	Laney	New Boston	Alderperson
Alfonso	Lang	Frankston	Council Member
Gail	Lang	City of Llano	Mayor
Michael	Lang	Gunter	Council Member
Carol	Langdon	Westlake, Town of	Mayor Pro Tem
Eddy	Lange	Bell County	Sheriff
Linda	Langerhans	City of Fredericksburg	Mayor
Bob	Langford	Montague County	County Commissioner
Nena	Langford	Oak Ridge	Council Member
Karen	Langley	City ofColeman	City Secretary
Denise	Langston	Oak Ridge, Town of	Mayor Pro Tem
Drew	Lanham	City of Little River-Academy	Mayor
Ron	Lanier	Crandall	Council Member
Brenda	Lankford	City of Berryville	City Secretary
Donnie	Lankford	Ector	Mayor Pro Tem
Jayne	Lankford	Mineola	Alderperson
Mark	Lantrip	Hays	Alderperson
Bryan	Lantzy	Garden Ridge	Alderperson
Edward	Lapeyre	Webster	Council Member
Tim	Lapham	Austin County	County Judge
Johnnie	LaPrade	City of East Tawakoni	Mayor
Buck	LaQuey	City of Shoreacres	Interim City Manager
Albert	Lara	City of Hondo	Director of Public Works
Mario	Lara	Farwell	Alderperson
Perla	Lara	City of McAllen	City Secretary
Stephen	Lara	Balcones Heights	Council Member
Tony	Lara	Nolan County	County Commissioner
Brad	Largent	Paradise	Alderperson
Jana	Largent	Brookside Village	Mayor Pro Tem
Herman	Larkin	McLendon-Chisholm	Council Member
Harry	LaRosiliere	City of Plano	Mayor
Don	Larson	Annetta South	Council Member
Jeff	Larson	Seabrook	Council Member
Scott	Larson	City of Schertz	
Scott	Larson	Schertz	Council Member
Dale	LaRue	Clifton	Alderperson
John	LaRue	Port Of Corpus Christi	Executive Director
Jackey	Lasater	Beach City	Mayor Pro Tem
Don	Laseter	Mount Calm	Alderperson
Mike	Laster	Houston	Council Member
Mike	Laster	City of Houston	Council Member, District J
Carlos	Lastra	City of Brownsville	
Jim	Latham	Hunt County	County Commissioner
Jerry	Lathan	Center	Council Member
Brandon	Latimer	City of Whitewright	Director of Public Works
Joyce	Laudenschlager	Burnet	Council Member
Pat	Laughery	Hardeman County	Sheriff
Jenelle	Laughlin	Reklaw	Mayor Pro Tem
Shane	Laughlin	Lometa	Mayor Pro Tem
Jason	Laumer	City of Celina	City Manager
Robert	Lavy	Henrietta	Mayor Pro Tem
Daniel	Law	Caldwell County	Sheriff
Craig	Lawless	Panola County	County Commissioner
Bart	Lawrence	Grayson County	County Commissioner
Phillip	Lawrence	Lucas	Council Member
Scotty	Lawrence	Coleman County	County Commissioner
Toby	Lawrence	Krum	Council Member

First Name	Last Name	Organization	Title/District
Charles	Laws	Mustang Ridge	Mayor Pro Tem
Bradley	Lawson	Holliday	Council Member
Dana	Lawson	City of Mobile City	Mayor
Debbie	Lawson	Woodbranch Village	Alderperson
Sherial	Lawson	Dayton	Council Member
Brandee	Lawther	City of Tiki Island	City Secretary
Lonnie	Layton	Lamar County	County Commissioner
Sue	Lazara	Linden	Alderperson
Steve	Le	Houston	Council Member
Steve	Le	City of Houston	Council Member, District F
Mike	Lea	Pine Forest	Council Member
Tony	Leago	City of Midway	Mayor
Charlie	Leal	TxDOT	Management Analyst
Charlie	Leal	TxDOT Administration - ADM	Director of Commission Support
Ernest	Leal	Seguin	Mayor Pro Tem
Raul	Leal	TxDOT	Laredo
Raul	Leal	TxDOT LRD	
Rosezina	Leal	TxDOT	El Paso
Victor	Leal	Harlingen	Commissioner
Bruce	Leamon	Pasadena	Council Member
Crystal	Leary	Spur	Alderperson
Gayla	Leary	Berryville	Council Member
Mike	Leary	TxDOT	Director, Planning and Program Development
Mike	Leary	TxDOT FHWA	Director, Planning and Program Development
Mike	Lease	Grapevine	Council Member
Mike	Lease	City of Grapevine	Councilmember, District 3
Leslie	Leathers	City of Timpson	City Secretary
David	Leatherwood	City of Dublin	Mayor
Michael	Leavitt	City of Highland Village	City Manager
Harley	Leazer	Kosse	Alderperson
Angela	LeBlanc	City of Bells	Mayor
Patrick	LeBlanc	Duncanville	Council Member
Aurora	LeBrun	Woodcreek	Council Member
Larry	Ledbetter	City of Kennedale	Director of Public Works
Fred	Ledesma	Knox City	Council Member
Max	Ledesma	Levelland	Mayor Pro Tem
Allen	Lee	Jacinto City	Council Member
Brian	Lee	Titus County	County Judge
Brian	Lee	Titus County	County Judge
Calvin	Lee	Plum Grove	Alderperson
Danny	Lee	Cleveland	Council Member
Jim	Lee	Sweetwater	Commissioner
Melanie	Lee	Normangee	Council Member
Richard	Lee	Live Oak County	County Commissioner
Robert	Lee	City of Castroville	Mayor
Sandra	Lee	Kennedale	Council Member
Scott	Lee	Franklin County	County Judge
Tammy	Leer	Buffalo Springs	Alderperson
Randy	Lefevre	Patton Village	Mayor Pro Tem
Steve	Lefevre	Jones County	County Commissioner
Mikel	Leff	Pattison	Council Member
Frank	Leffingwell	Round Rock	Council Member
Judy	Leggett	City of	Mayor
Jerry	Lehman	Kirby	Council Member
Jeanne	Lehrmann	Riesel	Mayor Pro Tem
David	Leigh	Belton	Council Member
Darron	Leiker	City of Wichita Falls	City Manager
Ralph	Leino	Woodloch	Alderperson
John	LeMaire	City of Riverside	Mayor
Scott	LeMay	Garland	Council Member
Craig	Lemin	City of Robinson	City Manager
Dale	Lemon	City of Sweeny	Mayor
Anette	Lemons	City of West Tawakoni	City Secretary
B. C.	Lemons	Cooke County	County Commissioner
Jim	Lemons	Henrietta	Alderperson
K.R.	Lemons	Clay County	Sheriff
Kim	Lenoir	City of Brady	City Manager
Edward	Lenz	Milano	Alderperson
Michael	Lenz	White Deer	Alderperson
Carlos	Leon	El Paso County	County Commissioner
Carlos	Leon	El Paso County	Commissioner Precinct 1
Carroll	Leon	Petersburg	Council Member
Joe	Leos	McGregor	Council Member
Manuel	Leos	City of Village of Vinton	Mayor

First Name	Last Name	Organization	Title/District
Melissa	Leos-Wells	Oglesby	Mayor Pro Tem
Serena	Lepley	Lakewood Village, Town of	Council Member
Dee	Lerma	Sealy	Council Member
Delma	Lerma	City of Barstow	City Secretary
Martin	Lerma	Town of Anthony	Mayor
Greg	Leslie	Village of Fairchilds	Alderperson
Henry	Lessner	Town of Fairview	Council Member
Danny	Lester	Burnet	Council Member
Jason	Lester	Woodson	Alderperson
Jonathan	Letz	Kerr County	County Commissioner
Dianne	Leubert	Kingsville	Commissioner
Lance	Leuschner	Beverly Hills	Council Member
Sammy	Leverett	Llano	Mayor Pro Tem
George	Levesque	KRBC, KTAB, Telemundo Abilene	
Alma	Levrie	City of Del Rio	City Secretary
Greg	Lewellen	Friona	Alderperson
Jana	Lewellen	City of Robinson	City Secretary
Adele	Lewis	TxDOT	Wichita Falls
Becky	Lewis	Nome	Alderperson
Brenton	Lewis	City of Woodcreek	City Manager
Casey	Lewis	Mansfield	Council Member
Claude	Lewis	City of Ravenna	Mayor
Deborah	Lewis	Runaway Bay	Council Member
Doug	Lewis	Marshall	Commissioner
Janie	Lewis	Tira	Alderperson
Jeneria	Lewis	Bayview, Town of	Alderperson
Justin	Lewis	Hill County	County Judge
Kent	Lewis	Lamb County	County Commissioner
Kim	Lewis	DeCordova	Council Member
Laura	Lewis	Senator Charles Perry's Office	
Matt	Lewis	Blanco	Council Member
Melinda	Lewis	City of Springlake	City Secretary
Nathan	Lewis	Hemphill County	Sheriff
Raquelle	Lewis	TxDOT	Houston
Rashad	Lewis	Jasper	Council Member
Rick	Lewis	Montague County	County Judge
Tomika	Lewis	City of Stafford	City Secretary
Troy	Lewis	Palacios	Alderperson
Wesley	Lewis	Valley Mills	Alderperson
Willie	Lewis	Hedley	Alderperson
Mike	Leyman	Mansfield	Council Member
Art	Leyva	Scurry	Mayor Pro Tem
Jenny	Li	TxDOT Maintenance - MNT	Pavements Branch Manager
Qing	Li	TxDOT	
Ronny	Liardon	Bosque County	County Commissioner
Sally	Lichtenberger	City of San Diego	Mayor
Cindy	Liendo	Webb County	County Commissioner-Precint 4
Chris	Liesmann	Blanco County	County Commissioner
Mitchell	Liesmann	Johnson City	Alderperson
Jim	Lievens	Seguin	Council Member
Kenneth	Liggett	Clay County	County Judge
Doyle	Light	City of Mineral Wells	
Doyle	Light	Mineral Wells	Council Member
Darryl	Lightfoot	Archer County	County Commissioner
Timothy	Lightfoot	Red Oak	Council Member
Jerry	Liles	Meadow	Alderperson
Charles	Lilley	City of Point	Director of Public Works
Weldon	Lilley	Morris County	County Commissioner
Antonio	Limon	San Benito ISD	Superintendent
Yvette	Limon	City of Laredo	
Diane	Lincoln	City of Woodloch	Mayor
Bobby	Lindamood	Colleyville	Mayor Pro Tem
Jim	Lindeman	Lampasas County	County Commissioner
Nathan	Lindeman	Sinton	Council Member
Dale	Lindemann	Beasley	Mayor Pro Tem
Donald	Lindemann	Oak Point	Council Member
Jerri	Lindemann	Beasley	Council Member
Bill	Lindenborn	Burkburnett	Commissioner
Carolyn	Linder	Clarksville City	Mayor Pro Tem
David	Linder	Brazoria County	County Commissioner
Joan	Lindgren	Converse	Council Member
Rosemary	Lindley	Jamaica Beach	Alderperson
Steve	Lindley	Camp County	County Commissioner
Bobby	Lindsey	Ferris	Alderperson
David	Lindsey	Crandall	Council Member

First Name	Last Name	Organization	Title/District
L. Scott	Lindsey	Red Oak	Council Member
Robert	Lindsey	City of Goldthwaite	City Manager
Terry	Lindsey	Hall County	County Commissioner
Woodson	Lindsey	Yoakum County	County Commissioner
Debbie	Lindsey-Opel	Corpus Christi	Council Member
Debbie	Lindsey-Opel	City of Corpus Christi	Council Member, At-Large
Jeff	Linnstaedter	Lorena	Alderperson
Larry	Linscombe	Danbury	Alderperson
Robert	Lionhardt	Pleasanton	Council Member
Chris	Lipham	Aspermont	Council Member
Todd	Lippincott	Simonton	Alderperson
Jenoa	Lipsey	City of Celeste	City Secretary
Joyce	Liptak	Oak Leaf	Council Member
Fred	Lisso	Dublin	Alderperson
Sam	Listi	City of Belton	City Manager
David	Little	Pearland	Council Member
Dwayne	Little	Hooks	Council Member
Jason	Little	City of Melissa	City Manager
Latrina	Little	City of Crane	City Secretary
Sandra	Little	Carrizo Springs	Council Member
Calvin	Littlecreek	Chillicothe	Council Member
Gary	Litton	Huntington	Council Member
Brian	Livingston	Frisco	Council Member
John	Livingston	Pittsburg	Alderperson
Katherine	Livingston	Lakeside, Town of	Council Member
Brian	Lixey	Hudson Oaks	Council Member
Cecilia	Lizarraga	El Paso	Representative
Cissy	Lizarraga	City of El Paso	Councilmember, District 8
Peggy	Llewellyn	Surfside Beach	Alderperson
Cliff	Lloyd	Tenaha	Alderperson
Steve	Lloyd	Floydada	Council Member
Colin	Locke	City of Stinnett	Mayor
Christina	Lockhart	City of Kosse	City Secretary
Gene	Lockhart	Commerce	Mayor Pro Tem
John	Lockhart	Clarendon	Council Member
Josh	Lockhart	Richmond	Commissioner
Linda	Lockhart	Abilene - City Link	General Manager
Reggie	Loeffler	Mason County	County Commissioner
Sandra	Loeza	Freeport	Council Member
Robert	Loftin	City of Crowley	City Manager
Charles	Loftis	Borger	Council Member
Tammy	Lofton	City of Waskom	City Secretary
Tom	Logan	Valley Metro	Director of Regional Transit Services
Chad	Logsdon	Gruver	Commissioner
Gail	Logsdon	Brazoria	Alderperson
Julie	Lollar	Grayson County RMA	
Tom	Lombard	North Richland Hills	Council Member
Mike	Lombardo	Highland Village	Council Member
Bob	London	Town of St. Paul	Town Secretary
Ann-Michelle	Long	Hondo	Council Member
Ben	Long	Pelican Bay	Alderperson
Catherine	Long	City of Liverpool	City Secretary
Cliff	Long	Coppell	Council Member
Cynthia	Long	Williamson County	County Commissioner
Don	Long	Kent County	County Commissioner
Jamee	Long	City of Annetta	City Secretary
Jimmie	Long	Howard County	County Commissioner
John	Long	Big Lake	Alderperson
Kris	Long	Texas Department of Transportation	
Kris	Long	TxDOT SAT	
Nick	Long	League City	Council Member
Susan	Long	Temple	Council Member
Walter	Long	Karnes County	County Judge
Walter	Long	Karnes County	County Judge
Walter R.	Long, Jr.	County Judge	
Karen	Longan	Munday	Alderperson
Amanda	Longoria	TxDOT	Corpus Christi
David	Longoria	City of Falfurrias	Mayor
Joe	Longoria	Robert Lee	Alderperson
Patricia	Longoria	TxDOT	
Ricardo	Longoria	Brownsville	Commissioner
Jeremiah	Looney	City of Whitewright	Mayor
Les	Looney	Post	Alderperson
Nell	Looper	Quanah	Alderperson
Daniel	Looten	Carson County	County Judge

First Name	Last Name	Organization	Title/District
Annie	Loper	Navarro	Alderperson
Alonso	Lopez	Zapata County	Sheriff
Alvaro	Lopez	Gregory	Alderperson
Ann	Lopez	Refugio County	County Commissioner
Benny	Lopez	Slaton	Commissioner
Brianda	Lopez	Encinal	Council Member
Christine	Lopez	Taylor	Council Member
Daniel	Lopez	Diboll	Alderperson
Daniel	Lopez	Elgin	Council Member
Dario	Lopez	City of Royse City	Director of Public Works
Edna	Lopez	Kingsville	Mayor Pro Tem
Edward	Lopez	City of Richland Hills	Mayor
Janie	Lopez	San Diego	Alderperson
Jim	Lopez	Ingram	Alderperson
Joel	Lopez	Giddings	Council Member
Jorge	Lopez	La Villa	Alderperson
Joseph	Lopez	Rio Hondo	Commissioner
Juan	Lopez	City of San Antonio	
Kevin	Lopez	Bridgeport	Council Member
Laura	Lopez	TxDOT	San Antonio
Letty	Lopez	Weslaco	Commissioner
Lori	Lopez	City of Palmhurst	City Manager
Lydia	Lopez	City of Hewitt	City Secretary
Mario	Lopez	La Villa	Alderperson
Mario	Lopez	Texas Department of Public Safety- Laredo	
Matthew	Lopez	China	Alderperson
Michael	Lopez	City of Brownsville	Interim City Manager
Nat	Lopez	Harlingen Hispanic Chamber of Commerce	President/CEO
Oscar	Lopez	RMA	
Pete	Lopez	City of Taft	Mayor
Rodrigo	Lopez	City of Penitas	Mayor
Steve	Lopez	Devine	Mayor Pro Tem
Tanis	Lopez	Cotulla	Alderperson
Toby	Lopez	Pearsall	Council Member
Val	Lopez	TxDOT	Ft. Worth
Valen	Lopez	Lueders	Council Member
Coy	Lorance	Leary	Alderperson
Robert	Lorance	City of Redwater	Mayor
Robert	Lord	Bunker Hill Village	Council Member
Young	Lorfing	City of Pearland	City Secretary
Homer	Lott	City of Runge	Mayor
J. Sam	Lott	Texas State University	Research Professor
Douglas	Lottridge	Bellville	Alderperson
Brent	Loudder	City of Channing	Mayor
Jake	Loudder	Springlake	Alderperson
A.J.	Louderback	Jackson County	Sheriff
Brian	Loughmiller	City of McKinney	Mayor
Jimmy	Lout	Shelby County	County Commissioner
Alfreda	Love	Bellmead	Mayor Pro Tem
John	Love	Midland	Council Member
Marguerite	Love	Burkburnett	Commissioner
Wayne	Love	Kirbyville	Council Member
John B.	Love III	City of Midland	Councilmember, District 2
Gary	Lovell	Houston County	County Commissioner
Jim	Lovell	Houston County	County Judge
Christine	Loven	City of Colleyville	City Secretary
Ebbie	Lover	Easton	Alderperson
James	Lovett	SH 130 Concession Co.	
John	Lovett	San Jacinto County	County Judge
Nikki	Lovett	Lone Oak	Alderperson
John	Low	Terrell Hills	Council Member
Toby	Low	Latexo	Alderperson
Greg	Lowe	City of Jacksonville	City Secretary
Linda	Lowe	City of Red Lick	City Secretary
Tracey	Lowe	City of Electra	City Secretary
Evan	Lowery	Crane	Alderperson
George	Lowery	Bynum	Council Member
Kay	Lowery	City of Campbell	City Secretary
Kay	Lowery	City of Cumby	City Secretary
Richard	Lowery	Clay County	County Commissioner
Marie	Lowman	Bee Cave	Council Member
Jon	Lowrance	Terrell County	County Commissioner
J.B.	Lowry	City of Bardwell	Mayor
Terry	Lowry	City of Arp	Mayor
Jimmy	Loya	Karnes City	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Ramiro	Loya	Penitas	Council Member
Brenda	Loyd	Combine	Council Member
Bruno	Lozano	City of Del Rio	Mayor
Esmeralda	Lozano	La Feria	Mayor Pro Tem
Kirsten	Lozano	TxDOT	Houston
Mary	Lozano	Karnes County	County Commissioner
Gary	Lucas	Bruceville - Eddy	Mayor Pro Tem
Janeene	Lucas	Easton	Alderperson
Pete	Lucas	Van	Council Member
Stephen	Lucas	Hawkins	Alderperson
Santos	Lucero	Village of Vinton	Alderperson
Yolanda	Lucero	Village of Vinton	Alderperson
Omar	Lucio	Cameron County	Sheriff
Marty	Lucke	Floyd County	County Judge
Jerry	Luckenbach	Fredericksburg	Council Member
Judy	Luckett	Point	Council Member
James	Lucko	City of Malone	Mayor
Daniel	Ludwig	Bexar County TAC Advisory Board for Persons with Disabilities	
Randy	Luensmann	City of Universal City	Director of Public Works
Aleida	Luera	City of San Diego	City Manager
Alan	Luker	Gustine	Alderperson
Vincent	Lum	City of Bogata	Mayor
Jimmy	Luman	Hebron	Commissioner
Bert	Lumbreras	City of San Marcos	City Manager
Justin	Lumbreraz	Grapeland	Council Member
Barry	Lummus	Kemp	Council Member
Arnulfo	Luna	County Judge	
Arnulfo	Luna	Frio County	County Judge
Joe	Luna	Zavala County	County Judge
Ray	Luna	Livingston	Alderperson
Rene	Luna	Del Rio	Council Member
Arnulfo	Luna	Frio County	County Judge
Mark	Lund	Brownsville MPO	Director
DL	Lundy	Petrolia	Alderperson
Amanda	Lung-Rodriguez	NCTCOG	
Linda	Lunney	City of Village of The Hills	City Secretary
Janeice	Lunsford	Chandler	Mayor Pro Tem
Julie	Lunsford	City of Todd Mission	City Secretary
John	Lusk	Oak Point	Council Member
Wynona	Lusk	City of Follett	City Secretary
Carol	Lust	Dimmitt	Council Member
Lyn	Luster	White Deer	Mayor Pro Tem
Tom	Luster	Willis	Council Member
Rickey	Lusty	San Saba County	County Commissioner
Jackie	Luther	Edgecliff Village	Alderperson
Jim	Luther	Burnet County	County Commissioner
James	Lutz	Pape Dawson	
Karl	Lutz	La Coste	Alderperson
Darrel	Lux	Kendall County	County Judge
Darrel L.	Lux	County Judge	
Darrel L.	Lux	Kendall County	County Judge
Lance	Lybrand	Wills Point	Council Member
Clint	Lyde	Jolly	Commissioner
Evelyn	Lykins	City of Elmendorf	Mayor
Sherry	Lyle	Tye	Council Member
David	Lynch	Medina County	County Commissioner
Michael	Lynd	Alamo Regional Mobility Authority	Executive Director
Janet	Lynn	Mingus	Mayor Pro Tem
Joe	Lynn	City of Bellville	Mayor
Lynda	Lynn	City of Electra	Mayor
Terry	Lynne	Farmers Branch	Council Member
Christy	Lyons	Clear Lake Shores	Alderperson
Crystal	Lyons	Regional Transporation Authority	Chairman
Makenzie	Lyons	City of Tool	City Secretary
Paul	Lyons	Canyon	Commissioner
Lillian	Lyssy	Karnes City	Council Member
Vern	Lyssy	Calhoun County	County Commissioner
Elmer	Maass	Malone	Alderperson
James	Mabes	Buffalo Gap	Alderperson
Dana	Macalik	Rockwall	Council Member
Robert	MacCallum	Pattison	Council Member
Alicia	Machado	Dilley	Alderperson
Russell	Machann	Wharton	Council Member
Leslie	Machicek	City of Point Comfort	Mayor

First Name	Last Name	Organization	Title/District
Joe	Machol	Seabrook	Council Member
Adrianna	Machuca	Toyah	Council Member
Naomi	Machuca	Toyah	Mayor Pro Tem
Michael	Macias	Abernathy	Mayor Pro Tem
Lauren	Macias Cervantes	TxDOT	El Paso
Andy	Mack	City of Longview	Mayor
Sheri	Mack	City of Mustang Ridge	City Secretary
Michael	Mackey	Mingus	Alderperson
Susan	Mackey	Everman	Mayor Pro Tem
Leslie	Mackie	Sterling County	County Judge
Leeanne	Mackowski	Rhome	Council Member
Charles	Maclin	City of Woodville	Director of Public Works
Anna	Macnak	City of San Antonio Metro Health	
Dean	Madden	Hallettsville	Mayor Pro Tem
Paul	Maddock	Hilshire Village	Mayor Pro Tem
Gary	Maddox	Lamb County	Sheriff
Rick	Maddox	Ross	Mayor Pro Tem
Thomas	Maddox	Sabine County	Sheriff
Prentiss	Madison	Bryan	Council Member
Donna	Madrid	City of Colorado City	City Secretary
Pete	Madrid	San Angelo MPO	
Rudy	Madrid	Kleberg County	County Judge
Candy	Madrigal	Wilmer	Council Member
Kyle	Madsen	TxDOT Right of Way - ROW	Director
Larry	Madsen	Williamson County	County Commissioner
Danny	Magee	TxDOT	
Craig	Magerkurth	Marble Falls	Council Member
Bill	Magers	Grayson	County Judge
Harold	Magill	Seagoville	Council Member
David	Magness	Rockwall County	County Commissioner
Jerry	Magness	Fannin County	County Commissioner
Scott	Mahaffey	Estelline	Alderperson
Barry	Mahler	Wichita County	County Commissioner
John	Mahon	Nassau Bay	Council Member
Clark	Main	Wallis	Alderperson
Matt	Maines	Clarksville City	Alderperson
Hofheins	Major	City of San Angelo	Director
Bianca	Malando	City of Cotulla	City Secretary
Dempsey	Malaney	Ochiltree County	County Commissioner
Ariana	Maldonado	Driscoll	Commissioner
Christina	Maldonado	Encinal	Council Member
David	Maldonado	Wilson	Alderperson
Jerry	Maldonado	Warren Transport, Inc.	
Margarito	Maldonado	San Diego	Alderperson
Olga	Maldonado	City of La Feria	Mayor
Polo	Maldonado	Elmendorf	Alderperson
Ruben	Maldonado	Frio County	County Commissioner
Chad	Mallett	Grimes County	County Commissioner
Omar	Mallory	Strawn	Mayor Pro Tem
Sam	Mallory	City of Ballinger	Mayor
Yolanda	Malloux	Millsap	Alderperson
Chuck e	Malon	Bowie	Council Member
Betty	Malone	Wolfe City	Council Member
Charles	Malone	Clarksville	Council Member
Lawrence	Malone	Lamar County	County Commissioner
Michael	Malone	San Augustine	Mayor Pro Tem
Roger	Malone	City of Dimmitt	Mayor
Travis	Malone	Richland Hills	Council Member
Anthony	Malott	Bosque County	Sheriff
Cindy	Malouf	Canton	Council Member
Wilbert	Malvern	Denison	Council Member
Taline	Manassian	Dripping Springs	Council Member
Sonny	Mancias	City of Lavon	Director of Public Works
Tammy	Mancille	Sun Valley	Alderperson
Maurice	Maness	TxDOT	Bryan
Bonnie	Mangold	La Coste	Alderperson
Robert	Mangrum	City of Early	Mayor
Jeff	Mangum	Copper Canyon	Mayor Pro Tem
Martin	Mangum	City of Vernon	City Manager
David	Maniscalco	Lumberton	Council Member
Garry	Manitzas	City of Fair Oaks Ranch	Mayor
Garry	Manitzas	City of Fair Oaks Ranch	
Ronnie	Manjane	Toco	Alderperson
Todd	Mankin	Town of Argyle	Council Member
Nancy	Manley	Miami	Alderperson

First Name	Last Name	Organization	Title/District
Pam	Manley	Cresson	Alderperson
Bruce	Mann	Port Houston	
Bryan	Mann	Thorntonville	Council Member
David	Mann	White Settlement	Council Member
Lee	Mann	Woodville	Alderperson
Michael	Mann	City of Boerne	Director of Public Works
Matthew	Mann	PISD	
Mary	Manna	City of Thompsons	City Secretary
Brandy	Manning	Coahoma	Alderperson
Jay	Manning	Copperas Cove	Council Member
Sterling	Manning	City of Evant	Mayor
Antonio	Manriquez	Presidio	Alderperson
Galen	Mansee	City of Stagecoach	Mayor
Naomi	Manski	City of Seguin	City Secretary
Mindy	Manson	City of Wylie	City Manager
Jo	Mapel	Village of Bailey's Prairie	Mayor
Ben	Maples	Dumas	Council Member
Tobin	Maples	City of Fair Oaks Ranch	City Manager
Tobin	Maples	Fair Oaks Ranch	
Cheryl	Marak	West	Alderperson
Danny	Marburger	City of Waller	Mayor
Ron	Marchant	Denton County	County Commissioner
Joe	Marek	Rosebud	Alderperson
John	Maresh	City of Rosenberg	City Manager
Christina	Marez	City of Lampasas	City Secretary
John	Marez	Nueces County	County Commissioner
John	Marez	Nueces County	Commissioner Precinct 3
Dee	Margo	City of El Paso	Mayor
Dee	Margo	City of El Paso	Mayor
Daniel	Marichalar	Elsa	Commissioner
Reuben	Marin	Bryan	Council Member
Ray	Marion	Yoakum County	County Commissioner
	Mark Mc Daniel	City of Kerrville	
	Mark Wolfe	Texas Historical Commission: Archaeology	Executive Director
	Mark Wolfe	Texas Historical Commission: Architecture	Executive director
Eddy	Markham	City of Eden	Mayor
Kent	Markham	Leary	Alderperson
Joel	Marks	The Colony	Council Member
Stuart	Marks	Hunters Creek Village	Council Member
David	Marne	City of Shavano Park	
Danny	Marney	Bangs	Council Member
Anthony	Maroulis	Missouri City	Council Member
Kent	Marquardt	TxDOT	Director
Kent	Marquardt	TxDOT Strategic Planning - STR	Director
Tom	Marquardt	Hudson Oaks	Council Member
Ray	Marques	San Antonio Cycling Club	
Cesar	Marquez	City of Bovina	City Manager
Franscisco	Marquez	Gemco	
Janece	Marquez	TxDOT	
Janece	Marquez	TxDOT	
Lorena	Marquez	City of Monahans	City Secretary
Michelle	Marquez	Terrell County	County Commissioner
Noe	Marquez	McCamey	Alderperson
Raul	Marquez	Big Spring	Council Member
Robert	Marquez	Glen Rose	Council Member
Socorro	Marquez	City of Cactus	Mayor
Ted	Marquez	City of El Paso	
Michael	Marrero	City of Odessa	City Manager
Paola	Marrero	State Rep. Cesar Blanco's Office	
Abel	Marroquin	TxDOT	Director of Transp. Planning & Dev.
Rosa	Marroquin	Petersburg	Council Member
Abel	Marroquin III	TxDOT	TxDOT District TA/SRTS Coordinator/Pharr District Office
Abel	Marroquin, III	TxDOT	
Donny	Marrs	San Jacinto County	County Commissioner
James	Marrs	Borger	Council Member
Michael	Mars	Talco	Commissioner
Charles	Marsh	City of Annetta South	Mayor
David	Marsh	Capital Area Rural Transportation System	Executive Director
Jeff	Marsh	Pflugerville	Council Member
Justin	Marsh	Vernon	Commissioner
Mike	Marsh	Crockett	Mayor Pro Tem
David	Marsh	Capital Area Rural Transportation System	General Manager
Brandon	Marshall	TxDOT	Austin
Brian	Marshall	Grand Saline	Council Member
Corky	Marshall	City of Roaring Springs	Mayor

First Name	Last Name	Organization	Title/District
D. Keith	Marshall	Lakeport	Alderperson
Faye	Marshall	Detroit	Alderperson
Kit	Marshall	City of Aledo	Mayor
Larry	Marshall	Benbrook	Council Member
Mike	Marshall	Tyler County	County Commissioner
Patsy	Marshall	Rains County	County Commissioner
Tim	Marshall	City of Gilmer	Mayor
Vivian	Martell	La Ward	Alderperson
Beth	Martin	Houston Bike Share-Houston B-Cycle	Executive Director
Brent	Martin	Wellington	Alderperson
Christy	Martin	Plains	Council Member
Dave	Martin	Houston	Council Member
Dave	Martin	City of Houston	Council Member, District E
David	Martin	Progreso Lakes	Alderperson
Don	Martin	City of Keene	Director of Public Works
Dusty	Martin	Coahoma	Alderperson
Guy	Martin	Conroe	Council Member
Harold	Martin	City of Queen City	Mayor
Isabel	Martin	Seven Oaks	Alderperson
Jack	Martin	Dickens	Alderperson
Jack	Martin	Morris County	Sheriff
James	Martin	Carson County	County Commissioner
Jay	Martin	La Porte	Council Member
Jerry	Martin	Burton	Alderperson
Julie	Martin	Palm Valley	Council Member
Katie	Martin	TxDOT	Atlanta
Kristin	Martin	La Porte	Council Member
Lanham	Martin	Shackelford County	County Commissioner
Linda	Martin	City of Euless	Mayor
Lisa	Martin	Fulshear	Alderperson
Pat	Martin	Archer County	County Commissioner
Phillip	Martin	Hunt County	County Commissioner
Preston	Martin	Fisher County	County Commissioner
Richard	Martin	Navarro County	County Commissioner
Ron	Martin	Deer Park	Council Member
Tommy	Martin	City of Sunrise Beach Village	Mayor
William "Bill"	Martin	Harlingen EDC	CEO
Alfred	Martinez	Plains	Council Member
Araceli	Martinez	City of Miller's Cove	City Secretary
Benny	Martinez	Brooks County	Sheriff
Benny	Martinez	Leon Valley	Council Member
Carlos	Martinez	State Rep. Cesar Blanco's Office	
Cesar	Martinez	Robstown	Council Member
Debbie	Martinez	Freer	Alderperson
Diana	Martinez	City of Alamo	Mayor
Eddie	Martinez	Zapata County	County Commissioner
Eligio	Martinez	Crockett County	County Commissioner
Elma	Martinez	City of San Diego	City Secretary
Felix	Martinez	Lorenzo	Council Member
H.D.	Martinez	Jim Hogg County	County Commissioner
Irma	Martinez	Premont	Council Member
Isidro	Martinez	Alamo Area Metropolitan Planning Organization	Director
Jeffery	Martinez	Port Isabel	Commissioner
Joe	Martinez	Val Verde County	Sheriff
Jose	Martinez	Brooks County	County Commissioner
Joseph	Martinez	Big Wells	Commissioner
Linda	Martinez	Barstow	Alderperson
Louis	Martinez	South Houston	Alderperson
Maggie	Martinez	City of Mount Calm	City Secretary
Mando	Martinez	Pearsall	Council Member
Manuel	Martinez	Sonora	Council Member
Mario	Martinez	Hale Center	Council Member
Mario	Martinez	Hale County	County Commissioner
Martin	Martinez	Freer	Alderperson
Michael A.	Martinez	El Paso County Rural Transit	Director of Administrative Operations
Morris	Martinez	San Antonio Municipal Airport	Manager
Pablo	Martinez	Gregory	Alderperson
Raul	Martinez	Progreso	Alderperson
Rene	Martinez	Anna	Council Member
Robert	Martinez	Webb County Community Action Agency	Transportation Director
Ruby	Martinez	Crane Crane	County Commissioner
Ryan	Martinez	Van Horn	Alderperson
Sally	Martinez	Von Ormy	Mayor Pro Tem
Scott	Martinez	City of O'Donnell	Mayor
Shelley	Martinez	City of Pecan Hill	City Secretary

First Name	Last Name	Organization	Title/District
Shorty	Martinez	Terry County	County Commissioner
Sid	Martinez	Alamo Area MPO	
Susie	Martinez	City of Petersburg	Mayor
Tony	Martinez	City of Brownsville	Mayor
Clark	Martinson	Bike Houston	
Clark	Martinson	Bike Houston	Executive Director
Troy	Marx	City of Thrall	Mayor
John	Mashburn	Rising Star	Alderperson
Donny	Mason	Farmersville	Alderperson
James	Mason	Camp County	County Judge
Jeff	Mason	City of Lakeside	Mayor
Stephen	Mason	Cedar Hill	Mayor Pro Tem
Thomas	Mason	LCRA	General Manager
Ron	Massa	Lakeway	Mayor Pro Tem
Steve	Massengale	Lubbock	Council Member
Steve	Massengale	City of Lubbock	Councilmember, District 4
Amy	Massey	City of Cross Timber	City Secretary
Bonnie	Massey	Campbell	Alderperson
Cynthia	Massey	Helotes	Council Member
Kenny	Massey	Honey Grove	Alderperson
Viki	Massey	Palisades	Alderperson
Gavin	Massingill	Rollingwood	Alderperson
James	Mastergeorge	Robinson	Mayor Pro Tem
Julie	Masters	City of Dickinson	Mayor
Ken	Mathew	Stafford	Council Member
Doug	Mathews	Wharton County	County Commissioner
Lamar	Mathews	Caney City	Alderperson
Bobby	Mathiews	City of Woodson	Mayor
Debbie	Mathis	Maud	Alderperson
Fonda	Mathis	Seguin	Council Member
Larry	Mathis	Brownwood	Council Member
Nicole	Mathis	New Chapel Hill	Alderperson
Charles	Mathus	Queen City	Alderperson
Charles	Matlock	Early	Council Member
Jean	Matlock	Texarkana	Council Member
Dawn	Matte	City of China	City Secretary
Anthony	Mattei	Fairview, Town of	Council Member
Don	Matter	Nassau Bay	Council Member
Doug	Matthes	Matagorda County	Emergency Mgmt. Coordinator
Carey	Matthews	Texas Department of Public Safety-Corpus Christi	
Glenn	Matthews	Kountze	Alderperson
Kyle	Matthews	Coryell County	County Commissioner
Larry	Matthews	Huxley	Alderperson
Mary Ann	Matthews	Godley	Alderperson
Melissa	Matthews	Mertzon	Mayor Pro Tem
Jordana	Matthews	ATD	
William	Matthys	Cuero	Mayor Pro Tem
Kevin	Mattingly	City of Little Elm	Director of Public Works
Thomas	Mattis	City of Elgin	City Manager
Jesse	Mauldin	Leary	Alderperson
Phillip	Mauldin	Harrison County	County Commissioner
Opal	Mauldin-Jones	City of Lancaster	City Manager
Sabrina	Maultsby	City of San Saba	City Secretary
Brian	Mauney	Evant	Council Member
Andy	Maxwell	Eastland County	County Commissioner
Brian	Maxwell	City of Galveston	City Manager
Gina	Maxwell	City of Newcastle	Mayor
Glen	Maxwell	Burke	Mayor Pro Tem
Marc	Maxwell	City of Sulphur Springs	City Manager
Tom	Maxwell	Universal City	Council Member
Larry	May	Sweetwater	Commissioner
Whitley	May	Nolan County	County Judge
Daniel	Mayberry	Bovina	Alderperson
Matthew	Mayberry	Charlotte	Alderperson
Jay	Mayden	Childress County	County Judge
Megan	Mayes	City of Morgan's Point	City Secretary
Mike	Mayfield	Montague County	County Commissioner
Alesia	Mayne	City of Grand Saline	City Secretary
Roy	Maynor	West Columbia	Alderperson
Johnny	Mayo	Schleicher County	County Commissioner
Ray	Mayo	Mitchell County	County Judge
Joe	Mayrant	New Waverly	Alderperson
Caroline	Mays	TxDOT	
Caroline	Mays	TxDOT	Freight and International Trade Section Director

First Name	Last Name	Organization	Title/District
Caroline	Mays	TxDOT Transportation Planning and Programming	Freight and International Trade Section Director
Wes	Mays	Coppell	Council Member
Kristina	Mayton	City of Plantersville	City Secretary
Chrissy	Mc Cain	COSA-City Council D-1	
Wes	Mc Cluve	City of Mesquite	
Karl	Mc Elhaney	County Commissioner Carl Robinson's Office	
Shirley	Mc Keller	City of Tyler	Councilmember, District 3
Tim	McAlavy	TxDOT	Paris
Kyle	McAlister	Abilene	Council Member
Kyle	McAlister	City of Abilene	Place 5
Theresa	McAllister	JISD	
Laddie	McAnally	San Jacinto County	County Commissioner
John	McAnelly	Hondo	Council Member
Everett	McArthur	Meadow	Alderperson
Tory	McAuley	Shallowater	Alderperson
Casey	McAuliffe	La Marque	Council Member
Morgan	McBee	Lefors	Council Member
Cheryl	McBeth	Bailey's Prairie, Village of	Alderperson
Mike	McBride	Northlake	Mayor Pro Tem
Mitch	McBride	Point Comfort	Council Member
Robert	McBride	Roscoe	Alderperson
Eddie	McBride, IOM	Lubbock Chamber of Commerce	President & CEO
Casey	McBroom	Happy	Commissioner
Jason	McBroom	Fayette County	County Commissioner
Don	McBurnett	Duncanville	Council Member
Bob	McCain	City of Wheeler	Mayor
Ed	McCain	Athens	Council Member
Jami	McCain	Cedar Hill	Council Member
Roy Lynn	McCain	Angus	Alderperson
Dewitt	McCall	Douglassville	Alderperson
Melissa	McCall	City of Diboll	City Secretary
Alan	McCandless	Camp County	Sheriff
Henry	McCant	Domino	Council Member
Britt	McCarter	Wheeler	Alderperson
Joey	McCarthy	Reno	Mayor Pro Tem
Miki	McCarthy	San Juan Economic Development Corp	Executive Director
Ron	McCartney	Gholson	Mayor Pro Tem
Carl	McCarty	Dallam County	County Commissioner
Lindy	McCarty	City of Alba	City Secretary
John	McCarver	Limestone County	County Commissioner
Shawn	McCaskill	Southlake	Deputy Mayor Pro Tem
Terri	McCasland	TxDOT	Transportation Engineer
Jimmy	McCaslin	Swisher County	Sheriff
Larry	McCauley	Crosby County	County Commissioner
Robert	McCauley	Lampasas	Council Member
John	McCaw	Garden Ridge	Mayor Pro Tem
Bill	McCay	Lubbock County	County Commissioner
Bill	McCay	Lubbock County	Commissioner Precinct 1
Cheryl	McClain	Lake Dallas	Council Member
John	McClain	City of Diboll	Mayor
Clint	McClaren	Oak Ridge North	Mayor Pro Tem
Scotty	McClaugherty	McMullen County	County Commissioner
Frank	McClellan	Wortham	Alderperson
Keith	McClellan	Blanco	Council Member
Marilyn	McClelland	Cuney	Alderperson
Dan	McClendon	Burleson	Mayor Pro Tem
Harvey	McClendon	Kilgore	Mayor Pro Tem
Ralph	McClendon	Mountain City	Mayor Pro Tem
Sarah	McClendon	Pinehurst	Alderperson
James	McCleskey	Roaring Springs	Council Member
G.M.	McClinton	Kennard	Alderperson
Mark	McClinton	Stephenville	Council Member
John	McClung	Corsicana	Council Member
David	McClure	Azle	Council Member
Jimmie	McClure	Midlothian	Council Member
Sharon	McClure	Stagecoach	Alderperson
Rhonda	McCollough	West Lake Hills	Council Member
Joe	McComb	City of Corpus Christi	Mayor
Joe	McComb	City of Corpus Christi	Mayor
Erika	McComis	City of Bridgeport	City Secretary
Luin	McConnell	Italy	Alderperson
Tom	McCool	Harrison County	Sheriff
Clyde	McCormick	Castle Hills	Mayor Pro Tem
Mike	McCormick	Waller	Council Member

First Name	Last Name	Organization	Title/District
Dave	McCorquodale	Montgomery	Council Member
Joe	McCourry	City of The Colony	Mayor
Curtistene	McCowan	City of DeSoto	Mayor
Shawn	McCowen	Scurry County	County Commissioner
Johnny	McCown	Knox County	County Commissioner
Terry	McCoy	TxDOT	District Engineer
Tim	McCoy	Yoakum	Council Member
Amanda	McCrory	City of Burleson	City Secretary
Andy	McCuistion	City of Breckenridge	City Manager
Phillip	McCullouch	Blooming Grove	Alderperson
Chad	McCurdy	Cedar Hill	Council Member
Kyle	McCurdy	Aquilla	Council Member
Robert	McCurdy	Venus	Alderperson
William	McCurdy	Aurora	Alderperson
Wayne	McCutchen	Coke County	Sheriff
Carol	McCutcheon	Sugar Land	Council Member
Bob	McDaniel	Ballinger	Commissioner
Bonnie	McDaniel	Angleton	Council Member
Greta	McDaniel	Chico	Mayor Pro Tem
Jimmy	McDaniel	Sabine County	County Commissioner
Mark	McDaniel	City of Kerrville	City Manager
Matthew	McDaniel	San Angelo Standard Times	Editor
Terry	McDaniel	Big Spring	Council Member
Tim	McDaniel	Quinlan	Alderperson
Wayne	McDaniel	Hardin County	County Judge
C.E.	McDaniel, Jr.	Madison County	County Judge
Terence	McDavid	Marlin	Council Member
Christina	McDonald	City of Marble Falls	City Secretary
Jim	McDonald	Pflugerville	Council Member
Kelly	McDonald	City of Cleveland	City Manager
Kenyon	McDonald	Olmos Park	Council Member
Lynn	McDonald	Van Horn	Alderperson
Nate	McDonald	Matagorda County	County Judge
Preston	McDonald	Junction	Alderperson
Roger	McDonald	Frankston	Council Member
Roy	McDonald	City of West Orange	Mayor
Shannon	McDonald	Sour Lake	Mayor Pro Tem
Mike	McDonld	Petrolia	Alderperson
Michael	McDougal	Village of Salado	Alderperson
Dean	McDuff	Atlanta	Mayor Pro Tem
Karen	McDuffie	Anderson	Alderperson
David	McEachern	San Augustine County	County Commissioner
Jesica	McEachern	City of Bridgeport	City Manager
Scott	McElrath	Needville	Alderperson
Austin	McElroy	Kenefick	Alderperson
Cory	McElwrath	Wolfe City	Council Member
Ray	McEnroe	Oglesby	Alderperson
Doug	McEntire	Panorama Village	Alderperson
Judith	McEyla	Village of Bailey's Prairie	Alderperson
Mark	McFadden	City of Olton	Mayor
Rodney	McFadden	Franklin	Alderperson
Sharon	McFadden	City of Graham	City Secretary
James	McFall	Windcrest	Alderperson
Ray	McFarland	Brownfield	Council Member
Ray	McFarland	Winona	Alderperson
Lisa	McFerrin	Moran	Council Member
Lindsey	McGaha	Carbon	Alderperson
Michael	McGahee	Mount Pleasant	Council Member
Bill	McGahen	Stagecoach	Alderperson
Michael	McGaughey	Knox City	Council Member
Bobbie	McGee	De Kalb	Alderperson
Bobby	McGee	Coleman	Council Member
Broderick	McGee	Tyler	Council Member
Corey	McGee	Forney	Council Member
Mead	McGee	Tioga	Alderperson
Broderick	McGee	City of Tyler	Councilmember, District 2
Acy	McGehee	Godley	Alderperson
Kimberly	McGehee-Aldrich	Kirby	Mayor Pro Tem
Chris	McGilbra	Madisonville	Council Member
Mark	McGill	Stagecoach	Alderperson
Terry	McGill	City of Frost	City Secretary/Court Clerk
Wayne	McGinnes	Eldorado	Council Member
BJ	McGinnis	Blanket	Alderperson
Carrol	McGinnis	Hedwig Village	Council Member
Renae	McGlashan	China	Alderperson

First Name	Last Name	Organization	Title/District
Mindy	McGlone	Wortham	Alderperson
Jayme	McGlothlin	Rose City	Council Member
Adam	McGough	Dallas	Council Member
Adam	McGough	City of Dallas	Councilmember, District 10
Stephen	McGovern	Palacios	Alderperson
Chuck	McGowen	City of Grandview	Mayor
Pat	McGrail	City of Keller	Mayor
Courtney	McGrath	Talty	Council Member
James	McGrath	City of Lytle	Director of Public Works
John	McGregor	Clay County	County Commissioner
Kara	McGregor	Lockhart	Council Member
Brett	McGuire	Palo Pinto County	Sheriff
Charles	McGuire	Kimble County	County Commissioner
Karen	McGuire	City of Dimmitt	City Secretary
Mark	McGuire	Dalworthington Gardens	Alderperson
Wayne	McGuire	Mildred	Alderperson
Charles	McHam	Henderson County	County Commissioner
Deborah	McInerney	Saint Hedwig	Council Member
Donna	McInnis	Hico	Alderperson
Jenni	McJunkin	City of Weston Lakes	City Secretary
Bill	McKain	Valley Mills	Alderperson
Gary	McKaughan	Willow Park	Council Member
Roxanne	McKee	City of Rollingwood	Mayor
Debra	McKelvain	Alvord	Council Member
Wesley	McKelvy	Point Comfort	Council Member
Carl	McKenzie	Moore Station	Alderperson
Jim	McKenzie	City of Sweetwater	Mayor
Jon	McKenzie	Hurst	Council Member
Samual	McKenzie	Moore Station	Alderperson
Earl	McKinley	Ochiltree County	County Judge
Ronnie	McKinney	Gregg County	County Commissioner
Tina	McKinney	City of Loraine	City Secretary
Wade	McKinney	Henderson County	County Commissioner
Kay	McKinnon	Jefferson	Alderperson
SHANE	McKINZIE	City of Plains	Mayor
Kathy	McKissack	Angus	Alderperson
David	McKnight	Marion County	Sheriff
Joe	McKnight	Marion County	County Commissioner
John	McKnight	Town of Highland Park	Council Member
Jerome	McKown	Shoreacres	Alderperson
Karen	McLain	Pampa	Commissioner
Will	McLane	TxDOT	
Pat	McLaughlan	Bellaire	Council Member
Don	McLaughlin	City of Uvalde	Mayor
Don	McLaughlin	City of Uvalde	
Don	McLaughlin	City of Uvalde	Mayor
Mark	McLaughlin	City of Flatonia	City Manager
Larry	McLellan	City of Big Spring	Mayor
Bill	McLendon	Hurst	Council Member
Bill	McLeod	Panhandle	Council Member
John	McLeod	Andrews	Council Member
Michael	McLeod	Shenandoah	Council Member
Mike	McLeod	Merkel	Alderperson
Wendell	McLeod	Liberty Hill	Alderperson
Amy	McLin	Castle Hills	Alderperson
Billy	McMahan	Post Oak Bend City	Mayor Pro Tem
Matt	McMahan	City of Caddo Mills	City Manager
Mike	McMahan	City of Goldthwaite	Mayor
Tod	McMahan	Hunt County	County Commissioner
Chris	McMahon	Port Neches	Council Member
Sean	McMahon	Village of Webberville	Commissioner
Stephen	McMahon	Post Oak Bend City	Alderperson
Beaver	McManus	Irion County	County Commissioner
Clint	McManus	HGAC	Pedestrian - Bicyclist Planning
Norris	McManus	City of Caldwell	Mayor
Todd	McMillan	Santa Anna	Alderperson
Ed	McMillian	Brownwood	Council Member
Dorothy	McMillion	Wells	Mayor Pro Tem
Mitch	McMillon	Jasper	Council Member
Marissa	McMinn	Surfside Beach	Alderperson
Troy	McMinn	Surfside Beach	Mayor Pro Tem
Deana	McMullen	City Aledo	City Secretary
Carl	McMurray	Neylandville	Alderperson
Hudson	McMurray	Neylandville	Alderperson
Frank	McMurrey	Coldspring	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Kathy	McNair	Hallsburg	Alderperson
Michael	McNair	Bike DFW	President
Heather	McNair	Bike DFW	Communications Director
Michael	McNamara	City of Clear Lake Shores	Mayor
Parnell	McNamara	McLennan County	Sheriff
Dale	McNeel	City of New London	Mayor
Hugh	McNeil	City of Devers	Mayor
Chris	McNeill	Town of Sunnyvale	Council Member
Cara	McPartland	City of Village of Salado	City Secretary
Cara	McPartland	City of Wimberley	City Secretary
Curt	McPherson	Hemphill County	County Commissioner
Andrew	McPhie	Olney	Council Member
Paul	McQueen	City of Megargel	Mayor
Stacy	McQueen	Wheeler	Alderperson
Winfred	McQueen	Hall County	County Commissioner
Mike	McQuiston	Decatur	Council Member
Clint	McRae	Walker County	Sheriff
Ed	McRoy	Abilene MPO	
Jeffrey	McSpedden	Town of Hickory Creek	Director of Public Works
Roscoe	McSwain	Shelby County	County Commissioner
Sam	McVay	City of Enchanted Oaks	Mayor
Brett	McVean	City of Covington	City Secretary
Mike	McWhirter	King County	Sheriff
Joey	McWilliams	Mont Belvieu	Mayor Pro Tem
James	Meador	Motley County	County Judge
Kirk	Meador	Stonewall County	County Commissioner
Lynn	Meador	Schleicher County	County Commissioner
Mike	Meador	Montgomery County	County Commissioner
David	Meadows	De Kalb	Mayor Pro Tem
David	Meadows	Hardin	Council Member
James	Meadows	Helotes	Council Member
Justin	Meadows	City of New Braunfels	Councilmember
Justin	Meadows	New Braunfels	Council Member
Kathy	Meadows	Leary	Mayor Pro Tem
Allan	Meagher	Irving	Council Member
Colby	Meals	Whitesboro	Alderperson
Ken	Medders	South Padre Island	Council Member
Mike	Medford	Callisburg	Mayor Pro Tem
Ricardo	Medina	Pharr	Commissioner
Ricardo	Medina	City of Pharr	Commissioner Place 5
Brad	Medlin	Quitman	Alderperson
Charles	Medlin	East Mountain	Alderperson
Adam	Medrano	Dallas	Deputy Mayor Pro Tem
Blas	Medrano	Progreso	Alderperson
Carlos	Medrano	Seguin	Council Member
Adam	Medrano	City of Dallas	Councilmember, District 2
David	Meek	Town of Cross Roads	Council Member
Dillon	Meek	Waco	Council Member
Randy	Meeks	Hunt County	Sheriff
Lance	Megyesi	Fate	Council Member
Lorne	Megyesi	City of Fate	Mayor
Patti	Meier	Cross Timber	Mayor Pro Tem
Loren	Meiner	City of Meadowlakes	City Secretary
Marco	Mejia	Lancaster	Council Member
Rebecca	Mejia	City of Smiley	City Secretary
Terry	Mejia	Rogers	Alderperson
Pat	Melancon	Kinney County	County Commissioner
Oscar	Melchor	Waelder	Alderperson
Roger	Meller	Higgins	Alderperson
Bill	Mello	Orange	Council Member
David	Melms	Big Lake	Alderperson
Larry	Melson	Latexo	Mayor Pro Tem
Brittany	Melton	Tom Bean	Alderperson
Daryl	Melton	Sabine County	County Judge
Fred	Melton	Ropesville	Alderperson
Lori	Melton	Detroit	Alderperson
Rhea	Melton	Spur	Alderperson
Shirley	Melton	Lott	Council Member
Virgil	Melton	Van Zandt County	County Commissioner
Paul	Meltzer	Denton	Council Member
Thomas	Melugin	Savoy	Council Member
Linda	Mena	TxDOT	
Sabino	Mena	Dilley	Mayor Pro Tem
Charles	Mendeke	Uvalde County	Sheriff
Javier	Mendez	Los Fresnos	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Jimmy	Mendez	Katy	Council Member
Francisco	Mendoza	Zapata Chamber of Commerce	President
Jamie	Mendoza	City of Port Neches	City Secretary
Josue	Mendoza	Balmorhea	Alderperson
Juan	Mendoza	Lockhart	Council Member
Paco	Mendoza	Zapata Couty	County Commissioner
Ruben	Mendoza	Town of Horizon City	Mayor
Jose	Menendez	State Senator	
Hugh	Menking	Killeen	Council Member
Keith	Mensch	Denver City	Council Member
Sue	Mercado-Powell	Danbury	Alderperson
Carly	Mercer	Town of Darrouzett	Alderperson
Paul	Meriwether	City of Mount Pleasant	Mayor
Gilbert	Merkle	New Berlin	Alderperson
Gilbert	Merkle	City of New Berlin	Mayor
Lloyd	Merrell	City of Sealy	City Manager
Maria	Merrell	City of Quitaque	City Manager
Tom	Merrick	Ingleside On The Bay	Alderperson
Julie	Merrill	Wolfforth	Council Member
George	Merritt	Avery	Alderperson
Keith	Merritt	Orange County	Sheriff
Terry	Merritt	Avery	Alderperson
Ty	Merritt	Deport	Alderperson
Sam	Merryman	Sudan	Mayor Pro Tem
Jordan	Merson	San Antonio River Authority	
Dick	Messberger	Kingsville Chamber of Commerce	Executive Director
Larry	Messick	Rotan	Alderperson
Rudy	Metayer	Pflugerville	Council Member
Tonya	Metcalf	Hedley	Alderperson
John	Metting	Pleasanton	
Paul	Mettlen	Burke	Alderperson
Theresa	Metty	South Padre Island	Council Member
Mark	Meuth	Bastrop County	County Commissioner
Cindy	Meyer	Parker	Council Member
Justin	Meyer	Kenedy	Alderperson
Matthew	Meyer	Point Venture	Council Member
Michelle	Meyer	Everman	Council Member
Rodney	Meyer	Lee County	Sheriff
Tim	Meyer	Eustace	Council Member
Yvonne	Meyer	Beasley	Council Member
Evelyn	Meyers	Splendora	Alderperson
Janet	Meyers	City of Aubrey	Mayor
Jimmy	Meyers	Bridgeport	Council Member
Mable	Meyers	City of Industry	Mayor
W.A.	Meyers	Fort Bend County	County Commissioner
Michael	Mezmar	Harlingen	Commissioner
Vincent	Michael	San Antonio Conservation Society	Executive Director
Jeff	Michalak	El Lago	Council Member
Marilyn	Michaud	Teague	Alderperson
Jeffry	Michelson	Lockhart	Council Member
Robert	Michetich	La Marque	Council Member
Edward	Michulka	Sterling County	County Commissioner
G.	Michulka	City of City of Beasley	City Secretary
Kristi	Mickelson	Mullin	Mayor Pro Tem
Ben	Middlebrooks	Rusk	Council Member
Debra	Middleton	Seagraves	Alderperson
Ed	Mihalkanin	San Marcos	Council Member
Ana	Mijares	TxDOT	Lufkin
	Mike Miller	Austin History Center	Managing Archivist
Tony	Mikeska	Dawson	Alderperson
Herbert	Mikeworth	Bellevue	Council Member
Magdy	Mikhail	TxDOT	Pavement Asset Management Section Director
Robert	Miklos	Mesquite	Council Member
Donnie	Mikolajewski	Bremond	Council Member
Kirk	Mikulec	The Colony	Council Member
Edwina	Milam	Covington	Council Member
Gary	Milam	Grand Saline	Council Member
James	Milam	Covington	Council Member
Toni	Milam	City of Llano	City Secretary
Nick	Milanovich	City of New Berlin	Mayor
Nick	Milanovich	City of New Berlin	
Donna	Milburn	West Tawakoni	Alderperson
Adam	Miles	City of Hewitt	City Manager
Jason	Milewski	Victoria Regiona Airport	Manager
Mark	Millar	City of Gunter	Mayor

First Name	Last Name	Organization	Title/District
Albert	Miller	Jeff Davis County	County Commissioner
Angela	Miller	City of Highland Village	City Secretary
Bert	Miller	City of Navasota	Mayor
Bryan	Miller	Llano	Council Member
Buck	Miller	Menard County	Sheriff
Chad	Miller	Concho County	Sheriff
Chris	Miller	NETRMA	
Chris	Miller	North East Texas RMA	Executive Director
Cliff	Miller	Big Lake	Alderperson
Dana	Miller	Roberts County	Sheriff
Danny	Miller	City of Strawn	City Secretary
Dion	Miller	City of Tulia	City Manager
Draco	Miller	Brownwood	Council Member
Edward	Miller	Shackelford County	Sheriff
Greg	Miller	TxDOT Aviation - AVN	Section Director
Gregg	Miller	Archer City	Alderperson
Jared	Miller	City of Amarillo	City Manager
Jeff	Miller	Aubrey	Mayor Pro Tem
Jeff	Miller	Jacksboro	Alderperson
Jim	Miller	Hudspeth County	County Commissioner
Joni	Miller	Newton	Alderperson
Josephine	Miller	San Patricio Economic Development San Patricio County Rural Rail District	Executive Director
Kerry	Miller	Dalhart	Council Member
Lee	Miller	Anna	Council Member
Meigs	Miller	Prosper, Town of	Council Member
Merle	Miller	Lipscomb County	County Commissioner
Michael	Miller	Junction	Alderperson
Pam	Miller	City of Caddo Mills	City Secretary
Patty	Miller	Itasca	Alderperson
Ray	Miller	Vicotria MPO	Mpo Coordinator
Raymond	Miller	Pecan Gap	Alderperson
Robert	Miller	San Patricio	Mayor Pro Tem
Sam	Miller	City of Sudan	Mayor
Sharmayne	Miller	Miami	Mayor Pro Tem
Steve	Miller	Town of Providence Village	Alderperson
Ted	Miller	Midlothian	Council Member
Tem	Miller	City of Bishop	Mayor
Teresa	Miller	Southmayd	Alderperson
Walter	Miller	Town of Horizon City	Alderperson
Walter	Miller	Horizon City Terracon	
Kay	Miller	Bandera Independent School District	
Larry	Millican	League City	Council Member
Marshall	Millican	Coke County	County Commissioner
Ross	Milloy	Austin/SA Corridor Council	President
Buddy	Mills	Gillespie County	Sheriff
Burt	Mills	Aransas County	County Judge
Cathy	Mills	City of Henrietta	City Secretary
Clissa	Mills	City of Palacios	City Secretary
David	Mills	City of Monahans	City Manager
Donna	Mills	Live Oak County	County Commissioner
Jimmy	Mills	Jewett	Alderperson
Justin	Mills	Oyster Creek	Mayor Pro Tem
Kelle	Mills	Meadows Place	Alderperson
Michael	Mills	City of Smiley	Mayor
Sherrye	Mills	Gordon	Alderperson
William	Mills	Aransas County	Sheriff
Wayne	Millsap	Lucas	Council Member
Travis	Milner	TxDOT Maritime - MRD	Maritime Plan and Strat Section Director
Pamela	Mils	City of Chico	City Secretary
Bryan	Milson	City of Flatonia	Mayor
Elton	Milstead	Nacogdoches County	County Commissioner
Doug	Milton	Celeste	Alderperson
Mark	Milum	City of Los Fresnos	City Manager
Bryan	Milward	City of Dickinson	Director of Public Works
Rashad	Mims	Anderson County	County Commissioner
Angela	Miner	Plano	Council Member
Paula	Mingus	Higgins	Mayor Pro Tem
David	Minick	Noonday	Council Member
Ricky	Minjarez	Dawson County	County Commissioner
Joe	Minkley	Claude	Alderperson
Harold	Minor	Anderson	Alderperson
Reatta	Minshew	City of Sweeny	City Secretary
Jason	Minter	Celeste	Alderperson
Charles	Minton	Shepherd	Alderperson

First Name	Last Name	Organization	Title/District
Roy	Mints	Runnels County	County Commissioner
Crystal	Miranda	City of Seguin	
Crystal	Miranda	City of Seguin	
Frank	Miranda	Rotan	Alderperson
Toby	Mires	O'Donnell	Alderperson
Becky	Miska	City of Edna	City Secretary
Todd	Mistrot	Permian Basin Regional Planning Commission	
Andrew	Mitcham	Jersey Village	Council Member
Amy	Mitchell	Sugar Land	Council Member
Bobbie	Mitchell	Denton County	County Commissioner
Cindy	Mitchell	New London	Alderperson
Darin	Mitchell	Winkler County	Sheriff
David	Mitchell	City of Harker Heights	City Manager
David	Mitchell	City of Thorntonville	Mayor
David	Mitchell	Gatesville	Council Member
Joe	Mitchell	Jacksboro	Alderperson
Keith	Mitchell	Lamar County	County Commissioner
Lisa	Mitchell	City of Bayou Vista	City Secretary
Lisa	Mitchell	Clarksville City	Alderperson
Phil	Mitchell	City of Rising Star	Mayor
Steve	Mitchell	Richardson	Council Member
Travis	Mitchell	City of Kyle	Mayor
William	Mitchell	Uvalde County	County Judge
Keith	Mixon	Huntington	Council Member
Armin	Mizani	Keller	Council Member
Marty	Moats	Richland Springs	Alderperson
Tony	Mobly	Granbury	Council Member
Adriana	Mock	Rio Vista	Alderperson
Dennis	Moehlmann	City of Somerville	Director of Public Works
Janet	Moeller	City of Haskell	City Manager
Kelley	Moeller	Moulton	Mayor Pro Tem
Joann	Moer	City of Pleasant Valley	City Secretary
Janet	Moerbe	City of La Grange	Mayor
Garland	Moffett	Lexington	Alderperson
Jon	Moffett	Bishop Hills	Alderperson
Milo	Moffit	City of Mingus	Mayor
Dan	Mohon	Pinehurst	Alderperson
Bill	Mohr	Town of Lakeside	Mayor Pro Tem
Helen	Moise	Arlington	Council Member
Lura	Moitozo	Knollwood	Alderperson
Robert	Mokry	Volente	Council Member
Gary	Molberg	Amarillo Chamber of Commerce	President & CEO
Ben	Molina	Corpus Christi	Council Member
Debbie	Molina	City of Jourdanton	City Secretary
Erica	Molina	City of Simonton	City Secretary
Randy	Molina	Holliday	Council Member
Richard	Molina	City of Edinburg	Mayor
Robert	Molina	Alice	Council Member
Ben	Molina	City of Corpus Christi	Council Member-District 2
Tralyn	Molinar	Weston	Alderperson
Jeff	Moncrief	Tioga	Alderperson
Ramiro	Mondragon	Hillcrest Village	Alderperson
Roselee	Mondrik	Cameron	Council Member
Brent	Money	Greenville	Council Member
Jeff	Monk	Booker	Alderperson
James	Monks	City of Teague	Mayor
Alan	Monroe	Friona	Alderperson
Kayla	Monroe	City of Petersburg	City Secretary
Larry	Monroe	Ranger	Commissioner
T.J.	Monroe	Lampasas	Council Member
Mary	Monse	Christine	Alderperson
David	Montague	Bellaire	Council Member
Domingo	Montalbo	Little River-Academy	Council Member
Joe	Montalvo	Kinney County	County Commissioner
Dawna	Montanelli	Maud	Alderperson
Ellie	Monteaux	City of Livingston	City Secretary
Melisa	Montemayor	TxDOT	
Frank	Montes	Clint	Alderperson
Olga	Montes	Combes, Town of	Alderperson
Joe	Montez	Bee Development Authority	
Angela	Montfort	City of Mildred	City Secretary
Andrew	Montgomery	Hill County	County Commissioner
Dwayne	Montgomery	City of Amherst	Mayor
Earmon	Montgomery	Avinger	Alderperson
Hilda	Montgomery	Round Rock	Council Member

First Name	Last Name	Organization	Title/District
Lydia	Montgomery	Huntsville	Council Member
Monte	Montgomery	City of Athens	Mayor
Ross	Montgomery	Shackelford County	County Judge
Susan	Montgomery	Albany	Alderperson
Shannon	Montgomery, TRMC	City of Rhome	City Secretary
Marissa	Montoya	TxDOT ROW	
Leroy	Moody	San Patricio County	Sheriff
Teresa	Moody	City of Paradise	City Secretary
Cary	Moon	Fort Worth	Council Member
Christie	Moon	Beckville	Alderperson
Gloria	Moon	Marshall	Commissioner
Heather	Moon	Todd Mission	Council Member
Kevin	Moon	Forney	Council Member
Lydia	Moon	Alvarado	Council Member
Richard	Moon	Florence	Alderperson
Sammy	Moon	Balch Springs	Council Member
Wally	Moon	Pecos	Alderperson
Cary	Moon	City of Fort Worth	Councilmember, District 4
Karl	Mooney	City of College Station	Mayor
Allen	Moore	City of Holliday	Mayor
Barry	Moore	College Station	Council Member
Charlotte	Moore	Justin	Council Member
Daina	Moore	Lueders	Council Member
Daren	Moore	Coryell County	County Commissioner
Darlene	Moore	Westbrook	Council Member
Dennis	Moore	Glen Rose	Council Member
Dennis	Moore	Glen Rose	Mayor Pro Tem
Donald	Moore	City of Big Spring	City Secretary
Ed	Moore	Longview	Council Member
Ed	Moore	City of Longview	Councilmember, District 1
Eddie	Moore	Navarro County	County Commissioner
Edward	Moore	Tyler	Council Member
Elizabeth	Moore	Walnut Springs	Alderperson
Evalyn	Moore	City of Richmond	Mayor
Gary	Moore	Bellmead	Council Member
Gary	Moore	Pearland	Council Member
Gary	Moore	Portland	Council Member
Jackie	Moore	City of Talco	City Secretary
Jamie	Moore	Wolfe City	Council Member
Janet	Moore	Aransas Pass	Council Member
Jeff	Moore	Red River County	County Commissioner
Jerry	Moore	Joshua	Council Member
Jerry	Moore	Woodcreek	Council Member
Jesse	Moore	City of Waskom	Mayor
Jimmy	Moore	Waskom	Alderperson
John	Moore	Bellville	Alderperson
John	Moore	Oak Grove	Council Member
Joyce	Moore	City of Oak Grove	City Secretary
Juanita	Moore	Clarksville	Council Member
Kenzie	Moore	DeSoto	Council Member
Louise	Moore	Reeves County	County Commissioner
Mary	Moore	City of Pearsall	Mayor
Matt	Moore	Nacogdoches	Council Member
Nancy	Moore	Tye	Council Member
Nathan	Moore	Canton	Council Member
Orsheka	Moore	TxDOT	Dallas
Paul	Moore	White Settlement	Council Member
Pollyanna	Moore	City of Maud	City Secretary
Robert	Moore	Runnels County	County Commissioner
Sheila	Moore	City of Cottonwood Shores	City Administrator/Secretary
Terry	Moore	Mansfield	Council Member
Tommy	Moore	Gainesville	Council Member
Wayne	Moore	Bonham	Council Member
Wendy	Moore	Port Aransas	Mayor Pro Tem
David	Moore	Alamo Heights Chamber of Commerce	President & CEO
Jeff	Moore	Bicycle Organziation	
Mary	Moore	City of Pearsall	
Ronnie	Moorhead	Stonewall County	County Judge
Alonzo	Morales	Goliad County	County Commissioner
Amado	Morales	Floyd County	County Commissioner
Amanda	Morales	City of La Feria	City Secretary
Gilda	Morales	Culberson County	County Commissioner
Jerry	Morales	City of Midland	Mayor
Jerry	Morales	Maverick County	County Commissioner
Jerry	Morales	City of Midland	Mayor

First Name	Last Name	Organization	Title/District
Judy	Morales	Temple	Council Member
Pablo	Morales	Lyford	Commissioner
Pete	Morales	Alamo	Commissioner
Raul	Morales	Jourdanton	Council Member
Sheila	Morales	Town of Copper Canyon	Town Secretary
Vincent	Morales	Fort Bend County	County Commissioner
Louis	Moran	New Fairview	Mayor Pro Tem
Nathaniel	Moran	Smith County	County Judge
Nathaniel	Moran	Smith County	Judge
Ernest	Moravec	City of Leroy	Mayor
Alma	Moreno	San Patricio County	County Commissioner
Esther	Moreno	City of Bruceville - Eddy	City Secretary
Frank	Moreno	City of Crystal City	Mayor
Joe	Moreno	City of Silsbee	Director of Public Works
Leonel	Moreno	City of Crosbyton	Director of Public Works
Lydia	Moreno	City of Lyford	City Secretary
Maricela	Moreno	Edcouch	Mayor Pro Tem
Stephanie	Moreno	Bee County	County Judge
Craig	Morgan	City of Round Rock	Mayor
David	Morgan	City of Georgetown	City Manager
Debbie	Morgan	City of Sour Lake	City Secretary
Fay	Morgan	Campbell	Alderperson
Joanna	Morgan	Smithville	Mayor Pro Tem
Mendell	Morgan	Live Oak	Council Member
Michael	Morgan	City of Troy	Mayor
Sam	Morgan	El Paso	Representative
Susan	Morgan	Berryville	Council Member
Terry	Morgan	Garza County	Sheriff
Dr. Sam	Morgan	City of El Paso	Councilmember, District 4
Gary	Morgenson	Hamlin	Mayor Pro Tem
Reynaldo	Morin	Cochran County	County Commissioner
Rose	Morin	Marlin	Council Member
Bill	Morley	City of Pelican Bay	Mayor
Jack	Morman	Harris County	County Commissioner
Jack	Morman	Harris County	Commissioner Precinct 2
Alma	Moron	City of La Villa	Mayor
Sofia	Morones	Carrizo Springs	Mayor Pro Tem
Alton	Morris	City of Jacksboro	Mayor
Anita	Morris	Post	Mayor Pro Tem
Charles	Morris	Garza County	County Commissioner
Charlie	Morris	Dickens County	County Commissioner
Charlotte	Morris	Burke	Alderperson
Charlotte	Morris	City of Burke	City Secretary
Chuck	Morris	Poth	Alderperson
David	Morris	Copperas Cove	Council Member
David	Morris	Star Harbor	Alderperson
Debbie	Morris	Port of Palacios	Port Director
Deborah	Morris	Garland	Council Member
Doug	Morris	Lamesa	Council Member
Jan	Morris	City of Hideaway	City Secretary
Jay	Morris	Claude	Alderperson
Joan	Morris	Winnsboro	Council Member
Kelly	Morris	TxDOT	Transportation Engineering Superv.
Kimberly	Morris	City of Village of Jones Creek	City Secretary
Kisha	Morris	City of DeSoto	City Secretary
Larry	Morris	Burke	Alderperson
Lindan	Morris	Floyd County	County Commissioner
Madonna	Morris	Carmine	Council Member
Margaret	Morris	Spur	Alderperson
Michael	Morris	NCTCOG Dallas-Fort Worth	Director
Nina	Morris	Lancaster	Deputy Mayor Pro Tem
Ouieda	Morris	Novice	Alderperson
Roger	Morris	Oldham County	County Commissioner
Tommy	Morris	Ivanhoe	Council Member
Richard	Morrish	Ballinger	Council Member
Joe	Morrison	Crane	Alderperson
Marion	Morrison	Star Harbor	Alderperson
Phillip	Morrison	Trinity	Alderperson
William	Morrison	Beckville	Alderperson
Nuny	Morriss	Van Horn	Alderperson
Billy	Morrow	East Mountain	Alderperson
Jacquelyn	Morrow	Oakwood	Alderperson
Tanya	Morrow	Haslet	Council Member
Christine	Morse	Bandera	Council Member
Clifton	Morse	Kempner	Council Member

First Name	Last Name	Organization	Title/District
Evelyn	Morse	City of Merkel	City Secretary
James	Morse	Miami	Alderperson
Clara	Morton	City of Coyote Flats	City Secretary
Melissa	Morton	Henderson	Council Member
Woodrow	Morton	McLean	Alderperson
Jack	Moseley	Bandera County	County Commissioner
Willie	Mosely	Blum	Alderperson
Donald	Moser	Town of Argyle	Mayor
Tom	Moser	Kerr County	County Commissioner
Charles	Moses	Diboll	Alderperson
Charlotte	Moses	Port Arthur	Council Member
Edward	Moses	Caldwell County	County Commissioner
Gary	Moses	Cross Plains	Alderperson
Kevin	Mosher	Caddo Mills	Alderperson
Sara	Mosier	Town of Draper	Town Secretary
Mark	Mosley	Texas Deparment of Transportation	
Mark	Mosley	TxDOT	TxDOT District TA/SRTS Coordinator/San Antonio District Office
Mark	Mosley	TxDOT	San Antonio
Mark	Mosley	TxDOT	
Al	Mosqueda	Earth	Alderperson
David	Moss	City of Southside Place	City Manager
Doyle	Moss	City of Willow Park	Mayor
Jackie	Moss	Sadler	Mayor Pro Tem
Jerry	Moss	Llano County	County Commissioner
Vance	Moss	Jasper County	County Commissioner
Felix	Mote	Nazareth	Commissioner
Gene	Mothershed	City of Beckville	Mayor
Edward	Motley	Dalworthington Gardens	Mayor Pro Tem
Regina	Motley	Seven Oaks	Alderperson
Wanda	Motley	Novice	Mayor Pro Tem
John	Mounce	Justin	Council Member
Paul	Mouring	Saint Jo	Alderperson
Roy	Mourot	Lawn	Alderperson
Ingrid	Moursund	City of Round Mountain	City Secretary
Jerry	Mouton	City of Deer Park	Mayor
Robin	Mouton	Beaumont	Council Member
Curt	Mowery	City of Sandy Point	Mayor
ELSA	MOYA	Plains	Council Member
Esmeralda	Moya	City of Galena Park	Mayor
Neil	Moyer	Shoreacres	Alderperson
Herbert	Muckleroy	City of Silsbee	Mayor
Shane	Mudge	Annetta	Alderperson
Brian	Muecke	City of Hedwig Village	Mayor
Jeff	Muegge	Milam County	County Commissioner
Cindy	Mueller	TxDOT	Management Analyst
Cindy	Mueller	TxDOT Transportation Planning and Programming	Management Analyst
Donald	Mueller	Wharton	Mayor Pro Tem
Matt	Mueller	City of Little Elm	Town Manager
Melinda	Muhl	Lexington	Alderperson
Thomas	Muir	City of Sanger	Mayor
Tom	Muir	City of Azle	City Manager
TJ	Mulhern	Woodbranch Village	Alderperson
David	Mullane	Roman Forest	Council Member
William	Mullen	Stonewall County	Sheriff
Mark	Mullendor	Bayview, Town of	Mayor Pro Tem
Anne	Mullins	Gun Barrel City	Council Member
Donny	Mullins	Rotan	Mayor Pro Tem
Frank	Mullins	Crosby County	County Commissioner
Marie	Mullins	Dickens	Mayor Pro Tem
Tom	Mullins	Tyler Chamber of Commerce	President/ CEO
Ginger	Mulloy	Opdyke West	Alderperson
Tim	Mulry	VIA Metropolitan Transit	
Timothy	Mulry	VIA Metropolitan Transit	
Timolthy	Mulry	VIA Metropolitan Transit	
Paul	Munarriz	South Padre Island	Mayor Pro Tem
Dustin	Muncrieff	Edna	Council Member
Veronica	Muncy	City of Richland Springs	City Secretary
Veronica	Muncy	City of Richland Springs	Mayor
Phillip	Mundine	Kurten	Alderperson
Joel	Munguia	Brownsville	Commissioner
Joel	Muniz	Dell City	Alderperson
Lynda	Munkres	Morris County	County Judge
Travis	Muno	City of Amarillo	Director

First Name	Last Name	Organization	Title/District
Augustine	Munoz	City of Charlotte	Mayor
Irene	Munoz	City of Donna	Mayor
Janie	Munoz	Robert Lee	Alderperson
Jesse	Munoz	Mitchell County	County Commissioner
Joel	Munoz	Dublin	Alderperson
Juan	Munoz	Los Fresnos	Council Member
Leo	Munoz	Weslaco	Commissioner
Ricky	Munoz	San Diego	Alderperson
Rogelio	Munoz	Uvalde	Mayor Pro Tem
Ben	Munsch	City of Bellville	Director of Public Works
William	Munson	Beaumont Transit Center	Transit Manager
Tom	Muras	Fayette County	County Commissioner
Boyd	Murchison	Menard County	County Commissioner
Vicki	Murchison	Hooks	Council Member
Mercy	Murguia	Potter County	County Commissioner
Mercy	Murguia	Potter County	Commissioner Precinct 2
Dr. Laura G.	Murillo	Houston Hispanic Chamber of Commerce	President & CEO
Sheryl	Muro	City of Roman Forest	City Secretary
Diane	Murphey	Texhoma	Council Member
Mark	Murphey	Montague County	County Commissioner
David	Murphree	Gaines County	County Commissioner
Othel	Murphree	City of Forest Hill	City Secretary
Tracy	Murphree	Denton County	Sheriff
Amy	Murphy	Edom	Council Member
Ed	Murphy	City of Weinert	Mayor
Jim	Murphy	Bartonville, Town of	Alderperson
Julia	Murphy	City of San Antonio	
Linda	Murphy	City of Old River-Winfree	City Secretary
Mary	Murphy	Weinert	Alderperson
Sydney	Murphy	Polk County	County Judge
Andrew	Murr	State Representative	District 53
Charles	Murray	Lee County	County Commissioner
Don	Murray	Somerville	Alderperson
Jason	Murray	Delta County	County Judge
Kathy	Murray	DeCordova	Council Member
Lila	Murray	Red Lick	Alderperson
Michael	Murray	Newark	Council Member
Mike	Murray	City of Clyde	City Manager
Sarah	Murray	Lufkin	Council Member
Susan	Murre	City of Fruitvale	City Secretary/Alderperson
Joe	Murrell	Swisher County	County Commissioner
Tara	Murrell	Village of Timbercreek Canyon	Alderperson
Gregory	Murrile	Shiner	Alderperson
Wes	Murrile	East Bernard	Alderperson
Tommy	Muska	City of West	Mayor
Tom	Musselman	Fredericksburg	Council Member
Nick	Musteen	Little Elm	Council Member
Stephen	Mutschink	Mason County	County Commissioner
Linda	Mutters	Broaddus	Alderperson
Jim	Myatt	Levelland	Council Member
Richard	Myer	Wells	Alderperson
Brynn	Myers	City of Temple	City Manager
Debra	Myers	City of George West	City Secretary
Gary	Myers	Stonewall County	County Commissioner
J	Myers	Ovilla	Council Member
Kent	Myers	City of Fredericksburg	City Manager
Scotty	Myers	Aquilla	Council Member
Shaun	Myers	Forney	Council Member
Frances	Myles	Rosser	Council Member
Wayne	Nabors	Celina	Alderperson
Ann	Nafziger	City of Marfa	Mayor
Cathy	Nagel	City of Pine Forest	Mayor
Mark	Nagel	Knollwood	Mayor Pro Tem
Holly	Nagy	City of Converse	City Secretary
Steve	Nagy	Town of Pine Island	Mayor
Paul	Najarian	Universal City	Council Member
Gabriel	Najera	Town of Bayview	Alderperson
Miguel	Najera	San Elizario	Alderperson
Tammy	Nakamura	Colleyville	Council Member
Tricia	Nall	Rising Star	Alderperson
Russ	Nalley	City of Woodville	Mayor
Robert	Nance	Mount Pleasant	Mayor Pro Tem
Wayne	Nance	Briscoe County	County Judge
John	Nanny	Irion County	County Commissioner
Roland	Napoles	Tool	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Doug	Napps	Enchanted Oaks	Council Member
Roberto	Naranjo	Escobares	Council Member
Clint	Narmore	Lake Worth	Council Member
John	Naron	City of Hearne	City Manager
Sterling	Naron	Westworth Village	
Omar	Narvaez	Dallas	Council Member
Polo	Narvaez	City of Los Fresnos	Mayor
Omar	Narvaez	City of Dallas	Councilmember, District 6
Debbie	Nash	Coolidge	Alderperson
Gina	Nash	City of Sachse	City Manager
Jason	Nash	Jacksboro	Alderperson
Martin	Nash	Tyler County	County Commissioner
Debbie	Nash-King	Killeen	Council Member
Ivan	Nava	Morton	Council Member
Andrea	Navarrette	Leander	Council Member
Gilbert	Navarrette	Rule	Council Member
Julia	Navarrette	City of Weir	City Secretary
Alex	Navarro	TxDOT	Austin
Chuck	Navarro	Primera	Commissioner
Ramon	Navarro IV	HCRMA	
Chuck	Nave	Brownfield	Council Member
Tamra	Nawara	Blum	Alderperson
Ben	Neal	City of Penelope	Mayor
Billy	Neal	Nederland	Council Member
Christi	Neal	Kemp	Council Member
Danny	Neal	McCulloch County	County Judge
Jack	Neal	NorthEast Texas Trail Coalition	Executive Director
Kimberly	Neal	Lueders	Mayor Pro Tem
Linzy	Neal	Van	Council Member
Loyd	Neal	Nueces County	County Judge
Loyd	Neal	Nueces County	County Judge
Ryan	Neal	Van Alstyne	Alderperson
Terry	Neal	Port Mansfield Chamber of Commerce	President
Ken	Neans	Weir	Alderperson
Marvin C	Nebgen	Stonewall Heritage Society	Cemetery Committee
Hunter	Neblett	Tiki Island	Alderperson
Ben	Neece	Brownsville	Commissioner
Eddie	Needham	Hico	Alderperson
Jim	Needham	Texas A&M University- CC Community Outreach	Dean
Kelly	Neel	Wilbarger County	County Commissioner
Mark	Neel	Oakwood	Alderperson
Steve	Neeley	Tuscola	Alderperson
Travis	Neeley	Madison County	Sheriff
David	Neelley	Clifton	Alderperson
Bill	Neely	Hamlin	Alderperson
Dennis	Neffendorf	Gillespie County	County Commissioner
Gary	Neffendorf	Fredericksburg	Council Member
Zandra	Negrette	Brackettville	Alderperson
Noraida	Negron	KGNS - TV	Assignment Desk Editor
Troy	Nehls	Fort Bend County	Sheriff
Chad	Nehring	City of Center	City Manager
Carla	Neilson	Callisburg	Alderperson
Eddie	Nelms	Ward County	County Commissioner
Morris	Nelms	Hardin	Council Member
Shannon	Nelms	Byers	Mayor Pro Tem
Dave	Nelsen	Jonestown	Alderperson
Andrew	Nelson	City of Bryan	Mayor
Anita	Nelson	Town of Double Oak	Council Member
Darlene	Nelson	Town of Oak Ridge	Town Secretary
E. W.	Nelson	Tatum	Mayor Pro Tem
Gary	Nelson	Chambers County	County Commissioner
Ginger	Nelson	City of Amarillo	Mayor
Jack	Nelson	Shady Shores	Alderperson
Jim	Nelson	Village of The Hills	Council Member
John	Nelson	Baylor County	County Commissioner
Kelly	Nelson	City of Goodrich	Mayor
Lyle	Nelson	Bastrop	Mayor Pro Tem
Michelle	Nelson	Bevil Oaks	Council Member
Sabrina	Nelson	Creedmoor	Council Member
Tim	Nelson	Frisco	Council Member
Ginger	Nelson	City of Amarillo	Mayor
Aimee	Nemer	City of Richardson	City Secretary
Beth	Nemeth	City of Blooming Grove	City Secretary
Debbie	Nesbitt	City of Shoreacres	City Secretary
Cliff	NeSmith	Wortham	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Heather	Nesmith	Tioga	Alderperson
Chad	Nesvadba	Needville	Alderperson
Susan B.	Netardus	City of Jourdanton	Mayor
Robert	Nettleton	Val Verde County	County Commissioner
Mark	Nettuno	San Jacinto County	County Commissioner
Jeff	Neu	Lindsay	Alderperson
Scott	Neu	City of Lindsay	Mayor
Timothy	Neuman	Medina County	County Commissioner
Timothy	Neuman	Medina County	
Rick	Neumayer	Kerens	Alderperson
Laurie	Neustupa	City of Mabank	City Secretary
Cesar	Nevarez	Socorro	Council Member
Frank	Nevarez	Falfurrias	Mayor Pro Tem
Jiff	Nevels-Haun	Amarillo Globe News	Executive Editor
Richard	Neville	Universal City	Mayor Pro Tem
Frank	New	Heath	Council Member
Jason	New	City of Bulverde	Director of Public Works
Luanne	Newborn	Broaddus	Alderperson
Jerry	Newell	City of Ector	Mayor
Tom	Newell	Shady Shores	Alderperson
Butch	Newhouse	Mexia	Council Member
Charles	Newhouse	Lakeport	Alderperson
David	Newkirk	Vega	Mayor Pro Tem
Debra	Newkirk	City of Midway	City Secretary
Joyce	Newlin	San Patricio	Alderperson
Charlene	Newlon	Texline	Council Member
Jack	Newman	Mineola	Council Member
Janice	Newman	City of Iowa Park	City Secretary
Joe	Newman	Bastrop Economic Development	President & CEO
Ken	Newman	Putnam	Alderperson
Mitchel	Newman	Jasper County	Sheriff
Paul	Newman	Beach City	Alderperson
Syd	Newman	Paris District Office	District Bicycle/Pedestrian Coordinator
Syd	Newman	TxDOT	Transportation Engineering Superv.
Sydney	Newman	TxDOT	TxDOT District TA/SRTS Coordinator/Paris District Office
LaJuana	Newnam-Leus	Wilson County Historical Society	President
Roy	Newport	City of Onalaska	Mayor
Brent	Newsom	Mansfield	Council Member
Darrell	Newsom	City of Wolfforth	City Manager
Lee	Newsom	Hughes Springs	Mayor Pro Tem
Matt	Newsom	City of Garrett	Mayor
Robert	Newsom	Hopkins County	County Judge
David	Newsome	Little River-Academy	Council Member
Freddie	Newsome	City of Thompsons	Mayor
J. Eric	Newton	Town of Providence Village	Mayor Pro Tem
Richard	Newton	City of Colleyville	Mayor
Don	Neyland	Daisetta	Alderperson
Andy	Nguyen	Tarrant County	County Commissioner
Andy	Nguyen	Tarrant County	Commissioner Precinct 2
Thien	Nguyen	TxDOT	Austin
Noel	Niavez	La Salle County	County Commissioner
Janet	Nichol	City of Royse City	Mayor
Jody	Nicholas	Harker Heights	Council Member
Debbie	Nichols	City of Ladonia	City Secretary
Dexter	Nichols	Ward County	County Commissioner
Gary	Nichols	Ladonia	Alderperson
John	Nichols	College Station	Council Member
Kevin	Nichols	Holliday	Council Member
Shirley	Nichols	TxDOT AUS-ENV	
Stacey	Nichols	Reno	Alderperson
Steve	Nichols	Hutchins	Alderperson
Syra	Nichols	City of Pecos	City Secretary
Ted	Nichols	Panorama Village	Mayor Pro Tem
Valerie	Nicholson	Georgetown	Council Member
Heather	Nick	City of Tyler	Executive Director
James	Nickells	Luling	Council Member
Keith	Nickelson	Robertson County	County Commissioner
Jerry	Nickerson	Garland	Council Member
David	Nicklas	Palo Pinto County	County Judge
Chris	Nickleberry	Teague	Alderperson
Bill	Nicol	Town of Fairview	Council Member
Eufemia	Nieto	Mathis	Council Member
Rolando	Nieto	San Perlita	Commissioner
Ryan	Nieuwenhuis	Meridian	Alderperson
Lesley	Nikkinen	City of Sanford	City Secretary

First Name	Last Name	Organization	Title/District
John	Nikolauk	City of Eldorado	Mayor
Amy	Nini	Fayetteville	Alderperson
John	Nino	Dimmitt	Council Member
Teresa	Nino	City of Whitesboro	City Secretary
John	Nipe	Krugerville	Council Member
Jackie	Nirenberg	CAP Metro	Community Involvement Manager
Ron	Nirenberg	City of San Antonio	Mayor
Tom	Niskala	City of Corpus Christi	
Tom	Niskall	Corpus Corpus Christi MPO	
Nick	Nissen	Floresville	Council Member
Dawson	Nitcholas	Tom Bean	Alderperson
David	Nitsch	TxDOT	
David	Nitsch	TxDOT	Houston
Dwight	Nittsche	Town of Round Top	Town Secretary
Michael	Nivens	Alvord	Council Member
Alan	Nix	Stephenville	Council Member
Cary	Nix	Smith County	County Commissioner
Cary	Nix	Smith County	Commissioner Precinct 2
John	Nix	Tyler	Council Member
Terry	Nix	TxDOT	Amarillo
Dana	Nixon	City of Pottsboro	City Secretary
James	Nixon	Mason County	Sheriff
Chri	Noack	Sealy	Council Member
James	Noack	Montgomery County	County Commissioner
Tamala	Noble	Sun Valley	Alderperson
Michael	Nobles	Corrigan	Alderperson
Dr. Michiel	Noe	City of El Paso	Councilmember, District 5
Michiel	Noe	El Paso	Representative
Brenda	Noel	Liverpool	Council Member
Martha	Noell	Weslaco Chamber of Commerce	Executive Director
Denis	Noey	Normangee	Council Member
Troy	Noey	City of Normangee	Mayor
Andi	Nolan	Lake Dallas	Council Member
Lawrence	Nolan	City of Log Cabin	Mayor
Robert	Nolan	Rose City	Council Member
Arbutus	Nolasco	Holiday Lakes	Council Member
Susan	Nollkamper	City of Shiner	City Secretary
Sammy	Nooner	Hondo	Council Member
Adrian	Norman	Culberson County	County Commissioner
Chip	Norman	Little Elm	Council Member
David	Norman	Leonard	Council Member
Jeff	Norman	City of Mabank	Mayor
John	Norman	Garza County	County Judge
Keith	Norman	Grays Prairie	Commissioner
Reed	Norman	Marble Falls	Council Member
Barbara	Norris	Plum Grove	Alderperson
John	Norris	City of Yantis	Mayor
Tonya	Norris	City of Yantis	City Secretary
Shelly	Nors	City of West	City Administrator/Secretary
Thomas	Norsworthy	Burleson County	Sheriff
Richard	North	DeSoto	Council Member
Jay	Northcut	Melissa	Mayor Pro Tem
Johnny	Northcutt	City of Point	Mayor
David	Norton	Nacogdoches	Council Member
Jerry	Norton	Red Lick	Alderperson
Steven	Norton	Cherokee County	County Commissioner
Troy	Norton	Town of Argyle	Director of Public Works
John	Norwood	Farmers Branch	Mayor Pro Tem
Tommy	Norwood	Oglesby	Alderperson
Greg	Noschese	Mesquite	Council Member
Jennifer	Nottingham	Grey Forest	Council Member
Kathryn	Nour	City of Blue Mound	City Secretary
Dan	Novak	Westworth Village	Council Member
Joann	Novak	Hudson	Alderperson
Kavon	Novak	Caldwell	Alderperson
Eddie	Nowak	Graford	Council Member
Malinda	Nowell	City of Weatherford	City Secretary
Diane	Nowlin	Bynum	Council Member
Marisa	Nowlin	City of Rotan	Mayor
Shelley	Nowling	City of Georgetown	City Secretary
Juan	Noyola	Latexo	Alderperson
Saul	Nuccitelli	TxDOT	Transportation Engineer
Saul	Nuccitelli	TxDOT Design - DES	Transportation Engineer
David	Nuckels	Buda	Council Member

First Name	Last Name	Organization	Title/District
Mike	Nuckles	Sabinal	Alderperson
R.A.	Nugent	City of Nederland	Mayor
Marty	Nulf	Enchanted Oaks	Council Member
Isela	Nunez	Presidio	Alderperson
Omar	Nunez	New Hope, Town of	Council Member
Gail	Nunn	City of Rochester	City Administrator/Secretary
Jeannine	Nunn	Haltom City	Council Member
Stephanie	Nunn	Whiteface	Alderperson
Terry	Nuss	Highland Haven	Alderperson
Guy	O'Banion	Belton	Council Member
Ann	O'Bannion	Rose Hill Acres	Alderperson
Foy	O'Brien	Dawson County	County Judge
Jason	O'Brien	Santa Fe	Council Member
Cindy	O'Bryan	Big Lake	Alderperson
Jim	O'Bryan	Reagan County	County Commissioner
Jerry	O'Connor	Deaf Smith County	County Commissioner
Jim	O'Connor	West Lake Hills	Mayor Pro Tem
T. Michael	O'Connor	Victoria County	Sheriff
Duff	O'Dell	Grapevine	Council Member
Duff	O'Dell	City of Grapevine	Councilmember, District 6
Gwen	O'Dell	Caney City	Alderperson
Ray	O'Docharty	City of Groesbeck	Mayor
Edwin	O'Hayre	Meadowlakes	Council Member
Dan	O'leary	City of Saginaw	Interim City Manager
Bobby	O'Neal	Gonzales	Council Member
Carl	O'Neill	Yoakum	Council Member
Craig	Oakes	Freestone County	County Commissioner
Don	Oakes	Clute	Council Member
James	Oakley	Burnet County	County Judge
Rhonda	Oaks	TxDOT	Lufkin
Barbara	Obelgoner	TxDOT	TxDOT District TA/SRTS Coordinator/Yoakum District Office
Barbara	Obelgoner	TxDOT	
Dean	Oberg	Ovilla	Council Member
Glen	Oberg	Pelican Bay	Mayor Pro Tem
Mary	Obregon	City of Dilley	Mayor
Mary Ann	Obregon	City of Dilley	
Mary Ann	Obregon	City of Dilley	Mayor
Tony	Ocampo	McGregor	Council Member
Virginia	Ochoa	City of Winters	City Secretary
William	Ochse	Terrell Hills	Mayor Pro Tem
Mike	Odell	Hopkins County	County Commissioner
Ernest	Oden	City of Leona	Mayor
Connie	Odic	Canton	Council Member
Demarcus	Odom	Hutchins	Alderperson
Larry	Odom	Hays	Mayor Pro Tem
Midge	Odom	Mabank	Alderperson
Vern	Oechsle	City of Stockton Bend	Mayor
Gil	Offer	City of New Berlin	City Secretary
Diana	Offord	City of Fulshear	City Secretary
Corey	Ogle	Yantis	Alderperson
Monty	Oglesby	Goldsmith	Council Member
Norma	Oglesby	Hawkins	Alderperson
Tracy	OíNeal	Nocona	Mayor Pro Tem
Nancy	Ojeda	La Porte	Council Member
Carla	Oldacre	City of Wills Point	City Secretary
Carol	Oldenburg	City of Glen Rose	Mayor
Mary	Oler	Point	Council Member
Charles	Olfers	Gillespie County	County Commissioner
Gustavo	Olivares	City of Rio Hondo	Mayor
Leonardo	Olivares	City of Palmview	City Manager
Armando	Olivarez	Brooks County	County Commissioner
Rudy	Olivarez, Jr	City of Pearsall	
Esteban	Olivas	Clint	Alderperson
Ramon	Olivas	Alpine	Council Member
Barry	Olive	Oakwood	Alderperson
Edalia	Oliver	Woodson	Mayor Pro Tem
Gary	Oliver	Jacksboro	Alderperson
Greg	Oliver	Knox City	Council Member
Jean	Oliver	City of Domino	City Secretary
R.W.	Oliver	Quinlan	Alderperson
Shawn	Oliver	San Saba	Alderperson
Susie	Oliver	Throckmorton	Alderperson
Sylvia	Oliver	City of Corpus Christi	Program Director
Whitleigh	Oliver	Walnut Springs	Alderperson
Cndy	Olivieri	City of Anderson	City Secretary

First Name	Last Name	Organization	Title/District
Jim	Olk	City of Lucas	Mayor
Robert	Olmsted	City of Shallowater	Mayor
Brian	Olsen	Aransas County	County Commissioner
James	Olsen	Navarro County	County Commissioner
Jim	Olsen	New Home	Alderperson
Keith	Olson	Huntsville	Council Member
Luke	Olson	City of Oak Point	City Manager
Richard	Olson	Rosenberg	Council Member
Ron	Olson	Caddo Mills	Alderperson
Ron	Olson	City of Killeen	City Manager
Lisa	Oltmann	City of La Grange	City Secretary
Edith	Omberg	City of Hillsboro	Mayor
Gail	Ondrej	Leroy	Alderperson
Sandy	Onks	Paradise	Alderperson
John	Ontiveros	Bailey's Prairie, Village of	Alderperson
Adrian	Ontiveroz	Newcastle	Alderperson
Milton	Ooley	Borger	Council Member
Tracie	Orallez	Brownsville MPO	
Claudia	Ordaz	El Paso	Representative
Claudia	Ordaz Perez	City of El Paso	
Claudia	Ordaz Perez	City of El Paso	Councilmember, District 6
Keith	Ordeneaux	Pearland	Council Member
Manual	Ordund	Silver Line Carrier	
John	Orfila	City of Laredo	Director of Public Works
Juan	Ornelas	Miles	Alderperson
Oscar	Ornelas	Pecos	Alderperson
Robert	Ornelos	TxDOT Odessa	
Arthur	Orona	Pecos	Alderperson
Harold	Orosco	Somerset	Alderperson
Mary	Orozco	Goodrich	Alderperson
Donald	Orr	City of Cottonwood Shores	Mayor
Eddie	Orr	Collingsworth County	County Commissioner
Brenda	Orsini	Strawn	Alderperson
Charlie	Ortega	Town of Horizon City	Alderperson
Claudia	Ortega	El Paso District Office	District Bicycle/Pedestrian Coordinator
Claudia	Ortega	TxDOT	Advance Transp. Planning Dir.
Ruben	Ortega	Brewster County	County Commissioner
Sammy	Ortega	Walnut Springs	Alderperson
Jessica	Ortega-Ochoa	Mission	Council Member
Armondo	Ortiga	Barstow	Alderperson
Juan	Ortiz	Floresville	Council Member
Linda	Ortiz	Elmendorf	Alderperson
Melinda	Ortiz	Rocksprings	Council Member
Tommy	Ortiz	City of Natalia	Mayor
D.J.	Ory	City of Terrell	Mayor
Frank	Osborne	Matagorda County	Sheriff
Tammy	Osborne	City ofCisco	City Secretary
Zach	Osburn	Paducah	Council Member
Joe	Osenbaugh	Broaddus	Alderperson
Melody	Osorio	McLendon-Chisholm	Council Member
James	Osteen	Stagecoach	Alderperson
Jerry	Ostermann	City of Windthorst	Director of Public Works
Richard	Ott	San Patricio County	County Commissioner
James	Ottaberry	Blackwell	Alderperson
Kurt	Otten	Clear Lake Shores	Alderperson
Jewel	Otto	Muenster	Mayor Pro Tem
Shawn	Oubre	City of Orange	City Manager
Rita	Oujesky	North Richland Hills	Council Member
Ramon	Ovalle	Agua Dulce	Alderperson
Craig	Oversteet	Farmersville	Alderperson
Tommy	Overstreet	Polk County	County Commissioner
Eric	Ovlen	City of Village of The Hills	Mayor
Allen	Owen	City of Missouri City	Mayor
Brian	Owen	Honey Grove	Alderperson
Galen	Owen	Kress	Alderperson
Karen	Owen	H-GAC	
Lisa	Owen	City of Navarro	City Secretary
Ricky	Owen	Navarro	Alderperson
Sarah	Owen	Whitewright	Alderperson
Wes	Owen	Lone Oak	Mayor Pro Tem
Beth	Owens	Port Aransas	Council Member
Greg	Owens	Bryan	Council Member
Gregory	Owens	Whitewright	Alderperson
Holly	Owens	City of Keene	City Secretary

First Name	Last Name	Organization	Title/District
Lewis	Owens	Val Verde County	County Commissioner
Phil	Owens	Taylor Landing	Commissioner
Richard	Owens	Wolfe City	Council Member
Robert	Owens	Hartley County	County Commissioner
Tommy	Owens	Upton County	County Commissioner
Woody	Owens	Pearland	Council Member
Robert	Owensby	Paradise	Alderperson
John	Oznick	Union Valley	Mayor Pro Tem
Luciano	Ozuna	City of Alamo	City Manager
Joseph	Pace	City of Lorena	City Manager
Mark	Pace	Bellmead	Mayor Pro Tem
Tina	Pace	Crowley	Council Member
Christine	Pacetti		
Bernard	Pacheco	City of Sanford	Mayor
Jesse	Pacheco	Balcones Heights	Mayor Pro Tem
John	Pack	City of Bartlett	Mayor
Kerry	Pack	Andrews County	County Commissioner
Karen	Packenbush	Sanford	Alderperson
John	Packer	City of Marble Falls	Mayor
Dwayne	Padalecki	Saint Hedwig	Mayor Pro Tem
Esiquiel	Padilla	San Benito Chamber of Commerce	Chamber Manager
Juan	Padilla	Robstown	Council Member
Ken	Padilla	City of Campbell	Mayor
Rafael	Padilla	Horizon City, Town of	Alderperson
Rosie	Padron	Port Lavaca	Council Member
Brenda	Page	City of Smithville	City Secretary
Carol	Page	Higgins	Alderperson
Doug	Page	Trinity County	County Judge
Jack	Page	City of Smithville	Director of Public Works
Jenny	Page	City of Frisco	City Secretary
Nick	Page	Texas Department of Transportation	
Patty	Page	City of Cottonwood	City Secretary
Sandy	Page	City of Bowie	City Secretary
Delois	Pagitt	City of Malakoff	Mayor
Mark	Pahl	City of Crane	Mayor
Larry	Pahmiyer	Fulton, Town of	Alderperson
Gary	Painter	Midland County	Sheriff
Joseph	Palacios	Hidalgo County	County Commissioner
Joseph	Palacios	Hidalgo County	Commissioner Precinct 4
Margaret	Palermo	Uvalde	Council Member
Mike	Pallanez	Brewster County	County Commissioner
Carey	Palmer	Alto	Council Member
David	Palmer	Irving	Council Member
Keith	Palmer	City of Oak Point	Mayor
Lynn	Palmer	Bandera	Council Member
Sherry	Palmer	Shamrock	Alderperson
W.G.	Palmer	Port of Harlingen	Port Director
Lisa	Palomba	City of McLendon-Chisholm	City Secretary
David	Palomin	La Villa	Alderperson
Billy	Pannell	Neylandville	Alderperson
Bob	Pannkuk	Leonard	Council Member
Paul	Pape	Bastrop County	County Judge
David	Papillion	Ames	Mayor Pro Tem
Gus	Pappas	Bellaire	Council Member
Jim	Pappas	City of Hunters Creek Village	Mayor
Mariano	Pargas	Uvalde County	County Commissioner
Adrian	Parham	Eustace	Council Member
Gary	Paris	Town of Bayview	Mayor
Jerry	Park	Pecan Gap	Alderperson
Steve	Park	City of Forsan	Mayor
Bill	Parker	Wake Village	Council Member
Charles	Parker	City of Whitehouse	Mayor
Debbie	Parker	Mingus	Alderperson
Donna	Parker	City of Roscoe	City Secretary
Gary	Parker	Muleshoe	Council Member
Gary	Parker	Wellman	Council Member
Irma	Parker	City of Port Aransas	City Secretary
J. Rhett	Parker	City of Cameron	City Manager
Jimmy	Parker	Titus County	County Commissioner
Kim	Parker	O'Donnell	Alderperson
Mary	Parker	Trinidad	Alderperson
Mike	Parker	City of Crandall	Mayor
Monty	Parker	City of Bee Cave	Mayor
Oleta	Parker	Springtown	Mayor Pro Tem
Randy	Parker	Decatur	Council Member

First Name	Last Name	Organization	Title/District
Richard	Parker	Pecan Hill	Alderperson
Ronnie	Parker	City of Ingleside	Mayor
Roy	Parker	Jasper County	County Commissioner
Shirley	Parker	City of Broaddus	Mayor
Stan	Parker	Howard County	Sheriff
Susan	Parker	Brazoria	Alderperson
Tom	Parker	City of Hawkins	Mayor
Tom	Parker	Olney	Mayor Pro Tem
Velda	Parker	Grapeland	Council Member
Zolaina	Parker	City of Watauga	City Secretary
Dan	Parks	Claude	Alderperson
Doyle	Parks	City of Golinda	Mayor
Mindi	Parks	City of Everman	City Secretary
Dennis	Parma	China Grove	Council Member
Jim	Parma	Selma	Council Member
Bob	Parmelee	Town of New Hope	Mayor Pro Tem
Annette	Parnell	Orange	Council Member
Barnadette	Parr	Wallis	Alderperson
Brett	Parr	City of Childress	Mayor
Chris	Parr	City of Roman Forest	Mayor
Mary	Parr	City of Eagle Lake	Mayor
Pat	Parr	City of Evant	City Secretary
Jeff	Parrent	City of Krugerville	Mayor
Charles	Parrish	Terrell Hills	Council Member
Doyle	Parrish	Crosbyton	Alderperson
Richard	Parrish	City of Winnsboro	Mayor
Steve	Parrish	Midway	Alderperson
Bob	Parrott	Reklaw	Alderperson
William	Parry	City of Gatesville	City Manager
Ronny	Parsley	Lake Worth	Council Member
David	Parsons	City of Port Aransas	City Manager
Gary	Parsons	Cottonwood Shores	Council Member
Linda	Parsons	Tye	Council Member
Sheldon	Parsons	Dickens County	County Commissioner
Sonny	Parsons	City of Big Sandy	Mayor
Bruce R.	Partain	San Angelo Chamber of Commerce	President/CEO
William	Parten	City of Madisonville	Mayor
Gregory	Partin	Roman Forest	Council Member
Mark	Partin	Maypearl	Alderperson
Blake	Partridge	BMAC	
Marvin	Parvino	City of Avinger	Mayor
Saundra	Passailaigue	City of Leon Valley	City Secretary
Ed	Passalugo	Hewitt	Mayor Pro Tem
Joseph	Passanisi	Ravenna	Commissioner
Lupita	Passement	City of San Benito	City Secretary
Bill	Passmore	Highland Haven	Alderperson
Kathy	Passmore	Karnes City Community Chamber Of Commerce	
Missy	Passmore	City of Levelland	
Scott	Passmore	City of Reno	Director of Public Works
John	Pastusek	Holiday Lakes	Council Member
	Pat Mercado-Allinger	Texas Historical Commission: History	Division Director
Chuck	Pate	Clute	Council Member
Jo Ella	Pate	Memphis	Alderperson
Joe	Pate	Windom	Alderperson
Sean	Pate	City of Bonham	City Manager
W.L.	Pate	Beaumont	Council Member
Snehal	Patel	Fair Oaks Ranch	Alderperson
Jason	Patrick	City of Hubbard	City Manager
Leon	Patrick	Upton County	County Commissioner
Steve	Patrick	Goldthwaite	Alderperson
Keith	Patridge	McAllen Economic Development Council	CEO
Patsy	Patten	City of Wilmer	City Secretary
Alvin	Patterson	Scottsville	Alderperson
Andre	Patterson	Paducah	Council Member
Bill	Patterson	Deer Park	Council Member
Brian	Patterson	Baird	Mayor Pro Tem
David	Patterson	Keene	Mayor Pro Tem
Gary	Patterson	City of Blooming Grove	Mayor
Glenn	Patterson	City of Southside Place	Mayor
James	Patterson	Fort Bend County	County Commissioner
Jeff	Patterson	Avinger	Mayor Pro Tem
Jerry	Patterson	Trent	Alderperson
Joe	Patterson	Reno	Council Member
Joel	Patterson	Fulshear	Alderperson
Joshua	Patterson	Wilbarger County	County Commissioner

First Name	Last Name	Organization	Title/District
Mark	Patterson	City of Collinsville	Director of Public Works
Mark	Patterson	Hillcrest Village	Alderperson
Orville	Patterson	Trent	Alderperson
Pam	Patterson	East Tawakoni	Mayor Pro Tem
Patty	Patterson	Kaufman	Mayor Pro Tem
Ray	Patterson	Mountain City	Council Member
Robert	Patterson	Anson	Council Member
Tommy	Patterson	Dodson	Alderperson
Shelia	Patterson Harris	City of Lubbock	Councilmember, District 2
Kevin	Patteson	Guadalupe-Blanco River Authority	General Manager and CEO
Mandy	Pattillo	City of Colmesneil	City Secretary
Dwayne	Pattison	City of Caddo Mills	Mayor
Chad	Patton	Southlake	Council Member
Mary	Paul	Martindale	Council Member
Ronald	Paul	South Mountain	Mayor Pro Tem
Vincent	Paulsel	New Waverly	Alderperson
Stephen	Pavlicek	Fayetteville	Mayor Pro Tem
Rodney	Pavlock	City of Orchard	Mayor
Joey	Pawlik	AAMPO	Active Transportation Planner
Milton	Pax	Ports to Plains	
Kenny	Paxton	Dimmitt	Council Member
Tia	Paxton	Irion County	County Commissioner
David	Payne	Bulverde	Council Member
Donald	Payne	Brazoria County	County Commissioner
James	Payne	Progreso Lakes	Alderperson
Katherine	Payne	City of Nordheim	Mayor
Marc	Payne	Copperas Cove	Council Member
Ronnie	Payne	Windom	Alderperson
Sheri	Payne	Garrett	Alderperson
Laura	Peace	City of Kemp	Mayor
Ashley	Peacock	Hubbard	Alderperson
Craig	Peacock	Parker County	County Commissioner
Desiree	Peacock	Jonestown	Alderperson
Valery	Peacock	Whitney	Alderperson
Frank	Pearce	Richland Springs	Mayor Pro Tem
Maurice	Pearl	Lubbock- Citibus	General Manager
Bob	Pearson	Spearman	Alderperson
Brad	Pearson	Wake Village	Council Member
Clay	Pearson	City of Pearland	City Manager
Craig	Pearson	Belton	Mayor Pro Tem
Keith	Pearson	Van Zandt County	County Commissioner
Oscar	Pearson	Aubrey	Deputy Mayor Pro Tem
Kyle	Peavy	Graham	Council Member
Linda	Pecina	City of Hearne	City Secretary
Lance	Peck	Caney City	Alderperson
David	Peckenpaugh	Ochiltree County	County Commissioner
Will	Peckham	Round Rock	Council Member
Arturo	Pecos	Kingsville	Commissioner
Josh	Pedraza	Weslaco	Commissioner
Joan	Pedrotti	Windcrest	Alderperson
Jerod	Peek	Sweetwater	Mayor Pro Tem
Kathleen	Peele	Lucas	Mayor Pro Tem
Al	Peeler	Grimes County	
Charles	Peeler	San Saba	Alderperson
Richard	Peet	Gray County	County Judge
Chris	Peifer	City of West University Place	City Manager
Manny	Pelaez	Councilman	
Manny	Pelaez	San Antonio	Council Member
Manny	Pelaez	City of San Antonio	Councilman-District 8
Richard	Pell	Dalworthington Gardens	Alderperson
Enzo	Pellegrino	Olmos Park	Council Member
Ken	Pelt	Hardin County	County Commissioner
Alisha	Pena	TxDOT	Program Coordinator
Antonia	Pena	Spofford	Alderperson
Francisco	Pena	City of Rio Bravo	Mayor
Julio	Pena	Kermit	Alderperson
Omar	Pena	Pflugerville	Mayor Pro Tem
Raul	Pena	Starr County	County Commissioner
Rosalinda	Pena	Mathis	Council Member
Robert	Peña	City of Laredo	Col Traffic Department
Ofelia	Pena-Perez	Palmhurst	Council Member
Kimberly	Pence	City of Corinth	City Secretary
Roger	Pence	City of Fritch	Director of Public Works
Patricia	Pendergraft	City of Hawk Cove	City Secretary
Brady	Pendleton	Stephenville	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Doris	Pendleton	Windom	Mayor Pro Tem
Kristy	Pendley	Todd Mission	Council Member
Brenda	Pendlton	Edgewood	Council Member
Craig	Penfold	Highland Park, Town of	Council Member
Mary	Penn	Forney	Mayor Pro Tem
Carl	Pennington	City of Wells	Director of Public Works
Charles	Pennington	Rhome	Council Member
Linda	Pennington	Melvin	Council Member
Randy	Pennington	Atlanta	Council Member
Mike	Penry	Cleveland	Council Member
Mary	Penson	Elgin	Council Member
Janet	Peoples	Hale Center	Council Member
Karen	Peoples	TxDOT	Environmental Specialist
Kitsy	Pepper	Memphis	Alderperson
Tammy	Pepper	Rusk County	County Commissioner
Andy	Perdue	Seven Points	Mayor Pro Tem
Cedric	Perdue	Golinda	Alderperson
Alberto	Perez	City of Rio Grande City	City Manager
Alejandro	Perez	BAC Houston	
Alejandro	Perez	Laredo	Council Member
Alejandro	Perez	City of Laredo	Council Member-District 3
Alonzo	Perez	City of Elsa	Mayor
Celina	Perez	City of Helotes	City Secretary
Danny	Perez	TxDOT	Houston
Debbie	Perez	Wixon Valley	Council Member
Elida S.	Perez	El Paso Times	City Govt.
Eliseo	Perez	Atascosa County	County Commissioner
Fred	Perez	Sutton County	County Commissioner
Freddy	Perez	Agua Dulce	Alderperson
Gerardo	Perez	City of Palmview	Mayor
Idolina	Perez	Premont	Mayor Pro Tem
Jason	Perez	City of Angleton	Mayor
Jessie	Perez	O'Donnell	Alderperson
Jose	Perez	Santa Rosa	Alderperson
Juany	Perez	City of El Cenizo	City Secretary
Katy	Perez	Winnsboro	Council Member
Kimberly	Perez	City of Ralls	City Secretary
Laura	Perez	TxDOT TPP	
Manuel	Perez	Falfurrias	Alderperson
Mike	Perez	City of Weslaco	City Manager
Oscar	Perez	Holland	Council Member
Rene	Perez	Duval County	County Commissioner
Sonia	Perez	El Paso MPO	
Stormy	Perez	City of Riverside	City Secretary
Susanna	Perez	Poteet	Alderperson
Trent	Perez	Pearland	Council Member
Victor	Perez	Socorro	Council Member
Victor	Perez	Pharr Economic Development Corporation	Executive Director
Vincent	Perez	El Paso County	County Commissioner
Vincent	Perez	El Paso County	Commissioner Precinct 3
Y. H.	Perez	Somerset	Alderperson
Richard	Perez	San Antonio Chamber of Commerce	President / CEO
Debra	Perkey	City of Wolfforth	City Secretary
Becki	Perkins	TxDOT San Angelo	
Bill	Perkins	Rio Grande Valley Switching Company	
Pete	Perkins	Ingleside	Council Member
Scott	Perkins	Canton	Council Member
T. W.	Permenter	Pinehurst	Alderperson
Victor	Perot	Jefferson	Alderperson
Matt	Perreault	Orchard	Mayor Pro Tem
Alice	Perry	Bogata	Council Member
Ben	Perry	McLennan County	County Commissioner
Clayton	Perry	Councilman	
Clayton	Perry	San Antonio	Council Member
Clayton	Perry	City of San Antonio	Councilman-District 10
Cynthia	Perry	City of Graford	City Secretary
David	Perry	City of Buffalo Gap	Mayor
John	Perry	Rice	Alderperson
L.B.	Perry	Kosse	Alderperson
Mickey	Perry	Pecos County	County Commissioner
Mike	Perry	Nacogdoches County	County Judge
Pat	Perry	Houston County	County Commissioner
Paul	Perry	Ellis County	County Commissioner
Scott	Perry	City of Bangs	Director of Public Works
Sean	Perry	Anahuac	Council Member

First Name	Last Name	Organization	Title/District
Spencer	Perry	Aledo	Council Member
Tim	Perry	City of Palestine	Director of Public Works
Clayton	Perry	City of San Antonio	Councilman
Bruce	Perryman	City of Milford	Mayor
Julia	Perschnick	TxDOT	
Karen	Pesek	Jourdanton	Council Member
Steve	Pesley	City of Palestine	Mayor
Chandler	Peter	US Army Corp of Engineers	
Arnold	Peters	Mont Belvieu	Council Member
Bob	Peters	City of Alma	Mayor
Doug	Peters	Abilene Chamber of Commerce	President & CEO
Duane	Peters	Brazos County	County Judge
Larry	Peters	Gunter	Mayor Pro Tem
Michael	Peters	TxDOT	Ft. Worth
Wayne	Peters	City of New Braunsfels	
Wayne	Peters	New Braunfels	Mayor Pro Tem
Wayne	Peters	City of New Braunfels	Mayor Pro Temp
Austin	Petersen	Krum	Council Member
Doug	Peterson	City of Coyote Flats	Mayor
Mark	Peterson	Ivanhoe	Council Member
Mike	Peterson	Newcastle	Alderperson
Willie	Peterson	Bastrop	Council Member
Kristi	Petit	City of Wheeler	City Secretary
Keith	Petitt	Robertson County	County Commissioner
Blake	Petrash	Ganado	Mayor Pro Tem
Floyd	Petri	City of Chester	Mayor
Dale	Petroskey	Dallas Regional Chamber	President & CEO
Sheila	Petta	Wilmer	Mayor Pro Tem
Tim	Pettigrew	Sweeny	Alderperson
Christel	Pettinos	City of Coppell	City Secretary
Lee	Pettle	City of Parker	Mayor
Billie	Petty	Wells	Council Member
David	Petty	Cumby	Mayor Pro Tem
Lance	Petty	City of Rhome	Director of Public Works
Mildred	Petty	City of Adrian	City Secretary
Rita	Petty	Town of New Hope	Town Secretary
Wade	Petty	White Deer	Alderperson
Ernest	Pewitt	City of Omaha	Mayor
Sherry	Pewitt	Lake Bridgeport	Mayor Pro Tem
Travis	Peyton	Yorktown	Council Member
John	Pezzans	Lakeside City	Alderperson
Kenneth	Pfannstiel	Nevada	Alderperson
Michael	Pfeifer	Calhoun County	County Judge
Tommy	Pfeiffer	Kendall County	County Commissioner
Paul	Pfeil	Wilson County	County Commissioner
Lynn	Phario	City of Mobile City	City Secretary
Joe	Phelps	Mullin	Alderperson
Johnny	Phelps	Holiday Lakes	Council Member
Judy	Phelps	Amarillo Transit System	Transit Manager
Billy	Philio	Riverside	Mayor Pro Tem
Larry	Philipp	Bosque County	County Commissioner
Charlie	Philips	McKinney	Council Member
Bobby	Phillips	Town of Cross Roads	Council Member
David	Phillips	Cooper	Mayor Pro Tem
George	Phillips	Danbury	Mayor Pro Tem
Jerry	Phillips	City of Kermit	Mayor
John	Phillips	City of Troup	
Josh	Phillips	Town of Bartonville	Alderperson
Julia	Phillips	Lowry Crossing	Council Member
Kathy	Phillips	Town of Little Elm	Town Secretary
Leonard	Phillips	Leonard	Mayor Pro Tem
Linda	Phillips	Blue Mound	Council Member
Matt	Phillips	Kaufman	Council Member
Michael	Phillips	Waskom	Alderperson
Michelle	Phillips	City of Lindale	City Secretary
Sherry	Phillips	Hooks	Council Member
Skeet	Phillips	Kaufman County	County Commissioner
Starla	Phillips	Lakeview	Mayor Pro Tem
Terry	Phillips	Smith County	County Commissioner
Terry Lee	Phillips	Smith County	Commissioner Precinct 3
Tommy	Phillips	City of Seminole	
Tommy	Philpot	Waskom	Alderperson
Destiny	Phllips	Kendleton	Council Member
Carlos	Phoenix	City of Milford	City Secretary
LeAnn	Piatt	City of Converse	City Manager

First Name	Last Name	Organization	Title/District
Natalie	Picha	Seabrook	Council Member
Ed	Pickard	Pecan Gap	Mayor Pro Tem
Bert	Pickell	Walking Organization	
Frank	Pickens	Seven Oaks	Alderperson
Aubin	Pickers	METRO	
Carl	Pickett	City of Liberty	Mayor
Stan	Pickett	City of Mesquite	Mayor
Danny	Pierce	Walker County	County Judge
David	Pierce	Humble	Council Member
James	Pierce	Copperas Cove	Council Member
James	Pierce	Oak Leaf	Mayor Pro Tem
John	Pierce	Kirby	Council Member
Lisa	Pierce	City of Kirby	Mayor
Liz	Pierce	Cranfills Gap	Alderperson
Michael	Pierce	Palo Pinto County	County Commissioner
George	Pierson	Grapeland	Council Member
Wes	Pierson	Town of Addison	City Manager
Zindia	Pierson	Manor	Council Member
Mike	Pigg	Childress County	Sheriff
Nate	Pike	City of Anna	Mayor
Brad	Piland	City of Ovilla	Director of Public Works
James	Pilchiek	DeWitt County	County Commissioner
Joe	Pilgrim	City of Ranger	Mayor
Mike	Pilkington	Temple	Council Member
Cynthia	Pina	South Houston	Alderperson
Bruce	Pinckard	City of Annetta	Mayor
Jennifer	Pineda	City of Taft	City Secretary
Norma	Pinedo	Crane	Alderperson
Brad	Pingel	City of Pampa	Mayor
Barbra	Pinner	City of Levelland	Mayor
Ronny	Pipkin	Gaines County	Sheriff
Gordon	Pippin	Fisher County	County Commissioner
Steve	Pirtle	Longview	Council Member
Steve	Pirtle	City of Longview	Councilmember, District 6
Ron	Pitcock	South Padre Island	Council Member
Bill	Pittman	Santa Fe	Council Member
Retha	Pittman	City of Tahoka	City Secretary
Don	Pitts	Lakeside, Town of	Council Member
Kevin	Pitts	Georgetown	Council Member
Maurice	Pitts	Lee County	County Commissioner
Terry	Pitts	Angelina County	County Commissioner
Amy	Piukana	City of Farmers Branch	City Secretary
John	Placyk	Murchison	Council Member
Frances	Planchard	Oak Ridge North	Council Member
Sharon	Plant	Olmos Park	Council Member
Ruben	Plata	Mission	Council Member
Sue	Pledger	Mason	Commissioner
Jackie	Ploch	TxDOT	Environmental Planner
Jackie	Ploch	TxDOT Environmental Affairs - ENV	Environmental Planner
Alan	Plumlee	City of Stamford	City Manager
Brian	Plunkett	West Lake Hills	Council Member
Linda	Plunkett	Wink	Mayor Pro Tem
Larissa	Plunto	Congressman McCaul's Office	
David	Plyler	City of Sherman	Mayor
Ken	Polasek	Selma	Mayor Pro Tem
Paul	Polasek	City of Victoria	Mayor
Steve	Polasek	City of Cleburne	City Manager
Brett	Poling	Texline	Council Member
G.A.	Poling	City of Lockney	City Manager
Barbara	Polk	Streetman	Commissioner
Jeff	Pollack	Bicycle Advisory Committee	Committee Member (Corpus Christi)
Jeff	Pollack	Port Corpus Christi	
Kent	Pollard	Matagorda County	County Commissioner
Tom	Pollard	County Judge	
Tom	Pollard	Kerr County	County Judge
Trisha	Pollard	Bellaire	Council Member
John	Pollock	Newton	Alderperson
Ryan	Polster	City of Hamilton	City Secretary
Bruce	Pomerenke	City of Oglesby	Mayor
Mike	Pomykal	Mont Belvieu	Council Member
Francisco	Ponce	Dimmit County	County Judge
Barry	Ponder	Galena Park	Commissioner
Keli	Ponder	City of Dodson	City Secretary
Russell	Ponder	Whitewright	Mayor Pro Tem
Dion	Ponius	Leonard	Council Member

First Name	Last Name	Organization	Title/District
Don	Pool	Bosque County	County Judge
Joy	Pool	City of Benjamin	Mayor
Leslie	Pool	Austin	Council Member
Leslie	Pool	City of Austin	City Councilmember
Pat	Pool	San Saba County	County Commissioner
Phil	Pool	City of Big Lake	Mayor
Jason	Poole	Quanah	Alderperson
Matthew	Poole	Town of Ponder	Council Member
Martin	Poore	La Vernia	Alderperson
Colin	Pope	Austin Business Journal	Editor
Dan	Pope	City of Lubbock	Mayor
Dan	Pope	City of Lubbock	Mayor
Leon	Pope	Brownfield	Mayor Pro Tem
William	Pope	Omaha	Alderperson
Christina	Porath	Blue Ridge	Alderperson
Brian	Porter	Crawford	Council Member
Brittani	Porter	City of La Vernia	City Secretary
C. Mark	Porter	Shepherd	Alderperson
Chris	Porter	Pampa	Commissioner
Danica	Porter	City of Atlanta	City Secretary
Danica	Porter	Nash	Alderperson
Douglas	Porter	Marlin	Mayor Pro Tem
Frank	Porter	City of Roscoe	Mayor
Greg	Porter	City of Cedar Hill	City Manager
Jeremy	Porter	City of Dickens	Director of Public Works
Jim	Porter	Pilot Point	Council Member
Kathryne	Porter	City of Avery	City Secretary
Kelly	Porter	CAMPO	Regional Planning Manager
Kim	Porter	Petersburg	Council Member
Matthew	Porter	Wylie	Council Member
Steve	Porter	Sugar Land	Council Member
Leigh	Porterfield	Center	Mayor Pro Tem
Carol	Porton	Wheeler	Alderperson
Paula	Portugal	Paris	Council Member
John	Posey	Overton	Council Member
Sara	Post-Meyer	City of Cuero	Mayor
Sally	Poteet	Stanton	Alderperson
Louie	Potetz	Liberty	Council Member
Hilda	Potsavich	Village of The Hills	Council Member
Robert	Potter	City of San Antonio	
Timothy	Potter	Rankin	Alderperson
BJ	Potts	City of Dimmitt	City Manager
Travis	Potts	Emory	Council Member
Melissa	Pouncey	Plum Grove	Alderperson
Marc	Povero	Hudson Oaks	Council Member
Marvin	Powe	Cottle County	County Commissioner
Cedric	Powell	Josephine	Alderperson
Clinton	Powell	City of Pleasanton	Mayor
Danny	Powell	Callisburg	Alderperson
Deana	Powell	City of Winona	City Secretary
Freda	Powell	Amarillo	Council Member
Freda	Powell	City of Amarillo	Councilmember, District 2
Gene	Powell	TxDOT	
Gene	Powell	TxDOT	Odessa
Jon	Powell	City of Taylor Lake Village	
Justin	Powell	Bloomburg	Alderperson
Linda	Powell	Anson	Council Member
Paige	Powell	Air Alliance Houston	Dir. Of Operations
Ray	Powell	Hall County	County Judge
Robin	Powell	Sour Lake	Alderperson
Toby	Powell	City of Conroe	Mayor
Troy	Powell	City of The Colony	City Manager
Clinton J.	Powell	City of Pleasanton	Mayor
James	Power	Moran	Council Member
Charles	Powers	Eustace	Mayor Pro Tem
D.J.	Powers	Lake Tanglewood	Mayor Pro Tem
Lauren	Powers	City of Marquez	City Manager
Lee	Powers	Shavano Park	Alderperson
Michel	Powers	Seminole	Council Member
Mickie	Powers	Sunset Valley	Council Member
Paul	Powers	Palm Valley	Council Member
Robbie	Powers	Forney	Council Member
Michelle	Powless	Village of Bailey's Prairie	Mayor Pro Tem
Dave	Prachel	Alma	Alderperson
Gay	Pranger	City of Coolidge	City Secretary

First Name	Last Name	Organization	Title/District
Diana	Prasifka	Pleasanton	Council Member
Theresa	Prasil	City of Teague	City Administrator/Secretary
Fred	Prassel	Alamo Heights	Council Member
Gary	Prater	Canadian	Council Member
Beverly	Prather	City of Denver City	City Secretary
David	Pratka	West	Alderperson
Jack	Pratt	City of Kerrville	Mayor
Ty	Prause	Colorado County	County Judge
Jeannie	Prazak	Venus	Alderperson
Chris	Presley	Baytown	Council Member
Ronald	Presley	Runnels County	County Commissioner
Steve	Presley	City of Palestine	Mayor
Joe	Presnall	Cove	Alderperson
Grady	Prestage	Fort Bend County	County Commissioner
Billy	Preston	Mitchell County	County Commissioner
Chris	Preston	Missouri City	Council Member
Trudia	Preston	City of Goliad	Mayor
Stacy	Prestridge	City of Blossom	City Secretary
Gay	Prevost	Liverpool	Council Member
Lisa	Prewitt	San Marcos	Council Member
David	Preziosi	Preservation Dallas	
Betsy	Price	City of Fort Worth	Mayor
Bill	Price	Wilbarger County	Sheriff
Carlos	Price	Bayou Vista	Alderperson
Charlie	Price	Lake Dallas	Council Member
Cheryl	Price	City of Sanger	City Secretary
Eddie	Price	Euless	Mayor Pro Tem
Jeff	Price	Rusk County	Sheriff
Joe	Price	City of Village of Timbercreek Canyon	City Manager
John	Price	Dallas County	County Commissioner
Karen	Price	City of Pampa	City Secretary
Kathy	Price	Smyer	Alderperson
Maxine	Price	Edna	Council Member
Paul	Price	Newton County	County Judge
Robin	Price	City of Combine	City Secretary
Rodney	Price	City of Wortham	Mayor
Shane	Price	Abilene	Council Member
Shane	Price	City of Abilene	Place 1
Valencia	Price	San Augustine	Alderperson
Gage	Prichard	University Park	Council Member
Jennifer	Priddy	City of Trinity	City Secretary
Rowland	Priddy	Ivanhoe	Council Member
Shelley	Pridgen	TxDOT	Environmental Specialist
Elaine	Priest	Rhome	Council Member
R.	Primo	Gregg County	County Commissioner
James	Prince	Bowie County	Sheriff
Kayci	Prince	Plano	Council Member
Danny	Prins	Cross Roads, Town of	Council Member
Matt	Prior	Nassau Bay	Council Member
Abigail	Pritchard	City of Pyote	Mayor
Patricia	Pritchett	Eureka	Alderperson
Tracey	Pritchett	City of Arp	City Secretary
Brian	Prock	City of Hawk Cove	Mayor
Doyle	Proctor	Turkey	Mayor Pro Tem
Rachel	Proctor	DeSoto	Mayor Pro Tem
Russell	Proctor	City of Tulia	Mayor
Ruth	Proctor	Quitaque	Alderperson
Wade	Proctor	Briscoe County	County Commissioner
Gary	Proffitt	Hall County	County Commissioner
Jack	Provost	City of Sour Lake	City Manager
Randy	Prude	Midland County	County Commissioner
Jim	Pruitt	City of Rockwall	Mayor
John	Pruitt	Maypearl	Alderperson
Linda	Pruitt	Giddings	Council Member
Matt	Pruitt	Young County	County Commissioner
Richelle	Pruitt	Springtown	Alderperson
Rowdy	Pruitt	Ennis	Commissioner
Virginia	Psencik	Carmine	Council Member
Duane	Pshigoda	Ochiltree County	County Commissioner
Benny	Puente	Beeville	Council Member
Oscar	Puente	Carrizo Springs	Council Member
Cathy	Pugh	City of Tom Bean	City Secretary
Chris	Pugh	Kennedale	Council Member
Denise	Pugh	City of Savoy	Mayor
Patrick	Pullen	Orange	Council Member

First Name	Last Name	Organization	Title/District
Karen	Pumphrey	City of Jasper	City Secretary
Bonnie	Purcell	Whiteface	Alderperson
Coby	Purcell	Wink	Alderperson
Todd	Purcell	City of Dripping Springs	Mayor
Robert	Purdom	Joshua	Council Member
George	Purefoy	City of Frisco	City Manager
Milton	Purvis	Polk County	County Commissioner
Mike	Pusley	Nueces County	County Commissioner
Anthony	Pustejovsky	City of Abbott	Mayor
Joe	Pustejovsky	West	Alderperson
Edward	Pustka	Lavaca County	County Commissioner
Barry	Putterman	Hedwig Village	Council Member
Michel	Pye	City of Savoy	Director of Public Works
Charlie	Pyle	Brenham	Council Member
Ronald	Pyles	Cresson	Alderperson
Dan	Quandt	South Padre Island Convention Center	Executive Director
Barbara	Quarles	San Leanna, Village of	Mayor Pro Tem
Candice	Quarles	DeSoto	Council Member
William	Quarrels	Queen City	Mayor Pro Tem
Tammy	Quich	City of Clarksville	City Secretary
Jimmy	Quick	Oak Ridge	Council Member
Maggie	Quilantan	Lyford	Commissioner
Chris	Quinn	Trinidad	Alderperson
Jim	Quinn	McCulloch County	County Commissioner
Kurt	Quinn	Sandy Point	Commissioner
LeAnn	Quinn	City of Cedar Park	City Secretary
Lori	Quinn	Tomball	Council Member
Susie	Quinn	City of Murphy	City Secretary
Travis	Quinn	Clute	Council Member
Sandra	Quinones	Mathis	Council Member
Ronda	Quintana	City of Oak Leaf	City Secretary
Alejandro	Quintanilla	Von Ormy	Council Member
Felipe	Quintanilla	Penitas	Council Member
Guillermo	Quintanilla	Town of Addison	Council Member
Herminia	Quintanilla	Los Indios	Mayor Pro Tem
J. Omar	Quintanilla	McAllen	Commissioner
Marissa	Quintanilla	City of Willis	City Secretary
Maximo	Quintanilla	McMullen County	County Commissioner
Samuel	Quintero	Waelder	Alderperson
Tom	Quintero	Wichita Falls	Council Member
Molly	Quirk	San Leanna, Village of	Alderperson
Jaime	Quiroga	Santa Rosa	Alderperson
David	Rabago	City of Seguin	
Brenda	Rabel	City of Ropesville	Mayor
Shawn	Raborn	City of La Grange	City Manager
Marcus	Rabren	Brazoria	Alderperson
Steve	Radack	Harris County	County Commissioner
Steve	Radack	Harris County	Commissioner Precinct 3
Brian	Radcliff	Collinsville	Alderperson
Bob	Rader	City of Oak Leaf	Mayor
Bobby	Rader	Liberty County	Sheriff
Jerry	Radney	Como	Commissioner
Vickey	Raduechel	City of Fate	City Secretary
Mary	Rae	Whitney	Alderperson
Howard	Raeke	City of Henrietta	Mayor
Mary Ann	Raesener	City of Meadowlakes	Mayor
Bill	Ragle	Weston Lakes	Alderperson
Louis	Ragle	Palo Pinto County	County Commissioner
Scott	Ragle	City of Ackerly	Mayor
Michelle	Raglon	TxDOT	Dallas
Michelle	Raglon	TxDOT PIO	
Erika	Ragsdale	City of San Antonio	
Lesa	Ragsdale	Florence	Alderperson
Katherine	Ragston	Hempstead	Council Member
Lauren	Rahe	Taylor Landing	Commissioner
Lloyd	Rahlfs	Swisher County	County Commissioner
Angela	Raiborn	City of Rusk	Mayor
Meredith	Rainer	Gatesville	Council Member
Chris	Raines	Newark	Council Member
Joe	Raines	Dawson County	County Commissioner
Joyce	Raines	City of Jacinto City	City Secretary
Robert	Rains	Eastland County	County Commissioner
Keith	Rainwater	Evant	Mayor Pro Tem
Mark	Rainwater	Lampasas County	County Commissioner
Toni	Rainwater	Robert Lee	Alderperson

First Name	Last Name	Organization	Title/District
Paul	Raissez	Floyd County	Sheriff
Olan	Raley	Junction	Alderperson
Abram	Ramirez	Hidalgo	Mayor Pro Tem
Aida	Ramirez	McAllen	Mayor Pro Tem
Alex	Ramirez	Eagle Lake	Alderperson
Alicia	Ramirez	City of Buda	City Secretary
Ana	Ramirez	TxDOT	
Christine	Ramirez	Runge	Commissioner
Diana	Ramirez	Primera	Commissioner
Dino	Ramirez	Fort Stockton	Council Member
Erasmo	Ramirez	La Salle County	County Commissioner
Esiquio	Ramirez	Winfield	Alderperson
Gabriel	Ramirez	TxDOT	
Gabriel	Ramirez	TxDOT	Odessa
Gilberto	Ramirez	Roma	Council Member
Israel	Ramirez	Tulia	Council Member
Javiar	Ramirez	Miller's Cove	Commissioner
Javier	Ramirez	Palmview	Mayor Pro Tem
Jesse	Ramirez	San Juan	Commissioner
Jonathan	Ramirez	Goree	Council Member
Justo	Ramirez	Falfurrias	Alderperson
Melissa	Ramirez	Wilmer	Council Member
Michael	Ramirez	Moulton	Council Member
Paul	Ramirez	Castro County	County Commissioner
Paul	Ramirez	Troy	Alderperson
Rey	Ramirez	Rio Grande City	Commissioner
Romeo	Ramirez	Duval County	Sheriff
Vicenta	Ramirez	Rocksprings	Mayor Pro Tem
Ana	Ramirez Huerta	Houston District Office	District Bicycle/Pedestrian Coordinator
Ana	Ramirez Huerta	TxDOT	Transportation Specialist
Yolanda	Ramon	Eagle Pass	Mayor Pro Tem
Andres	Ramos	City of Alpine	Mayor
Felicia	Ramos	Shoreacres	Alderperson
Hernando	Ramos	Rose City	Mayor Pro Tem
Jess	Ramos	Lampasas County	Sheriff
Juan	Ramos	Hudson	Alderperson
Cindy	Ramos-Davidson	El Paso Hispanic Chamber of Commerce	CEO
Chad	Ramsey	Town of Oak Ridge	Mayor
Herbert	Ramsey	Lexington	Alderperson
John	Ramsey	Bells	Alderperson
Joy	Ramsey	City of Kurten	City Secretary
Rachel	Ramsey	Town of Sunnyvale	Town Secretary
Scott	Ramsey	Midland County	County Commissioner
Tom	Ramsey	City of Spring Valley Village	Mayor
Yvonne	Ramsey	Timpson	Council Member
Marisabel	Ramthun	TxDOT AUS-TP & D	
Marisabel	Ramthun	TxDOT	Director of Transportation Planning and Development
Marisabel	Ramthun	TxDOT Austin District	Director of Transportation Planning and Development/Austin
Marianne	Randals	Scurry County	County Commissioner
Sharon	Randig	Bartlett	Council Member
Jonathan	Randle	Prairie View	Council Member
Richard	Randle	DeWitt County	County Commissioner
Sandi	Rando	Enchanted Oaks	Mayor Pro Tem
Cleburne	Raney	Parker	Council Member
Chris	Rangel	Seguin	Council Member
Michael	Rangel	Littlefield	Council Member
Christie	Rankin	Charlotte	Alderperson
Chuck	Rankin	Columbus	Alderperson
Linda	Rankin	Gun Barrel City	Council Member
Shirley	Rankin	City of Santa Anna	City Secretary
Connie	Rankin		
Jearl	Rannefeld	George West	Council Member
Jearl	Rannefeld	George West	Mayor Pro Tem
Jerry	Ransom	Greenville	Mayor Pro Tem
Donna	Raper	City of Emory	City Secretary
Nicole	Raphiel	DeSoto	Council Member
James	Rasa	Groves	Council Member
Ron	Rasbeary	Teague	Mayor Pro Tem
Linda	Raschke	Llano County	County Commissioner
Darrell	Raska	Oyster Creek	Alderperson
Tonya	Ratciff	Combine	Council Member
Tim	Ratcliff	City of Combine	Mayor
Barry	Ratcliffe	Kaufman	Council Member
Diane	Rath	AACOG	

First Name	Last Name	Organization	Title/District
Diane	Rath	AACOG	Executive Director
Tracy	Rath	McKinney	Council Member
Cyndie	Rathbun	City of Rancho Viejo	Mayor
Joseph	Rathmell	Zapata County	County Judge
Stephen	Ratke	FHWA	
Candi	Ratliff	Frost	Alderperson
Robert	Ratliff	City of Bellevue	Mayor
Mike	Rawlings	City of Dallas	Mayor
Mike	Rawlings	City of Dallas	Mayor
Andrea	Ray	City of Giddings	City Secretary
Barbara	Ray	White Oak	Council Member
Beth	Ray	Greater Austin Chamber of Commerce	Vice President, Regional Infrastructure
Joshua	Ray	City of Lago Vista	City Manager
Justin	Ray	City of Jersey Village	Mayor
Megan	Ray	Lake Dallas	Council Member
Robert	Ray	Brazos Country	Alderperson
Robert	Ray	Woodloch	Alderperson
Roland	Ray	Runaway Bay	Council Member
Thomas	Ray	Fritch	Alderperson
Vickie	Ray	City of Queen City	City Secretary
Ron	Raymaker	Shenandoah	Council Member
Mike	Raymond	Sunray	Alderperson
Paul	Raymond	Richwood	Council Member
Rob	Rea	Gun Barrel City	Council Member
Katherine	Reading	Burleson	Council Member
Patrick	Reagan	Cherokee County	County Commissioner
Swain	Real	Los Fresnos	Council Member
Ostein	Reamy	Navarro	Alderperson
Belinda	Reasor	Marion	Alderperson
Cori	Reaume	City of Justin	City Manager
James	Reaves	Liberty County	County Commissioner
Paul	Rebuck	Eldorado	Council Member
Joe	Recio	Kenedy County	County Commissioner
James	Rector	Staples	Alderperson
Chris	Red	TxDOT	
Alex	Redelsky	New Home	Alderperson
Pamela	Redman	Plains	Council Member
Jack	Redmon	City of Marshall	City Manager
Amy	Redmond	TxDOT	
Aaron	Reed	City of Wimberley	Director of Public Works
Aaron	Reed	City of Dripping Springs	
Chris	Reed	Payne Springs	Alderperson
Darlene	Reed	Putnam	Alderperson
Derrick	Reed	Pearland	Mayor Pro Tem
Dianne	Reed	Cuney	Alderperson
Ed	Reed	Town of Lakewood Village	Mayor Pro Tem
Hugh	Reed	Armstrong County	County Judge
Ira	Reed	Hansford County	County Commissioner
Jeff	Reed	City of Everman	Director of Public Works
Jim	Reed	CTCOG Killeen-Temple	Interim Transporation Planner
Katie N.	Reed	Northside ISD	
Lance	Reed	City of Frost	Mayor
Leonard	Reed	City of Willis	Mayor
Ricky	Reed	City of Stratford	Mayor
Robert	Reed	Trent	Mayor Pro Tem
Roman	Reed	Bellaire	Mayor Pro Tem
Sarah	Reed	Richwood	Council Member
Scott	Reed	Alvin	Council Member
Sharon	Reed	Plum Grove	Alderperson
Dan	Reese	City of Windcrest	Mayor
Donald	Reese	City of Victoria	Director of Public Works
Kenneth	Reese	Seadrift	Alderperson
Melinda	Reese	Rose City	Council Member
Bob	Reeves	Kerr County	County Commissioner
Chris	Reeves	Anna	Council Member
Clyde	Reeves	Patton Village	Council Member
Gary	Reeves	East Tawakoni	Council Member
Jackie	Reeves	Dayton Lakes	Alderperson
Kelly	Reeves	Hawk Cove	Alderperson
Paul	Reeves	Sanctuary	Alderperson
Stanley	Reeves	Moran	Mayor Pro Tem
Jan	Regan	Port Lavaca	Council Member
Carl	Register	Hill Country Village	Mayor Pro Tem
Kean	Register	City of Bryan	City Manager
Kim	Rehkopf	City of Dumas	City Secretary

First Name	Last Name	Organization	Title/District
Randy	Reichardt	Austin County	County Commissioner
Sunny	Reichert	City of Normangee	City Secretary
Kenneth	Reid	City of Beasley	Mayor
Tom	Reid	City of Pearland	Mayor
John	Reider	Harker Heights	Council Member
Kenneth	Reierson	Cranfills Gap	Alderperson
Art	Reilly	Hardin	Council Member
Don	Reilly	Murphy	Council Member
Trish	Reiner	Granbury	Council Member
Ron	Reinhard	City of Grey Forest	
Art	Reinhardt	City of San Antonio	
Art	Reinhardt	COSA-TCI	
Greg	Reininger	City of San Antonio	
Gregg	Reininger	City of San Antonio TCI	
Lawrence	Reis	Nolanville	Council Member
Edward	Reiter	Stockton Bend	Alderperson
Keith	Reiter	Lone Star	Alderperson
Mat	Reiter	Hooks	Mayor Pro Tem
Pam	Reither	Stamford	Council Member
Erik	Rejino	City of Levelland	City Manager
Jerome	Rektorik	College Station	Council Member
Roger	Remlinger	Canyon	Commissioner
Rondney	Renberg	City of Payne Springs	Mayor
Kathy	Rendon	City of Stratford	City Secretary
Rosie	Rendon	Lockney	Alderperson
Howard	Renick	Buffalo Gap	Mayor Pro Tem
Cindy	Renken	Hallettsville	Council Member
Dale	Renkenberger	Uncertain	Alderperson
Rick	Rennhack	Town of Westlake	Council Member
Andres	Renteria	Town of Horizon City	Alderperson
Gerard	Renteria	McCamey	Alderperson
Sabino	Renteria	Austin	Council Member
Sabino	Renteria	City of Austin	City Councilmember
Ysidro	Renteria	Loving County	County Commissioner
Jack	Rentz	City of Abilene	Place 2
Tom	Repino	Sandy Oaks	Alderperson
Dan	Reral	City of Irving	
Pablo	Resendez	City of Spofford	Mayor
Susan	Resnik	Quitman	Alderperson
Kim	Retherford	Daisetta	Alderperson
Rod	Rethwisch	Austin County	Emergency Mgmt. Coordinator
Allen	Retzlaff	City of Lexington	Mayor
Pat	Revill	City of DeCordova	Mayor
Judson	Rex	City of Denison	City Manager
Laura	Rex	City of Big Sandy	City Secretary
Ana	Reyes	Farmers Branch	Council Member
Christina	Reyes	Rocksprings	Council Member
Ernest	Reyes	Borden County	County Commissioner
Ernesto	Reyes	US Fish and Wildlife Service	
Guillermo	Reyes	Town of Horizon City	Director of Public Works
Meg	Reyes	Joint Base San Antonio	JBSA Executive Director, Community Initiatives
Odilia	Reyes	Gregory	Alderperson
Raul	Reyes	City of El Cenizo	Mayor
Trina	Reyes	City of Von Ormy	Mayor
Trina	Reyes	City of Von Ormy	
Ursula	Reyes	City of Freeport	City Secretary
Stephanie	Reyes	San Antonio Chamber of Commerce	Vice President of Public Affairs
Abel	Reyna	Crosbyton	Mayor Pro Tem
Christine	Reyna	Hale Center	Council Member
Jennifer	Reyna	City of Alamo Heights	City Secretary
Mary	Reyna	Hart	Alderperson
Zeke	Reyna	TxDOT Strategic Planning - STR	Strategic Research Analyst
David	Reynolds	Karnes County	County Commissioner
Fred	Reynolds	Celeste	Alderperson
Jason	Reynolds	City of Nassau Bay	City Manager
Jerry	Reynolds	Darrouzett, Town of	Alderperson
Mark	Reynolds	Comal County	Sheriff
Ron	Rhea	Liberty Hill	Alderperson
J.D.	Rhoades	Moore County	County Judge
Dave	Rhodes	Marble Falls	Council Member
David	Rhodes	Bullard	Council Member
Linda	Rhodes	Kennedale	Council Member
Kenneth	Rhudy	Ector	Alderperson
Anthony	Ricciardelli	Plano	Council Member
Harold	Rice	City of Nixon	Interim City Manager

First Name	Last Name	Organization	Title/District
J.	Rice	Hemphill	Alderperson
Randy	Rice	City of Farmersville	Mayor
Dale	Rich	Adrian	Alderperson
G.F.	Rich	Riverside	Alderperson
Shane	Rich	Sour Lake	Alderperson
Steve	Rich	Snyder	Council Member
Ferman	Richard	Franklin	Alderperson
Kent	Richard	City of Laredo	COL-Bridge
Byron	Richards	City of Groveton	Mayor
Randall	Richards	Bedias	Alderperson
Alicia	Richardson	City of North Richland Hills	City Secretary
Billy	Richardson	City of Hawley	Mayor
Chip	Richardson	Troup	Council Member
David	Richardson	Kempner	Mayor Pro Tem
Georgia	Richardson	Howe	Council Member
Jessie	Richardson	Dayton Lakes	Alderperson
Joel	Richardson	Randall County	Sheriff
Kathy	Richardson	Sadler	Council Member
Lisa	Richardson	City of Anton	City Secretary
Ray	Richardson	City of Everman	Mayor
Stacy	Richardson	Wink	Alderperson
Tarron	Richardson	City of DeSoto	City Manager
Woodrow	Richardson	Memphis	Alderperson
Zane	Richardson	McLean	Alderperson
Justin	Richarson	Canyon	Mayor Pro Tem
Kathy	Richel	Converse	Council Member
Roy	Richie	Jefferson	Alderperson
Jo Ann	Richmond	Village of Briarcliff	Alderperson
Latriece	Richter	Mildred	Alderperson
Deanna	Rickabaugh	Olmos Park	Council Member
Melissa	Rickman	City of Savoy	City Secretary
Todd	Ricks	Huntington	Council Member
Ralph	Riddel	Aspermont	Council Member
Albert	Riddle	Titus County	County Commissioner
Joe	Riddle	Smyer	Alderperson
Phil	Riddle	Irving	Council Member
Clyde	Ridge	Freestone County	County Commissioner
Virginia	Ridgway	Mobeetie	Alderperson
William	Ridings	City of Bellmead	Mayor
Jeff	Riedel	Smyer	Alderperson
Joel	Riedel	US Senator John Cornyn's Office	
Patrick	Riedel	Smyer	Alderperson
Rick	Riel	Niederwald	Alderperson
Clestel	Riffe	Goodrich	Alderperson
Don Gaynelle	Riffe	Ports to Plains	
Louis	Rigby	City of La Porte	Mayor
Tony	Rigdon	Port of Victoria	Port Director
Gregg	Riggins	Hawley	Alderperson
Wayne	Riggins	City of Opdyke West	Mayor
Lee	Rightmire	TxDOT	Odessa
Callie	Rigney	Colleyville	Council Member
Mickey	Rigney	City of Edgecliff Village	Mayor
Cherl	Rigotti	Sinton	Council Member
Barbara	Riley	City of Wixon Valley	City Secretary
Charlie	Riley	Montgomery County	County Commissioner
Chris	Riley	City of Leon Valley	Mayor
Chris	Riley	City of Leon Valley	Mayor
Chris	Riley	City of Leon Valley	
David	Riley	City of Idalou	Mayor
Kenny	Riley	Agua Dulce	Mayor Pro Tem
Kent	Riley	Collingsworth County	Sheriff
Mark	Riley	Parker County	County Judge
Mayor Chris	Riley	AAMPO/GDCCC	
Pat	Riley	City of Willis	Director of Public Works
Ray	Riley	Hamilton	Council Member
Steve	Riley	Shackelford County	County Commissioner
Steven	Riley	City of Van Alstyne	Mayor
Erin	Rinehart	City of Carrollton	City Manager
Robert	Rinn	Austin County	County Commissioner
Donnie	Riojas	Taft	Alderperson
Tracy	Riojas	Elmendorf	Alderperson
Carmen	Rios	Port Isabel	Commissioner
Guillermo	Rios	South Houston	Mayor Pro Tem
Patrick	Rios	City of Rockport	Mayor
Rosa	Rios	City of Abilene	City Secretary

First Name	Last Name	Organization	Title/District
Clayton	Ripps	TxDOT	San Antonio
Wesley	Ritchey	Dallam County	County Judge
Ashley	Ritchie	City of La Vernia	
Cynthia	Ritchie	City of Valley View	City Secretary
Mike	Ritchie	Springlake	Mayor Pro Tem
Seth	Ritter	Groom	Alderperson
Isauro	Rivas	Brackettville	Alderperson
Jimmy	Rivas	Jacinto City	Council Member
Roy	Rivas	Roby	Commissioner
Arlene	Rivera	Mission Chamber of Commerce	
Blanca	Rivera	Mexia	Council Member
George	Rivera	City of Palm Valley	Mayor
Henry	Rivera	El Paso	Representative
Juan	Rivera	Killeen	Council Member
Pedro	Rivera	City of Elsa	Director of Public Works
Rosario	Rivera	City of Escobares	City Secretary
Sal	Rivera	Castro County	Sheriff
Henry	Rivera	City of El Paso	Councilmember, District 7
Bryan	Roach	Mildred	Alderperson
Don	Roach	Bogata	Council Member
Kay	Roach	City of Woodsboro	Mayor
Rob	Roach	City of Sunray	City Manager
Crystal	Roan	City of Webster	City Secretary
Country	Roark	Kermit	Mayor Pro Tem
Warren	Robb	Haslet	Mayor Pro Tem
Jacklyn	Robbins	City of Carmine	City Secretary
Leona	Robbins	Ingleside On The Bay	Alderperson
William	Robbins	Fritch	Alderperson
Bettie	Roberson	Omaha	Mayor Pro Tem
Brian	Roberson	Town of Providence Village	Town Manager
Tommy	Roberson	Mart	Alderperson
Alvin	Roberts	Hardin County	County Commissioner
Becky	Roberts	Weimar	Alderperson
Carmen	Roberts	Celina	Alderperson
Chad	Roberts	City of Ranger	City Manager
Chris	Roberts	East Tawakoni	Council Member
Delbert	Roberts	Kimble County	County Judge
Delbert	Roberts	Kimble Texas	
Dixie	Roberts	City of Alvin	City Secretary
Donna	Roberts	TxDOT	Program Services Section Director
Donna	Roberts	TxDOT Public Transit - PTN	Program Services Section Director
Drew	Roberts	Point	Mayor Pro Tem
Evan	Roberts	Pharr District Office	District Bicycle/Pedestrian Coordinator
Evan	Roberts	TxDOT	Engineering Assistant
Gale	Roberts	City of Sulphur Springs	City Secretary
Jim	Roberts	City of Wake Village	Mayor
JoNell	Roberts	Haskell	Alderperson
Kenneth	Roberts	TxDOT	Waco
Patsy	Roberts	Three Rivers	Alderperson
Robby	Roberts	City of Huntington	Director of Public Works
Tim	Roberts	Panhandle	Council Member
Timothy	Roberts	Cochran County	County Commissioner
Dennis	Robertson	Gladewater	Council Member
Donald	Robertson	Coke County	County Commissioner
Jim	Robertson	Dyess AFB	
John	Robertson	Bynum	Mayor Pro Tem
Larry	Robertson	Town of San Felipe	Alderperson
Ralph	Robertson	Mount Vernon	Mayor Pro Tem
Susan	Robertson	Noonday	Council Member
Wayne	Robertson	Trent	Alderperson
Heather	Robertson-Caraway	City of Breckenridge	City Secretary
	Robery Hancock	Medina County Historical Commision	Chairman
Melinda	Robeson	City of Saint Jo	City Secretary
Shelley	Robinett	Santa Anna	Alderperson
Amy	Robinson	Town of Lakeside	Council Member
Bob	Robinson	Randall County	County Commissioner
Bobby	Robinson	Rule	Mayor Pro Tem
Bruce	Robinson	City of Sour Lake	Mayor
Dana	Robinson	Hillsboro	Council Member
David	Robinson	Houston	Council Member
Derrick	Robinson	Lancaster	Council Member
Diana	Robinson	City of Retreat	City Secretary
Doyle	Robinson	City of Panhandle	Mayor
Gregg	Robinson	Jacinto City	Council Member

First Name	Last Name	Organization	Title/District
Hubert	Robinson	Jacksonville	Council Member
Jackie	Robinson	Star Harbor	Alderperson
Jeff	Robinson	Weatherford	Mayor Pro Tem
Jim	Robinson	Scurry County	County Commissioner
John	Robinson	Retreat	Alderperson
Johnny	Robinson	City of Streetman	Mayor
Lynn	Robinson	Newcastle	Alderperson
Tom	Robinson	Cut and Shoot	Alderperson
David W.	Robinson	City of Houston	At-Large Position 2
Carla	Robison	Thornton	Alderperson
Orville	Robison	Follett	Alderperson
Yolanda	Robledo	Bovina	Alderperson
Spencer	Robnett	Midland	Council Member
Spencer	Robnett	City of Midland	At-Large
Kirk	Roccaforte	Bridge City	Council Member
Estella	Rocha	Poteet	Alderperson
Michael	Rocha	Refugio	Alderperson
Ricky	Rocha	Brownfield	Council Member
Sherry	Rocha	City of Groom	City Secretary
Dr. Adriana	Rocha Garcia	City of San Antonio	Councilwoman-District 4
Steve	Rockey	Friendswood	Mayor Pro Tem
Adriana	Rodarte	City of Socorro	City Manager
Gary	Roden	Coppell	Council Member
Alice	Rodgers	City of Lake Jackson	City Secretary
Becky	Rodgers	Garrett	Alderperson
Celia	Rodgers	City of Valley Mills	City Secretary
Mike	Rodgers	Midlothian	Council Member
Vance	Rodgers	City of Lockhart	City Manager
Abigail	Rodriguez	VIA Metropolitan Transit	
Abigail	Rodriguez	VIA Metropolitan Transit	
Adriana	Rodriguez	Sullivan City	Mayor Pro Tem
Alfonso	Rodriguez	City of La Feria	Director of Public Works
Alice	Rodriguez	Waco	Council Member
Alva	Rodriguez	Crosbyton	Alderperson
Andres	Rodriguez	City of Brackettville	Mayor
Anita	Rodriguez	City of Yoakum	Mayor
Antonio	Rodriguez	WCCL-RMA/HNTB	
Armando	Rodriguez	Ector County	County Commissioner
Armando S.	Rodriguez	Ector County	Commissioner Precinct 4
Catherine	Rodriguez	Leon Valley	Council Member
David	Rodriguez	Earth	Alderperson
Dora	Rodriguez	City of Devine	City Administrator/Secretary
Frank	Rodriguez	City of Fort Stockton	City Manager
George	Rodriguez	Sterling City	Council Member
Herman	Rodriguez	City of Robstown	City Secretary
Imelda	Rodriguez	City of Eagle Pass	City Secretary
J.P.	Rodriguez	Weslaco	Commissioner
Jim	Rodriguez	Bronte	Council Member
Joann	Rodriguez	Morgan	Mayor Pro Tem
Joel	Rodriguez	La Salle County	County Judge
Joey	Rodriguez	Robstown	Mayor Pro Tem
Jose	Rodriguez	Texas Department of Public Safety-Commerical Vehicle Enforcement	
Juan	Rodriguez	Texas Department of Public Safety-Hwy Patrol	
Justin	Rodriguez	Bexar County	County Commissioner
Kelly	Rodriguez	City of Windcrest	City Secretary
Luis	Rodriguez	Goliad	Mayor Pro Tem
Luis	Rodriguez	Greater Austin Hispanic Chamber of Commerce	President
Marino	Rodriguez	Childress	Alderperson
Mario	Rodriguez	City of Premont	Mayor
Miguel	Rodriguez	La Salle County	Sheriff
Miriam	Rodriguez	Cockrell Hill	Alderperson
Monica	Rodriguez	City of New Fairview	City Administrator/Secretary
Ramiro	Rodriguez	City of Palmhurst	Mayor
Raul	Rodriguez	Culberson County	County Commissioner
Rene	Rodriguez	Socorro	Council Member
Richard	Rodriguez	Elmendorf	Alderperson
Robert	Rodriguez	Crockett County	Sheriff
Roel	Rodriguez	City of McAllen	City Manager
Ronnie	Rodriguez	Taft	Alderperson
Sally	Rodriguez	Three Rivers	Mayor Pro Tem
Sally	Rodriguez	Wellman	Council Member
Sergio	Rodriguez	Bexar County	County Commissioner
Sergio "Chico"	Rodriguez	Bexar County	County Commissioner
Soyla	Rodriguez	City of San Perlita	Mayor

First Name	Last Name	Organization	Title/District
Tito	Rodriguez	North Richland Hills	Council Member
Tony	Rodriguez	Bonham	Council Member
Vidal	Rodriguez	Laredo	Council Member
Vidal	Rodriguez	City of Laredo	Council Member-District 2
Vilma	Rodriguez	McCamey	Alderperson
Patricia	Rodriguez	VIA Metropolitan Transit	
Sergio	Rodriguez	County of Bexar	Commissioner
Roberto	Rodriguez III	TxDOT	Laredo
Cleo	Rodriguez, Jr	Corpus Christi Chamber of Commerce	President & CEO
Joe	Rodriquez	City of Knox City	Director of Public Works
Joe	Rodriquez	Huntsville	Council Member
Frances	Roe	Crawford	Council Member
Kay	Roe	Sweeny	Alderperson
William	Roeder	Gillespie County	County Commissioner
Richard	Roelke	City of Knollwood	Mayor
Samantha	Roelke	Knollwood	Alderperson
James	Roffan	Windthorst	Alderperson
Charles	Rogers	Colorado County	Emergency Mgmt. Coordinator
David	Rogers	City of Haslet	Director of Public Works
Donna	Rogers	City of Webster	Mayor
Drusilla	Rogers	Bastrop	Council Member
Jami	Rogers	Garrett	Mayor Pro Tem
Jim	Rogers	Lake Tanglewood	Alderperson
Jimmy	Rogers	Robinson	Council Member
Keith	Rogers	Edgewood	Council Member
Keith	Rogers	Poth	Alderperson
Kristi	Rogers	City of Ganado	City Secretary
Kristi	Rogers	Town of Hickory Creek	Town Secretary
LuAnn	Rogers	City of Moulton	City Secretary
Marlyn	Rogers	Beckville	Alderperson
Merla	Rogers	Pleasant Valley	Alderperson
Oscar	Rogers	Wills Point	Council Member
Rainey	Rogers	McKinney	Council Member
Rue	Rogers	Olney	Council Member
Sharron	Rogers	City of Grapevine	Councilmember, District 2
Shirley	Rogers	Town of Northlake	Town Secretary
Stacey	Rogers	Young County	County Commissioner
Walter	Rogers	Bedias	Alderperson
Wanda	Rogers	City of Skellytown	Mayor
Will	Rogers	Pecan Hill	Alderperson
James M.	Rogge	COA	
Ron	Rohde	New Berlin	Alderperson
Skip	Rohrer	San Patricio	Alderperson
Baudelia	Rojas	City of Alton	City Secretary
Rosie	Rojas	Arcola	Council Member
Amber	Rojas-Verona	City of Tyler	
Joe	Roland	Caldwell County	County Commissioner
Donna	Rolater	Heath	Council Member
Todd	Rolen	Farmersville	Alderperson
Michael	Rollins	Greater Austin Chamber of Commerce	President
Benjamin	Romero	Town of Anthony	Mayor Pro Tem
Omar	Romero	City of Penitas	City Manager
Julie	Rook	TxDOT	Paris
Bennie	Rooks	Smithville	Council Member
John	Rooney	China	Alderperson
Chuck	Roper	City of Lorena	Mayor
David	Roquemore	Whitehouse	Council Member
Linda	Rorick	City of Pasadena	City Secretary
David	Rosa	City of Big Wells	Mayor
Griselda	Rosa	City of Brownsville	City Secretary
Aaron	Rosales	Karnes City	Council Member
Pedro	Rosales	McCamey	Mayor Pro Tem
Johnny	Rosas	Tahoka	Council Member
Virginia	Rosas	Stafford	Council Member
Charla	Rose	Lake Tanglewood	Alderperson
D.W.	Rose	East Tawakoni	Council Member
Don	Rose	Wheeler	Alderperson
Jeff	Rose	City of Seminole	Director of Public Works
Lesley	Rose	Kemp	Council Member
Pamela	Rose	Barry	Alderperson
Tina	Rose	City of Mount Vernon	City Administrator/Secretary
Vickie	Roseberry	Avery	Alderperson
Laurie	Rosenbaum	Bunker Hill Village	Council Member
Kathryn	Rosenbluth	City of Village of Bear Creek	City Secretary
Rudi	Rosengarten	Sunset Valley	Council Member

First Name	Last Name	Organization	Title/District
Bobby	Rosenthal	City of Alamo Heights	Mayor
Christina	Rosenthal	City of Nolanville	Mayor
Janna	Rosenthal	Atkins	
Tom	Rosner	Appleby	Commissioner
Charlie	Ross	Sachse	Council Member
Dale	Ross	City of Georgetown	Mayor
Denita	Ross	Zavalla	Alderperson
Mark	Ross	Childress County	County Commissioner
Michele	Ross	Shavano Park	Mayor Pro Tem
Pat	Ross	Hico	Alderperson
Rhonda	Ross	City of Tatum	City Secretary
Robert	Ross	Whitney	Alderperson
Richard	Rossander	Eastland	Commissioner
David	Rosse	Kleberg County	County Commissioner
Rose	Rosser	City of Somerville	City Secretary
Brian	Rosson	Gaines County	County Commissioner
Rouel	Rothenberger	Azle	Council Member
Barbara	Rothrock	Cool	Commissioner
John	Rounsavall	City of Terrell	City Secretary
Bobby	Rountree	City of Coleman	Interim City Manager
Shirley	Rouse	Hedwig Village	Council Member
Norm	Rousselot	Sonora	Council Member
Adabeth	Routt-Shumate	City of Star Harbor	City Secretary
Brandon	Rowan	City of Ingram	Mayor
Brandon	Rowan	City of Ingram	
Brett	Rowe	Hill Country Village	Council Member
Kelly	Rowe	Lubbock County	Sheriff
Larry	Rowe	Cass County	Sheriff
Michelle	Rowe	Kennard	Alderperson
Pamela	Rowe	City of Plains	City Secretary
Rhylan	Rowe	Town of Trophy Club	Mayor Pro Tem
Brian	Rowland	Prairie View	Council Member
Billy	Rowles	Newton County	Sheriff
Trish	Roy	Kosse	Alderperson
Everett	Roy	City of Corpus Christi	Council Member-District 1
Mark	Roye	O'Donnell	Alderperson
Tim	Royse	Terrell	Council Member
Hernan	Rozemberg	TxDOT	San Antonio
Gerald	Roznovsky	Lake Jackson	Council Member
Laura	Rozzlle	City of Blackwell	Mayor
Marilyn	Rubach	Snook	Alderperson
Valerie	Rubalcaba	Dimmit County	County Commissioner
Judge Bella	Rubio	Real County	County Judge
Lucy	Rubio	Corpus Christi	Council Member
Manuel	Rubio	Real County	County Commissioner
Dan	Rudge	Bryan-College Station MPO	Director
Al	Rudin	City of Oak Ridge	Mayor
Michael	Rudloff	Industry	Alderperson
Vicky	Rudy	City of Oak Ridge North	City Manager
Paul	Ruffo	Heath	Council Member
*Roberto	Ruiz	Maverick County	County Commissioner
Anna	Ruiz	La Joya	Commissioner
Gus	Ruiz	Cameron County	County Commissioner
Lupe	Ruiz	Olton	Alderperson
Michele	Ruiz	Crystal City	Council Member
Roberto	Ruiz	Maverick County	County Commissioner
Roland	Ruiz	Edwards Aquifer Authority	General Manager
Sandalio	Ruiz	Jim Hogg County	County Commissioner
Bruno	Rumbelow	City of Grapevine	City Manager
Liz	Rundzieher	Liberty Hill	Mayor Pro Tem
Greg	Runnebaum	Willow Park	Council Member
Debbie	Runnels	City of Huxley	City Secretary
Joseph	Runnels	City of Pinehurst	Mayor
Crystal	Runyon	Kleberg County	County Commissioner
Jeff	Rupert	US Fish and Wildlife Service	
Russell	Rupertus	Jamaica Beach	Alderperson
Larry	Rush	King County	County Commissioner
Ann	Rushing	City of Clarksville	Mayor
Charlene	Rushing	Balch Springs	Council Member
David	Rushing	City of Shamrock	City Manager
Lupe	Rushing	City of Jamaica Beach	City Secretary
Aaron	Russell	City of Burleson	Director of Public Works
Anna	Russell	City of Houston	City Secretary
Ed	Russell	Stephens County	County Commissioner
Jim	Russell	Cibolo	Council Member

First Name	Last Name	Organization	Title/District
Shawn	Russell	Converse	Council Member
Shawna	Russell	TxDOT	Ft. Worth
Tammy	Russell	South Mountain	Alderperson
Mark	Ruth	Skellytown	Alderperson
Courtney	Rutherford	City of Meadows Place	City Secretary
Jordan	Rutherford	Bandera County	County Commissioner
Phillip	Rutherford	City of Roxton	Mayor
Brady	Rutledge	Merkel	Alderperson
David	Rutledge	City of Bridge City	Mayor
John	Rutledge	Eastland County	County Commissioner
Karl	Rutledge	Winona	Alderperson
Phil	Rutledge	Coffee City	Mayor Pro Tem
Linn	Rutlege	Pedernales Electric Company	
Brenda	Rutt	City of Stagecoach	City Secretary
Brad	Ryan	City of Edna	Director of Public Works
Jim	Ryan	City of White Settlement	City Manager
John	Ryan	Denton	Council Member
Michael	Ryan	Gray County	Sheriff
Robyn	Ryan	City of Rollingwood	City Secretary
Sean	Ryan	Volente	Council Member
Yvonne	Ryba	Shepherd	Alderperson
Brandt	Rydell	Taylor	Mayor Pro Tem
Byron	Ryder	Leon County	County Judge
Dianne	Ryder	Buffalo	Council Member
Chris	Ryerson	City of San Antonio	
Julianita	Sabala	City of La Joya	City Secretary
Wayne	Sabo	City of Webster	City Manager
Amy	Sabol	Bedford	Council Member
Ronny	Sacks	Round Top	Mayor Pro Tem
Alonzo	Saenz	Benavides	Alderperson
Estela	Saenz	Benavides	Alderperson
Gloria	Saenz	City of Kermit	City Manager
Margot	Saenz	City of Alamo	City Secretary
Octavio	Saenz	TxDOT Pharr District	
Octovio	Saenz	TxDOT	Pharr
Pete	Saenz	City of Laredo	Mayor
Pete	Saenz	City of Laredo	Mayor
Pete	Saenz	City of Laredo	Mayor
Ruben	Saenz	Starr County	County Commissioner
Cameron	Saffell	Lubbock County Historic Preservation Officer	
Bill	Safford	Corrigan	Alderperson
Alice	Sain	Graford	Mayor Pro Tem
Saneea	Sakhyani	Preservation Houston	
Cynthia	Sakulenzki	McAllen Hispanich Chamber of Commerce	President
Cynthia	Salas	City of Alpine	City Secretary
Maria	Salas		General Assignments Reporter
Amelia	Salazar	Palisades	Mayor Pro Tem
Carlos	Salazar	Bee County	County Commissioner
Estela	Salazar	San Juan Chamber of Commerce	
Javier	Salazar	Bexar County	Sheriff
Jerry	Salazar	Buffalo	Council Member
Pedro	Salazar	Edinburg EDC	Executive Director
Richard	Salazar	City of Sudan	Director of Public Works
David	Salazar	TxDOT LRD	
Rey	Saldana	Seminole	Mayor Pro Tem
Manuel C.	Saldana	City of Natalia	
Rey	Saldana	City of San Antonio	Councilman Rey
Rey	SaldaÕa	San Antonio	Council Member
Griselda	Saldivar	TxDOT	
Griselda	Saldivar	TxDOT	Pharr
Paula	Sales Evans	TxDOT CRP-TPD	
Diana	Salgado	Del Rio	Council Member
Irma	Salgado	Marfa	Council Member
Abe	Salinas	City of Rio Grande City	
Arcadio	Salinas	Rio Grande City	Commissioner
Carlos	Salinas	Freer	Alderperson
Crisanto	Salinas	City of Roma	City Manager
Eusevio	Salinas	Zavala County	Sheriff
Gabriel	Salinas	Sullivan City	Council Member
Grace	Salinas	Rancho Viejo	Alderperson
Isaac	Salinas	Falfurrias	Alderperson
Jorge	Salinas	Edinburg	Council Member
Jose A.	Salinas	City of La Joya	Mayor
Macedonio	Salinas	Town of Quintana	Alderperson
Maria	Salinas	La Joya	Commissioner

First Name	Last Name	Organization	Title/District
Mary	Salinas	La Joya	Mayor Pro Tem
Norberto	Salinas	City of Mission	Mayor
Ramon	Salinas	Kenedy County	Sheriff
Rick	Salinas	Lyford	Commissioner
Robert	Salinas	Palmhurst	Mayor Pro Tem
Roberto	Salinas	City of Roma	Mayor
Sara	Salinas	Lometa	Council Member
Victorio	Salinas	La Joya	Commissioner
Matthew	Salladay	Rogers	Alderperson
Jacquelyn	Salmon	Avinger	Alderperson
James	Salter	City of Ingram	Mayor
Terrie	Salter	Orange	Council Member
Margaret	Salvaggio	Hearne	Council Member
Gary	Salyer	Troup	Council Member
George	Salzman	City of LaCoste	
Ricardo A.	Samaniego	El Paso County	Judge
Johnny	Sammons	City of Lakeport	Mayor
Susan	Sample	City of West University Place	Mayor
James	Samples	City of Hughes Springs	Mayor
Kimberly	Sampson	City of Ingleside	City Secretary
Clay	Sams	Bartonville, Town of	Alderperson
Audwin	Samuel	Beaumont	Council Member
Nicholas	Samuel	CAMPO	
*Claudia	San Miguel	El Metro	
Charlie	San Miguel	Laredo	Council Member
Charlie	San Miguel	City of Laredo	Council Member-District 6
Claudia	San Miguel	Laredo - El Metro	General Manager
Greg	Sanches	Angelina County	Sheriff
Amelia	Sanchez	City of Elgin	City Secretary
Carol	Sanchez	San Benito	Mayor Pro Tem
Cleo	Sanchez	La Ward	Alderperson
Delia	Sanchez	City of Balcones Heights	City Secretary
Diana	Sanchez	Petronila	Alderperson
Gustavo	Sanchez	Hidalgo	Council Member
Juan	Sanchez	TxDOT	Pharr
Jubentino	Sanchez	Ward County	County Commissioner
Lenny	Sanchez	San Juan	Commissioner
Luis	Sanchez	Midland County	County Commissioner
Marco	Sanchez	Town of Combes	Mayor
Maria	Sanchez	Devers	Alderperson
Nacho	Sanchez	Meadow	Alderperson
Nicholas	Sanchez	Poteet	Alderperson
Rafael	Sanchez	Dell City	Alderperson
Raymond	Sanchez	TxDOT TPP	
Ricardo	Sanchez	Elsa	Commissioner
Richard	Sanchez	Woodsboro	Council Member
Sorayda	Sanchez	City of Uvalde	City Secretary
Sylvano	Sanchez	City of Encinal	Mayor
Glenn	Sanco	Arcola	Council Member
Paul	Sanderford	Belton	Council Member
Alaine	Sanders	Moran	Council Member
Cheryl	Sanders	City of Anahuac	Mayor
James	Sanders	Roaring Springs	Council Member
Nick	Sanders	Town of Trophy Club	Mayor
Richard	Sanders	Henderson County	County Judge
Stephen	Sanders	City of Dawson	Mayor
Tim	Sanders	Sterling County	Sheriff
William	Sanders	City of China	Mayor
David	Sanderson	Ackerly	Alderperson
Marcus	Sandifer	TxDOT	Atlanta
Cynthia	Sandlin	Lowry Crossing	Council Member
Nathan	Sandmann	Valley View	Alderperson
Ana	Sandoval	City of San Antonio, District 7	Councilwoman
Claudia	Sandoval	Cockrell Hill	Alderperson
Jaime	Sandoval	City of La Feria	City Manager
Liliana	Sandoval	City of Roma	City Secretary
Mike	Sandoval	Llano County	County Commissioner
Ana	Sandoval	City of San Antonio	Councilman
Cristian	Sandoval	Earn a Bike Co-op	
Kyle	Sandvig	Stratford	Alderperson
Chris	Sanger	Alvin	Council Member
Stan	Sanner	Texline	Council Member
W.B.	Sansom	Real County	County Judge
Vickie	Sanson	Lavon	Council Member
Stephen	Santellana	City of Wichita Falls	Mayor

First Name	Last Name	Organization	Title/District
Phyllis	Santleben	Castroville	Council Member
Joseph	Santos	Crowell	Alderperson
Thania	Santos	City of Stockdale	City Secretary
Fidel	Sapien	Hunters Creek Village	Council Member
Linda	Sarabia	Palmview	Council Member
Ramiro	Sarabia	Roma	Council Member
Bernie	Sargent	Pioneer Association Texas Historical Foundation	
Jessica	Sarpu	HISD-Looscan Elementary	
Rusty	Sartor	Bedford	Council Member
Barry	Satterwhite	Calvert	Alderperson
Martin	Sauceda	Blanco	Mayor Pro Tem
Simon	Sauceda	Donna	Council Member
David	Saucedo	Maverick County	County Judge
Jenna	Saucedo-Herrera	Free Trade Alliance San Antonio	President & CEO
Eddy	Sauer	Amarillo	Council Member
Eddy	Sauer	City of Amarillo	Councilmember, District 3
Dionne	Sauers	Bardwell	Mayor Pro Tem
Stella	Sauls	City of Borger	City Secretary
Ron	Sauma	Benbrook	Council Member
Jeffrey	Saunders	City of Kerens	Mayor
Lori	Saunders	City of Waxahachie	City Secretary
Scott	Saunders	City of Smithville	Mayor
John	Savage	Alamo Heights	Council Member
Steve	Savage	Abilene	Council Member
Steve	Savage	City of Abilene	Place 6
Cheryl	Sawyer	TxDOT	Abilene
Clinton	Sawyer	Amherst	Commissioner
Dan	Sawyer	Donley County	County Commissioner
Cheryl	Sawyers	TxDOT	
Chase	Saxon	Big Sandy	Alderperson
Randy	Sayers	City of Jasper	Mayor
Jenny	Sayles	City of Forsan	City Secretary
Frank	Saylors	Eastland	Commissioner
David	Scagliola	Schertz	Mayor Pro Tem
Cliff	Scallan	City of Sanctuary	Mayor
Mark	Scallon	Gallatin	Council Member
Leigh	Scallorn	Iraan	Alderperson
Ricky	Scaman	Falls County	Sheriff
Jason	Scantling	TxDOT	Landscape Architect
Leonard	Scarcella	City of Stafford	Mayor
Laura	Scarlato	City of Richmond	City Secretary
Shelley	Scazzero	City of Hudson Oaks	City Secretary
Audrey	Scearce	City of East Bernard	City Secretary
John	Schack	Ingleside	Council Member
Joe	Schaef	Canadian	Council Member
Andy	Schaefer	Sabinal	Alderperson
Doug	Schaffer	Brownsboro	Mayor Pro Tem
Kevin	Schaffer	Mart	Alderperson
Deborah	Scharven	COSA Disability Access Office	
Suzanne	Schauman	City of Bandera	Mayor
Suzanne	Schauman	City of Bandera	
Melba	Schaus	TxDOT	
Melba	Schaus	TxDOT	Pharr
Ken	Schawe	Caldwell County	County Judge
Jennifer	Schedule	City of Lueders	City Secretary
Jason	Scheel	La Vernia ISD	
Tracy	Scheel	Kyle	Council Member
William	Scheel	City of Woodcreek	Mayor
Randy	Scheide	Uvalde County	County Commissioner
Jane	Scheidler	Bertram	Alderperson
Kevin	Scheler	Abbott	Commissioner
Grady	Schenk	Scotland	Mayor Pro Tem
Bill	Scherer	Town of Bartonville	Mayor
Kathleen	Scherffius	City of Broaddus	City Secretary
Hal	Schiffman	Harker Heights	Council Member
Robert	Schiller	Cameron	Council Member
Scotty	Schilling	Lipscomb County	County Commissioner
Stephen	Schilling	Farwell	Alderperson
Darcie	Schipull	San Antonio District Office	District Bicycle/Pedestrian Coordinator
Darcie	Schipull	TxDOT	Advance Transp. Planning Dir
Pat	Schlau	City of Winona	Mayor
J.W.	Schlee	Clyde	Council Member
Gordon	Schlemmer	Village of Jones Creek	Mayor
Tom	Schmerber	Maverick County	Sheriff
Don	Schmerse	Pecan Hill	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Al	Schmidt	Fair Oaks Ranch	Mayor Pro Tem
Eric	Schmidt	Keller	Council Member
Gene	Schmidt	City of Waller	Director of Public Works
Mike	Schmidt	Clifton	Alderperson
Robert	Schmidt	City of Annetta North	Mayor
Ronald	Schmidt	Argyle, Town of	Council Member
Tammy	Schmidt	City of Fritch	City Secretary
Sharon	Schmitz	Westworth Village	Council Member
Gary	Schnable	Knox City	Council Member
Harry	Schneemann	City of Leakey	Mayor
Bana	Schneider	City of Columbus	City Secretary
Leon	Schneider	Windthorst	Alderperson
Paul	Schneider	TXDOT	
Russell	Schneider	Bell County	County Commissioner
Sandee	Schneider	Winters	Alderperson
Steven	Schneider	Wharton	Council Member
Jeff	Schnick	Biz Journals	Editor in Chief
Thomas	Schoenbein	Pasadena	Council Member
Ernest	Schoenefeldt	Santa Clara	Council Member
Christopher	Schofield	Millsap	Alderperson
Tommy	Schofield	Jasper	Council Member
Roy	Schoolcraft	Wickett	Alderperson
Thomas A.	Schoolcraft	City of Helotes	Mayor
Jeff	Schoppe	Somerville	Alderperson
Kendall	Schorsch	City of Jourdanton	City Manager
Harold	Schott	La Vernia	Mayor Pro Tem
Jennifer	Schott	Devine	Alderperson
Perry	Schrag	The Colony	Deputy Mayor Pro Tem
Cheryl	Schram	Keene	Council Member
Mary	Schrampfer	City of Merkel	Mayor
Marty	Schrantz	Hudson Oaks	Council Member
Connie	Schroeder	City of Bastrop	Mayor
David	Schroeder	Shiner	Mayor Pro Tem
Debbie	Schroeder	City of Windthorst	City Secretary
Dennis	Schroeder	Windthorst	Alderperson
Gary	Schroeder	Gonzales	Council Member
Keith	Schroeder	Burleson County	County Commissioner
Norman	Schroeder	City of Holiday Lakes	Mayor
Gerald	Schrunk	Aquilla	Council Member
Bob	Schubert	Snook	Alderperson
Donnie	Schuch	Gillespie County	County Commissioner
Chris	Schuchart	Medina County	County Judge
Buddy	Schuessler	Mason County	County Commissioner
Donna	Schulman	Palacios	Alderperson
Jennifer	Schultes	Cibolo	Council Member
Geraldine	Schultz	Hackberry	Alderperson
Mike	Schultz	City of Boerne	Mayor
Mike	Schultz	Mayor	
Mike	Schultz	City of Boerne	
Mike	Schultz	City of Boerne	Mayor
Ray	Schultz	City of Iowa Park	Mayor
Russell	Schultz	Uhland	Alderperson
Lamar	Schulz	City of Carrizo Springs	City Manager
Disa	Schulze	Holiday Lakes	Mayor Pro Tem
Bill	Schumann	Bell County	County Commissioner
Tommy	Schurig	Gonzales	Council Member
Maurice	Schwanke	City of Anna	Interim City Manager
Dale	Schwartz	Burton	Alderperson
Dennis	Schwartz	Duncanville	Mayor Pro Tem
Kristi	Schwartz	TxDOT	TxDOT District TA/SRTS Coordinator/Lubbock District Office
Kristi	Schwartz	TxDOT	Lubbock
Kristi	Schwartz	TxDOT	
Susan	Schwartz	Bunker Hill Village	Council Member
Jerry	Schwarzer	City of Cross Timber	Mayor
Kori	Schweinle	City of Mont Belvieu	City Secretary
Sylvester	Schwertner	City of Miles	Mayor
Monica	Schwitzer	Granger	Alderperson
Ray	Scifres	Hockley County	Sheriff
William	Sciscoe	City of Dish	Mayor
Hoyt	Scogin	City of Winfield	Mayor
William	Scogin	Kent County	Sheriff
Bruce	Scott	River Oaks	Council Member
Cindy	Scott	City of Kerens	City Secretary
Debra	Scott	City of Matador	City Secretary
Eric	Scott	City of Brookshire	Mayor

First Name	Last Name	Organization	Title/District
Franky	Scott	Hartley County	Sheriff
Jan	Scott	Victoria	Council Member
Jeanie	Scott	Venus	Mayor Pro Tem
John	Scott	Friendswood	Council Member
Lynn	Scott	City of Panorama Village	Mayor
Maretta	Scott	Castle Hills	Alderperson
Mark	Scott	Marfa	Council Member
Michael	Scott	City of Waxahachie	City Manager
Mike	Scott	Henrietta	Alderperson
Raymond	Scott	Port Arthur	Council Member
Sean	Scott	AACOG	
Sean	Scott		
Sean	Scott	AACOG - Alamo Area Transit	Transportation Director
Sharion	Scott	City of Wolfe City	Mayor
Sharon	Scott	Bayside	Mayor Pro Tem
Terry	Scott	City of De Leon	Mayor
Terry	Scott	Granite Shoals	Council Member
Theresa	Scott	Town of Flower Mound	Town Secretary
Timothy	Scott	Lake Jackson	Council Member
Sean	Scott	AACOG - ART	Director
Suzanne	Scott	San Antonio River Authority	General Manager
Mindy	Scrivner	City of Mingus	City Secretary
Carrie	Scruggs	Aransas Pass	Mayor Pro Tem
Terry	Scull	Center	Council Member
Mike	Sea	City of Anton	City Manager
Brad	Seachord	Lake City	Alderperson
Venetta	Seals	City of Pecos	Mayor
Bradley	Sears	Andrews	Council Member
Ginny	Sears	Flatonia	Council Member
Margaret	Sears	City of Mount Vernon	Mayor
Annatta	Seastrunk	Browndell	Council Member
Jack	Seay	City of Whiteface	Mayor
Brant	Sebastian	Shallowater	Alderperson
Matt	Sebesta	Brazoria County	County Judge
Christine	Sederquist	Leander	Council Member
Robin	Sedlacek	Allen	Council Member
John	See	City of Snook	Mayor
John	Seed	State Preservation Boad	Executive director
Connie	Seelke	Milano	Alderperson
Craig	Seely	Lefors	Mayor Pro Tem
Joe	Sefcik	Coke County	County Commissioner
Frank	Seffrood	City of Copperas Cove	Mayor
Jose	Segarra	City of Killeen	Mayor
Ismael	Segovia	City of Seguin	
Dawn	Segroves	Balch Springs	Council Member
Fred	Segundo	Corpus Christi International Airport	Manager
Roy	Sehon	Lott	Council Member
Greg	Seidenberger	Guadalupe County	County Commissioner
Carl	Seifert	Jacobs Engineering	TxDOT PTN
Jeff	Seiler	Leander	Mayor Pro Tem
William	Seiler	City of Marion	Mayor
William E.	Seiler	City of Marion	
Barbara	Seitz	Lacy Lakeview	Council Member
Harold	Seiver	Progreso Lakes	Mayor Pro Tem
Colleen	Self	City of Chico	Mayor
Jackie	Self	Kemp	Council Member
Keith	Self	Collin County	County Judge
Weldon	Self	Slaton	Commissioner
Richard	Sellars	Wickett	Alderperson
Josh	Selleck	City of Kilgore	City Manager
John	Sellers	City of Sulphur Springs	Mayor
Judy	Sellers	Everman	Council Member
Kendra	Sellers	Seagraves	Alderperson
Linda	Sellers	Pelican Bay	Alderperson
Linda	Sellers	Tyler	Council Member
Linda	Sellers	City of Tyler	Councilmember, District 1
Louis	Sellers	Round Top	Alderperson
Scott	Sellers	City of Kyle	City Manager
Tim	Sellman	Reagan County	County Commissioner
Keith	Selman	City of Corpus Christi	Interim City Manager
Randy	Selman	Alto	Council Member
A.R.	Senac	Chambers County	County Commissioner
Eli	Sepeda	City of Roby	Mayor
Pete	Sepulveda, Jr.	Cameron County RMA	Executive Director
Mel	Sergeant	Kurten	Alderperson

First Name	Last Name	Organization	Title/District
Mindi	Serkland	Lavon	Council Member
Arnulfo	Serna	Terrell County	County Commissioner
Dan	Serna	City of Harlingen	City Manager
Deborah	Serrano	Rio Bravo	Commissioner
Manuel	Serrano	Yorktown	Council Member
Miguel	Serrano	Quinlan	Alderperson
Blanca	Serrano-Rivera	TxDOT	TxDOT District TA/SRTS Coordinator/El Paso District Office
Blanca	Serrano-Rivera	TxDOT	
Walter	Session	Rusk	Council Member
Jon	Sessions	City of Wellington	City Manager
Michael	Sessions	Lovelady	Alderperson
Roger	Sessions	Northlake	Council Member
Bradley	Sessums	Blossom	Mayor Pro Tem
Sharon	Settlemyer	City of Richland	City Secretary
Cliff	Sevier	Rockwall County	County Commissioner
Jerry	Sewall	Sansom Park	Council Member
Holly	Sewell	Coldspring	Alderperson
Bryan	Shackelford	Real County	County Commissioner
Lois	Shaddix	Marietta	Council Member
Brady	Shadid	Panhandle	Mayor Pro Tem
Wayne	Shaffer	City of Palacios	Director of Public Works
Shahid	Shafi	Southlake	Council Member
Yalda	Shafieimoghadam	TxDOT	Dallas
James	Shahan	Kinney County	County Judge
Jack	Shanafelt	Guadalupe County	County Commissioner
Todd	Shaner	Manor	Council Member
Mary	Shanes	Burnet	Council Member
Shirley	Shank	Impact	Alderperson
Woody	Shank	Impact	Alderperson
Robert	Shankle	Lufkin	Council Member
Souli	Shanklin	Edwards County	County Judge
Aaron	Shannon	City of Shamrock	Mayor
Brett	Shannon	City of Decatur	City Manager
Sammy	Shannon	City of Edmonson	Mayor
Sandeep	Sharma	Flower Mound, Town of	Council Member
Courtney	Sharp	City of Midland	City Manager
Georgette	Sharp	City of Impact	City Secretary
Georgette	Sharp	Impact	Alderperson
Mike	Sharp	Scurry	Council Member
Robert	Sharp	Lindsay	Alderperson
Ross	Sharp	Borden County	County Judge
Wes	Sharples	Alamo Heights	Council Member
Debbra	Sharpton	Howardwick	Alderperson
Barbara	Shaw	City of Kenedy	City Manager
Brenda	Shaw	City of Morton	City Secretary
Cameron	Shaw	Dawson	Alderperson
Clifford	Shaw	Cedar Hill	Council Member
Mike	Shaw	Carl's Corner	Alderperson
Wayne	Shaw	Brown County	County Commissioner
William	Shaw	San Antonio	Council Member
Brigid	Shea	Travis County	County Commissioner
Brigid	Shea	Travis County	Precinct Two Commissioner
Shanon	Shea Miller	Office of Historic Preservation	Director
Paul	Shearin	Italy	Alderperson
Christina	Sheedy	TxDOT	Brownwood
John	Sheedy	Del Rio	Council Member
Genevie	Sheets	Moore County	County Commissioner
Brandon	Sheffield	Hallsville	Alderperson
Elbert	Sheffield	Colmesneil	Alderperson
Richard	Sheffield	Clyde	Council Member
Jason	Sheffler	Troy	Alderperson
Scott	Sheffy	Dimmitt	Council Member
Patrick	Shelbourne	City of Watauga	Mayor
William	Shelburne	Valley View	Mayor Pro Tem
Helen	Shelby	Balch Springs	Council Member
Terrie	Shelby	Detroit	Mayor Pro Tem
William	Shelby	Universal City	Council Member
Lon	Shell	Hays County	County Commissioner
Richard	Shelley	Archer County	County Commissioner
Steven	Shelley	Wake Village	Council Member
Rachel	Shelly	City of Cresson	City Secretary
Darlene	Shelton	City of Lakeport	City Secretary
Dustin	Shelton	City of Eustace	Mayor
Eddy	Shelton	Ector County	County Commissioner
Eddy	Shelton	Ector County	Commissioner Precinct 1

First Name	Last Name	Organization	Title/District
Emmett	Shelton	McMullen County	Sheriff
Jana	Shelton	City of Crandall	City Manager
Jill	Shelton	City of Bandera	City Secretary
Jim	Shelton	Windcrest	Alderperson
Kenneth	Shelton	Mount Vernon	Council Member
Ricky	Shelton	Mont Belvieu	Council Member
Taylor	Shelton	City of Port Neches	Director of Public Works
LaíShadion	Shemwell	McKinney	Council Member
Angie	Shepard	City of Longview	City Secretary
Larry	Shepard	Roxton	Alderperson
Robert	Shepard	Arlington	Council Member
Shanan	Shepherd	Leander	Council Member
Tim	Sheppard	Iowa Park	Council Member
Waymond	Sheppard	Bangs	Council Member
Carla	Sheridan	City of Elkhart	City Secretary
Brownie	Sherill	Rowlett	Council Member
Bonnie	Sherman	TxDOT	Bicycle and Pedestrian Planner
Bonnie	Sherman	TxDOT Public Transit - PTN	Bicycle and Pedestrian Planner
Mark	Sherman	Denver City	Council Member
Bonnie	Sherman	TxDOT	
Ken	Shetter	City of Burleson	Mayor
Bonita	Shields	City of Ballinger	City Secretary
Elizabeth	Shields	Town of Lakewood Village	Council Member
Randee	Shields	TxDOT San Angelo	
Shelly	Shields	Newcastle	Mayor Pro Tem
Tobe	Shields	City of Spearman	Mayor
Lori	Shierry	Iowa Park	Council Member
Calvin	Shiflet	City of Clute	Mayor
Dennis	Shingleton	Fort Worth	Mayor Pro Tem
Dennis	Shingleton	City of Fort Worth	Councilmember, District 7
Tona	Shiplet	City of Whitewright	City Secretary
Jeremy	Shipley	Freestone County	Sheriff
Mary	Shipley	Waxahachie	Council Member
Bryan	Shipman	Blackwell	Alderperson
Dawn	Shipman	City of Estelline	City Secretary
J.D.	Shipp	City of Gladewater	Mayor
Diane	Shirey	Niederwald	Alderperson
Brenda	Shirley	Winnsboro	Mayor Pro Tem
Christi	Shivers	City of Mexia	City Secretary
Jackie	Shockley	Lipan	Mayor Pro Tem
Alan	Shoemake	West Tawakoni	Alderperson
Brian	Shoemaker	Mineral Wells	Council Member
Scott	Shoemaker	Trenton	Council Member
Stephanie	Shoemaker	Little Elm	Council Member
William	Shoemaker	City of Lovelady	Mayor
Philip	Shoffner	Town of Trophy Club	Council Member
Charles	Shofner	Jasper County	County Commissioner
Rusty	Shofner	Warren City	Mayor Pro Tem
Doug	Shook	Joaquin	Council Member
Anthonetta	Short	Industry	Alderperson
Beverly	Short	Alvarado	Council Member
Danny	Short	Lamb County	County Commissioner
JoAnne	Short	City of Palisades	City Secretary
Julie	Short	Mansfield	Council Member
Keith	Short	City of McLendon-Chisholm	Mayor
Mark	Short	Post	Alderperson
Johnny	Shotwell	Crowley	Council Member
Callie	Shreckengost	City of Refugio	City Secretary
Donald	Shuffield	Milam County	County Commissioner
Mike	Shugart	West Orange	Council Member
Roger	Shugart	City of Brazoria	Mayor
Lee	Shults	Edom	Mayor Pro Tem
Wanda	Shurley	City of Sonora	Mayor
Joe	Shuster	Pecos County	County Judge
Linda	Sibley	Omaha	Alderperson
Wayne	Sibley	Midlothian	Council Member
Cliff	Sicking	Muenster	Alderperson
Steve	Sicking	City of Dean	Mayor
Steve	Sicking	City of Dean	City Manager
Owais	Siddiqui	Murphy	Council Member
Robert	Sides	City of Cushing	Mayor
Sherman	Sides	Comanche County	County Commissioner
Toby	Sides	Chico	Alderperson
Clyde	Siebman	Siebman-Forrest Law Firm	Chairman/Attorney
Alisha	Sieders	City of Mullin	City Secretary

First Name	Last Name	Organization	Title/District
Michael	Siegfried	Morgan's Point Resort	Council Member
Lynette	Sierer	Santa Clara	Council Member
Luis	Sifuentes	Eagle Pass	Council Member
Melissa	Sifuentes	Manvel	Council Member
Delayne	Sigerman	Kerrville	Council Member
Carroll	Sigman	Eureka	Alderperson
D.	Sikes	Stephens County	County Commissioner
Robert	Siler	Moody	Council Member
Eric	Silhan	Cochran County	County Commissioner
Kim	Silhan	City of Morton	Mayor
Felix	Siller	Primera	Commissioner
Hilda	Siller	Primera	Mayor Pro Tem
Ernesto	Silva	City of Donna	Interim City Manager
Israel	Silva	Palmhurst	Council Member
Max	Silva	City of Asherton	Mayor
Oscar	Silva	Galena Park	Commissioner
Sylvia	Silva	Melvin	Council Member
Brenda	Silva-Bentley	Presidio County	County Commissioner
Alexa	Silvers	TxDOT	
Alexa	Silvers	TxDOT	Operations Research Analyst
Connie	Silvers	City of Oak Valley	City Secretary
Neal	Silvers	City of Oak Valley	Mayor
Marie	Silvias	Santa Anna	Alderperson
Buppy	Simank	Bryan	Council Member
Randy	Simcox	City of Union Grove	Mayor
Doug	Simmerman	Cumby	Alderperson
Chris	Simmons	Mildred	Alderperson
Deanne	Simmons	TxDOT ATL	
Delores	Simmons	City of Bloomburg	Mayor
Gay	Simmons	Menard	Alderperson
Greg	Simmons	Ector County	County Commissioner
Greg	Simmons	Ector County	Commissioner Precinct 2
Larry	Simmons	Cranfills Gap	Mayor Pro Tem
Mike	Simmons	Wood County	County Commissioner
Robert	Simmons	Town of St. Paul	Mayor Pro Tem
Sharon	Simmons	Cove	Alderperson
Matthew	Simmont	City of New Braunfels	
John	Simon	Whitewright	Alderperson
Travis	Simon	Garrison	Alderperson
Dennis	Simons	Jackson County	County Judge
Tom	Simons	City of Hereford	Mayor
Libby	Simonson	Liberty	Council Member
Tiffany	Simper	Bexar County	
Amber	Simpson	Dodd City	Council Member
Bob	Simpson	Windom	Alderperson
Christopher	Simpson	Azle	Council Member
Danny	Simpson	Northlake	Council Member
David	Simpson	Wheeler County	County Commissioner
Elaine	Simpson	City of Granite Shoals	City Secretary
Eric	Simpson	Lakeside City	Alderperson
Gayle	Simpson	City of Crowell	Mayor
Grady	Simpson	Terrell	Council Member
Mabel	Simpson	Richardson	Council Member
Terry	Simpson	San Patricio County	County Judge
Bob	Sims	City of Breckenridge	Mayor
Edie	Sims	City of Blue Ridge	City Secretary
Ginger	Sims	Lindale	Council Member
Jimmy	Sims	City of Orange	Mayor
Mary	Sims	City of Smyer	Mayor
Pat	Sims	City of Dumas	Mayor
Kristen	Sims-Miller	City of Whitney	Mayor
Michael	Sinegal	Jefferson County	County Commissioner
Vinay	Singhania	Lake Jackson	Council Member
Alan	Singleton	Milford	Alderperson
James	Singleton	Jersey Village	Council Member
Kevin	Singleton	Pine Forest	Mayor Pro Tem
Lena	Singleton	Scottsville	Alderperson
Mark	Singleton	Waxahachie	Mayor Pro Tem
Paul	Singleton	Point Blank	Alderperson
Randy	Singleton	City of Bridgeport	Mayor
Trey	Singleton	Munday	Alderperson
Vincent	Sinkule	Penelope	Commissioner
Rae	Sinor	Deer Park	Council Member
Mike	Sipes	Young County	County Commissioner
Bob	Sipple	City of Lake Jackson	Mayor

First Name	Last Name	Organization	Title/District
Michelle	Sirianni	City of Sachse	City Secretary
Billy	Sisco	Dalhart	Council Member
Joe	Sisk	Idalou	Council Member
Elorine	Sitka	Yoakum	Mayor Pro Tem
Sheila	Sitka	City of Austwell	City Secretary
John	Sitton	City of Jewett	Mayor
Larry	Sittre	Medina County	County Commissioner
Becca	Sitz	Bay City	Council Member
Janice	Sivley	Runaway Bay	Council Member
David	Skains	Gun Barrel City	Mayor Pro Tem
David	Skelton	Hillsboro	Council Member
John	Skelton	El Lago	Council Member
Sandy	Skelton	City of Clarendon	Mayor
Al	Skinner	Timpson	Council Member
D. LeAnn	Skinner	City of Jolly	Mayor
Jim	Skinner	Collin County	Sheriff
Will	Skinner	Granite Shoals	Council Member
C.J.	Skipper	City of Booker	Mayor
Paul	Sklenarik	Miles	Alderperson
Leroy	Skloss	City of Karnes City	Mayor
Brandon	Skrhak	Rogers	Alderperson
Dale	Skrobarcek	Refugio	Alderperson
Sharon	Skupin	Rosebud	Alderperson
Cathy	Skurow	City of Portland	Mayor
Joe	Slack	Pleasant Valley	Alderperson
Bobby	Slaughter	Kermit	Alderperson
Keith	Slaughter	Cuney	Mayor Pro Tem
Mark	Slaughter	Frankston	Council Member
Mike	Slayden	Bailey County	County Commissioner
Paul	Slechta	Grapevine	Council Member
Paul	Slechta	City of Grapevine	Councilmember, District 1
Edward	Sliva	Lott	Mayor Pro Tem
Robin	Sliva	Whitney	Alderperson
Andy	Sloan	Scurry	Council Member
Angelia	Sloan	City of McGregor	City Secretary
Dusty	Sloan	Panhandle	Council Member
K.	Sloan	City of Talco	Mayor
Lynette	Sloan	City of Stinnett	City Secretary
Tommy	Sloan	City of Coleman	Mayor
Kimberly	Sloat	City of Canadian	City Secretary
Ignatius	Slott	New Waverly	Alderperson
Rob	Slough	Coyote Flats	Commissioner
Jim	Slover	Paducah	Council Member
Mike	Slye	City of Kaufman	City Manager
Kacy	Smajstrla	Iowa Colony	Alderperson
Priscilla	Smalley	Lipan	Alderperson
Donald	Smart	City of South Mountain	Mayor
Mike	Smart	Upton County	County Commissioner
Larry	Smedley	Clyde	Council Member
E'Lisa	Smetana	City of Abilene	Executive Director
Elisa	Smetana	Abilene MPO	
Sherry	Smiddy	Tira	Alderperson
Lance	Smiga	Edna	Council Member
Aaron	Smith	Athens	Council Member
Aaron	Smith	City of Whitehouse	City Manager
Alicia	Smith	City of Boyd	City Secretary
Alva	Smith	Blooming Grove	Alderperson
Andrew	Smith	Hillsboro	Mayor Pro Tem
Andy	Smith	Lake Bridgeport	Council Member
Angela	Smith	City of Cleveland	City Secretary
Angela	Smith	City of Union Valley	City Secretary
Bobby	Smith	Noonday	Mayor Pro Tem
Carrie	Smith	City of Anna	City Secretary
Charles	Smith	City of White Oak	City Manager
Charles	Smith	Dish	Commissioner
Charlotte	Smith	City of Woodbranch Village	City Secretary
Cheryl	Smith	Murchison	Council Member
Clay	Smith	VIA	
Clay	Smith	VIA Metropolitan Transit	
Clifford	Smith	City of Bryson	Director of Public Works
Clifton	Smith	Raymondville	Mayor Pro Tem
Curtis	Smith	Marlin	Council Member
Daniel	Smith	Eustace	Council Member
Dannie	Smith	City of Poynor	Mayor

First Name	Last Name	Organization	Title/District
David	Smith	City of Dorchester	Mayor
David	Smith	Alamo RMA	Executive Director
Deana	Smith	City of Post	City Secretary
Debbie	Smith	Knollwood	Alderperson
Debbie	Smith	Plains	Mayor Pro Tem
Debra	Smith	City of Timpson	Mayor
Debra	Smith	Gary	Mayor Pro Tem
Delane	Smith	Silverton	Alderperson
Don	Smith	City of Van	Mayor
Donny	Smith	City of Baird	Mayor
Doug	Smith	Palestine	Mayor Pro Tem
Edwin	Smith	Cashion	Mayor Pro Tem
Edwin	Smith	Parker	Council Member
Esther	Smith	City of O'Donnell	City Secretary
Eve	Smith	Moore Station	Alderperson
Exa Lee	Smith	Munday	Alderperson
Geary	Smith	Mexia	Council Member
Glen	Smith	City of Palacios	Mayor
Glenn	Smith	Waller County	Sheriff
Gordon	Smith	City of River Oaks	Director of Public Works
Greg	Smith	City of Jacksonville	City Manager
Greg	Smith	City of Murchison	Mayor
Greg	Smith	Corpus Christi	Council Member
Greg	Smith	Lampasas	Council Member
Greg	Smith	City of Corpus Christi	Council Member-District 4
Howard	Smith	Amarillo	Council Member
Howard	Smith	City of Amarillo	Councilmember, District 4
J. R.	Smith	Village of The Hills	Mayor Pro Tem
Jason	Smith	Trinity	Alderperson
Jean	Smith	City of Mullin	Mayor
Jeff	Smith	Corsicana	Council Member
Jeff	Smith	Jacksonville	Council Member
Jerry	Smith	Port Lavaca	Council Member
Jim	Smith	City of Stanton	Mayor
Jim	Smith	Lake Worth	Council Member
Joe	Smith	Aurora	Alderperson
Joshua	Smith	Adrian	Alderperson
Karen	Smith	Balmorhea	Alderperson
Kim	Smith	City of Martindale	Mayor
Kim	Smith	Huntington	Council Member
Kim	Smith	Tatum	Alderperson
Kimberly	Smith	City of Hallsville	City Secretary
Kirby	Smith	Roanoke	Council Member
Lane	Smith	City of Aspermont	Mayor
Larry	Smith	Smith County	Sheriff
Leon	Smith	Creedmoor	Council Member
Lori	Smith	City of Morgan	City Secretary
Marion	Smith	Livingston	Alderperson
Marty	Smith	Putnam	Mayor Pro Tem
Mary	Smith	Blue Mound	Mayor Pro Tem
Melinda	Smith	Stamford	Council Member
Michael	Smith	City of Jacksboro	City Manager
Mike	Smith	Dickens County	County Commissioner
Monte	Smith	Borden County	County Commissioner
Nadine	Smith	Laguna Vista	Council Member
Neal	Smith	Trinity County	County Commissioner
Noble	Smith	City of Rocky Mound	Mayor
Norris	Smith	Rocky Mound	Mayor Pro Tem
Pat	Smith	Matador	Alderperson
Patricia	Smith	Clarksville	Council Member
Peter	Smith	TxDOT	Director
Peter	Smith	TxDOT Transportation Planning and Programming	Director
R.	Smith	City of Bunker Hill Village	Director of Public Works
Ray	Smith	Beach City	Alderperson
Ray	Smith	Town of Prosper	Mayor
Reynell	Smith	City of Niederwald	Mayor
Rick	Smith	Aurora	Alderperson
Rick	Smith	Plano	Council Member
Ricky	Smith	Delta County	Sheriff
Robert	Smith	City of Hudson	Mayor
Robert	Smith	Garland	Council Member
Robert	Smith	Groveton	Council Member
Robert	Smith	Village of The Hills	Council Member
Ron	Smith	Lago Vista	Council Member

First Name	Last Name	Organization	Title/District
Rooster	Smith	City of Hempstead	Director of Public Works
Ruby	Smith	Edgewood	Council Member
Russell	Smith	Gholson	Council Member
Rusty	Smith	TxDOT	Lubbock
Sam	Smith	Natalia	Mayor Pro Tem
Sharon	Smith	Brazos Country	Alderperson
Sherman	Smith	Coleman	Council Member
Sherry	Smith	City of Oakwood	City Secretary
Shirley	Smith	City of Franklin	City Secretary
Spencer	Smith	City of Harker Heights	Mayor
Stacy	Smith	Sudan	Alderperson
Steve	Smith	Lakeway	Council Member
Steve	Smith	Sutton County	County Judge
Susan	Smith	Christine	Alderperson
Tanner	Smith	Floyd County	County Commissioner
Tanya	Smith	City of College Station	City Secretary
Tillard	Smith	Rocky Mound	Alderperson
Wade	Smith	New Deal	Council Member
Wendy	Smith	City of Village of The Hills	City Manager
William	Smith	Sterling City	Council Member
Willis	Smith	Lipscomb County	County Judge
Jim	Smith	Austin Bergstrom Internation Airport	Manager
Sherry	Smith Jenkins	Blanco County	Chair
Anthony	Smolka	City of Poth	Mayor
Anthony	Smolka	City of Poth	
Anthony	Smolka	City of Poth	Mayor
Jay	Smyre	Bunker Hill Village	Council Member
Diane	Snavely	Bells	Alderperson
Kelly	Snell	McLennan County	County Commissioner
Charles	Snider	Hewitt	Council Member
Anthony	Snipes	City of Missouri City	City Manager
C.J.	Snipes	City of Clute	City Manager
Nona	Snoddy	Longview	Council Member
Nona	Snoddy	City of Longview	Councilmember, District 2
Guy	Snodgrass	Dalworthington Gardens	Alderperson
Kenneth	Snodgrass	City of Detroit	Mayor
Lewis	Snow	Crawford	Council Member
Ronald	Snow	Morgan's Point Resort	Council Member
Gary	Snowden	Bastrop County	County Commissioner
Jeffrey	Snyder	City of Plainview	City Manager
Marcus	Snyder	Town of Westover Hills	Alderperson
Mindi	Snyder	City of El Campo	City Manager
Tom	Snyder	Watauga	Council Member
Vic	Sober	Woodway	Council Member
Scott	Soden	Stockdale	Mayor Pro Tem
James	Soefje	City of Wixon Valley	Mayor
Jason	Sofey	Sherman	Deputy Mayor Pro Tem
Doug	Soffell	Rice	Alderperson
Jesse	Solis	Creedmoor	Mayor Pro Tem
Laura	Solis	La Grulla	Mayor Pro Tem
Wally	Solis	City of Lyford	Mayor
Josephine	Soliz	Victoria	Council Member
Rose	Soliz	City of Hamlin	City Secretary
Monica	Solko	City of Lake Worth	City Secretary
Kristina	Solomon	City of Tulia	City Secretary
Mark	Solomon	Richardson	Mayor Pro Tem
Terry	Solomon	City of Aurora	Mayor
Misty	Songe	Vidor	Council Member
Cecil	Sorell	Town of Combes	Alderperson
Deborah	Sorensen	City of Royse City	City Secretary
Seth	Sorensen	City of Pecos	City Manager
Seth	Sorenson	Town of Pecos City	
Teresa	Sorrells	City of Rule	City Secretary
Tim	Sorrells	Randall County Road Department	
D.E.	Sosa	City of Groves	City Manager
Josh	Sosolik	City of Seymour	Mayor
Martin	Sotelo	TxDOT	El Paso
Joe	Soto	City of South Houston	Mayor
Joel	Soto	City of Raymondville	Director of Public Works
Robert	Soto	RMA	
Ruben	Soto, Jr.	Webb County - Laredo RMA	
Beth	South	West Lake Hills	Council Member
H. Wayne	South	Smiley	Alderperson
Mike	Southerland	Bryan	Council Member
Alden	Southmayd	Bee County	Sheriff

First Name	Last Name	Organization	Title/District
David	Soward	Atascosa County	Sheriff
Donald	Sowell	Grimes County	Sheriff
Gail	Sowell	City of Anderson	Mayor
Will	Sowell	Frisco	Mayor Pro Tem
Sandra	Spada	City of Bayside	Mayor
Ken	Spalding	Hunters Creek Village	Council Member
Eugene	Spann	Eden	Mayor Pro Tem
Sam	Sparkman	Lindsay	Mayor Pro Tem
Cheryl	Sparks	City of Hebron	City Secretary
Jeff	Sparks	Midland	Council Member
Jeff	Sparks	City of Midland	Councilmember, District 1
Teresa	Sparks	Brownfield	Council Member
Ed	Speakmon	Keller	Council Member
Joe	Spears	City of Clarksville City	Mayor
Larry	Spears	Orange	Mayor Pro Tem
Sharon	Spears	Lumberton	Council Member
Cory	Speed	Floydada	Council Member
John	Speed	TxDOT	
Doris	Speer	City of Tomball	City Secretary
Jo Doris	Speer	Lovelady	Alderperson
Ricky	Speer	Gordon	Alderperson
Larry	Spence	Willacy County	Sheriff
Ronnie	Spence	Oak Valley	Council Member
George	Spencer	Village of The Hills	Council Member
Lottie	Spencer	Littlefield	Council Member
Mike	Spencer	Upshur County	County Commissioner
Sharron	Spencer	Grapevine	Council Member
Phillip	Spenrath	Wharton County	County Judge
Tammy	Sperry	Dublin	Alderperson
Steve	Spicer	City of Jamaica Beach	Mayor
Kristofor	Spiegel	Denison	Council Member
Penny	Spikes	Town of Westover Hills	City Secretary
Tamelia	Spillman	TxDOT	Dallas
Chris	Spivey	Ackerly	Alderperson
Roy	Spivey	City of Rosebud	Mayor
Ronnie	Spradlin	City of Kilgore	Mayor
Betty	Spraggins	Murphy	Council Member
Donna	Sprague	City of Oak Ridge	City Secretary
Erin	Sprague	City of Lake Tanglewood	City Secretary
Tom	Sprawls	City of Odessa	Councilmember, District 4
Wyvonne	Spray	Jayton	Mayor Pro Tem
Mark	Sprick	TxDOT	Administrations and Program Support Section Director
Mark	Sprick	TxDOT Public Transit - PTN	Administrations and Program Support Section Director
Kerith	Sproul	Jeff Davis County	County Commissioner
Karl	Spuhler	City of Wellman	Mayor
Dale	Spurgin	Jones County	County Judge
Dale	Spurgin	Jones County	
Cory	Spurlin	City of Newcastle	City Secretary
Evelyn	Spurlock	White Settlement	Council Member
Summer	Spurlock	City of Greenville	Interim City Manager
Tom	Spurlock	Jack County	Sheriff
Lon	Squryes	City of Jacinto City	City Manager
Carl	Squyres	Runnels County	Sheriff
Carl	Srp	City of Orange Grove	Mayor
Shannon	Srubar	Wharton County	Sheriff
John	St.Clair	Ingram	Mayor Pro Tem
Jerry	St.John	Runaway Bay	Mayor Pro Tem
Dan	Stacks	TxDOT	Director
Dan	Stacks	TxDOT Maintenance - MNT	Director
Brad	Stafford	City of Navasota	City Manager
Brian	Stafford	Leona	Council Member
David	Stafford	Motley County	County Commissioner
Joyce	Stafford	City of Leona	City Secretary
Larry	Stafford	City of Walnut Springs	Mayor
Rusty	Stafford	Baylor County	County Judge
Dennis	Stahl	City of South Padre Island	Mayor
Curtis	Stahnke	Comanche	Council Member
Aaron	Stai	Spring Valley Village	Council Member
Rick	Staigle	Meadows Place	Alderperson
Patrick	Stallings	City of Seagoville	City Manager
Robin	Stallings	Bike Texas	Executive Director
Sam	Stanaland	Tuscola	Alderperson
Barbara	Standfast	Malone	Alderperson
Riley	Standifer	Coffee City	Alderperson
Connie	Standridge	City of Corsicana	City Manager

First Name	Last Name	Organization	Title/District
Ed	Standridge	Parker	Council Member
Roy	Stanfield	Trinidad	Alderperson
Dean	Stanford	Leon County	County Commissioner
Jeffrey	Stanley	City of Howe	Mayor
Ruth	Stanley	Sunrise Beach Village	Council Member
Joe	Stanton	City of Farwell	Mayor
Diana	Stapp	City of League City	City Secretary
Brenda	Stardig	Houston	Council Member
Brenda	Stardig	City of Houston	Council Member, District A
Anne	Stark	Pleak Village	Alderperson
Courtney	Stark	Town of Draper	Alderperson
Willie	Stark	Jasper County	County Commissioner
Glenn	Starkey	Alvin	Council Member
Ronnie	Starkey	Redwater	Council Member
Charles	Starnes	Plainview	Mayor Pro Tem
Stephanie	Starrett	City of Pecan Hill	Mayor
Kent	Stasey	Annetta	Mayor Pro Tem
Jimmy	Stathatos	Town of Flower Mound	Town Manager
Chuck	Statler	Taylor County	County Commissioner
Chuck	Statler	Taylor County	Commissioner Precinct 4
Janice	Staudt	City of Saint Hedwig	City Secretary
Shawn	Stauffer	Meridian	Alderperson
Judy	Steadham	Old River-Winfree	Alderperson
Stevan	Steadham	City of Edgewood	Mayor
Durand	Steadman	Tenaha	Alderperson
Allan	Steagall	Humble	Council Member
David	Stecmazewki	Boerne ISD	
Tim	Stedje	Hansford County	County Commissioner
Roy	Steel	City of Paradise	Mayor
Willie	Steele	Sherman	Council Member
Jeff	Steelman	Bovina	Alderperson
Robert	Steenbock	Bayview, Town of	Alderperson
Troy	Stegemoeller	Idalou	Mayor Pro Tem
Cathy	Stein	Dalworthington Gardens	Alderperson
Catherine	Steinhauser	Flatonia	Mayor Pro Tem
Rhonda	Stell	Johnson City	Mayor Pro Tem
Michael	Stelly	City of West Orange	Director of Public Works
Wiley	Stem	City of Waco	City Manager
Chuck	Stennett	Olney	Council Member
Jay	Stephen	Abernathy	Alderperson
Robert	Stephen	Bailey	Council Member
	Stephen Cure	Walter Prescott Webb Historical Society	Director of Education
Carol	Stephens	Goodrich	Alderperson
Dee	Stephens	Erath County	County Commissioner
Derek	Stephens	City of Lowry Crossing	Mayor
Jannie	Stephens	Emory	Council Member
Jesse	Stephens	City of Kennard	Mayor
Joe	Stephens	White Oak	Council Member
Keith	Stephens	Wylie	Mayor Pro Tem
Rick	Stephens	Alpine	Council Member
Rob W.	Stephens	Midland Odessa Urban Transportation District	General Manager
Tina	Stephens	Trent	Alderperson
Winston	Stephens	Haskell County	Sheriff
Zena	Stephens	Jefferson County	Sheriff
Bonnie	Stephenson	City of Rose City	Mayor
Helen	Stephenson	Wilson	Mayor Pro Tem
Kathryn	Stephenson	Llano	Council Member
Michelle	Stephenson	City of Leander	
Michelle	Stephenson	Leander	Council Member
Nick	Stephenson	Pelican Bay	Alderperson
Patrick	Stepp	Combine	Mayor Pro Tem
Janel	Sterbentz		
Janel	Sterbentz	Bike San Antono	
Billy	Stevens	Winkler County	County Commissioner
Charles	Stevens	Sterling City	Council Member
Donald	Stevens	Lakeside City	Alderperson
Eric	Stevens	Lakeside City	Mayor Pro Tem
Jeanie	Stevens	Linden	Alderperson
Jerry	Stevens	Lawn	Mayor Pro Tem
Josh	Stevens	City of Lamesa	Mayor
Joy	Stevens	City of Howe	City Secretary
Misty	Stevens	Lueders	Council Member
Paul	Stevens	City of Forney	Interim City Manager
Tell	Stevens	Haskell	Alderperson
Darrell	Stevenson	Dawson	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Josh	Stevenson	Sherman	Council Member
Shane	Stevenson	Dallam County	Sheriff
Bill	Stewart	City of Huntington	City Manager
Brant	Stewart	Lamesa	Council Member
Christine	Stewart	City of Sanctuary	City Secretary
Howard	Stewart	Big Spring	Council Member
James	Stewart	Dorchester	Council Member
Jim	Stewart	Memphis	Mayor Pro Tem
Kenny	Stewart	Martin County	County Commissioner
Mickey	Stewart	Buffalo Gap	Alderperson
Parker	Stewart	Armstrong County	County Commissioner
Reed	Stewart	Sterling County	County Commissioner
Shawn	Stewart	Canton	Mayor Pro Tem
Stephen	Stewart	TxDOT	Director
Tina	Stewart	City of The Colony	City Secretary
Zachary	Stewart	Grandview	Council Member
Randy	Stidham	Chillicothe	Council Member
Betty	Stiles	Aransas County	County Commissioner
J.L.	Stiles	Rio Vista	Alderperson
Tim	Stinneford	Euless	Council Member
Mike	Stinson	Edmonson	Alderperson
Randy	Stinson	Ellis County	County Commissioner
Kimberly	Stiteler	La Coste	Alderperson
Jeremy	Stivener	Robinson	Council Member
Susan	Stockett	City of Claude	City Secretary
Durward	Stockman	Whiteface	Mayor Pro Tem
Gina	Stockman	New Deal	Council Member
Tonja	Stockman	City of Kirbyville	City Secretary
Heather	Stockton	City of Bonham	City Secretary
Jay	Stockton	Goldsmith	Council Member
Stacie	Stoehner	Town of Double Oak	Council Member
Arnold	Stoever	Schulenburg	Alderperson
Dolores	Stoever	City of Weimar	City Secretary
Monica	Stojanik	Granger	Alderperson
James	Stokes	City of Deer Park	City Manager
John Austin	Stokes	Concho Valley Transit District	CVCOG Executive Director
Seth	Stokes	Pattison	Council Member
Shane	Stokes	City of Pampa	City Manager
Mark	Stoll	Tomball	Council Member
Wayne	Stoltenberg	Westlake, Town of	Council Member
Brett	Stone	Ector	Alderperson
Dick	Stone	City of Jacksonville	Mayor
Jackie	Stone	Aurora	Alderperson
Jerry	Stone	Lytle	Alderperson
Jerry	Stone	Nacogdoches County	County Commissioner
Johnnie	Stone	Willis	Council Member
Kevin	Stone	Orange Grove	Alderperson
Marsha	Stone	City of Chillicothe	City Secretary
Richard	Stone	City of Danbury	Mayor
Sammy	Stone	Bowie County	County Commissioner
Rick	Stopfer	City of Irving	Mayor
Keith	Storey	City of Leary	Mayor
Charles	Story	City of Sabinal	Mayor
Elizabeth	Story	Atkins	
charles D.	Story	City of Sabinal	
Bill	Stoudt	Gregg County	County Judge
David	Stout	El Paso County	County Commissioner
David	Stout	El Paso County	Commissioner Precinct 2
Michelle	Stovall	Chillicothe	Council Member
Christina	Stover	City of Iola	Mayor
Eben	Stover	Angus	Alderperson
Jeff	Stover	Blossom	Council Member
Byron	Stowe	Woodville	Alderperson
Mike	Stowe	City of Lipan	Mayor
Mike	Stowe	City of Lipan	City Manager
Don	Stoy	Oak Grove	Council Member
Gary	Strahan	Silsbee	Council Member
James	Strain	Bowie County	County Commissioner
Jeremy	Strain	Mitchell County	County Commissioner
Carol	Strain-Burk	Lancaster	Council Member
Mike	Strand	Krum	Council Member
Mary	Stratta	City of Bryan	City Secretary
Tommy	Straw	Gorman	Commissioner
Terry	Strawn	Hays	Alderperson
Thomas	Strayhorn	Snyder	Council Member

First Name	Last Name	Organization	Title/District
Kevin	Strength	City of Waxahachie	Mayor
Paul	Stresow	City of El Paso	
Bill	Strickland	City of Liverpool	Mayor
Edie	Strickland	Rochester	Alderperson
Mikel	Strickland	Ward County	Sheriff
Randy	Strickland	Cross Plains	Alderperson
Sunday	Strickler	City of Holiday Lakes	City Secretary
Lisa	Stricklin	City of Southmayd	City Secretary
Randy	Stricklind	Hitchcock	Commissioner
Jerry	Stringer	Johnson County	County Commissioner
Bonnie	Stringfield	Poynor	Alderperson
Stacey	Strittmatter	TxDOT STR	
Stacey	Strittmatter	TxDOT	Deputy Director
Stacey	Strittmatter	TxDOT Strategic Planning - STR	Management Analyst
Mark	Stroeher	County Judge	
Mark	Stroeher	Gillespie County	County Judge
Mark	Stroeher	Gillespie County	Judge
Tim	Stroleny	Three Rivers	Alderperson
Eric	Strong	City of Richland Hills	City Manager
Dede	Stroud	Winona	Alderperson
James	Stroud	City of Dalhart	City Manager
Stacey	Stroud	City of Big Lake	City Secretary
Vicki	Stroud	City of Oakwood	Mayor
Christy	Stroup	City of Clear Lake Shores	City Secretary
Julia	Stroup	Fayetteville	Mayor Pro Tem
Richard	Strube	Runnels County	County Commissioner
Thomas	Strube	Reagan County	County Commissioner
Martha	Struck	Cottonwood	Commissioner
Gary	Stuard	Lake Worth	Council Member
Ernie	Stuart	City of Needville	Mayor
Shirley	Stuart	City of Eastland	City Secretary
Terry	Stubbins	Berryville	Council Member
Jennifer	Studdard	City of Nash	City Secretary
Jason	Stuebe	City of Humble	City Manager
Dale	Sturgeon	Cleburne	Council Member
Lauren	Sturm	City of Falls City	City Secretary
Barry	Sturrock		
Angela	Stutts	City of Onalaska	City Secretary
Al	Suarez	City of Converse	
Alfred	Suarez	City of Converse	Mayor
David	Suarez	City of Weslaco	Mayor
Diana	Suarez	City of Dell City	City Secretary
Lupita	Suarez	City of La Villa	City Secretary
Raymond	Suarez	Denton Country Transportation Authority	CEO
Marilyn	Suber	Richland Springs	Alderperson
Chris	Sudduth	City of Tyler	Councilmember, District 6
Charles	Suderman	Dickinson	Council Member
James	Sudik	Ganado	Council Member
Brian	Suhr	Josephine	Alderperson
Wes	Suiter	Angelina County	County Judge
Barry	Sullivan	City of Gainesville	City Manager
Chris	Sullivan	Dayton Lakes	Alderperson
Ginny	Sullivan	Adventure Cycle Association US Bicycle Route System	ACA Director of Travel Initiatives
Jennifer	Sullivan	Sealy	Council Member
Joey	Sullivan	Leon County	County Commissioner
Kevin	Sullivan	Lago Vista	Council Member
Lance	Sullivan	Throckmorton County	County Commissioner
Patrick	Sullivan	City of Alamo Heights	Director of Public Works
James	Sultemeier	Blanco County	County Commissioner
Bruce	Summer	Yantis	Mayor Pro Tem
Alice	Summers	Hallettsville	Council Member
Dexter	Summers	Wake Village	Council Member
Bryan	Summerville	Lindale	Council Member
Young	Sung	Carrollton	Council Member
Joe	Supak	Orchard	Commissioner
M.	Superville	Lamar County	County Judge
Mary	Supino	City of Arlington	City Secretary
Justo	Supulveda	Frost	Alderperson
Don	Surratt	City of Lumberton	Mayor
Don	Surratt	Town of Pantego	Council Member
Dwight	Suson	Gatesville	Council Member
Juan A.	Sustalia	TxDOT	
Debbie	Sutherland	City of West Columbia	City Manager
Mike	Sutherland	Burleson County	County Judge

First Name	Last Name	Organization	Title/District
John	Sutter	Carrollton	Council Member
Kim	Sutter	City of Euless	City Secretary
James	Sutton	City of Kenedy	Mayor
Jeffrey	Sutton	Brady	Council Member
Jeffrey	Sutton	City Council Brady	
John	Sutton	Portland	Council Member
Peter	Svarzbein	El Paso	Representative
Peter	Svarzbein	City of El Paso	Councilmember, District 1
Peter	Svarzbien	City of El Paso	District 1 Representative
Dave	Svatik	Copper Canyon	Council Member
Doug	Svien	City of Stephenville	Mayor
Jim	Swafford	City of Ferris	Mayor
Jim	Swafford	Grand Prairie	Council Member
Murray	Swaim	McMullen County	County Commissioner
Mike	Swain	Terry County	County Commissioner
Craig	Swancy	City of Weatherford	Mayor
Robert	Swanson	Hilshire Village	Alderperson
Mike	Swaringen	Brownfield	Council Member
Wallace	Swayze	Cedar Hill	Council Member
Jim	Sweeney	Cottle County	County Commissioner
David	Sweet	Rockwall County	County Judge
Lee	Sweeten	Edwards County	County Commissioner
Ricky	Swick	City of Bremond	Mayor
Steven	Swierc	Falls City	Council Member
Bernard	Swift	Hill Country Village	Council Member
Gary	Swindle	Columbus	Alderperson
Danyel	Swint	City of Rosenberg	City Secretary
Carlos	Swonke	TxDOT	Director
Carlos	Swonke	TxDOT Environmental Affairs - ENV	Director
Jimmy	Sylvia	Chambers County	County Judge
Clyde	Syma	Calhoun County	County Commissioner
Kerry	Symons	Perryton	Mayor Pro Tem
Jason	Tabor	City of Santa Fe	Mayor
Rodger	Tabor	Hardeman County	County Commissioner
John	Tacker	Wortham	Alderperson
Brandon	Tackett	Mildred	Alderperson
Roy	Tackett	Grandview	Council Member
Joe	Tackitt	Wilson County	Sheriff
Gerardo	Tafolla	Weslaco	Mayor Pro Tem
Steven	Taggart	City of Moran	Mayor
Cindia	Talamantez	Burnet	Council Member
Evett	Talamentes	Big Wells	Commissioner
Misti	Talbert	City of Lampasas	Mayor
Terry	Taliaferro	Hudson	Alderperson
Cody	Talley	Cumby	Alderperson
Rob	Talley	City of Canadian	Mayor
Irene	Tamayo	South Houston	Alderperson
Robert	Tamble	City of Smithville	City Manager
Frank	Tambunga	Crockett County	County Commissioner
Chris	Tamez	Raymondville	Commissioner
Hector	Tamez	APD-TxDOT Austin	
Karen	Tanguma	City of Sandy Oaks	Mayor
Valcrie	Tankersley	Saginaw	Council Member
Elmer	Tanner	Navarro County	Sheriff
Nancy	Tanner	Potter County	County Judge
Nancy	Tanner	Potter County	Judge
Bob	Tardiff	Lindale	Council Member
Terrilyn	Tarlton-Shannon	Galveston	Mayor Pro Tem
Brenda	Tarpley	City of Jacksboro	City Secretary
Chris	Tarpley	Lipan	Alderperson
Leah	Tarrant	City of Patton Village	Mayor
Jerrilyn	Tarver	Malakoff	Council Member
Don	Tate	Pineland	Council Member
Leon	Tate	City of Glenn Heights	Mayor
Milton	Tate	City of Brenham	Mayor
William	Tate	City of Grapevine	Mayor
William D.	Tate	City of Grapevine	Mayor
Lewis	Tatum	Hopkins County	Sheriff
Steven	Tatum	Town of Westover Hills	Mayor
Alcee	Tavarez	Presidio	Mayor Pro Tem
Jeff	Tave	El Lago	Council Member
Arbie	Taylor	City of Dumas	City Manager
Bill	Taylor	Mertzon	Council Member
Bobbie Jo	Taylor	City of Crandall	City Secretary
Bonnie	Taylor	City of Lakeside	City Secretary

First Name	Last Name	Organization	Title/District
Brandei	Taylor	Quitaque	Alderperson
Brianna	Taylor	Camp Wood	Council Member
Chad	Taylor	Melissa	Council Member
Cheryl	Taylor	City of Cleburne	
Clay	Taylor	Vega	Alderperson
David	Taylor	McGregor	Council Member
Debra	Taylor	Industry	Alderperson
Edward	Taylor	Thompsons	Alderperson
Freddie	Taylor	Sulphur Springs	Council Member
Greg	Taylor	Anderson County	Sheriff
Hugh	Taylor	Harrison County	County Judge
Ivy R.	Taylor	City of San Antonio	
Ken	Taylor	City of Universal City	City Manager
Ken	Taylor	La Grange	Council Member
Kristina	Taylor	City of Meridian	City Secretary
Kyle	Taylor	Irving	Council Member
Lee	Taylor	Mountain City	Council Member
Linda	Taylor	City of Gholson	City Secretary
Mark	Taylor	Watauga	Council Member
Merle	Taylor	City of Snyder	City Manager
Patrick	Taylor	Parker	Council Member
Phillip	Taylor	City of Mountain City	Mayor
Quincy	Taylor	Oldham County	County Commissioner
Stacy	Taylor	TxDOT	Paris
Steve	Taylor	Muenster	Alderperson
Tom	Taylor	Farwell	Alderperson
Tommy	Taylor	Seven Points	Council Member
Carl	Teaff	Sutton County	County Commissioner
Garry	Teague	Rice	Alderperson
John	Teague	Lake Tanglewood	Alderperson
Larry	Teague	Mabank	Alderperson
James	Teal	McMullen County	County Judge
Shawn	Teamann	Sherman	Council Member
Pam	Tedford	City of Murchison	City Secretary
Zina	Tedford	City of Shavano Park	City Secretary
Pamela	Teel	San Augustine	Alderperson
Gayla	Teeter	New Deal	Mayor Pro Tem
Jarom	Tefteller	Gilmer	Council Member
Clinton	Tegeler	City of Ganado	Mayor
Keith	Teichman	Scotland	Alderperson
Sue	Tejml	City of Copper Canyon	Mayor
Raymond L.	Telles	Camino Real RMA	Executive Director
Gerald	Tellez	Pecos	Mayor Pro Tem
Vernon	Teltschick	City of Tiki Island	Mayor
Ibrahima	Tembely	TxDOT TPP	
Steve	Templeton	Lumberton	Council Member
Cynthia	Teniente-Matson	Texas A&M at San Antonio	President (Jessica Loudermilk Chief of Staff)
Rick	Tennant	Roberts County	County Judge
Daphne	Tenorio	Kyle	Council Member
David	Terre	The Colony	Council Member
Joe	Terrel	KLTV - ABC	News Director
Angie	Terrell	Clear Lake Shores	Alderperson
Belinda	Terrell	City of Whiteface	City Secretary
Fred	Terrell	Cleveland	Council Member
Stephen	Terrell	City of Allen	Mayor
Dennis	Terry	Mabank	Mayor Pro Tem
Ellisha	Terry	District Office Congresswoman EBJ	
Sean	Terry	City of Celina	Mayor
Chuck	Teske	City of Lavon	Mayor
Jessica	Tetreau	Brownsville	Commissioner
Steve	Tettleton	Nocona	Council Member
Brenda	Teykl	City of Needville	City Secretary
El	Thacker	Alto	Mayor Pro Tem
Jeff	Thacker	Roaring Springs	Mayor Pro Tem
Roxanne	Thalman	Arlington	Council Member
Akila	Thamizharasan	TxDOT Transportation Planning and Programming	Corridor Planning Branch Manager
Keith	Tharp	Fruitvale	Alderperson
Edward	Thatcher	City of Heath	City Manager
Eric	Thaxton	City of Daisetta	Mayor
Rex M.	Thee	City of Monahans	
Karen	Theis	Groves	Council Member
Rick	Thelen	Lindale	Council Member
Mark	Theobald	Bevil Oaks	Council Member
Ian	Theodore	Town of Hickory Creek	Council Member

First Name	Last Name	Organization	Title/District
Byron	Theodosis	San Saba County	County Judge
Edward	Theriot	Caldwell County	County Commissioner
Carl	Thibodeaux	West Orange	Council Member
J. W.	Thiele	Clifton	Mayor Pro Tem
Ladonna	Thigpen	Calhoun County	Emergency Mgmt. Coordinator
Rocky	Thigpen	Lufkin	Council Member
Mahendran	Thivakaran	TxDOT	Transportation Engineer
John	Thomaides	City of San Marcos	Mayor
Alun	Thomas	City of Dickinson	City Secretary
Annette	Thomas	Mason	Commissioner
Barney	Thomas	City of Eureka	Mayor
Brandon	Thomas	Reno	Alderperson
Brian	Thomas	Potter County	Sheriff
Brigitte	Thomas	Cottonwood Shores	Council Member
Casey	Thomas	Dallas	Council Member
David	Thomas	Hansford County	County Commissioner
Debbie	Thomas	City of Alvarado	City Secretary
Doug	Thomas	Saint Hedwig	Council Member
Everett	Thomas	City of Bellmead	City Manager
Freddy	Thomas	City of Corsicana	City Secretary
Gary	Thomas	Dallas Area Rapid Transit	President and CEO
Gaye	Thomas	Eagle Lake	Alderperson
Greg	Thomas	Brookside Village	Council Member
Harry	Thomas	San Angelo	Council Member
Harry	Thomas	City of San Angelo	Councilmember, District 3
Jimmy	Thomas	Tulia	Council Member
John	Thomas	Collin County	County Commissioner
Lee	Thomas	Van Alstyne	Alderperson
Leslie	Thomas	Duncanville	Council Member
Lyndia	Thomas	City of Forest Hill	Mayor
Marshall	Thomas	Montague County	Sheriff
Nicholas	Thomas	Hemphill County	County Commissioner
Phillip	Thomas	Elgin	Council Member
Robert	Thomas	West Columbia	Alderperson
Rocky	Thomas	Village of Jones Creek	Alderperson
Shana	Thomas	TxDOT TPP	
Shirley	Thomas	Richland	Mayor Pro Tem
Stephen	Thomas	Cedar Park	Council Member
Trent	Thomas	Weston Lakes	Alderperson
Casey	Thomas, II	City of Dallas	Councilmember, District 3/Mayor Pro Tem
Camille	Thomason	TxDOT	Director
Camille	Thomason	TxDOT Design - DES	Director
Donna	Thomason	Cooper	Alderperson
Rocky	Thomasson	City of Daingerfield	City Manager
Letty	Thome	Boyd	Alderperson
Rick	Thomisee	City of Rose Hill Acres	Mayor
Beckey	Thompson	Commerce	Council Member
Billy	Thompson	Winkler County	County Commissioner
Blake	Thompson	DeCordova	Council Member
Brian	Thompson	Piney Point Village	Alderperson
Carol	Thompson	Town of Fulton	Alderperson
Cathy	Thompson	Hurst	Council Member
Cory	Thompson	Devine	Alderperson
Cynthia	Thompson	Palm Valley	Council Member
Danny	Thompson	Anahuac	Council Member
Debra	Thompson	Southmayd	Mayor Pro Tem
Diane	Thompson	Impact	Alderperson
Gene	Thompson	Newton County	County Commissioner
Irene	Thompson	Corrigan	Alderperson
Jennifer	Thompson	City of Oglesby	City Secretary
Jimmy	Thompson	TxDOT	Lufkin
Joe	Thompson	Swisher County	County Commissioner
John	Thompson	Town of Westover Hills	Alderperson
Johnnie	Thompson	City of Meadowlakes	City Manager
Karen	Thompson	City of Pflugerville	City Secretary
Kathy	Thompson	City of Miami	City Secretary
Keith	Thompson	Alvin	Council Member
Keith	Thompson	Talco	Commissioner
Kelly	Thompson	Town of Westover Hills	Mayor Pro Tem
Kenny	Thompson	Haskell County	County Commissioner
Larry	Thompson	Beckville	Alderperson
Larry	Thompson	City of Garden Ridge	Mayor
Larry	Thompson	Hallsburg	Alderperson
Linda	Thompson	Haltom City	Council Member
Lucas	Thompson	City of Saint Jo	Mayor

First Name	Last Name	Organization	Title/District
Michael	Thompson	Beverly Hills	Mayor Pro Tem
Michael	Thompson	Groesbeck	Alderperson
Mitzi	Thompson	City of Crockett	City Secretary
Robert	Thompson	Southmayd	Alderperson
Tab	Thompson	Erath County	County Judge
Thomas	Thompson	City of Rusk	Director of Public Works
Tom	Thompson	San Angelo	Council Member
Vance	Thompson	Cottle County	County Commissioner
Tom	Thompson	City of San Angelo	Councilmember, District 2
Bob	Thorne	Daingerfield	Mayor Pro Tem
Brad	Thornhill	Crosbyton	Alderperson
Bill	Thornton	Fort Worth Chamber of Commerce	President and CEO
Carla	Thornton	City of Rotan	City Manager
Connie	Thornton	City of Clyde	City Secretary
Mark	Thornton	Gary	Alderperson
Bianca	Thorpe	City of San Antonio	
Paul	Thorpe	Paint Rock	Mayor Pro Tem
Linda	Thorson	Gary	Alderperson
Curtis	Thrash	Hockley County	County Commissioner
Donald	Threadgill	Robertson County	County Commissioner
Discha	Threlkeld	City of Ladonia	Mayor
Karen	Threlkeld	TxDOT	San Angelo
Karen	Threlkeld	TxDOT	
Sandra	Thur	City of Clarksville City	City Secretary
Peggy	Thurin	TxDOT	Statewide Planning Section Director
Peggy	Thurin	TxDOT Transportation Planning and Programming	Systems Planning Section Director
Angela	Tibbs	Lakeside	Alderperson
Ben	Tibbs	Hempstead	Council Member
Kara	Tice	City of Skellytown	City Secretary
Doris	Tidmore	King County	County Commissioner
Dianne	Tidwell	City of Liberty	City Secretary
Ed	Tidwell	City of Lago Vista	Mayor
Hugh	Tidwell	Granger	Alderperson
Jay	Tidwell	Richland	Council Member
Joe	Tidwell	Albany	Alderperson
Lori	Tidwell	Daisetta	Alderperson
Lynnette	Tidwell	Odem	Alderperson
Phillis	Tidwell	Angus	Alderperson
Ronnie	Tidwell	Village of Webberville	Commissioner
Heidi	Tiffin	City of Kress	City Secretary
Williams	Tigner	Angleton	Council Member
Lluvia	Tijerina	City of Manor	City Secretary
Rosaura	Tijerina	Webb County	County Commissioner
Rosaura "Wawi"	Tijerina	Webb County	County Commissioner-Precint 2
Tano	Tijerina	Webb County	County Judge
Tano F.	Tijerina	Webb County	Judge
Ray	Tilley	Woodcreek	Council Member
Zephaniah	Timmins	Harrison County	County Commissioner
Kenneth	Timmons	Angelina County	County Commissioner
Melvin	Timmons	Bloomburg	Mayor Pro Tem
Phil	Tindall	TxDOT/Transportation Planning & Programmin	TA Coordinator for MPOs
Steven	Tindell	Robinson	Council Member
Annita	Tindle	City of Lott	Mayor
Charley	Tindol	West Columbia	Alderperson
Karla	Tiner	Lorenzo	Council Member
Lynn	Tiner	Grey Forest	Council Member
John	Tingle	Weston	Alderperson
Lisa	Tipton	TxDOT	Brownwood
Roy	Tipton	Point Blank	Alderperson
Sybil	Tipton	Robstown	Council Member
Tim	Tipton	New Summerfield	Alderperson
Sara	Tirey	City of Happy	Mayor
Sherry	Tisdale	City of Bridge City	City Secretary
Domingo	Tobar	Camp Wood	Council Member
Bill	Tobin	TxDOT	Tyler
Tonya	Todd	City of Wink	City Secretary
Clifford	Todhunter	Cut and Shoot	Alderperson
Mary Jo	Tole	Crowell	Alderperson
Scott	Toliver	Rotan	Alderperson
Douglas	Tomasini	Sandy Oaks	Alderperson
Lynona	Tomastik	City of Little River-Academy	City Secretary
David	Tomchesson	East Bernard	Alderperson
Jerrel	Tomlin	Mineral Wells	Council Member

First Name	Last Name	Organization	Title/District
Ray	Tomlinson	Hemphill	Alderperson
Sallie	Tomlinson	Iredell	Alderperson
Charles	Tompkins	Hempstead	Council Member
Jeremy	Tompkins	Euless	Council Member
Jason	Tones	Waller	Council Member
Gordon	Toney	Red Oak	Mayor Pro Tem
Patrick	Toombs	Mitchell County	Sheriff
William	Torans	Atascosa County	County Commissioner
Alberto	Torres	Laredo	Council Member
David	Torres	Edinburg	Mayor Pro Tem
Eric	Torres	Hondo	Council Member
Gabriela	Torres	City of Seadrift	City Secretary
Jaime	Torres	City of Smyer	Director of Public Works
Kay	Torres	City of Robert Lee	City Secretary
Lynn	Torres	Lufkin	Council Member
Patty	Torres	City of Sweetwater	City Secretary
Sophie	Torres	San Antonio Hispanic Chamber of Commerce	Vice President of Government Relations
Zahira	Torres	El Paso Times	Editor
Rogelio	Torres-Castanuela	City of Melvin	Mayor
Alberto	Torres, Jr.	City of Laredo	Council Member-District 4
Conchita	Torrez	City of Seymour	City Secretary
Larry	Tosto	Webster	Council Member
JoAnn	Touchstone	City of Lakeway	City Secretary
Delana	Toups	Lampasas	Council Member
Robert	Tovar	Waelder	Alderperson
Roy	Tovar	City of Waelder	Mayor
Kathie	Tovo	Austin	Mayor Pro Tem
Kathie	Tovo	City of Austin	Mayor Pro Tem
Ricky	Tow	City of Gladewater	City Manager
Derek	Townsend	Tomball	Council Member
Josh	Townsend	Dayton	Council Member
Marvin	Townsend	City of Granite Shoals	Interim City Manager
Pat	Townsend	Mission Economic Development Authority	Executive Director
Andrew	Trahan	Stinnett	Alderperson
Johnny	Trahan	Orange County	County Commissioner
Donna	Trammel	City of Buffalo Springs	City Secretary
Roger	Trammel	Buffalo Springs	Alderperson
Stephanie	Trammel	Sanford	Alderperson
Danny	Trammell	Santa Clara	Council Member
Larry	Trammell	Reno	Council Member
Johnny	Tran	Palacios	Alderperson
Calvin	Travers	City of West Tawakoni	Mayor
Jeff	Travillion	Travis County	County Commissioner
Jeff	Travillion	Travis County	Precinct One Commissioner
Greg	Travis	Houston	Council Member
Greg	Travis	City of Houston	Council Member, District G
Richard	Travis	Rose City	Council Member
Larry	Traweek	Brown County	County Commissioner
David	Traylor	Rains County	Sheriff
Jeff	Traylor	Town of Bartonville	Mayor Pro Tem
Kelly	Traylor	Cherokee County	County Commissioner
Gina	Treadgold	Thompsons	Alderperson
C.W.	Treadwell	Marion County	County Commissioner
Keith	Trecker	Lakeway	Council Member
Shirley	Trees	Ingram	Alderperson
Abel	Trejo	Mathis	Mayor Pro Tem
David	Tremblay	Sandy Oaks	Alderperson
Bill	Trenado	Paris	Council Member
Wayne	Tresner	Luling	Council Member
Harold	Tress	Avinger	Alderperson
Albert	Trevino	City of Poteet	Mayor
Chris	Trevino	ARMA	
Dina	Trevino	Kress	Alderperson
Eddie	Trevino	Cameron County	County Judge
Frank	Trevino	City of Munday	City Manager
Nina	Trevino	San Patricio County	County Commissioner
Oscar	Trevino	City of North Richland Hills	Mayor
Oziel	Trevino	Hidalgo	Council Member
Pedro	Trevino	Jim Wells County	County Judge
Reynaldo	Trevino	Three Rivers	Alderperson
Sylvia	Trevino	City of Palm Valley	City Secretary
Roberto C.	Treviño	City of San Antonio	Councilman-District 1
Davina	Trevino-Rodriguez	City of Pearsall	Mayor
Roberto	TreviÒo	San Antonio	Council Member
Jana	Trew	Ransom Canyon	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Allen	Trigg	Bruceville - Eddy	Council Member
Tim	Trimble	Malakoff	Mayor Pro Tem
Cheryl	Trinidad	Cottonwood Shores	Mayor Pro Tem
Henry	Trochesset	Galveston County	Sheriff
Gina	Trotter	City of Nixon	City Secretary
Patrick	Trowbridge	Rockwall	Council Member
Ellen	Troxclair	Austin	Council Member
Ellen	Troxclair	City of Austin	City Councilmember
Bob	Troyer	Lewisville	Council Member
Bitty	Truan	Rancho Viejo	Mayor Pro Tem
John	Trubey	Bonham	Council Member
Melissa	Truelove	City of Eldorado	City Secretary
Debbie	Trueman	Town of Hollywood Park	Council Member
Tony	Trujillo	Reeves County	County Commissioner
Rusty	Trull	Morton	Council Member
Sharon	Trumble	City of New Deal	City Secretary
An	Truong	Haltom City	Council Member
Carla	Trussell	Stephenville	Council Member
Todd	Tschirhart	Castroville	Council Member
Wade	Tschirhart	La Coste	Alderperson
Gaylene	Tubbe	City of Reklaw	City Secretary
Mitchell	Tuck	Mineola	Alderperson
Ben	Tucker	Archer City	Alderperson
Ben	Tucker	Ingleside	Council Member
Bill	Tucker	Clarksville City	Alderperson
Curtis	Tucker	Weatherford	Council Member
Dale	Tucker	City of Hico	Mayor
James	Tucker	Slaton	Commissioner
Jimmy	Tucker	City of Mount Calm	Mayor
Sidney	Tucker	Winters	Alderperson
Steve	Tucker	Balch Springs	Council Member
Kelli	Tudyk	Llano	Council Member
Mike	Tugman	City of Burkburnett	Mayor
Robert	Tullgren	Live Oak	Council Member
David	Tumlinson	Rancho Viejo	Alderperson
Henrietta	Tur	City of Floresville	City Manager
Louis	Turcotte	Kenedy County	County Judge
Evan	Ture	Buda	Council Member
J. Mike	Turman	City of Noonday	Mayor
Vivian	Turman	Noonday	Council Member
Scott	Turnage	North Richland Hills	Mayor Pro Tem
Scott	Turnbull	McLendon-Chisholm	Council Member
Alan	Turner	Lee County	County Commissioner
Amy	Turner	City of Midland	City Secretary
David	Turner	City of Odessa	Mayor
David	Turner	New Boston	Mayor Pro Tem
David	Turner	Southmayd	Alderperson
Donnie	Turner	Motley County	County Commissioner
Henrietta	Turner	City of Floresville	City Manager
Isaac	Turner	City of Taylor	City Manager
John	Turner	Greenville	Council Member
Kimberly	Turner	Annona	Alderperson
Larry	Turner	Valley Mills	Alderperson
Mardi	Turner	West University Place	Council Member
Mark	Turner	City of Wills Point	Mayor
Pat	Turner	Bertram	Alderperson
Patti	Turner	Hutto	Council Member
Rita	Turner	New Chapel Hill	Alderperson
Roy	Turner	Bedford	Council Member
Sylvester	Turner	City of Houston	Mayor
David R.	Turner	City of Odessa	Mayor
Jason	Turney	Josephine	Alderperson
Bill	Turnipseed	Danbury	Alderperson
Eric	Turpen	City of Littlefield	Mayor
Bill	Tutor	Riverside	Alderperson
Richard	Tuttle	Poteet	Alderperson
Richard	Tuttle	City of Poteet	
Mary Lou	Tyer	New Chapel Hill	Alderperson
Brandon	Tyler	Wolfforth	Council Member
Thomas	Tyler	Silsbee	Council Member
W.	Tynes	Hamilton County	County Judge
Greg	Tyra	Wilbarger County	County Judge
Tudor	Uhlhorn	Harlingen	Commissioner
Ray	Uloth	Walnut Springs	Alderperson
Roy	Ulrich	Weimar	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Brandt	Underwood	Ransom Canyon	Alderperson
Byron	Underwood	Cherokee County	County Commissioner
C.H.	Underwood	O'Brien	Alderperson
Charles	Underwood	Nash	Alderperson
Dan	Underwood	City of New Waverly	Mayor
Frances	Underwood	City of Sandy Point	City Secretary
Gary	Underwood	Comanche County	County Commissioner
Tammy	Underwood	Mineral Wells	Mayor Pro Tem
Tommy	Underwood	Quinlan	Alderperson
Dave	Underwood	McMullen ISD	
Robert	Upchurch	Bedias	Mayor Pro Tem
Bruce	Upham	City of Village of Bear Creek	Mayor
Jimmy	Urbanczyk	Knox County	County Commissioner
Nathan	Urbanczyk	Knox County	County Commissioner
Lee	Urbanovsky	Buda	Council Member
Mike	Ureta	Fort Stockton	Council Member
Carlos	Urias	Culberson County	County Judge
Gilberto	Uribe	Duval County	County Commissioner
Richard	Uribe	Harlingen	Commissioner
Sally	Uribe	Millsap	Alderperson
Mike	Uriegas	Dimmit County	County Commissioner
Ray	Uson	Bartlett	Council Member
Position	Vacant	Annona	Alderperson
Position	Vacant	Appleby	Commissioner
Position	Vacant	Aquilla	Council Member
Position	Vacant	Austwell	Commissioner
Position	Vacant	Avery	Council Member
Position	Vacant	Blanket	Alderperson
Position	Vacant	Booker	Alderperson
Position	Vacant	Briaroaks	Council Member
Position	Vacant	Brookshire	Alderperson
Position	Vacant	Bryson	Council Member
Position	Vacant	Buffalo Springs	Alderperson
Position	Vacant	Byers	Alderperson
Position	Vacant	Bynum	Council Member
Position	Vacant	Caldwell County	County Commissioner
Position	Vacant	Callisburg	Alderperson
Position	Vacant	Childress	Alderperson
Position	Vacant	Chireno	Alderperson
Position	Vacant	City of Atlanta	Mayor
Position	Vacant	City of Ballinger	City Manager
Position	Vacant	City of Bee Cave	City Manager
Position	Vacant	City of Bynum	Mayor
Position	Vacant	City of Copperas Cove	City Manager
Position	Vacant	City of Crystal City	Director of Public Works
Position	Vacant	City of Dayton	City Manager
Position	Vacant	City of Dripping Springs	City Secretary
Position	Vacant	City of Eagle Pass	City Manager
Position	Vacant	City of Emory	Director of Public Works
Position	Vacant	City of Gonzales	City Manager
Position	Vacant	City of Impact	Mayor
Position	Vacant	City of Kirvin	Mayor
Position	Vacant	City of Lake City	City Secretary
Position	Vacant	City of Melvin	City Secretary
Position	Vacant	City of Mercedes	City Manager
Position	Vacant	City of Mountain City	City Manager
Position	Vacant	City of New Summerfield	City Manager
Position	Vacant	City of Odem	City Secretary
Position	Vacant	City of Plum Grove	City Secretary
Position	Vacant	City of Port Arthur	City Manager
Position	Vacant	City of Powell	City Secretary
Position	Vacant	City of Rangerville	City Secretary
Position	Vacant	City of Runaway Bay	City Secretary
Position	Vacant	City of Sanger	City Manager
Position	Vacant	City of Socorro	Mayor
Position	Vacant	City of Somerville	Mayor
Position	Vacant	City of Throckmorton	Director of Public Works
Position	Vacant	City of Tomball	Director of Public Works
Position	Vacant	City of Tool	Mayor
Position	Vacant	City of Toyah	Mayor
Position	Vacant	City of Trinidad	Mayor
Position	Vacant	City of Union Grove	City Secretary
Position	Vacant	City of Van Alstyne	City Manager
Position	Vacant	City of Woodloch	City Secretary
Position	Vacant	Collinsville	Alderperson

First Name	Last Name	Organization	Title/District
Position	Vacant	Coppell	Council Member
Position	Vacant	Covington	Council Member
Position	Vacant	Cross Plains	Alderperson
Position	Vacant	Cross Timber	Alderperson
Position	Vacant	Crowell	Alderperson
Position	Vacant	Dayton Lakes	Alderperson
Position	Vacant	Dean	Council Member
Position	Vacant	Detroit	Alderperson
Position	Vacant	Dodson	Alderperson
Position	Vacant	Edom	Council Member
Position	Vacant	Eldorado	Council Member
Position	Vacant	Emhouse	Mayor Pro Tem
Position	Vacant	Fort Stockton	Council Member
Position	Vacant	Gallatin	Council Member
Position	Vacant	Gladewater	Council Member
Position	Vacant	Glenn Heights	Council Member
Position	Vacant	Gregg County	County Commissioner
Position	Vacant	Grey Forest	Council Member
Position	Vacant	Hackberry	Alderperson
Position	Vacant	Keene	Council Member
Position	Vacant	Kirvin	Council Member
Position	Vacant	Lake Bridgeport	Council Member
Position	Vacant	Lamesa	Council Member
Position	Vacant	Latexo	Alderperson
Position	Vacant	Lefors	Council Member
Position	Vacant	Leona	Council Member
Position	Vacant	Limestone County	County Judge
Position	Vacant	Livingston	Alderperson
Position	Vacant	Lockney	Alderperson
Position	Vacant	Los Ybanez	Alderperson
Position	Vacant	Los Ybanez	Mayor Pro Tem
Position	Vacant	Marquez	Alderperson
Position	Vacant	McAllen	Commissioner
Position	Vacant	Memphis	Alderperson
Position	Vacant	Merkel	Alderperson
Position	Vacant	Milano	Alderperson
Position	Vacant	Mineral Wells	Council Member
Position	Vacant	Mission	Council Member
Position	Vacant	Natalia	Alderperson
Position	Vacant	Navarro	Alderperson
Position	Vacant	Normangee	Council Member
Position	Vacant	Olton	Alderperson
Position	Vacant	Opdyke West	Alderperson
Position	Vacant	Payne Springs	Alderperson
Position	Vacant	Pearsall	Council Member
Position	Vacant	Pecan Gap	Alderperson
Position	Vacant	Presidio County	County Commissioner
Position	Vacant	Quitman	Alderperson
Position	Vacant	Red Lick	Alderperson
Position	Vacant	Redwater	Council Member
Position	Vacant	Richland Springs	Alderperson
Position	Vacant	Rio Vista	Alderperson
Position	Vacant	Rockport	Council Member
Position	Vacant	Rosser	Council Member
Position	Vacant	San Augustine County	County Commissioner
Position	Vacant	Sanford	Alderperson
Position	Vacant	Stephenville	Council Member
Position	Vacant	Stratford	Alderperson
Position	Vacant	Sun Valley	Alderperson
Position	Vacant	Thorntonville	Council Member
Position	Vacant	Todd Mission	Council Member
Position	Vacant	Town of Sunnyvale	Council Member
Position	Vacant	Union Grove	Alderperson
Position	Vacant	Village of Kennard	City Secretary
Position	Vacant	Whitehouse	Council Member
Position	Vacant	Wilson	Alderperson
Position	Vacant	Wimberley	Council Member
Position	Vacant	Yorktown	Council Member
Jan	Vacek	City of Village of Fairchilds	City Secretary
Richard	Vacek	Village of Fairchilds	Alderperson
Paula	Vaden	Seymour	Council Member
Carl	Vajdos	Agua Dulce	Alderperson
Marcus	Vajdos	Spring Valley Village	Council Member
Belinda	Valadez	Robstown	Council Member
Chris	Valadez	Pearsall	Council Member

First Name	Last Name	Organization	Title/District
Ana	Valdez	City of Penitas	City Secretary
Carlos	Valdez	Atkins	
David	Valdez	Devine	Alderperson
Efrain	Valdez	Val Verde County	County Judge
Maria	Valdez	City of Progreso Lakes	City Secretary
Perfecto	Valdez	City of Village of Vinton	Director of Public Works
Robby	Valdez	Rice	Alderperson
San Juanita	Valdez	El Cenizo	Commissioner
Teresa	Valdez	City of Rockport	City Secretary
Mary	Valdonado	Brownfield	Council Member
Sam	Vale	Border Pacific Railroad Co. & Fast Trucking	President
Daniel	Valenzuela	City of San Angelo	City Manager
Mary	Valenzuela	City of Kingsville	City Secretary
Ethan	Vallanueva	Crosby County	Sheriff
Alfonso	Vallejo	Brownsville MPO	
Ruben	Valles	Seagraves	Alderperson
Bill	Van Alstyne	Willis	Council Member
Corbin	Van Arsadale	City of Cedar Park	Mayor
Robbert	van Bloemendaal	Rowlett	Council Member
Curt	Van De Walle	City of Castle Hills	City Manager
Lee	Van Lanen	Lowry Crossing	Mayor Pro Tem
Theresa	Van Meter	City of West Orange	City Secretary
Kurt	Vance	Beverly Hills	Council Member
Harold	Vandergrift	Oyster Creek	Alderperson
Melba	Vandeveer	Kempner	Council Member
Judy	VanDeventer	City of Uncertain	City Secretary
Bob	Vandrovec	Huxley	Alderperson
Steve	Vanek	West	Mayor Pro Tem
Jaime	Vannoy	City of Sadler	Mayor
Troy	Vannoy	City of Collinsville	City Secretary
Jolene	Vanover	City of Alice	Mayor
Gary	VanWagner	City of Newark	Mayor
Dalessa	Vardell	City of Dish	City Secretary
Joe	Vardeman	Levelland	Council Member
Diana	Vargas	Lake Bridgeport	Council Member
Patricia	Vargas	Sinton	Mayor Pro Tem
Peter	Vargas	City of Allen	City Manager
Vicente	Vargas	Brooks County	County Commissioner
Mark	Vargus	Town of Lakewood Village	Mayor
Stevan	Varner	Italy	Alderperson
Tammy	Varner	City of Midlothian	City Secretary
Lyle	Varnes	West Tawakoni	Alderperson
Benito	Vasquez	Balmorhea	Alderperson
David	Vasquez	Ropesville	Alderperson
J.	Vasquez	City of Mathis	Director of Public Works
Johnny	Vasquez	Edna	Council Member
Loretto	Vasquez	Presidio County	County Commissioner
Mario	Vasquez	City of Hutchins	Mayor
Odel	Vasquez	City of Christine	Mayor
Reynaldo	Vasquez	El Cenizo	Commissioner
Robert	Vasquez	Spur	Alderperson
Roberto	Vasquez	Grandfalls	Alderperson
Terri	Vasquez	Trenton	Council Member
Cody	Vasut	Angleton	Council Member
Dee	Vaughan	Moore County	County Commissioner
Alphonso	Vaughn	Potter County	County Commissioner
Alphonso	Vaughn	Potter County	Commissioner Precinct 4
Carolyn	Vaughn	Corpus Christi	Council Member
Carolyn	Vaughn	Nueces County	Commissioner, Precinct 1
David	Vaughn	City of Burnet	City Manager
Frances	Vaughn	Clute	Council Member
Jan	Vaughn	City of Tira	City Secretary
Larry	Vaughn	City of Huxley	Mayor
Marilyn	Vaughn	Brookshire	Mayor Pro Tem
Stormy	Vaughn	Bronte	Council Member
Martha	Vautrot	Bevil Oaks	Council Member
Teresa	Vazquez-Evans	Kemah	Mayor Pro Tem
Tonya	Veazey	City of Rose City	City Secretary
Abraham	Vega	Lynn County	Sheriff
David	Vega	Refugio County	County Commissioner
Kristina	Vega	City of Gonzales	City Secretary
Raymond	Vega	City of Tahoka	Director of Public Works
Dennis	Veit	City of Lake City	Mayor
David	Vela	City of Sweetwater	City Manager
David	Vela	Mustang Ridge	Alderperson

First Name	Last Name	Organization	Title/District
Gilbert	Vela	City of Lyford	Director of Public Works
Israel	Vela	Kenedy County	County Commissioner
Leticia	Vela	Spofford	Alderperson
Lynn	Vela	City of Gruver	City Secretary
Rolando	Vela	City of Laguna Vista	City Manager
Ruben	Vela	Santa Rosa	Alderperson
Salvador	Vela	City of Alton	Mayor
Terri	Vela	City of Richmond	City Manager
Tony	Vela	Blanco	Council Member
Martha	Velasquez	City of Luling	City Secretary
Col. Peter	Velesky	Joint Base SA	
Armando	Vencor	Cactus	Alderperson
Pete	Venegas	Maverick County	County Commissioner
Victor	Venegas	KTSN - NBC	News Director
Eloy	Vera	Starr County	County Judge
Fred	Vera	Lamesa	Council Member
Javier	Vera	Rancho Viejo	Alderperson
Joe	Vera	Hidalgo Chamber of Commerce	President & CEO
Robert	Vera	Garland	Council Member
Ruberta	Vera	City of Natalia	Mayor
Rafa	Veraza	Citizen	
Heath	Verett	City of Ralls	Mayor
Ann	Vernon	El Lago	Council Member
Larry	Vernon	City of Eastland	Mayor
Monique	Vernon	City of Kirby	City Manager
Larry	Veselka	Schulenburg	Alderperson
Tina	Veselka	City of Leroy	City Secretary
Glen	Vest	Brownsboro	Council Member
M.	Vest	Brownsboro	Council Member
Kathy	Vestal	Tulia	Council Member
Rudy	Vester	Nevada	Alderperson
Jennifer	Vetrano	City of Kyle	City Secretary
Rebecca	Viagran	City of San Antonio	Councilwoman-District 3
Camilla	Viator	City of Madisonville	City Manager
Robert	Viator	City of Vidor	Mayor
Greg	Vick	City of Watauga	City Manager
Jeff	Vick	Palmer	Alderperson
Wanda	Vick	City of Lake Bridgeport	City Secretary
Dale	Vickers	Nash	Alderperson
Bobbie	Vickery	Calhoun County	Sheriff
Powell	Vickery	City of Tira	Mayor
Nicole	Vicuna	City of Volente	City Secretary
Jesse	Vidales	Somerset	Mayor Pro Tem
James	Vidrine	Hewitt	Council Member
Robin	Viducic	City of Lipan	City Secretary
Nelly	Vielma	City of Laredo	Council Member-District 5
Brian	Vieth	City of Scotland	Mayor
Greg	Vieth	City of Windthorst	Mayor
Joe	Villa	Rockport	Council Member
John	Villa	Hondo	Council Member
Steven	Villa	Stanton	Alderperson
Rene	Villafranco	San Benito	Commissioner
Alex	Villalobos	Kyle	Council Member
Sonja	Villalobos	Martindale	Council Member
Antonio	Villaneuva	Buckholts	Council Member
Billy	Villanueva	Hamlin	Alderperson
Dora	Villanueva	Barstow	Alderperson
Dwayne	Villanueva	Karnes County	Sheriff
Kristi	Villanueva	West San Antonio Chamber of Commerce	President
Miguel	Villanueva	Sutton County	County Commissioner
Richard	Villanueva	Hamlin	Alderperson
Rodolfo	Villapando	Eagle Pass	Council Member
Ciri	Villarreal	City of Mathis	Mayor
Felipe	Villarreal	Pasadena	Council Member
Joel	Villarreal	City of Rio Grande City	Mayor
Jorge	Villarreal	Lockney	Alderperson
Leo	Villarreal	Mercedes	Commissioner
Orlando	Villarreal	Edcouch	Alderperson
Oscar	Villarreal	Hollywood Park, Town of	Council Member
Rene	Villarreal	Brackettville	Mayor Pro Tem
Ricardo	Villarreal	Palmview	Council Member
Robert	Villarreal	Pearsall	Council Member
Ruben	Villarreal	KCBD - NBC	Assistant News Director
Deann	Villegas	City of Ropesville	City Secretary
Ben	Vincent	Tom Bean	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
David	Vincent	Hartley County	County Commissioner
Lynn	Vincent	City of Carthage	Mayor
Ronnie	Vincent	Polk County	County Commissioner
Georgia	Vines	City of George West	City Manager
Jan	Vinson	City of Nacogdoches	City Secretary
Carolyn	Vinton	City of Milano	City Secretary
Ronnie	Viss	Gatesville	Mayor Pro Tem
Ronnie	Vitulli	City of Kurten	Mayor
Vincent	Voelkel	Kerrville	Council Member
Paul	Voelker	City of Richardson	Mayor
Elaine	Voeltz	Village of San Leanna	Alderperson
Curry	Vogelsang	Town of Prosper	Mayor Pro Tem
Dwayne	Vogler	Randall County	
Ruben	Vogt	El Paso County	County Judge
Betty	Voights	Capital Area Council of Governments	
Matthew	Volkmann	TxDOT	Director of Transp. Planning & Dev.
David	Vollbrecht	Comal County	
Beverly	Volle	Universal City	Council Member
Dietrich	von Biedenfeld	West Columbia	Alderperson
Chuck	Vonderlin	Ivanhoe	Council Member
Greg	Vore	Coldspring	Alderperson
Kathy	Voss	City of Lone Oak	City Secretary
Melissa	Vossmer	City of Ingleside	City Manager
Roy	Votaw	City of Tye	Mayor
Victor	Vourcos	TxDOT	Corpus Christi
Victor	Vourcos	TxDOT CRP	
Victor	Vourcos	TxDOT	Environmental Specialist
Arnold	Vowels	TxDOT	
Arnold	Vowles	TxDOT	TxDOT District TA/SRTS Coordinator/Beaumont District Office
Billy	Voyles	Wink	Alderperson
Linda	Vrabel	Granger	Alderperson
Sandra	Vrablec	Sealy	Mayor Pro Tem
Edward	Vuittonet	Kress	Mayor Pro Tem
Wilbert	Wachtendorf	Hewitt	Council Member
Troy	Waddle	Thornton	Alderperson
Amy	Wade	City of Cut and Shoot	City Secretary
Amy	Wade	Town of Pantego	Council Member
Angie	Wade	City of Ennis	City Secretary
Belinda	Wade	City of Cushing	City Secretary
Brian	Wade	The Colony	Council Member
James	Wade	Mercedes	Commissioner
Jim	Wade	Sunnyvale, Town of	Council Member
Wray	Wade	Longview	Council Member
Wray	Wade	City of Longview	Councilmember, District 3
Don	Wadsworth	Holliday	Council Member
Robert	Wadsworth	Brazos Country	Alderperson
Cameron	Wafer	Forest Hill	Council Member
Kay	Wagnan	Mount Enterprise	Council Member
Carissa	Wagner	Sanctuary	Alderperson
Charles	Wagner	Brazoria County	Sheriff
D. J.	Wagner	Deaf Smith County	County Judge
David	Wagner	KLST - CBS	Asst. News Director
Donald	Wagner	Moulton	Council Member
J.D.	Wagner	Terry County	County Judge
Jeff	Wagner	City of Pasadena	Mayor
Johnny	Wagner	Hamilton County	County Commissioner
Ruth	Wagner	Hays	Alderperson
Tyler	Wagner	Menard	Alderperson
William	Wagner	Normangee	Council Member
Shaunee	Wagnon	City of Sun Valley	City Secretary
Tom	Wagnon	City of Sun Valley	Mayor
Mark	Wagster	City of Live Oak	Director of Public Works
Kenneth	Wahl	Lumberton	Council Member
Annette	Walden	City of Shamrock	City Secretary
Larry	Walden	Parker County	County Commissioner
Paul	Walden	Town of Addison	Council Member
Terry	Waldren	Ransom Canyon	Alderperson
Jim	Waldrop	Andrews County	County Commissioner
Barbara	Walker	Grimes County	County Commissioner
Bill	Walker	Weinert	Alderperson
Billy Fred	Walker	Bridgeport	Council Member
Bobbie	Walker	City of Mobeetie	Mayor
Brad	Walker	Jolly	Commissioner
Cameron	Walker	Permian Basin (Midland-Odessa) MPO	Executive Director
Carla	Walker	City of Granbury	City Secretary

First Name	Last Name	Organization	Title/District
Carla	Walker	City of Jolly	City Secretary
Cindy	Walker	City of Haskell	City Secretary
Clay	Walker	Sulphur Springs	Council Member
Colby	Walker	Cross Plains	Mayor Pro Tem
Darin	Walker	West Lake Hills	Council Member
Douglas	Walker	Beach City	Alderperson
Elizabeth	Walker	City of Weslaco	City Secretary
James	Walker	Sunray	Alderperson
Jamie	Walker	West Columbia	Mayor Pro Tem
Jason	Walker	City of Novice	City Secretary
John	Walker	Wheeler County	County Commissioner
LeeAnn	Walker	City of Plum Grove	Mayor
Matt	Walker	Ennis	Mayor Pro Tem
Mervin	Walker	City of Weir	Mayor
Mike	Walker	City of Meridian	Director of Public Works
Miller	Walker	Blackwell	Alderperson
Steve	Walker	Wheeler County	County Commissioner
Tena	Walker	Carbon	Alderperson
Ty	Walker	Estelline	Alderperson
Althea	Wall	City of Morgan's Point Resort	City Secretary
Billy	Wall	Burnet County	County Commissioner
Nicole	Walla	Thrall	Commissioner
Anna	Wallace	City of Seven Oaks	Mayor
Conley	Wallace	Roman Forest	Council Member
Denise	Wallace	Rockdale	Council Member
Dr. Larry	Wallace	City of Manor	Councilmember D-4
Gary	Wallace	Warren City	Council Member
Jackie	Wallace	City of Moran	City Secretary
Julia	Wallace		Government reporter
Lynn	Wallace	East Tawakoni	Council Member
Ricky	Wallace	City of Warren City	Mayor
Ryan	Wallace	Cut and Shoot	Alderperson
Warren	Wallace	City of Coahoma	Mayor
Woody	Wallace	Trinity County	Sheriff
XantÈ	Wallace	Prairie View	Council Member
Christine	Wallentine	City of Denison	City Secretary
Carolyn	Waller	Albany	Alderperson
David	Waller	Bynum	Council Member
David	Waller	Pottsboro	Mayor Pro Tem
J.	Waller	City of Toco	Mayor
Erin	Walley	City of Pleak Village	City Secretary
Lisa	Wallingford	Rosenberg	Council Member
David	Wallis	City of Godley	Mayor
Timothy	Wallis	Wylie	Council Member
Beth	Walls	City of Levelland	City Secretary
DeeDee	Wally	City of Leakey	City Secretary
Erik	Walsh	City of San Antonio	City Manager
Jay	Walsh	Ferris	Alderperson
Carl	Walston	City of Graford	Mayor
Jack	Walston	Tyler County	County Commissioner
Timothey	Walsworth	Roxton	Alderperson
Opie	Walter	Town of St. Paul	Mayor
Bobby	Walters	Centerville	Mayor Pro Tem
Claire	Walters	New Berlin	Alderperson
Jennifer	Walters	City of Denton	City Secretary
John	Walters	Centerville	Council Member
Robert	Walters	Ames	Alderperson
Nick	Walterscheid	Muenster	Alderperson
Alber	Walther	Weir	Mayor Pro Tem
Doug	Waltman	Indian Lake, Town of	Council Member
Brian	Walton	Dalhart	Council Member
Donald	Walton	City of Stockton Bend	City Secretary
Tommy	Walton	Groveton	Council Member
Lisa	Walzl	TxDOT	Dallas
Dennis	Wandrey	City of De Kalb	Mayor
Brandon	Ward	Wellington	Alderperson
Cynthia	Ward	City of Waller	City Secretary
Greg	Ward	Texline	Council Member
Ike	Ward	Balmorhea	Alderperson
Jim	Ward	Port Lavaca	Council Member
John	Ward	Paradise	Alderperson
Lori	Ward	Addison, Town of	Council Member
Mike	Ward	Dean	Council Member
Oscar	Ward	Irving	Council Member
Roy	Ward	Hico	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Ted	Ward	Monahans	Mayor Pro Tem
Terry	Ward	Jack County	County Commissioner
Thomas	Ward	Henderson	Council Member
Walter	Ward	Easton	Mayor Pro Tem
Adam	Warden	City of Bertram	Mayor
Brent	Warden	Oldham County	Sheriff
Martin	Wardlaw	Val Verde County	County Commissioner
Debra	Waring	Hackberry	Alderperson
Carole	Warlick	Hill Country Transit	General Manager
David	Warlick	Savoy	Council Member
Alan	Warminski	White Deer	Alderperson
Katrina	Warminski	City of White Deer	City Secretary
Alex	Warncke	East Bernard	Alderperson
Jeffrey	Warneke	City of Point Venture	Mayor
Fayne	Warner	Sabine County	County Commissioner
Jeff	Warr	Smith County	County Commissioner
Jeff	Warr	Smith County	Commissioner Precinct 1
Bobby	Warren	Jersey Village	Council Member
David	Warren	City of Dickens	Mayor
David	Warren	Nolan County	Sheriff
Don	Warren	Tyler	Mayor Pro Tem
Don	Warren	City of Tyler	Councilmember, District 4
Hob	Warren	Nome	Alderperson
John	Warren	Cleburne	Council Member
Karen	Warren	City of Hillsboro	City Secretary
Kenneth	Warren	Wellington	Alderperson
Nicco	Warren	Melissa	Council Member
Steve	Warren	TxDOT	
Tacy	Warren	City of Gorman	City Secretary
Will	Warren	Stephens County	County Commissioner
William	Warren	Ingram	Alderperson
Zach	Warren	Uncertain	Alderperson
Donald	Warschak	City of Columbus	City Manager
Linda	Warzecha	Smiley	Alderperson
Jennifer	Washburn	Bells	Alderperson
Mark	Washburn	Benbrook	Council Member
Russell	Washer	TxDOT	Amarillo
Ruthie	Washington	City of Goodlow	City Secretary
Willie	Washington	City of Goodlow	Mayor
Kitley	Wasicek	George West	Council Member
Craig	Waskow	City of Union Valley	Mayor
Janice	Wasut	City of Fayetteville	City Secretary
Debbie	Waters	City of Buffalo	City Secretary
James	Waters	Albany	Alderperson
Ronnie	Waters	Pleasant Valley	Alderperson
Skippy	Waters	Seven Points	Council Member
Bob	Watkins	Haltom City	Council Member
Delle	Watkins	Rule	Council Member
Gary	Watkins	Pottsboro	Alderperson
Laura	Watkins	City of Cool	City Secretary
Nathan	Watkins	City of Mont Belvieu	City Manager
Paul	Watkins	Sachse	Mayor Pro Tem
Richard	Watkins	Milam County	County Commissioner
Ryan	Watkins	Hughes Springs	Alderperson
Cathy	Watson	O'Brien	Alderperson
Clasina	Watson	City of Log Cabin	City Secretary
Georgia	Watson	Lakeview	Council Member
Joe	Watson	Panorama Village	Alderperson
Joey	Watson	Mertens	Council Member
Miriam	Watson	City of Rankin	City Secretary
Robert	Watson	Annetta North	Mayor Pro Tem
Rodney	Watson	Hill County	Sheriff
Shirley	Watson	Ennis	Commissioner
Vicki	Watson	City of Vidor	City Secretary
Will	Watson	Grapeland	Council Member
Tom	Watt	Grayson County	Sheriff
C.J.	Watts	Luling	Council Member
Chris	Watts	City of Denton	Mayor
Jeff	Watts	Wichita County	County Commissioner
Karen	Watts	Refugio	Alderperson
John	Watwood	Nash	Alderperson
Lyle	Way	Ransom Canyon	Alderperson
Bill	Waybourn	Tarrant County	Sheriff
Andy	Wayman	City of Benbrook	City Manager
Scott	Wayman	City of Live Oak	City Manager

First Name	Last Name	Organization	Title/District
Scott	Wayman	City of Live Oak	
Scott	Wayman		
Roger	Wayson	Cottonwood Shores	Council Member
Emmanuel	Wealthy-Williams	City of Wilmer	Mayor
Brent	Weast	Haltom City	Council Member
Bryan	Weatherford	Tyler County	Sheriff
Janice	Weatherford	Woodville	Alderperson
Jason	Weatherford	Devers	Alderperson
John	Weatherford	Commerce	Council Member
Melvin	Weatherford	Sunray	Alderperson
Dick	Weatherly	Lago Vista	Council Member
Reginald	Weatherton	Henderson	Council Member
Brent	Weaver	Heath	Council Member
Brent	Weaver	Jefferson County	County Commissioner
Donald	Weaver	Coffee City	Alderperson
Gualberto	Weaver	Los Indios	Alderperson
Karla	Weaver	Bicycle Advisory Committee/NCTCOG	Committee Member (DFW)
Brit	Webb	Marfa	Council Member
Claude	Webb	Rose Hill Acres	Alderperson
Dawn	Webb	Hemphill County	County Commissioner
Dennis	Webb	Irving	Council Member
Duncan	Webb	Collin County	County Commissioner
Dwight	Webb	Ames	Alderperson
Jason	Webb	Flower Mound, Town of	Council Member
Jon	Webb	Woodson	Alderperson
Kevin	Webb	Comal County	County Commissioner
Kevin	Webb	Comal County	
Kevin	Webb	Comal County	Commissioner
Lana	Webb	City of Hardin	City Secretary
Larry	Webb	Upshur County	Sheriff
Bill	Webber	Celina	Alderperson
Bret	Webster	Winfield	Alderperson
Jerry	Webster	City of Tahoka	City Manager
Charles	Weeks	Evant	Council Member
Dillon	Weeks	Dodd City	Council Member
Shawn	Weeks	Anthony, Town of	Alderperson
Mike	Weempe	Richland	Council Member
Thad	Weems	Honey Grove	Alderperson
Jason	Weger	Cisco	Council Member
Dave	Wegmann	Bexar County	
Rick	Wegwerth	Hallsburg	Alderperson
Tammy	Weidman	Grand Saline Main Street	
Stan	Weik	City of San Saba	City Manager
Sharon	Weiler	City of Jewett	City Secretary
Ronald	Weimer	Poth	Alderperson
Nick	Weinheimer	Groom	Alderperson
Anne	Weir	Manor	Council Member
Gail	Weir	City of Ore City	Mayor
Ronald	Weir	Denver City	Council Member
Tommy	Weir	Blanco County	County Commissioner
Yvonne	Weir	Tira	Alderperson
Gary	Weishuhn	Fayette County	County Commissioner
Kathy	Weishuhn	La Grange	Council Member
Dout	Weiss	Pflugerville	Council Member
Lisa	Welborn	New Deal	Council Member
Bob	Welch	City of Freeport	Interim City Manager
David	Welch	Jamaica Beach	Alderperson
Dorothy	Welch	City of Splendora	Mayor
Gail	Welch	City of Pineland	City Secretary
Lisa	Welch	Pineland	Council Member
Marianne	Welch	Wixon Valley	Council Member
Neal	Welch	City of Sanger	Director of Public Works
Robert	Welch	Dorchester	Council Member
Ronald	Welch	City of Caney City	Mayor
Tim	Welch	North Richland Hills	Council Member
W.D.	Welch	City of Whitesboro	Mayor
Joel	Wellborn	City of Iredell	Mayor
Kathleen	Wellborn	Marietta	Council Member
Betty	Wells	Port Isabel Chamber of Commerce	Executive Director
Carrol	Wells	Bangs	Council Member
Casey	Wells	Throckmorton County	County Commissioner
Casey	Wells	TxDOT	Freight and International Trade Planner
Casey	Wells	TxDOT Transportation Planning and Programming	Freight and International Trade Planner
Debbie	Wells	City of Lovelady	City Secretary

First Name	Last Name	Organization	Title/District
Jeff	Wells	Rosser	Mayor Pro Tem
John	Wells	Luling	Mayor Pro Tem
Martin	Wells	City of Kenefick	Mayor
Michael	Wells	City of Bedford	City Secretary
Melinda	Welsh	City of Friendswood	City Secretary
Danna	Welter	City of Splendora	City Secretary
Nancy	Welton	Hurst	Council Member
Susan	Wendel	Bastrop Chamber of Commerce	President/CEO Bastrop Chamber of Commerce
Linda	Wendling	City of Sunrise Beach Village	City Secretary
Charles	Wendt	Llano County Historical Society and Museum	President
Lesley	Wenger	Castle Hills	Alderperson
Ann	Wenske	TxDOT	Yoakum
Roger	Wenzel	Jarrell	Alderperson
Bob	Werner	City of Shavano Park	Mayor
Al	Werning	Talty	Council Member
Bobby	Wesner	Lexington	Mayor Pro Tem
Doug	Wessels	Colorado County	County Commissioner
Alan	West	Somervell County	Sheriff
Arvin	West	Hudspeth County	Sheriff
Beverly	West	TxDOT Strategic Planning - STR	Strategy and Planning Section Director
Darrell	West	Lakewood Village, Town of	Council Member
E. Ray	West	Brown County	County Judge
Leanna	West	City of Trent	Mayor
Stephanie	West	Saint Jo	Alderperson
Tim	West	Van Zandt County	County Commissioner
Wayne	West	Hudspeth County	County Commissioner
Bob	Westbrook	Tyler	Council Member
Bob	Westbrook	City of Tyler	Councilmember, District 5
David	Westbrook	Jefferson	Alderperson
James	Westbrook	Hemphill	Alderperson
Tommy	Westbrook	Newton	Alderperson
Carol	Wester	Staples	Mayor Pro Tem
Richard	Westerman	Marble Falls	Mayor Pro Tem
Ethan	Westfall	Malone	Alderperson
Judy	Westfall	City of Gustine	City Secretary
Brad	Westmoreland	Lockhart	Council Member
Angela	Weyand	City of Burton	City Secretary
Mike	Whaley	City of Burkburnett	City Manager
Chris	Whatley	Keller	Council Member
Devon	Whatley	City of Lone Star	City Secretary
Jacob	Wheat	Alvarado	Council Member
Kathy	Wheat	Colleyville	Council Member
Laura	Wheat	Town of Westlake	Mayor
Jodi	Wheatley	TxDOT	Waco
Andy	Wheatly	Donley County	County Commissioner
Matt	Wheatly	Royse City	Council Member
Cleve	Wheeler	Roberts County	County Commissioner
Cody	Wheeler	Pasadena	Council Member
Gib	Wheeler	Stanton	Alderperson
Janet	Wheeler	City of Roxton	City Manager
Johnny	Wheeler	Frankston	Council Member
M. Ritchey	Wheeler	City of Shenandoah	Mayor
Michelle	Wheeler	Kress	Alderperson
Joe	Wheeley	Gray County	County Commissioner
Bradley	Wheelis	TxDOT	Austin
Dessie	Whelchel	City of Redwater	City Secretary
Leo	Whelchel	Redwater	Mayor Pro Tem
Kenneth	Whiddon	Gonzales County	County Commissioner
Ray	Whisenant	Hays County	County Commissioner
Colton	Whisenhunt	Ector	Alderperson
Scott	Whisenhunt	Double Oak, Town of	Council Member
Mary	Whistler	US Senator Ted Cruz's Office	
Veronica	Whitacre	McAllen	Commissioner
Brad	Whitaker	Spofford	Alderperson
Charles	Whitaker	Terrell	Deputy Mayor Pro Tem
Andrew	White	Valentine	Commissioner
Ben	White	City of Farmersville	City Manager
Berry	White	Runaway Bay	Council Member
Bill	White	Springtown	Alderperson
Bruce	White	Hood County	County Commissioner
Chad	White	Wickett	Alderperson
Charles	White	Balcones Heights	Council Member
Danny	White	Wise County	County Commissioner
Darnelle	White	City of Goldthwaite	City Secretary
Dean	White	Stockton Bend	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Debbie	White	City of Mobeetie	City Secretary
Donna	White	City of Santa Clara	City Secretary
Doug	White	Itasca	Mayor Pro Tem
Felicia	White	Celeste	Alderperson
Gary	White	Farwell	Alderperson
Gayle	White	Cleburne	Council Member
Geoffrey	White	Lake Worth	Mayor Pro Tem
Glenda	White	Spur	Mayor Pro Tem
Jason	White	Gunter	Council Member
Jim	White	Kent County	County Judge
John	White	City of Ames	Mayor
John	White	Cove	Alderperson
John	White	Pilot Point	Council Member
Kathi	White	TxDOT	Tyler
Kenny	White	Parmer County	County Commissioner
Kevin	White	City of Mineola	Mayor
Lashunda	White	Hearne	Council Member
Lew	White	City of Lockhart	Mayor
Mark	White	Donley County	County Commissioner
Marla	White	City of Winfield	City Secretary
Mickey	White	Goliad County	County Commissioner
Mike	White	Lampasas	Council Member
Rachel	White	Kendleton	Council Member
Rick	White	New Fairview	Alderperson
Ricky	White	City of Friona	Mayor
Ronald	White	City of White Settlement	Mayor
Ronnie	White	Walker County	County Commissioner
Steve	White	City of Van Alstyne	Director of Public Works
Teresa	White	Bogata	Council Member
Theresa	White	Patton Village	Council Member
Tommy	White	Nolan County	County Commissioner
Bonnie	White	City of Kerrville	
Bridgett	White	City of San Antonio	Director of Planning
Detra	White	City of Odessa	Councilmember, District 3
Wendy	White-Stevens	Town of Cross Roads	Council Member
Junetta	Whitecotton	Omaha	Alderperson
Jan	Whitehead	Godley	Mayor Pro Tem
Janice	Whitehead	City of Sealy	Mayor
Kathy	Whitehead	Smiley	Mayor Pro Tem
Sheri	Whitehead	Putnam	Alderperson
Troy	Whitehead	Liberty Hill	Alderperson
Joe	Whitehorn	Jones County	County Commissioner
Randy	Whitehurst	Tool	Council Member
Bobby	Whiteley	Wichita Falls	Council Member
Randy	Whiteman	City of San Augustine	City Manager
Katrina	Whitfield	Rosebud	Alderperson
Barbara	Whitfill	Tool	Council Member
Glen	Whitley	Tarrant County	County Judge
Glen	Whitley	Tarrant County	Judge
David	Whitlock	Grayson County	County Commissioner
Deanna	Whitlock	Novice	Alderperson
Gary	Whitlock	Fannin County	County Commissioner
Greg	Whitlock	City of Terrell Hills	City Manager
Jack	Whitlow	City of Port Lavaca	Mayor
Jeff	Whitmire	Grayson County	County Commissioner
Bob	Whitney	De Leon	Council Member
John	Whitsell	City of Clarksville City	City Manager
Kim	Whitsitt	City of Archer City	City Secretary
Chris	Whittaker	City of Rockdale	City Manager
Robert	Whitten	San Saba	Alderperson
Tom	Whitten	Bowie County	County Commissioner
Eddie	Whittington	Hutchinson County	County Commissioner
John	Whitworth	Patton Village	Council Member
Aaron	Wiatrek	Falls City	Council Member
Andrews	Wiatrek	Falls City	Mayor Pro Tem
Steven	Wiatrek	Poth	Alderperson
Marvin	Wickman	Bosque County	County Commissioner
John	Widger	Palm Valley	Mayor Pro Tem
R.H.	Wied	Colorado County	Sheriff
James	Wiedemann	Evant	Council Member
Robert	Wiener	Hedwig Village	Council Member
Gilsie	Wiese	Calvert	Alderperson
Curtis	Wiethorn	Valley Mills	Mayor Pro Tem
Billy	Wiggins	City of Livingston	City Manager
Kathy	Wiggins	Maypearl	Alderperson

First Name	Last Name	Organization	Title/District
Matt	Wiggins	Kemah	Council Member
Jessica	Wiggins	Bike Houston	Advocacy Director
Rose	Wigham	City of Blanket	City Secretary
Doc	Wigington	Throckmorton County	Sheriff
David	Wigley	Crosby County	County Judge
Becky	Wilbanks	Cass County	County Judge
Renee	Wilbanks	City of Idalou	City Secretary
Charlotte	Wilcox	City of Highland Village	Mayor
Halbert	Wilcox	Bruceville - Eddy	Council Member
James	Wilde	Caldwell	Alderperson
Chris	Wilder	Volente	Mayor Pro Tem
Heidi	Wilder	Weatherford	Council Member
Kathryn	Wilemon	Arlington	Council Member
Richard	Wiles	El Paso County	Sheriff
Jimmy	Wiley	Young County	County Commissioner
Larry	Wiley	Wilson County	County Commissioner
Tommy	Wiley	Gholson	Council Member
John	Wiley Price	Dallas County	Commissioner Precinct 3
Melissa	Wilganowski	Bremond	Mayor Pro Tem
David	Wilk	Megargel	Council Member
Clyde	Wilke	Wilson	Alderperson
TJ	Wilkerson	Montgomery	Council Member
Meggan	Wilkes	City of Buffalo Springs	Mayor
Rhonda	Wilkins	City of Point Comfort	City Secretary
Willie	Wilkins	Cooper	Alderperson
Emily	Wilkinson	Houston Business Journal	Managing Editor
William	Wilkinson	Loving County	County Commissioner
Molly	Will	City of Newton	City Secretary
Jason	Willberg	Falls County	County Commissioner
Ralph	Willberg	Concho County	County Commissioner
Veronica	Willburn	City of Panhandle	City Secretary
Marlin	Willesen	Addison, Town of	Council Member
Chris	Willett	Mullin	Alderperson
Amanda	Willey	City of Joaquin	City Secretary
Janay	William	Hawley	Alderperson
Allan	Williams	Olton	Mayor Pro Tem
Anthony	Williams	City of Abilene	Mayor
Betty	Williams	Texarkana	Council Member
Billy	Williams	City of Ransom Canyon	Mayor
Brenda	Williams	Oglesby	Alderperson
Brian	Williams	Gilmer	Council Member
Brion	Williams	Carmine	Council Member
Britique	Williams	City of Bunker Hill Village	City Secretary
C. W.	Williams	City of Wells	Mayor
Cheryl	Williams	Collin County	County Commissioner
Chris	Williams	La Ward	Alderperson
David	Williams	Lago Vista	Council Member
David	Williams	Leroy	Alderperson
David	Williams	Nolanville	Council Member
David	Williams	KCBD - NBC	News Director
Don	Williams	New Summerfield	Alderperson
Doug	Williams	City of Lone Oak	Mayor
Elmer	Williams	Little River-Academy	Mayor Pro Tem
Ernesto	Williams	Brooks County	Commissioner-Precint 4
Fred	Williams	City of Kountze	Mayor
Gale	Williams	Chester	Mayor Pro Tem
Hope	Williams	Winkler County	County Commissioner
Jack	Williams	Blum	Alderperson
Janelle	Williams	City of Galveston	City Secretary
Jason	Williams	Mills County	County Commissioner
Jay	Williams	City of Bunker Hill Village	Mayor
Jeff	Williams	City of Arlington	Mayor
Jeff	Williams	Garza County	County Commissioner
Jennifer	Williams	Town of Draper	Alderperson
Jess	Williams	City of Zavalla	Director of Public Works
John	Williams	City of Universal City	Mayor
John	Williams	City of Universal City	Mayor
John	Williams	Mayor	
Johnathan	Williams	Sour Lake	Alderperson
Johnnie	Williams	City of Gruver	City Manager
Jonny	Williams	Magnolia	Council Member
Kelli	Williams	TxDOT	Transportation Engineer
Kelli	Williams	TxDOT	
Kenneth	Williams	City of Buda	City Manager
Kenneth	Williams	Hamlin	Alderperson

First Name	Last Name	Organization	Title/District
Larry	Williams	Plainview	Council Member
Laura	Williams	Broaddus	Mayor Pro Tem
Len	Williams	City of Mart	Mayor
Lester	Williams	Kountze	Alderperson
Linda	Williams	City of Brazos Country	City Secretary
Linda	Williams	Cottonwood	Commissioner
Marc	Williams	TxDOT	Deputy Executive Director
Mark	Williams	Coleman County	County Commissioner
Matt	Williams	Lockney	Alderperson
Melissa	Williams	Cameron	Council Member
Michael	Williams	Carbon	Alderperson
Michael	Williams	Overton	Council Member
Mickey	Williams	City of Maud	Mayor
Mike	Williams	La Ward	Alderperson
Paul	Williams	Coke County	County Commissioner
Phyllis	Williams	City of La Ward	City Secretary
Preston	Williams	Kirbyville	Council Member
Randall D.	Williams	Taylor County	Commissioner Precinct 1
Randy	Williams	Poynor	Alderperson
Randy	Williams	Sherman County	County Commissioner
Randy	Williams	Taylor County	County Commissioner
Rhonda	Williams	City of Blue Ridge	Mayor
Rhonda	Williams	City of Dublin	City Secretary
Robert	Williams	City of Jourdanton	Mayor
Roger	Williams	El Paso MPO	Interim Executive Director
Ruby	Williams	Corsicana	Council Member
Sandra	Williams	Lone Oak	Alderperson
Scott	Williams	Coryell County	Sheriff
Scott	Williams	Town of Pantego	Director of Public Works
Sheila	Williams	City of Brazoria	City Secretary
Sherrie	Williams	Iowa Park	Mayor Pro Tem
Steve	Williams	City of Carthage	City Manager
Steve	Williams	City of Cathage	
Tara	Williams	City of Thorntonville	City Secretary
Terry	Williams	Scurry County	County Commissioner
Thomas	Williams	Rogers	Mayor Pro Tem
Tommy Lee	Williams	Estelline	Alderperson
Weldon	Williams	Brenham	Council Member
Wendy	Williams	Prairie View	Council Member
Wyman	Williams	City of Commerce	Mayor
John H.	Williams	City of Universal City	
Robert A.	Williams	City of Jourdanton	
Gethrel	Williams-Wright	Beaumont	Council Member
Anthony	Williamsn	City of Abilene	Mayor
Chuck	Williamson	Lampasas	Mayor Pro Tem
Jerry	Williamson	Nacogdoches County	County Commissioner
Johnny	Williamson	Littlefield	Council Member
L. D.	Williamson	Red River County	County Judge
Melanie	Williamson	City of Wells	City Secretary
Michael	Williamson	Sudan	Alderperson
Randy	Williamson	Southlake	Mayor Pro Tem
Robert	Williamson	City of Follett	City Manager
Daniel	Willie	Cameron	Council Member
Allan	Willis	Caldwell	Alderperson
Bob	Willis	Polk County	County Commissioner
Bryan	Willis	Bullard	Council Member
Cecil	Willis	Stafford	Mayor Pro Tem
Jim	Willis	Silsbee	Mayor Pro Tem
Justin	Willis	Dumas	Commissioner
Mari	Willis	City of Odessa	Councilmember, District 5
Marilyn	Willis	Plum Grove	Alderperson
Mike	Willis	Rains County	County Commissioner
Rico	Willis	Pittsburg	Alderperson
Juanita	Willman	City of Glenn Heights	City Secretary
Terry	Willman	Nolan County	County Commissioner
Gary	Willoughby	Gray County	County Commissioner
Amanda	Willows	Reno	Alderperson
Andrew	Wills	Town of Double Oak	Deputy Mayor Pro Tem
Grant	Wills	Krugerville	Council Member
Richard	Wills	Bailey County	Sheriff
Brian	Wilmer	Manvel	Council Member
Becky	Wiloth	City of Albany	City Secretary
Chad	Wilsey	Iowa Colony	Alderperson
Andrea	Wilson	Webster	Council Member
Benny	Wilson	Hansford County	County Judge

First Name	Last Name	Organization	Title/District
Bill	Wilson	Little River-Academy	Council Member
Bill	Wilson	Portland	Council Member
Carole	Wilson	Troup	Mayor Pro Tem
David	Wilson	Warren City	Council Member
Debra	Wilson	Kirby	Council Member
Dennis	Wilson	Limestone County	Sheriff
Devin	Wilson	Thornton	Alderperson
Edward	Wilson	San Augustine County	County Commissioner
Ginger	Wilson	TxDOT	Childress
Henry	Wilson	City of Hurst	Mayor
J	Wilson	Goldthwaite	Alderperson
Jacob	Wilson	Naples	Mayor Pro Tem
Jeppie	Wilson	Monahans	Council Member
Jim	Wilson	Benbrook	Council Member
Joe	Wilson	City of New Fairview	Mayor
Joyce	Wilson	Woodville	Mayor Pro Tem
Kathy	Wilson	City of Neylandville	Mayor
Ken	Wilson	City of New Braunfels	
Kyle	Wilson	Alma	Mayor Pro Tem
Larry	Wilson	Leona	Council Member
Leon	Wilson	Liberty County	County Commissioner
Letica	Wilson	Novice	Alderperson
Mark	Wilson	Charlotte	Mayor Pro Tem
Mike	Wilson	Dallas Morning News	Editor
Molly	Wilson	City of Rosebud	City Secretary
Patricia	Wilson	Neylandville	Alderperson
Patti	Wilson	Blossom	Council Member
Paula	Wilson	City of Quanah	City Manager
Rick	Wilson	City of Forney	Mayor
Rindle	Wilson	George West	Council Member
Ron	Wilson	Red Oak	Council Member
Ronell	Wilson	Weimar	Alderperson
Ronnie	Wilson	Eastland County	County Commissioner
Sandra	Wilson	Terrell	Mayor Pro Tem
Sarah	Wilson	Village of Timbercreek Canyon	Alderperson
Sharon	Wilson	Meridian	Alderperson
Suzie	Wilson	Skellytown	Mayor Pro Tem
Timothy	Wilson	City of Kirby	
Tom	Wilson	City of Hillcrest Village	Mayor
Trey	Wilson	Scurry County	Sheriff
Walter	Wilson	Dickinson	Council Member
Peggy	Wilson	Houston Metro Chamber of Commerce	President and CEO o
George	Wilthers	Krugerville	Council Member
David	Wimberley	Breckenridge	Commissioner
John	Wimberly	TxDOT	
Andre'	Wimer	City of Port Neches	City Manager
Jennifer	Winans	Bonney	Alderperson
Donna	Winburn	City of Spofford	City Secretary
Ronald	Winburn	Spofford	Alderperson
Tom	Windham	Callahan County	County Commissioner
Nicholas	Wingerter	Truck Safety 1	
Nicholas	Wingerter	Trucking Industry	
Pam	Winkle	Iredell	Alderperson
Jim	Winn	City of Sundown	Mayor
Victoria	Winstead	City of Thornton	City Secretary
Gary	Winton	Pampa	Commissioner
Mark	Wisdom	Sunray	Alderperson
Mike	Wisdom	Eureka	Mayor Pro Tem
Rockne	Wisdom	Foard County	County Commissioner
Susan	Wisdom	City of Eureka	City Secretary
Dusty	Wise	Brownsboro	Council Member
Kathryn	Wiseman	Howard County	County Judge
Mike	Wison	Port Freeport	
Wendy	Withers	Town of Shady Shores	Town Secretary
Chrissy	Witmer	Clarksville	Council Member
Henry	Witt	Mart	Mayor Pro Tem
David	Witte	City of Cranfills Gap	Mayor
Jerry	Wittmer	City of Valley Mills	Mayor
Danitta	Witty	City of Crawford	City Secretary
Joy	Witty	Evant	Council Member
Kristi	Woellert	City of Whitney	City Secretary
Clayton	Woffenden	Winters	Alderperson
Tony	Wofford	City of Snyder	Mayor
Mark	Wohl	Annetta	Alderperson
Stan	Wojcik	Knox County	County Judge

First Name	Last Name	Organization	Title/District
Brittany	Wolf	Windthorst	Alderperson
Bryan	Wolf	Saint Jo	Alderperson
Charles	Wolf	Winkler County	County Judge
Darin	Wolf	Archer County	County Commissioner
Ellie	Wolf	City of Annona	City Secretary
Robbie	Wolf	Winkler County	County Commissioner
Joyce	Wolfe	New Berlin	Mayor Pro Tem
Michael	Wolfe	City of Hempstead	Mayor
Wayne	Wolfe	Rains County	County Judge
Kevin	Wolff	Bexar County	County Commissioner
Lana	Wolff	Arlington	Council Member
Nelson	Wolff	Bexar County	Judge
Ray	Wolff	City of Stockdale	Mayor
Jim	Wolverton	Guadalupe County	County Commissioner
Jim	Wolverton	Guadalupe County	County Commissioner
Velma	Womack	Trinidad	Alderperson
Lee	Wommack	Bronte	Council Member
Mark	Wondolowski	Newark	Mayor Pro Tem
Amber	Wood	Blue Ridge	Alderperson
Bill	Wood	City of Claude	Mayor
Bruce	Wood	Kaufman County	County Judge
Frank	Wood	City of Woodcreek	Director of Public Works
Greg	Wood	FHWA	
Ken	Wood	Briscoe County	County Commissioner
Kenneth	Wood	Somervell County	County Commissioner
Mark	Wood	City of Point Blank	Mayor
Robert	Wood	Aledo	Council Member
Robert	Wood	Pleasanton	Council Member
Alan	Woodall	City of Justin	Mayor
Bessie	Woodall	Jewett	Alderperson
Bill	Woodard	Frisco	Council Member
Donald	Woodard	Rusk	Council Member
Jeff	Woodell	Loraine	Alderperson
Emily	Woodfin	Mobeetie	Alderperson
Pam	Woodfin	City of Gary	City Secretary
Matt	Woodley	Lynn County	County Commissioner
Timothy	Woodlock	Gatesville	Council Member
C.D.	Woodrome	City of Ivanhoe	City Secretary
Martin	Woodruff	City of Decatur	Mayor
Matt	Woodruff	Hedwig Village	Mayor Pro Tem
Michael	Woods	Quanah	Alderperson
Sandra	Woods	Town of Darrouzett	Mayor
Ellen	Woodward	City of Annetta South	City Secretary
Lee	Woodward	City of Huntsville	City Secretary
Nina	Woolard	Boerne	Mayor Pro Tem
Matt	Woolbright	Caller Times	Data and government reporter
Jeff	Wooldridge	Grand Prairie	Mayor Pro Tem
Johnie	Wooldridge	Camp Wood	Council Member
Nancy	Wooldridge	City of Dublin	City Manager
Larry	Woolley	Johnson County	County Commissioner
Terrell	Woolsey	Rose Hill Acres	Alderperson
Kory	Woolverton	Florence	Alderperson
Paula	Woolworth	Shady Shores	Mayor Pro Tem
Znobia	Wootan	Junction	Alderperson
Gary	Worley	Brown County	County Commissioner
Chris	Wornell	Lexington	Alderperson
Jean	Worrell	Bertram	Alderperson
Victor	Worrell	Laguna Vista	Council Member
Charles	Worsham	City of Barry	Mayor
Grover	Worsham	Trinity County	County Commissioner
Mike	Worsham	Appleby	Commissioner
Stacey	Worsham	Point Venture	Mayor Pro Tem
Thomas	Worsham	Collinsville	Alderperson
Louis	Wortham	Bayou Vista	Alderperson
Mike	Worthy	Galveston Island Transit	Director of Transportation
Lonnie	Wostal	Orange Grove	Alderperson
Tramer	Woytek	Lavaca County	County Judge
Andrea	Wright	Rosebud	Alderperson
Ardis	Wright	Lakeport	Alderperson
Bobby	Wright	Goodrich	Mayor Pro Tem
Charlie	Wright	Clarksville	Council Member
Clifton	Wright	Bailey	Council Member
David	Wright	Longview	Council Member
David	Wright	City of Longview	Councilmember, District 5
Debe	Wright	Palm Valley	Council Member

First Name	Last Name	Organization	Title/District
Greg	Wright	Stratford	Alderperson
Jackie	Wright	City of Rollingwood	Director of Public Works
Jennifer	Wright	TxDOT	El Paso
Jennifer	Wright	TxDOT	
John	Wright	Angleton	Council Member
Kasi	Wright	City of Wortham	City Secretary
Kay	Wright	Lavon	Council Member
Keith	Wright	City of Lufkin	City Manager
Kenneth	Wright	Spur	Alderperson
Larry	Wright	Foard County	County Commissioner
Mike	Wright	Mills County	County Commissioner
Randy	Wright	City of Portland	City Manager
Richard	Wright	Alamo Chamber of Commerce	President & CEO
Ricky	Wright	Kosse	Alderperson
Russell	Wright	City of Garrison	Mayor
Shari	Wright	Quintana, Town of	Alderperson
Sydonia	Wright	City of Petronila	City Secretary
Tim	Wright	Garrison	Alderperson
Todd	Wright	City of Petronila	Mayor
Tommy	Wright	Sterling County	County Commissioner
Gary	Wubbenhorst	Jersey Village	Council Member
Nita	Wuebker	Falls County	County Commissioner
Dennis	Wyatt	Dickens County	County Commissioner
Jerry	Wyatt	Missouri City	Council Member
Nanette	Wyatt	City of Mertens	City Secretary
Tommy	Wyatt	City of Canadian	Director of Public Works
Macie	Wyers	City of Longview	Interim Director
Macie	Wyers	Longview MPO	
Jessica	Wylie	Douglassville	Alderperson
Jeremy	Wyndham	Jacobs/SAMCO	
Brad	Wynn	Iowa Park	Council Member
Christi	Wynn	City of Brownwood	City Secretary
Kevin	Wynn	City of Follett	Mayor
Leslie	Wynn	Kenedy	Mayor Pro Tem
Corey	Wynns	Azle	Council Member
Ron	Wyrick	Gun Barrel City	Council Member
Daniel	Yancey	Copperas Cove	Council Member
Delmira	Yanez	City of Elsa	City Secretary
Mel	Yantis	City of Jarrell	City Manager
James	Yarbrough	City of Galveston	Mayor
Kelly	Yarbrough	Lorena	Alderperson
Tom	Yardley	Portland	Council Member
Caron	Yates	Weinert	Mayor Pro Tem
Christy	Yates	Turkey	Council Member
Lisa	Yates	City of Winters	Mayor
Robert	Yates	Rochester	Alderperson
Roy	Yates	Freeport	Council Member
Mary	Ybanez	City of Los Ybanez	Mayor
Juan	Ybarra	City of Elsa	City Manager
Ramon	Ybarra	Real County	County Commissioner
Elisa	Ybeas	City of Rio Grande	
Tim	Yee	Dalhart	Council Member
Shana	Yelverton	City of Southlake	City Manager
Trey	Yelverton	City of Arlington	City Manager
Jan	Yenawine	Volente	Council Member
William	Yenne	City of Lake Jackson	City Manager
Bridget	Yeung	Sugar Land	Council Member
Gerald	Yezak	Robertson County	Sheriff
Nancy	Yingling	Coppell	Mayor Pro Tem
Sally	Yingling	City of Goodrich	City Secretary
Sheila	Yore	Town of Indian Lake	Council Member
Jack	York	Tatum	Alderperson
Meghan	York	Grandview	Council Member
Adam	Young	Lubbock Avalanche Journal	Government Reporter
Andrew	Young	Victoria	Council Member
Anna	Young	Lefors	Council Member
Bill	Young	Village of Timbercreek Canyon	Mayor
Brad	Young	Andrews County	County Commissioner
Cathy	Young	City of Chillicothe	Mayor
Chelsea	Young	TEI	
Cindy	Young	Ingleside On The Bay	Alderperson
Dennis	Young	Crane Crane	County Commissioner
Gerald	Young	Blue Ridge	Alderperson
Jean	Young	Northlake	Council Member
Jeff	Young	Simonton	Mayor Pro Tem

First Name	Last Name	Organization	Title/District
Jimmy	Young	Lamb County	County Commissioner
John	Young	Eagle Lake	Alderperson
Pam	Young	Van Horn	Alderperson
Sam	Young	Franklin County	County Commissioner
Sharron	Young	Sun Valley	Alderperson
Susan	Young	Senator Hancock's Office	
Tammy	Young	Round Rock	Mayor Pro Tem
Thyatria	Young	City of Browndell	Mayor
Vickie	Young	City of Rice	Mayor
Tamara	Young-Hector	Willis	Mayor Pro Tem
Billy	Youngblood	Levelland	Council Member
Doss	Youngblood	Bellmead	Council Member
Sandra	Youngblood	Caney City	Mayor Pro Tem
Charlie	Youngs	Copperas Cove	Council Member
Glenn	Yowell	TxDOT	Atlanta
Yolanda	Ysasi	City of Los Indios	City Secretary
Lorrie	Yuknick	City of Byers	City Secretary
	Yvonne Griffin	City of La Vernia	
Josh	Zachary	Celeste	Alderperson
Sherry	Zachery	Stephenville	Council Member
Ann	Zadeh	Fort Worth	Council Member
Ann	Zadeh	City of Fort Worth	Councilmember, District 9
Judith	Zaffirini	State of Texas	Senator
Debra	Zagala	Village of Fairchilds	Alderperson
Richard	Zahn	Wharton County	County Commissioner
David	Zajicek	City of Burton	Mayor
Joe	Zak	Stratford	Mayor Pro Tem
Celestino	Zambrano	City of Gregory	Mayor
Kristina	Zambrano	Gregory	Alderperson
Patrick	Zambrano	Rotan	Alderperson
Joaquin	Zamora	McAllen	Commissioner
Juan	Zamora	City of Port Isabel	Mayor
Norma	Zamora	Brownsville Urban Systems - City of Brownsville	BUS Director
Norma	Zamora	Brownsville B- Metro	Transit Director
Rudy	Zamora	HCMPO	
Crisanne	Zamponi	Harlingen Area Chamber of Commerce	Executive Director
Debbie	Zan	City of Bremond	City Secretary
Felix	Zapata	Runge	Council Member
Frances	Zarate	Hillsboro	Council Member
Jesus	Zarate	Dickens	Alderperson
Marcos	Zavala	City of Driscoll	Mayor
Violet	Zbranek	La Grange	Council Member
Mary	Zdunkewicz	City of Weston Lakes	Mayor
Jason	Zeissel	Baylor County	Sheriff
Larry	Zelisko	Abilene Reporter News	Newsroom Leader
Raymond	Zella	City of Cuero	City Manager
Ben	Zeller	Victoria County	County Judge
John	Zemanek	La Porte	Council Member
John	Zerko	Pinehurst	Alderperson
David	Zertuche	PISD	
Harry	Zimmer	Euless	Council Member
James	Zimmer	Campbell	Alderperson
Wanda	Zimmer	Kemah	Council Member
DeeAnn	Zimmerman	City of Silsbee	City Secretary/Finance Director
DeeAnn	Zimmerman	City of Silsbee	City Manager
Joe	Zimmerman	City of Sugar Land	Mayor
Mark	Zimmerman	City of Moulton	Mayor
Danny	Zincke	City of Boerne	
Danny	Zincke	City of Boerne	
Mike	Zipperlen	Hallsburg	Alderperson
Steven	Zuehlke	Thorndale	Council Member
Jennifer	Zufelt	City of Cuero	City Secretary
Jesse	Zuniga	La Feria	Commissioner
Johnny	Zuniga	Ralls	Alderperson
Monty	Zunker	Riverside	Alderperson
Barbara	Zwernemann	City of Liberty Hill	City Secretary
Arnold	Zwicke	Guadalupe County	Sheriff
Vacant		Bonney	Alderperson
Vacant		City of Alto	City Secretary
Vacant		City of Cashion	City Secretary
Vacant		City of Coffee City	City Secretary
Vacant		City of Dayton	City Secretary
Vacant		City of Iola	City Secretary
Vacant		City of Liberty	City Manager

First Name	Last Name	Organization	Title/District
Vacant		City of Nome	City Secretary
Vacant		Easton	Alderperson
Vacant		Eden	Alderperson
Vacant		Elkhart	Alderperson
Vacant		Emhouse	Alderperson
Vacant		Falfurrias	Alderperson
Vacant		Garrett	Alderperson
Vacant		Goodlow	Alderperson
Vacant		Goodrich	Alderperson
Vacant		Hedley	Alderperson
Vacant		Hilshire Village	Alderperson
Yvonne		KTSM	Assignment Manager
		Austin American Statesman	Newsroom
		Austin Flyers	
		Austin Flyers Womens Cycling	
		Bandera County Historical Commission	
		Bastrop County Historical Society Museum	
		Bertram Chamber of Commerce	
		Black Girls Do Bike	
		Buchanan Dam Chamber of Commerce	
		Burnet Chamber of Commerce	
		Burnet County Historical Commission	
		Caldwell County Genealogical and Historical Society	
		City of Corpus Christi	Interim Transporation Planner
		City of Bandera	
		City of Boerne	Mayor
		City of Castle Hills	
		City of Charlotte	
		City of Christine	
		City of Devine	
		City of Fair Oaks Ranch	
		City of Garden Ridge	
		City of Ingram	
		City of Jourdanton	
		City of Lakeway Heritage Center	
		City of New Berlin	
		City of Pearsall	
		City of Pleasanton	
		City of Poth	
		City of Sabinal	
		City of Selma	
		City of Shavano Park	
		City of Somerset	
		City of St. Hedwig	
		City of Staples	
		City of Stockdale	
		City of Von Ormy	
		Falfurrias Chamber of Commerce	
		Hidalgo County RMA	
		Houston Chronicle	City Desk
		KAMC/KLBK	
		KAMR/KCIT	
		Kenedy Chamber of Commerce	
		KENS - TV	
		KEYE - CBS	Newsroom

First Name	Last Name	Organization	Title/District
		KHOU - CBS	Newsdesk
		KIDY - FOX	
		Kiii - TV - ABC	
		Kingsland Chamber of Commerce	
		KLTV - ABC	
		KOSA - CBS	Newsdesk
		KPRC - NBC	Newsroom
		KSAT - TV	
		KTRK - ABC	
		KTSA - Radio	
		KTVT - CBS	Newsroom
		KTXS - ABC	News Desk
		KVDA - Telemundo	
		KVIA - ABC	Newsdesk
		KVII - NBC	Newsdesk
		KVUE - ABC	Newsroom
		KXAS - NBC	Newsroom
		KXOF - Fox	News Room
		Lake Buchanan/Inks Lake Chamber of Commerce	
		Laredo Morning Times	
		Llano Chamber of Commerce	
		Marble Falls/Lake LBJ Chamber of Commerce	
		Medina Independent School District	
		Preservation Texas Inc.	
		Rio Grande Valley Partnership	President & CEO
		Rivard Report	
		San Antonio Business Journal	
		San Antonio Express-News	
		San Antonio Wheelman	
		SARA	
		Spectrum News	
		STORM	
		Sulphur River RMA	
		The Bellville Historical Society	
		TPR	
		Tyler Morning Telegraph	Newsroom
		Univision	
		Utopia Independent School District	
		Victoria Regional Transit	
		Williamson County Historical Commission	
		WOAI - TV	Newsdesk
			Newsdesk
			Business News

Documentation of Public Hearing

Planning Area
Statewide - 25 TxDOT Districts

Texas Transportation Plan 2050

Hearing Location
Virtual Public Hearing Hosted on WebEx

Hearing Date and Time
August 11, 2020 at 10:00 am

Translation Services
None requested

Presenters
Ryan Granger, Transportation Planning & Programing Division

Angela Parker, Public Hearing Officer

Elected Officials in Attendance
None

Total Number of Attendees (approx.)
97 Public
17 TxDOT Personnel (not TTP 2050 Team)

Total Number of Commenters
22

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A. Notices

Notice
Virtual Public Hearing
TEXAS TRANSPORTATION PLAN 2050
TxDOT's Long-Range Multimodal Statewide Policy Document

The Texas Department of Transportation (TxDOT) is proposing to update the Texas Transportation Plan 2050 (TTP 2050) for the State of Texas. This notice advises the public that TxDOT will be conducting a virtual public hearing on the proposed plan. The virtual public hearing will be held on Tuesday, Aug. 11, 2020 at 10 a.m. To log onto the virtual public hearing, visit www.txdot.gov and search key words "TTP 2050" for instructions. The log-in process will record your name and email address for the official record. Members of the public who do not have Internet access or wish to participate by phone, can call 1-415-655-0003, Access code: **1609479311.**

The Texas Transportation Plan 2050 is the update to the State's long-range multimodal transportation plan. It is a policy document that guides TxDOT's policy and decision-making by setting a long-range vision and direction for the future of the transportation system. The TTP 2050 presents the updated goals, objectives and performance measures. It provides a snapshot of the State's multimodal transportation network, covering roadways, pedestrian and bicycle facilities, transit, freight and passenger rail, airports, waterways and ports, pipelines, and the interstate system. The TTP 2050 includes other important elements, such as analysis of performance and forecasted revenues and a plan for incorporating emerging technologies. The draft TTP 2050 will be available beginning Friday, July 24, 2020 at www.txdot.gov, keyword search "TTP 2050."

During the virtual public hearing, planning team members will present the draft plan. The presentation will include both audio and visual components. An opportunity for formal comment will be provided following the presentation. If you do not have Internet access, you may call 1-855-TEXAS-50 (1-855-839-2750) to leave a comment, or request a call back to ask questions and get information on how to access planning materials at any time during the plan development process.

Formal verbal or written comments from the public regarding the proposed plan are requested and may be presented during the virtual public hearing and the comment period. To pre-register as a speaker during the hearing (optional), call 1-855-TEXAS-50 (1-855-839-2750) and provide your full name with spelling and a phone number, no later than Monday, Aug. 10, 2020 at noon. After the formal public hearing, verbal comments will be accepted by calling 1-855-TEXAS-50 (1-855-839-2750) until 5 p.m. on Aug. 24, 2020. Written comments may be submitted by mail to TxDOT TTP 2050 c/o Ximenes & Associates, 411 Sixth St., San Antonio TX 78215 and by email to TTP_2050@txdot.gov.

All comments must be received, or postmarked, on or before the comment deadline of Monday, Aug. 24, 2020. All verbally provided testimony as well as timely written comments submitted by mail or email will be included as part of the official record. Responses to comments will included as part of the virtual public hearing summary and made available online within three months.

TxDOT makes every reasonable effort to accommodate the needs of the public. The virtual public hearing will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call 1-855-TEXAS-50 (1-855-839-2750) no later than Friday, Aug. 7, 2020. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

If you have any general questions or concerns regarding the proposed plan or the virtual hearing, please contact Casey Dusza, Statewide Planning Branch Manager, (512) 507-0084 or casey.dusza@txdot.gov.

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Sam Houston State University, and multiple universities and community colleges in the 32 counties in the upper Texas Gulf Coast Area.

The SBDC has consultant opportunities now available for knowledgeable, experienced individuals to augment our advising services in the following industries, including, but not limited to:

* General retail * Food and Hospitality industry * Healthcare and Fitness* Entertainment* Oil and Gas Suppliers * and Professional Services, such as those provided by physicians and dentists, accountants, and attorneys.

Services to be provided will include, but are not limited to:

* Access to Capital * Cash Flow Analysis and Financial Management * Accounting * Marketing * Human Resource Management * Business Plans * Business Strategy * Operations * Sales * Risk Management * Business Valuations.

These are temporary, non-benefits eligible independent consulting positions that require a four (4) year degree and seven (7) years of directly related experience in one or more of the targeted industries, with documented responsibilities for one or more of the targeted services. Proficiency in Microsoft Excel, Outlook, and Word is required. Good interpersonal skills, attention to detail, and ability to handle multiple projects are also required. All consultants will be responsible for data entry and reporting. Client engagement will initially be limited to on-line, telephone, and web meetings, but may be expanded as Stay Home Work Safe orders are relaxed, and thereafter may involve moderate levels of travel within the Texas Gulf Coast.

Pay range is from $35-50 per billable hour. Billable hours will consist solely of client preparation and contact hours. Independent Consultants will be responsible for providing computing equipment and work space. The SBDC will provide access to client assistance tools, and a reporting database for recording client contacts and outcomes.

Please email resume, including detailed work history and education to SBDC at sbdcinfo@shsu.edu

Selection criteria will be based on the best value which will be determined by the University, and cover such areas as procedural approach to scope of work, experience and work history with similar consulting work, overall qualifications of consultants, stated area of expertise, and references.

Sam Houston State University, in accordance with applicable federal and state law (including Title VII) and institutional values, prohibits discrimination or harassment on the basis of race, creed, ancestry, marital status, citizenship, color, national origin, sex, religion, age, disability, veteran's status, sexual orientation, or gender identity. All personnel actions, including recruitment, employment, training, upgrading, promotion, demotion, termination, and salary administration are reviewed to ensure Equal Employment Opportunity (EEO) compliance.

The closing date for receipt of offers is August 24, 2020. The date of award is anticipated to be on or before September 1, 2020.

SHSU contact for inquiries is:

Rhonda Ellisor

Director of SHSU's Small Business Development Center

P.O. Box 2058

Huntsville, Texas 77341-2058

Phone: (936) 294-3737

Email: sbdcinfo@shsu.edu

TRD-202002895

Sandra Horne
TSUS Associate General Counsel
Sam Houston State University
Filed: July 14, 2020

♦ ♦ ♦

Texas Department of Transportation

Public Hearing Notice - Texas Transportation Plan 2050

The Texas Department of Transportation (TxDOT) will hold a virtual public hearing on the Texas Transportation Plan 2050 (TTP 2050) on Tuesday, August 11, 2020, at 10:00 a.m. To log onto the virtual public hearing, visit www.txdot.gov and search key words "TTP 2050" for instructions. The log in process will record your name and email address for the official record. Members of the public who do not have internet access or wish to participate by phone, can call (415) 655-0003, access code: **1609479311.**

The TTP 2050 is the update to the State's long-range multimodal transportation plan. It is a policy document which guides TxDOT's policy and decision-making by setting a long-range vision and the direction for the future of the transportation system. The TTP 2050 presents updated goals, objectives, and performance measures. It provides a snapshot of the State's multimodal transportation network covering roadways, pedestrian and bicycle facilities, transit, freight and passenger rail, airports, waterways and ports, pipelines, and the interstate system. The TTP 2050 includes other important elements such as analysis of performance and forecasted revenues and a plan for incorporating emerging technologies. The draft TTP 2050 will be available to the public beginning Friday, July 24, 2020, at www.txdot.gov, keyword search "TTP 2050."

During the virtual public hearing, TxDOT staff members will present the draft plan. The presentation will include both audio and visual components. An opportunity for public comment will be provided following the presentation. Speakers will be limited to three minutes. Any interested person may offer comments or testimony; however, questioning of witnesses will be reserved exclusively to the presiding authority as may be necessary to ensure a complete record. Groups, organizations, or associations should be represented by only one speaker. Speakers are requested to refrain from repeating previously presented testimony.

TxDOT makes every reasonable effort to accommodate the needs of the public. The virtual public hearing will be conducted in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 507-0084 no later than Friday, August 7, 2020. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Formal verbal or written comments from the public regarding the proposed plan may be presented during the virtual public hearing and the open comment period as described below. All verbal comments as well as timely written comments submitted by mail or email will be included as part of the official record. Responses to comments will included as part of the virtual public hearing summary and made available online within three months.

To provide verbal comments, call (855) TEXAS-50 ((855) 839-2750) from 8:00 a.m. on July 24, 2020, until 5:00 p.m. on Monday, August 24, 2020. Written comments may be submitted by mail to TxDOT TTP 2050 c/o Ximenes & Associates, 411 Sixth Street, San Antonio, Texas 78215 and by email to TTP_2050@txdot.gov. All written comments must be received on or before 5:00 p.m. on Monday, August 24, 2020.

If you have any general questions or concerns regarding the proposed plan or the virtual hearing, please contact Casey Dusza, Statewide Planning Branch Manager, (512) 507-0084 or casey.dusza@txdot.gov.

TRD-202002912
Becky Blewett
Deputy General Counsel
Texas Department of Transportation
Filed: July 15, 2020

♦ ♦ ♦

Public Notice - Photographic Traffic Signal Enforcement Systems: Municipal Reporting of Traffic Crashes

The Texas Department of Transportation (department) is requesting that each municipality subject to the requirements of Transportation Code §707.004(d) provide the required data to the department **no later than October 30, 2020,** in order for the department to meet the deadline for an annual report mandated by the Texas Legislature.

Pursuant to Section 7 of House Bill 1631, 86th Legislature, Regular Session, municipalities meeting certain criteria may continue to operate photographic traffic signal enforcement systems. Pursuant to Transportation Code §707.004(d), each such municipality must continue to compile and submit to the department annual reports after installation showing the number and type of crashes that have occurred at the intersection.

Those municipalities that do not meet the criteria contained in Section 7 of House Bill 1631, 86th Legislature, Regular Session can no longer implement or operate photographic traffic enforcement systems with respect to highways or streets under their jurisdiction.

The department is required by Transportation Code §707.004 to produce an annual report of the information submitted to the department by December 1 of each year.

The department has created a web page detailing municipal reporting requirements and to allow the required data to be submitted electronically at:

http://www.txdot.gov/driver/laws/red-light.html

For additional information, contact the Texas Department of Transportation, Traffic Operations Division, 125 East 11th Street, Austin, Texas 78701-2483 or call (512) 416-3204.

TRD-202002876
Becky Blewett
Deputy General Counsel
Texas Department of Transportation
Filed: July 13, 2020

♦ ♦ ♦

Public Notice - The Texas Department of Transportation's (TxDOT) FY 2021 - 2023 Disadvantaged Business Enterprise (DBE) Goal for Federal Transit Administration (FTA) Projects

Pursuant to Title 49, Code of Federal Regulations, Part 26, recipients of federal funds are required to establish DBE programs and set an overall goal for participation. The proposed overall FTA DBE goal for fiscal years 2021 - 2023 is 3.1%. The proposed goal and related methodology are available for inspection online at https://www.txdot.gov/inside-txdot/division/civil-rights/dbe-goal-methodology.html.

TxDOT will accept written comments on the DBE goal until September 7, 2020. Comments should be submitted via email to *PTN_ProgramMgmt@txdot.gov* or mailed to TxDOT, Public Transportation Division, ATTN: Goal Methodology, 125 East 11th Street, Austin, Texas 78701.

Questions concerning inspection of the DBE goal and methodology should be directed to the Public Transportation Division at (512) 486-5977.

TRD-202002887
Becky Blewett
Deputy General Counsel
Texas Department of Transportation
Filed: July 13, 2020

♦ ♦ ♦

From: **TxDOT** txdot@service.govdelivery.com
Subject: TxDOT Statewide Public Hearings, Meetings and Notices Update
Date: August 1, 2020 at 12:00 AM
To: sjimenez@xa-sa.com

TEXAS DEPARTMENT OF TRANSPORTATION

Virtual Public Hearing - Texas Transportation Plan 2050 (TTP 2050)

Location: Statewide
Date: 08/11/20
Purpose: The purpose of the virtual public meeting is to present the Draft Texas Transportation Plan (TTP) 2050 and solicit public comments

Visit TxDOT.gov for a complete list of upcoming hearings and meetings.

Texas Department of Transportation
125 East 11th Street • Austin, Texas, 78701
(800) 558-9368 • AskTxDOT@txdot.gov

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From: **Ximenes & Associates, Inc.** Ximenes__Associates_Inc@mail.vresp.com
Subject: Virtual Public Hearing - Texas Transportation Plan 2050 (TTP 2050)
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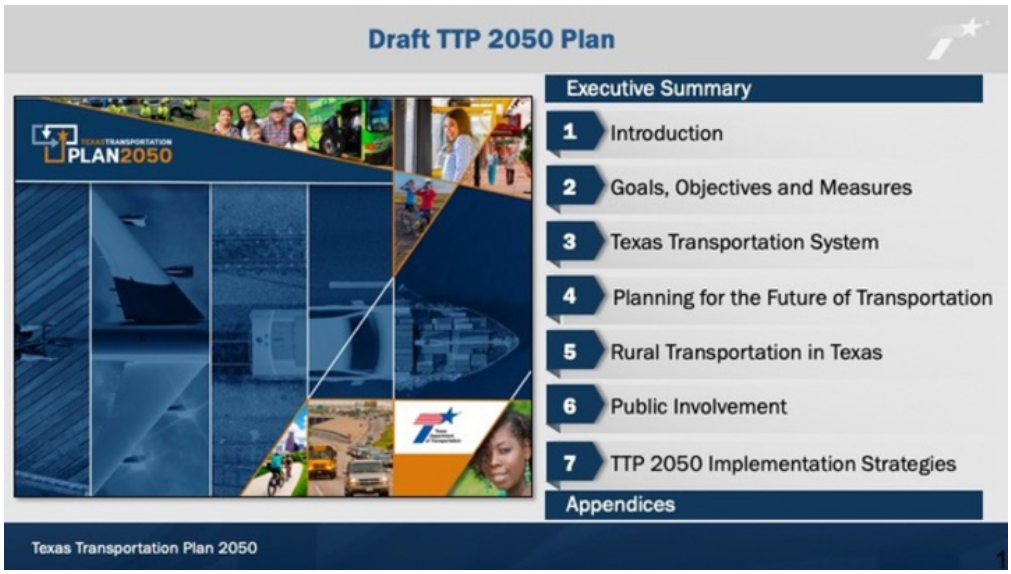
Virtual Public Hearing - Texas Transportation Plan 2050 (TTP 2050)

The Texas Transportation Plan 2050 (TTP 2050) is the update to the state's long-range multimodal transportation plan. It is the policy document that guides TxDOT's policy and decision-making by setting a long-range vision and direction for the future of the transportation system.

The draft TTP 2050 is now available for review and comment. The virtual public hearing is set for Tuesday, Aug. 11, 2020 at 10 a.m. For more information about the plan and virtual hearing, please visit www.txdot.gov keyword search "TTP 2050," or simply click on the image below.



The hearing presentation will be available following the hearing. The comment period ends
Monday, Aug. 24, 2020, and comments may be submitted by email
to TTP_2050@txdot.gov or by
calling 1-855-TEXAS-50 (1-855-839-2750). Thank you for your interest in the state's long-range transportation policy document.

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Subject: Tomorrow! Virtual Public Hearing - Texas Transportation Plan 2050 (TTP 2050)
Date: August 10, 2020 at 9:02 AM
To: sjimenez@xa-sa.com

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Virtual Public Hearing - Texas Transportation Plan 2050 (TTP 2050)

The Texas Transportation Plan 2050 (TTP 2050) is the update to the state's long-range multimodal transportation plan. It is the policy document that guides TxDOT's policy and decision-making by setting a long-range vision and direction for the future of the transportation system.

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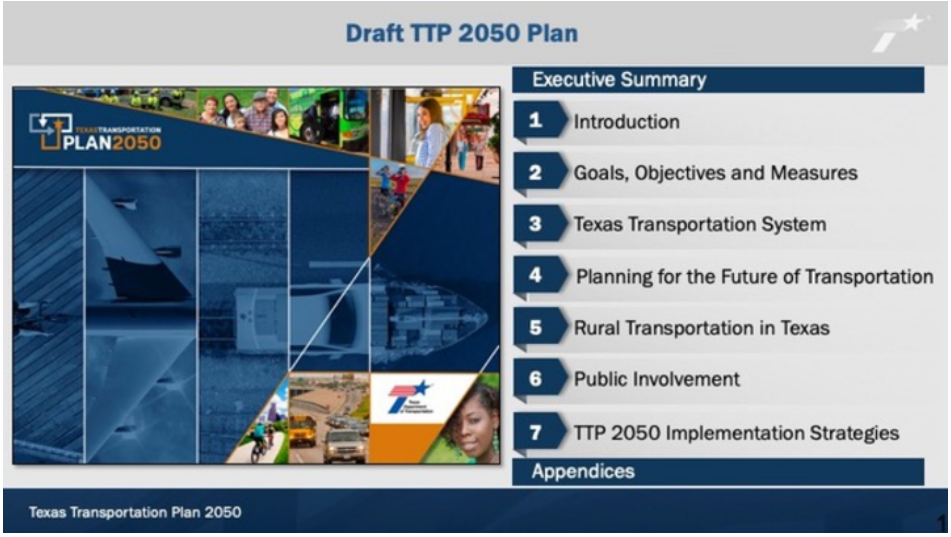

The hearing presentation will be available following the hearing. The comment period ends
Monday, Aug. 24, 2020, and comments may be submitted by email to TTP_2050@txdot.gov, by
calling 1-855-TEXAS-50 (1-855-839-2750) or by mail to TxDOT TTP 2050 c/o Ximenes & Associates, 411 Sixth Street, San Antonio, Texas 78215. Thank you for your interest in the state's long-range transportation policy document.

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Date: August 20, 2020 at 2:02 PM
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Time is running out...

Comment period deadline is August 24, 2020

Texas Transportation Plan 2050 (TTP 2050)

The Texas Transportation Plan 2050 (TTP 2050) is the update to the state's long-range multimodal transportation plan. It is the policy document that guides TxDOT's policy and decision-making by setting a long-range vision and direction for the future of the transportation system.

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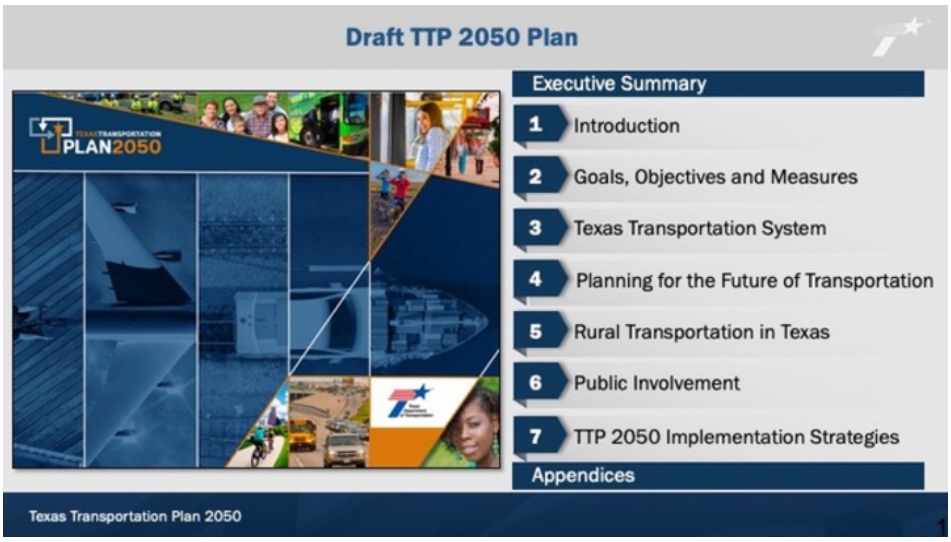

Comments must be recieved or postmarked by Monday, August 24, 2020 to be included in the formal record. Comments may be submitted by email to TTP_2050@txdot.gov, by voicemail at
1-855-TEXAS-50 (1-855-839-2750) or by mail to TxDOT TTP 2050 c/o Ximenes & Associates, 411 Sixth Street, San Antonio, Texas 78215.

Thank you for your interest in the state's long-range transportation policy document.

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Subject: Comment Deadline Monday, August 24 for Draft TTP 2050
Date: August 23, 2020 at 4:01 PM
To: sjimenez@xa-sa.com

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Last chance...

Comment period deadline is August 24, 2020

Texas Transportation Plan 2050 (TTP 2050)

The Texas Transportation Plan 2050 (TTP 2050) is the update to the state's long-range multimodal transportation plan. It is the policy document that guides TxDOT's policy and decision-making by setting a long-range vision and direction for the future of the transportation system.

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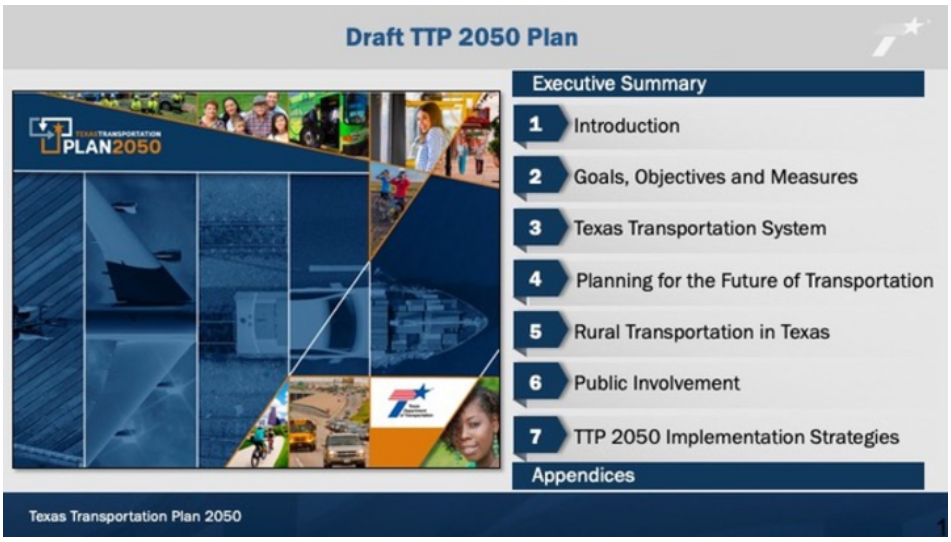

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1-855-TEXAS-50 (1-855-839-2750) or by mail to TxDOT TTP 2050 c/o Ximenes & Associates, 411 Sixth Street, San Antonio, Texas 78215.

Thank you for your interest in the state's long-range transportation policy document.

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B. Virtual Attendance Log

WebEx Attendance Log - August 11, 2020 at 10 a.m.
Session detail for 'TTP2050 DRAFT PLAN PUBLIC HEARING'

Public	Name	Email
1	John Durkay	[redacted]
2	Travis Muno	
3	Nyree Quintero	
4	Rose Nguyen	
5	Scott White	
6	Jennifer Ramos	
7	Yoshiko Boulan	
8	Tisha Ghormley	
9	Sharon McCord	
10	Rea Donna Jones	
11	Jefferson Grimes	
12	Barbara Koslov	
13	Tracy Schell	
14	Carl Seifert	
15	Ram Maddali	
16	Cody Balzen	
17	Samuel King	
18	Maggie Bergeron	
19	Mark Medrano	
20	Nicholas Samuel	
21	W Wilson	
22	Donna Adams	
23	Rose Nguyen	
24	Derrick Majchszak	
25	Dhruva Lahon	
26	Cameron Walker	
27	Keith Hangland	
28	mary Griss	
29	LaShaundra Shaw	
30	Sheldon Lamoury	
31	Lemuel Price	
32	Barbara Koslov	
33	Kent McLemore	
34	Michael Chavez	
35	Anne Milne	
36	Zeke Zieschang	
37	Scarlett Smith	
38	Graham Bettis	
39	Victor Fishman	

40	Otto Hernandez	[redacted]
41	Kevin Hoppers	
42	Art Fierro	
43	Joshua Duke	
44	Laura Weis	
45	Scott Barrett	
46	James Rodriguez	
47	Robert Newsom	
48	Janice Sabbagh	
49	Casey Carlton	
50	Rose Lisska	
51	Libby Connelley	
52	Susan Rossi	
53	William Barker	
54	Chris Nazar	
55	Otto Hernandez	
56	Grover McMains	
57	Craig Casper	
58	Gordon Robinson	
59	Katie Hirschheim	
60	Jackie Ploch	
61	Cynthia Nolasco	
62	Gary Saucier	
63	sarah s.	
64	Shubhada Saxena	
65	Manny Sifuentes	
66	Lauren Jones	
67	Victor Mendieta	
68	Madison Thomas	
69	Kelly Sullivan	
70	Claudia Ortega	
71	Casey Carlton	
72	Bruce Mann	
73	Tom Compson	
74	Nicholas Samuel	
75	Vikki Goodwin	
76	Linda Mena	
77	Yige Tang	
78	Ana Hernandez	
79	Bill Hasbrook	
80	Wesley Starnes	
81	Vikki Goodwin	
82	Juan Quiroz	

83	mary Griss	[redacted]
84	robert macdonald	
85	Lisa liu	
86	KELLY HOFFER	
87	David Jones	
88	Mark Mosley	
89	Lisa liu	
90	Leigh Anne Lauderdale	
91	rachel lunceford	
92	Andrew Mao	
93	Don Rodman	
94	Lee Miller	
95	robert macdonald	
96	Darcie SCHIPULL	
97	Suzanne Lammert	
98	Juan Sanchez	
99	Dionicio Flores	
100	Angus Lupton	
101	Major Hofheins	
102	Kris Knoll	
103	Macie Wyers	
104	charles Airiohuodion	
105	Taryn Feigen	
106	Shubhada Saxena	
107	Major Hofheins	
108	Starr Coleman	
109	Lisa liu	
110	jennifer kolbe	
111	Justin Feek	
112	Daniel Leach	
113	Zack Lofton	
114	Philip Swanton	
TTP 2050 Staff	**Name**	**Email**
TxDOT TPP PM	Casey Dusza	[redacted]
TxDOT TPP	Peter Smith	
TxDOT TPP	Peggy Thurin	
TxDOT TPP	Ryan Granger	
TxDOT TPP	Ibrahima Tembely	
TxDOT TPP	Carlos Calle	
TxDOT TPP	Robert Ramirez	
TxDOT Legal	Angela Parker	
TxDOT TPP - PI	Susan Howard	
TxDOT TPP - PI	Norma Rios	

TxDOT TPP - PI	Amy Redmond	[redacted]
High Street	Kevin Ford	
High Street	Rebecca Van Dyke	
High Street	Craig Secrest	
Ximenes & Assoc.	Laura Calderon	
Ximenes & Assoc.	Laura Vasquez	
Ximenes & Assoc.	Sonia Jimenez	

C. Public Hearing Presentation and Script

Welcome to the Texas Transportation Plan 2050 virtual public hearing. We will get started shortly.

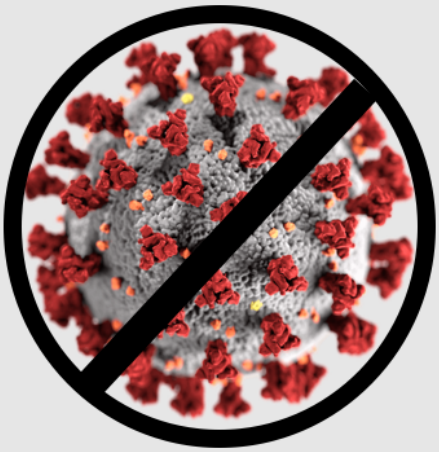
Good morning everyone. I am Ryan Granger with TxDOT's Transportation Planning Programming Division. Today from the planning team we have other members of the Transportation Planning and Programming Division, the lead consultant High Street Consulting Group, and representatives from public involvement firm Ximenes & Associates. The hearing officer for today is Angela Parker with TxDOT's Legal Department.

Welcome to the Texas Transportation Plan 2050 virtual public hearing. Before we begin the hearing, we would like to remind you that all comments on the draft plan are due on or before Monday, August 24th, 2020. Comments may be submitted by email at ttp_2050@txdot.gov, by voicemail at 1-855-839-2750, or by postal service to

TxDOT TTP 2050, c/o Ximenes & Associates, 411 Sixth Street, San Antonio, TX 78215.

Why Virtual?

- TxDOT is committed to public health and community engagement
- Virtual public hearing in response to the COVID-19 pandemic.
- Seek to emulate an in-person experience as much as possible.



Email: TTP_2050@txdot.gov Comment Deadline: August 24, 2020 TTP 2050 Public Hearing 2

Given the unique circumstances of the COVID-19 pandemic, along with the department's commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public hearing to avoid in-person contact. But we will do our best to make as similar to an in-person experience as much as possible.

Participating in Today's Hearing

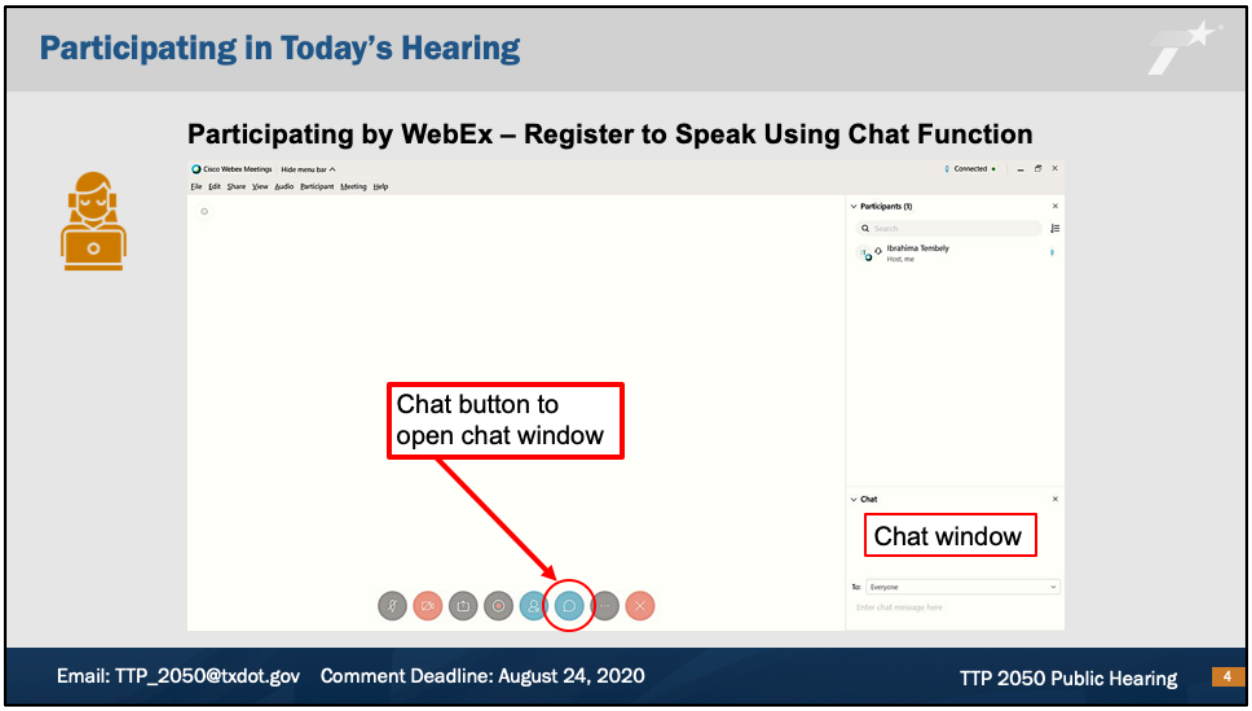
Participating by WebEx or phone

- All attendees will be muted during the presentation to minimize incidental background noise.
- If you wish to register to speak during the formal public comment segment, please use the WebEx chat to let us know and list your full name.
- Phone only participants will have an opportunity to register to speak before the formal comment segment of the hearing begins.
- In case of a lost connection, please visit **www.TxDOT.gov** and keyword search "TTP 2050" to see the hearing proceedings.

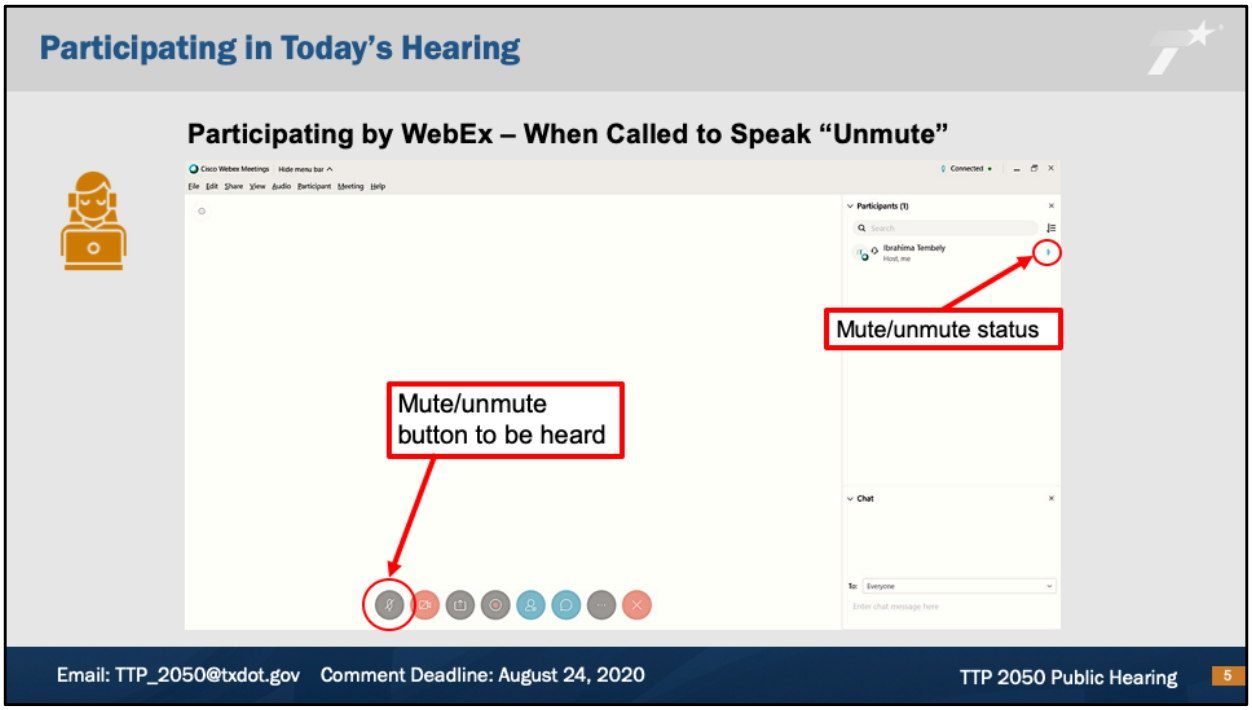
Email: TTP_2050@txdot.gov Comment Deadline: August 24, 2020 TTP 2050 Public Hearing 3

We intend to make this experience as easy as possible while still observing the formalities of a hearing event. First, all attendees will be muted during the presentation. Second, if you wish to register to speak during the public hearing, please use the chat function to inform us by typing your full name in the chat window. If you are not familiar with the chat function, I will give information on it in the next slide. For those of you participating by phone only, there will be an opportunity for you to register to speak just before the public comment segment begins.

If we experience technical difficulties and the hearing is interrupted, the draft plan, along with this presentation, can be found at www.txdot.gov, keyword search "TTP 2050". You have until Monday, August 24th, 2020 to submit comments for the record.

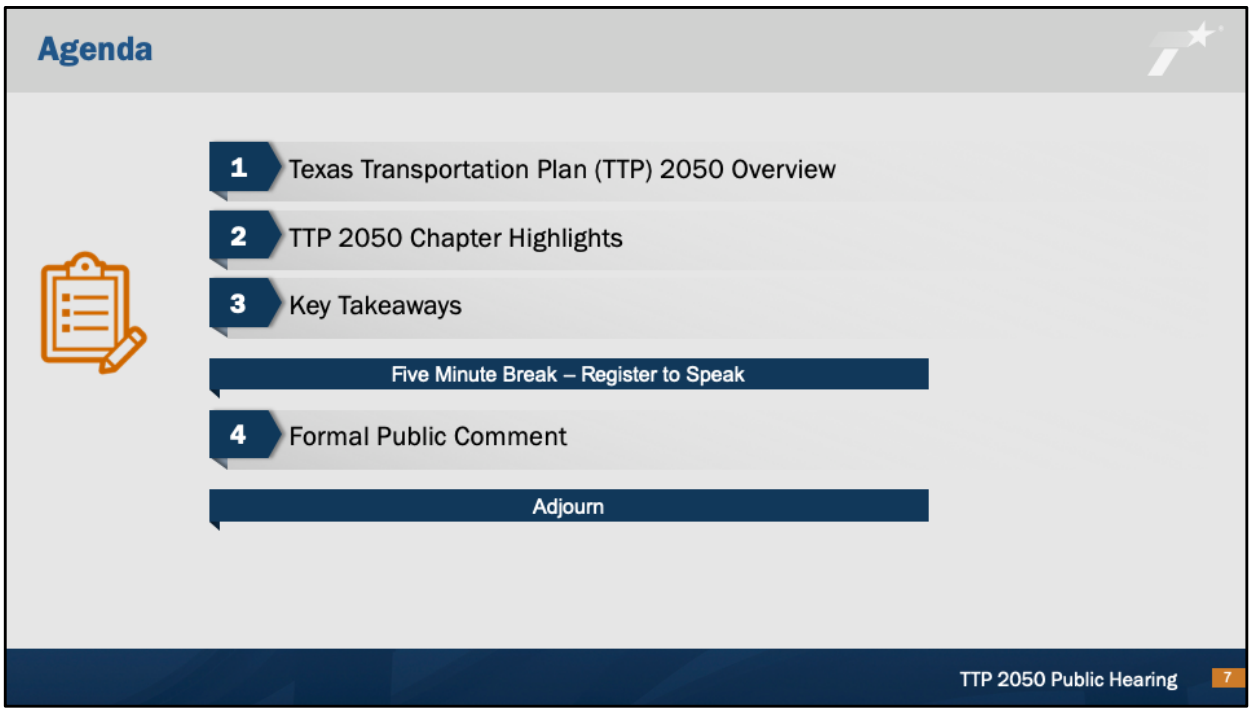


As I mentioned, the two key features to be aware of if you are participating on a computer are the "chat" button and the "mute/unmute" button. The chat button is located at the bottom of the window in a panel with several buttons, and has a speech bubble icon. When you push the button, the chat window opens and you can type your message and press enter/return on your keyboard and it will be sent. For ease of use, please just send the message to "everyone".



The "mute/unmute" button is located in the same panel as the "chat" button. It has a microphone icon. If the microphone is crossed out, your voice audio is muted and we cannot hear you. If the microphone is not crossed out, your voice audio can be heard by everyone participating today. You can see if you are muted by referencing the microphone icon, by your name or phone number, in the list of participants window. The participants window is just above the chat window. Again, for those who are call-in only and cannot see the screen, you will be provided an opportunity to register to speak before the public comment segment begins. Each registered speaker will be assigned a number. We will now begin the formal public hearing.

[Angela Parker, TxDOT Hearing Officer, to provide the formal language to initiate the formal hearing]



The agenda for today's hearing will include a presentation that speaks to the importance of TxDOT updating its statewide long-range plan. It includes chapter highlights as well as the plan's key takeaways.

Following the presentation, we will take a five-minute break. During the break, anyone who has not already signed up to speak, and wishes to provide comments for the record, can use this time to register to provide comment. For online users, please register by listing your full name in the chat window. For those participating by phone, we will unmute your phones and provide an opportunity to register to speak. All comments, whether verbal or written, will be part of the public hearing record and responses to comments will be provided as part of the public hearing documentation. The public hearing documentation will be incorporated in the final version of the plan.

When the break is over, the formal public comment session will begin. Each speaker will be assigned a number and given up to three minutes to speak. Speakers are not allowed to yield their time to others. After the last speaker speaks, the public hearing officer will officially adjourn the hearing.

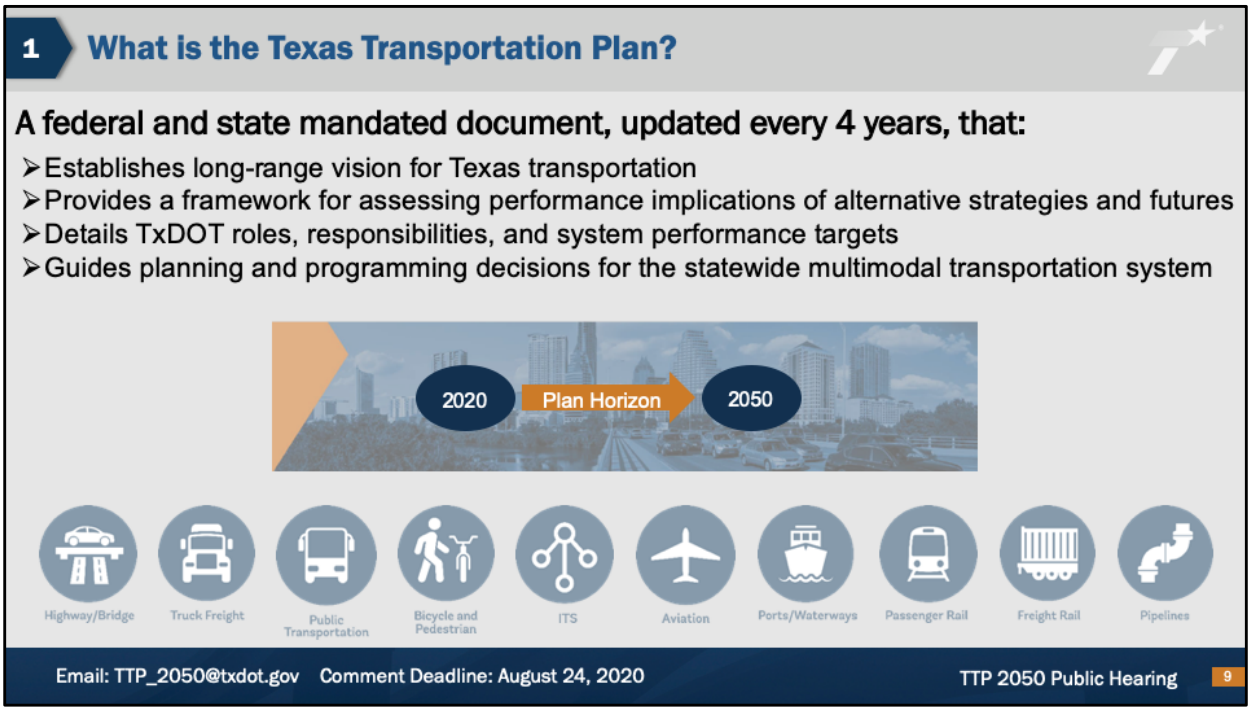
Please keep in mind today's hearing is not your only avenue for submitting comments. Comments will be accepted by email, voicemail, or postal service until Monday, August 24th, 2020.

With that, let's get to the plan overview.

TTP 2050 Overview

Draft plan available online at www.txdot.gov
keyword search "TTP 2050"

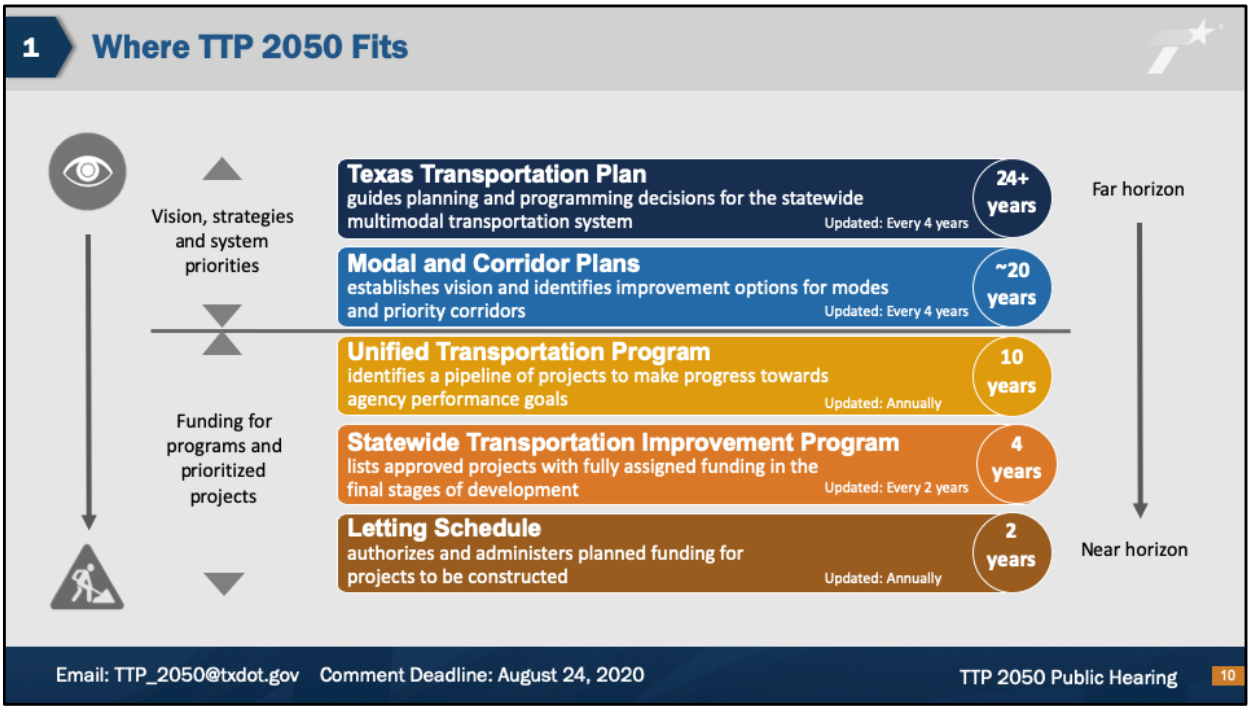
Please be reminded the draft plan is available online at txdot.gov, keyword search "TTP 2050"



What is the TTP 2050? The Texas Transportation Plan guides TxDOT's policy and decision-making by setting a long-range vision for the state's multimodal transportation network. The Department is required to revisit this long-range vision every four years. The planning horizon for each plan is 25-30 years into the future.

The plan is multimodal. It covers highways and bridges, truck freight and rail freight, public transportation, active transportation/bicycle and pedestrian, intelligent transportation systems or ITS, aviation, ports and waterways, passenger rail, and pipelines.

The plan is the main policy document used to guide planning and programming decisions for the statewide multimodal network. It provides the department a framework to consider various scenarios and alternative futures. The plan also includes performance targets based on scientific analysis of these scenarios. It also delineates TxDOT's roles and responsibilities, as well as collaboration opportunities in relation to other transportation providers.



As many of you know, TxDOT develops a multitude of targeted plans. These plans help to ensure the best investments are made as projects move from concept to construction and ultimately operations and maintenance. The TTP is the overarching document that guides the agency as it begins the process of allocating resources and developing specific candidate projects for funding consideration. A conceptual project begins with resource allocation based on the TTP vision and investment strategies, evolves into a modal and corridor plan based on system priorities, and thereafter is programmed for funding and further consideration.

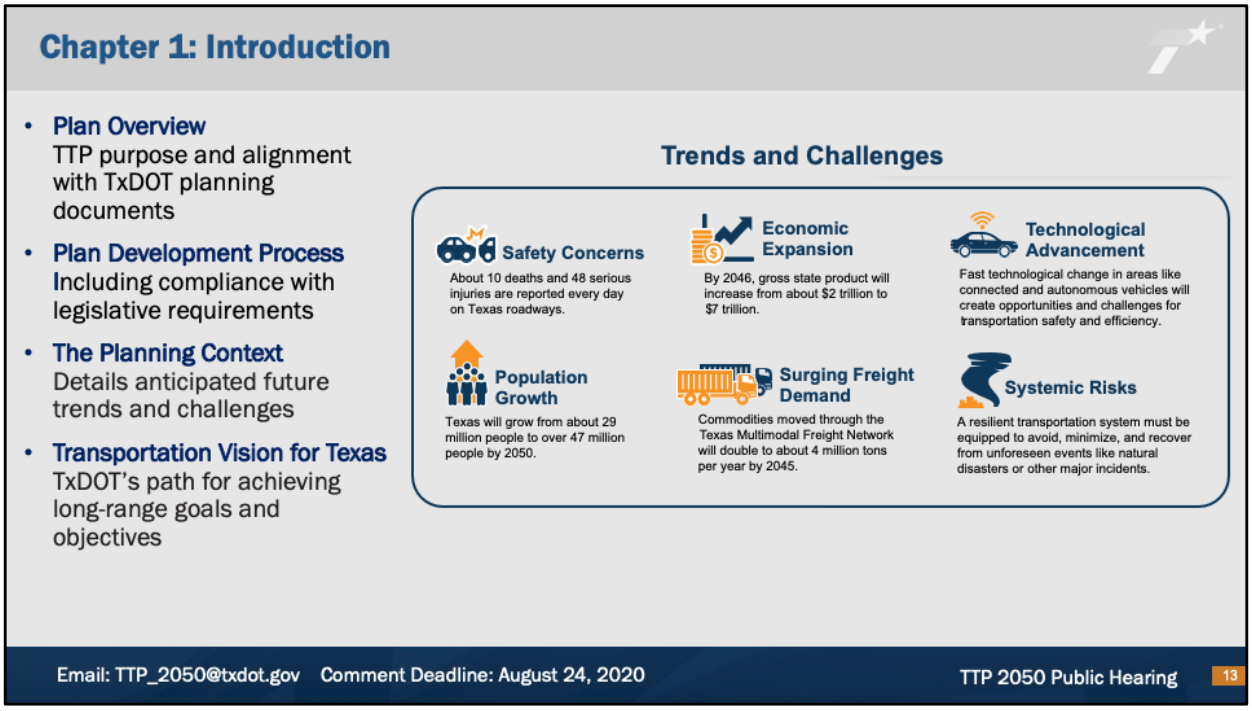
In terms of the draft TTP 2050 plan contents, the proposed document includes an executive summary, seven chapters, and appendices. The chapters are as follows: Chapter 1 – Introduction; Chapter 2- Goals, Objectives, Measures, and Targets; Chapter 3 cover the Texas Transportation System, Chapter 4 is Planning for the Future of Transportation; Chapter 5 is specific to rural transportation, while Chapter 6 covers the public involvement efforts during the TTP 2050 plan development and, finally Chapter 7 presents the proposed implementation strategies.

Please keep in mind, this document in and of itself is intended to be an overarching document that identifies focus areas and considerations, but does not identify specific program details or specific projects. Specific projects are identified in documents such as TxDOT's Freight Mobility Plan, the plans mentioned on the previous slide, as well as plans developed by local planning organizations.

TTP 2050 Chapter Highlights

Draft plan available online at www.txdot.gov
keyword search "TTP 2050"

Moving into more specifics about the draft plan, I am now going to present highlights from each chapter.



In chapter 1, you will find more information on how the TTP fits into TxDOT's planning process, and why it is required. You will also find information about anticipated future trends and challenges. For example, the Texas Demographic Center is projecting nearly 60% in population growth by 2050. Similarly, the State Comptroller has forecasted a near quadrupling, that's four times the current level, of the state's gross product over this same time period. If these forecasts become reality, it could translate into, among other transportation implications, more vehicles on Texas roadways. In the face of this potential unprecedented growth, proactive planning is essentially a mandate to ensure acceptable performance levels into the future. At the same time, there is great opportunity. Emerging transportation technologies show great potential to help significantly improve safety and mobility and provide less stressful travel. Given these trends and challenges, chapter one concludes with a step-by-step vision for achieving the long-range goals and objectives.

Chapter 2: Goals, Objectives, Measures, and Targets. In order to achieve the vision outlined in chapter 1, TxDOT has established a set of strategic goals, objectives, measures, and targets. The six goals include: promote safety, preserve our assets, optimize system performance, deliver the right projects, foster stewardship, and focus on the customer. Chapter two details each of these goals along with a set of objectives and measures and targets. If you are interested in tracking progress toward these goals, we encourage you to visit the TxDOT Performance Dashboard webpage at *www.dot.state.tx.us/dashboard*. This dashboard provides accountability and informs investment strategies to meet TxDOT's established targets. One notable target is striving for zero fatalities on public roadways by the year 2050. While ambitious, the combination of evaluation, engineering, encouragement, education, and enforcement along with advances in vehicle technology makes this vision, not just aspirational, but also achievable.

Chapter 3: Texas Transportation System

- **Focus Areas**
  Describe TxDOT's multimodal roles and responsibilities relative to other agencies and organizations
- **Moving People**
  Highway Safety, Preservation, Mobility, ITS, Bicycle and Pedestrian, Public Transportation, Aviation, Ferry Operations, and Passenger Rail
- **Moving Goods**
  Texas Highway Freight Network, Freight Rail, Ports and Waterways, Air Cargo, and Pipelines

How TxDOT and Others Contribute to Each Mode on the State System

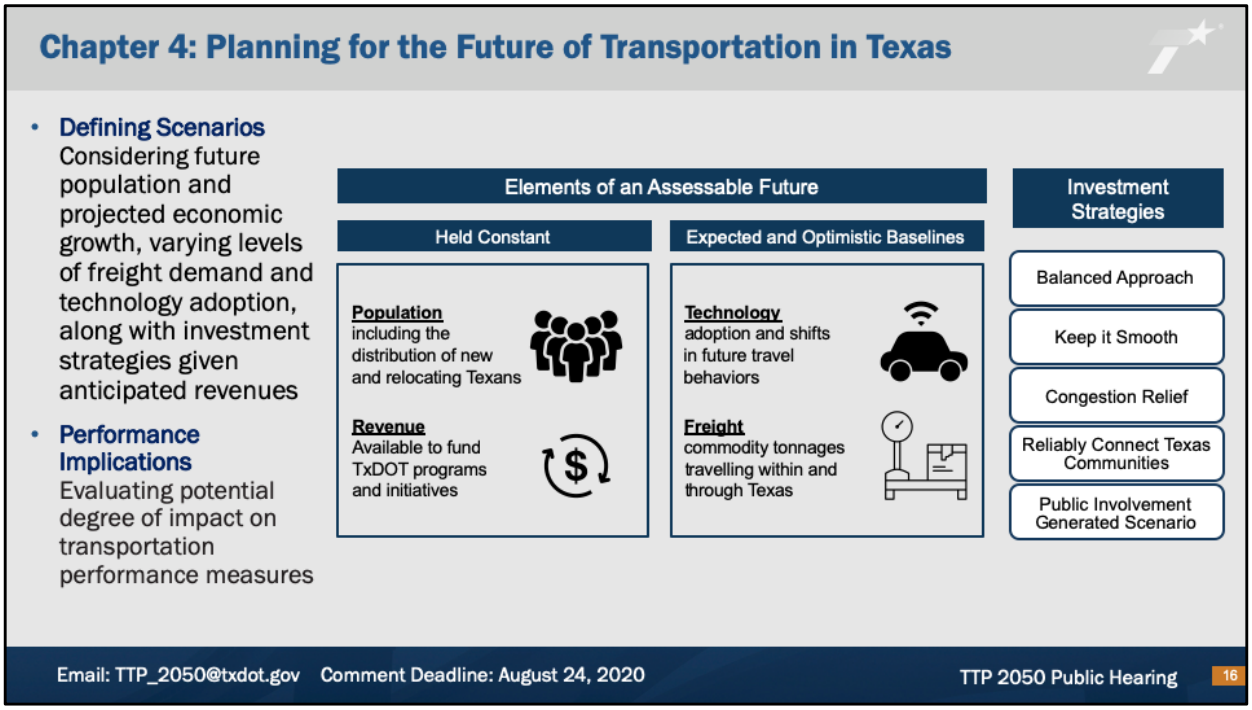
The Texas Transportation Plan (TTP) 2050 covers all transportation modes across the state, but TxDOT's involvement in each varies. See how different entities – including TxDOT – fit into the planning, funding, design, and construction of each mode in Texas.

- **Infrastructure & Operations** – Responsible for the construction, maintenance, and functioning of facilities.
- **Planning & Coordination** – Takes part in discussions on overall plans and investment priorities.
- **Design Guidance** – Provides input on final project from and outcomes.
- **Administer Funding** – Funds projects or serves as "pass through" for Federal or other funds.

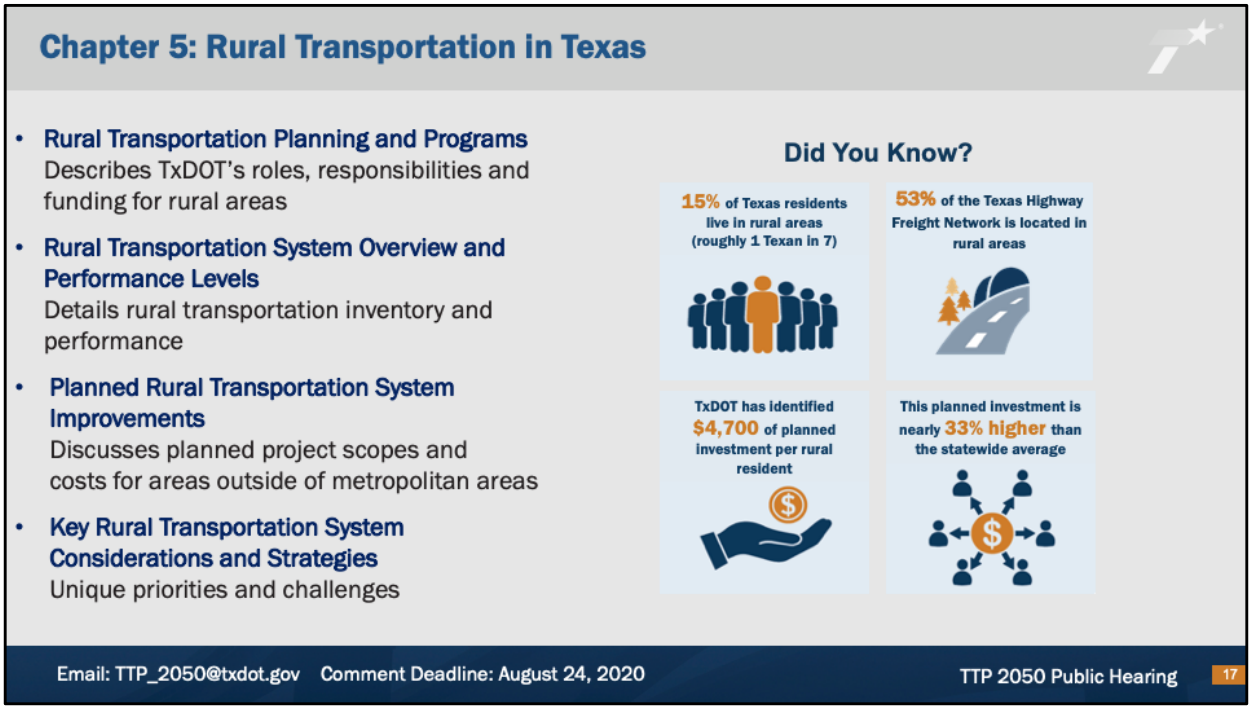
	Highway & Bridge	Truck/Freight	Bicycle & Pedestrian	Aviation	Intelligent Transportation Systems (ITS)	Ports & Waterways	Passenger Rail	Public Transportation	Freight Rail	Pipelines
Texas Department of Transportation (TxDOT) – State	Infrastructure & Operations; Planning & Coordination; Design Guidance; Administer Funding	Infrastructure & Operations; Planning & Coordination; Design Guidance; Administer Funding	Infrastructure & Operations; Planning & Coordination; Design Guidance; Administer Funding	Infrastructure & Operations; Planning & Coordination; Design Guidance; Administer Funding	Infrastructure & Operations; Planning & Coordination; Design Guidance; Administer Funding	Infrastructure & Operations; Planning & Coordination; Administer Funding	Planning & Coordination; Administer Funding	Planning & Coordination; Administer Funding	Planning & Coordination; Administer Funding	Planning & Coordination
US Department Transportation – Federal	Design Guidance; Planning & Coordination; Administer Funding	Design Guidance; Planning & Coordination; Administer Funding	Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Design Guidance; Administer Funding	Design Guidance; Administer Funding	Infrastructure & Operations; Design Guidance; Administer Funding	Design Guidance; Administer Funding	Infrastructure & Operations; Design Guidance	
Metropolitan Planning Organizations (MPOs) – Regional	Design Guidance; Planning & Coordination; Administer Funding	Design Guidance; Planning & Coordination; Administer Funding	Design Guidance; Planning & Coordination; Administer Funding	Planning & Coordination	Design Guidance; Planning & Coordination	Planning & Coordination	Planning & Coordination	Planning & Coordination; Administer Funding	Planning & Coordination	
Metropolitan Transit Authorities (MTAs) – Large Urban	Design Guidance; Planning & Coordination; Administer Funding	Planning & Coordination	Planning & Coordination; Administer Funding		Planning & Coordination			Infrastructure & Operations; Design Guidance; Administer Funding		
Regional Mobility Authorities (RMAs) – Local	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding		Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding
Cities, Counties & Tribes – Local	Planning & Coordination	Infrastructure & Operations; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding	Infrastructure & Operations; Planning & Coordination; Administer Funding	Planning & Coordination	Planning & Coordination			
Private Industry – Non-governmental			Infrastructure & Operations; Administer Funding	Infrastructure & Operations; Design Guidance; Planning & Coordination; Administer Funding		Planning & Coordination	Infrastructure & Operations; Administer Funding		Infrastructure & Operations; Administer Funding	Infrastructure & Operations; Administer Funding

Email: TTP_2050@txdot.gov Comment Deadline: August 24, 2020 TTP 2050 Public Hearing 15

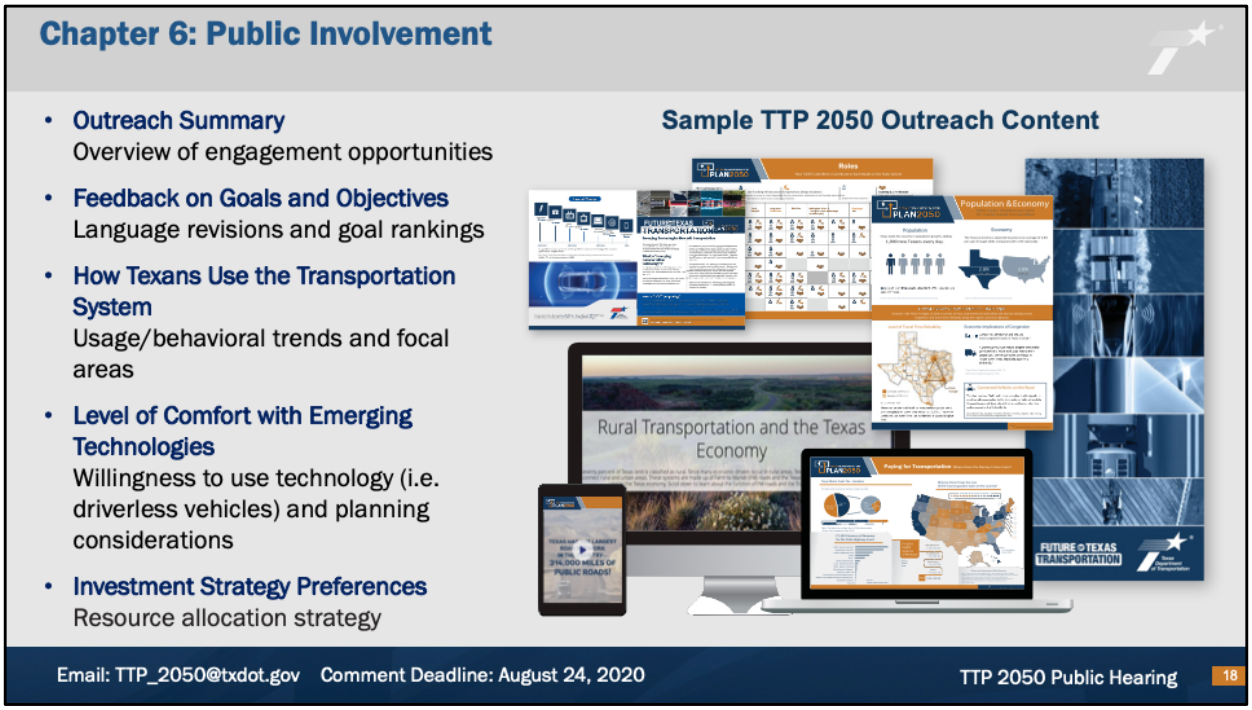
Moving into Chapter 3 the Texas Transportation System…While the TTP 2050 covers transportation modes across the state and TxDOT generally oversees the state transportation network, TxDOT's level of involvement in each mode varies greatly. Specifically, TxDOT coordinates with federal, state, regional, local, and private agencies to ensure a cohesive multimodal transportation experience. This chapter explains TxDOT's role in relation to other agencies and transportation providers, how TxDOT helps move people and goods, and current performance levels for each mode of transportation.



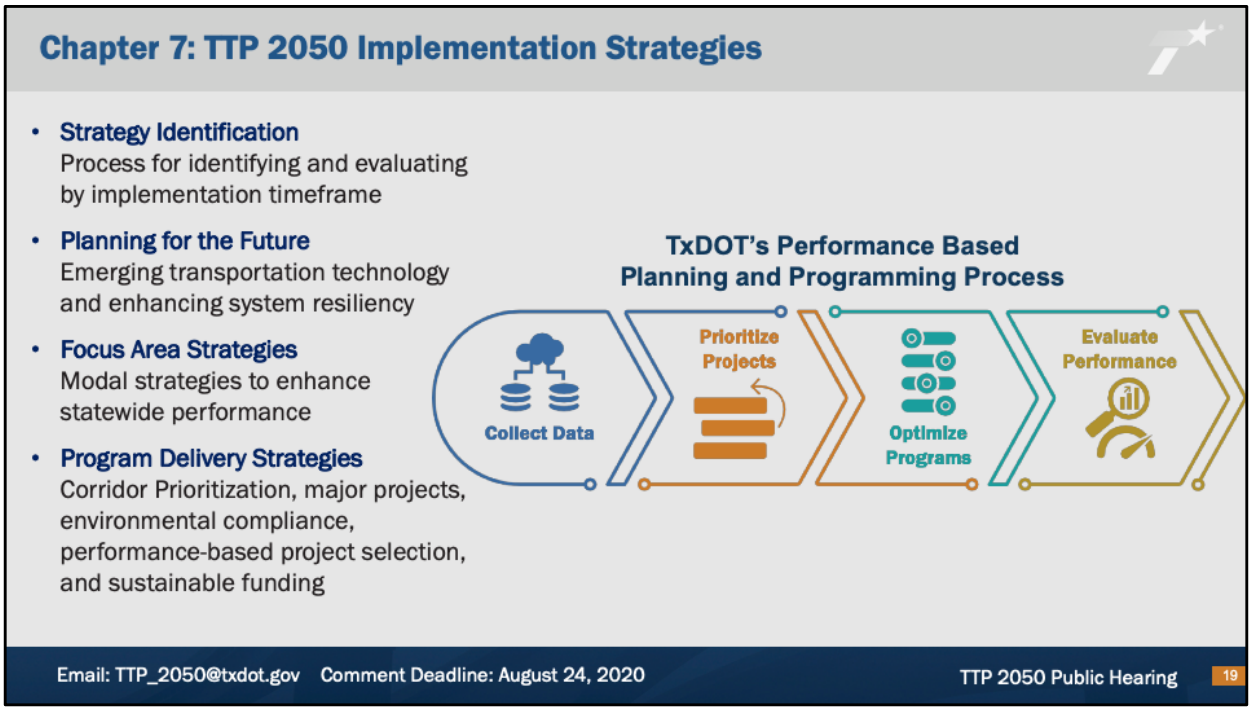
Chapter 4, Planning for the Future of Transportation in Texas, takes a look at possible future multimodal performance levels. To assess the relative performance levels that can be expected under different possible future scenarios, TxDOT leveraged an innovative approach. Performance levels associated with different baselines of technology adoption and freight demand were analyzed for different investment strategies. Each investment strategy resulted in varying performance levels. For example, if TxDOT invested in congestion relief, the model demonstrated improved mobility performance, but a reduction in infrastructure performance, as it relates to maintenance. Four distinct investment strategies were presented for comment during the public involvement process. And a fifth investment strategy was developed based on stakeholder and public feedback. Details on this analysis and the investment scenarios are covered in Chapter 4 of the plan.



Chapter 5 covers Rural Transportation in Texas. As we all know, TxDOT is a geographically large and diverse state with varying needs and perspectives. Chapter 5 provides an overview of TxDOT's roles and responsibilities, documents current rural transportation infrastructure, and outlines planned spending in rural areas. While the spending is actually higher per capita in rural areas than the statewide average, it is important to note that 53% of the Texas Highway Freight Network is located in rural areas. The chapter further details issues of unique importance for rural Texas communities such as lowering fatality rates, system ownership, and road design to accommodate often larger and slower commercial and agricultural vehicles.



Chapter 6, Public Involvement. During the TTP 2050 development, TxDOT demonstrated its continued commitment to garnering stakeholder and public input and feedback. The TTP 2050 team held two rounds of stakeholder meetings and public open houses, in both rural and urban locations, at key milestones. These key milestones were planning goal development and alternative investment scenario analysis. Along the way, the team also gathered the public's information on how they currently use the transportation system, what they would like to see improved or introduced to the system, their level of comfort with emerging transportation technologies, and finally how they would invest limited resources. Common themes that emerged from stakeholder and public comments were: the need for sustainable funding; taking a different approach to congestion relief other than simply adding capacity to highways; demanding increased travel options and access to more modes; and designing a resilient, future-focused transportation system. Chapter 6 summarizes the engagement efforts as well as the content and feedback collected.

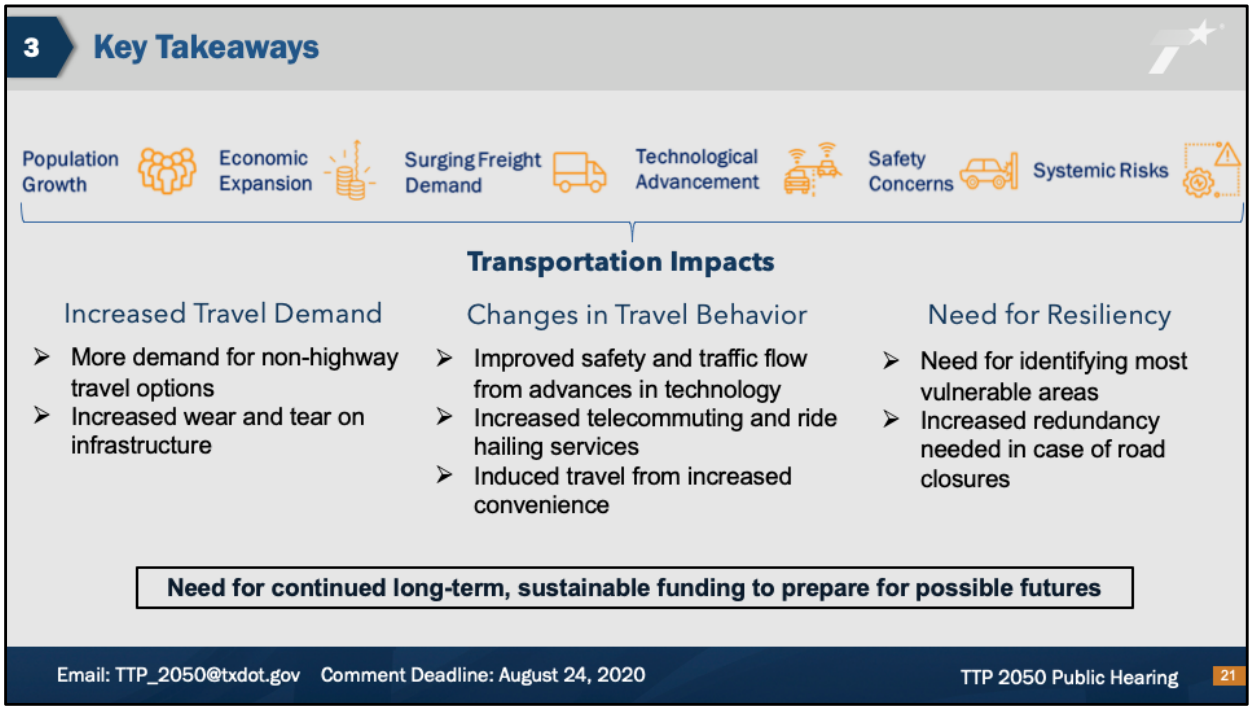


The final chapter of the plan, Chapter 7 TTP 2050 Implementation Strategies, takes everything we learned over the nearly two year planning process and identifies a set of actionable strategies to guide TxDOT to achieving its long-range vision. This chapter details strategies for preparing for emerging transportation technology, enhancing system resiliency, as well as mode-specific strategies and statewide program delivery. TxDOT has made great strides in implementing these strategies to further enhance its performance-based planning and programming processes. This process includes data collection, project prioritization, program optimization, and finally, performance evaluation. The process helps ensure Texans get the most benefit for their investment. This chapter is where the rubber meets the road, so to speak.

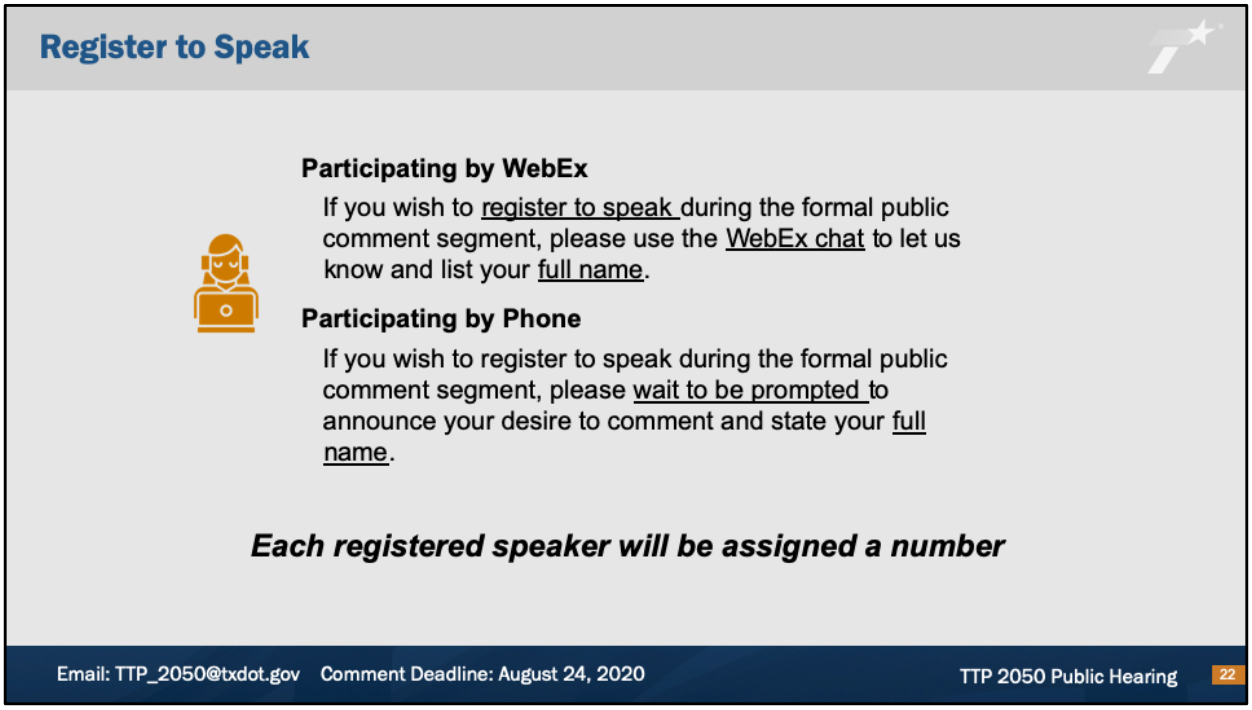
Key Takeaways

Draft plan available online at www.txdot.gov
keyword search "TTP 2050"

Now that you have a basic understanding of the content of the plan, we would like to summarize the key takeaways for the overall effort.



In summary, Texas is forecasted to see continued sustained and potentially unprecedented population and economic growth. If these predictions come to pass, there could be more freight moving through the state and more vehicles on the roadway. External factors such as advances in technology could provide further challenges, as well as possible opportunities. The TTP 2050 helps TxDOT understand these potential impacts to better prepare for transportation risks and ensure continued safety on Texas roadways. Sustainable funding will be the key to help mitigate potential negative transportation impacts and achieve the long-range vision. Having gone through this process, we are able to better serve you and the millions of visitors to the great state of Texas. We greatly appreciate all of your feedback in crafting the TTP 2050 and look forward to your comments on the draft plan. This concludes the presentation portion of the hearing.



Before we take a break to allow attendees to register to speak, please be reminded to use the chat function to register to speak by typing your full name in the chat window and pressing enter. If you are participating by phone only, we will use the break to register those who wish to provide comment. Each speaker will be assigned a number.

Speakers will be given up to three minutes each to provide verbal comments and may not yield their time to others. Speakers will be asked to comment after being prompted by me. I will cue up three speakers at a time so speakers are prepared when it is their turn. Please make a note of your speaker's number.

Please note formal public hearing rules do not allow for answers or responses to comments. All comments, verbal or written, will be documented and addressed in the public hearing documentation. The public hearing documentation will be incorporated into the final version of the Texas Transportation Plan.

We will begin the five minute break now. Thank you!

Break

The public comment period will begin when the timer expires.

5:00 Timer

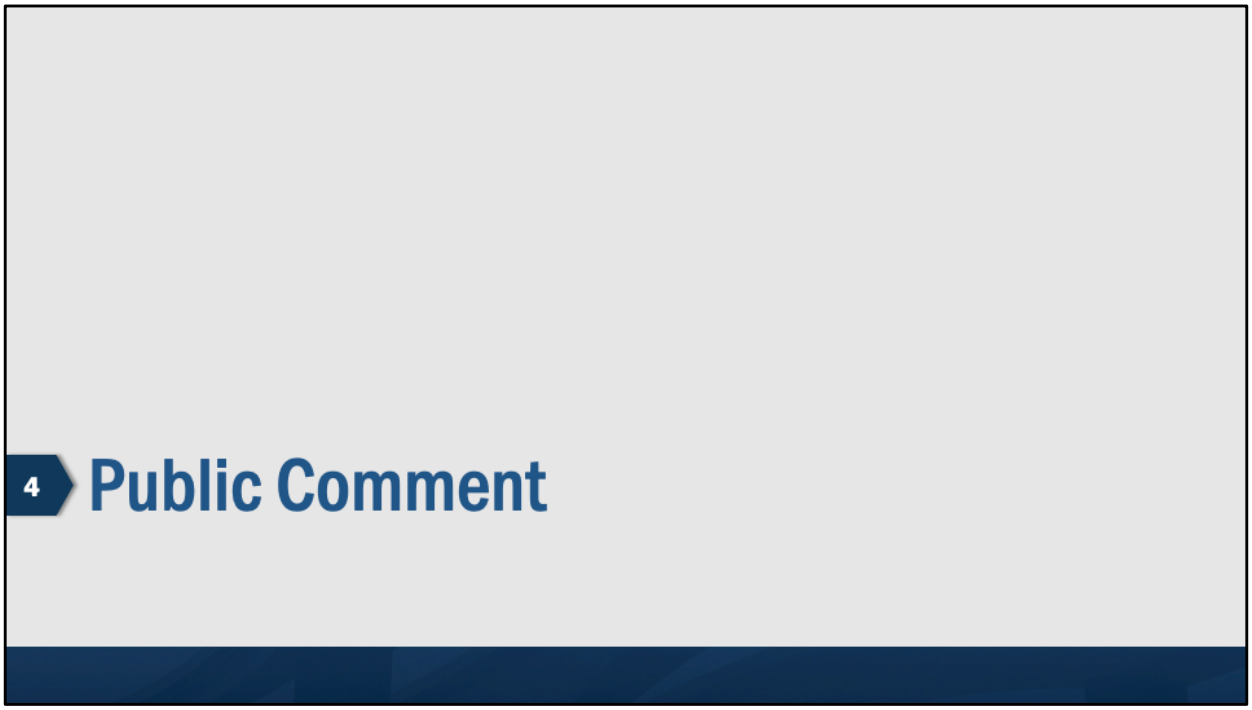
Participating by WebEx

If you wish to register to speak during the formal public comment segment, please use the WebEx chat to let us know and list your full name.

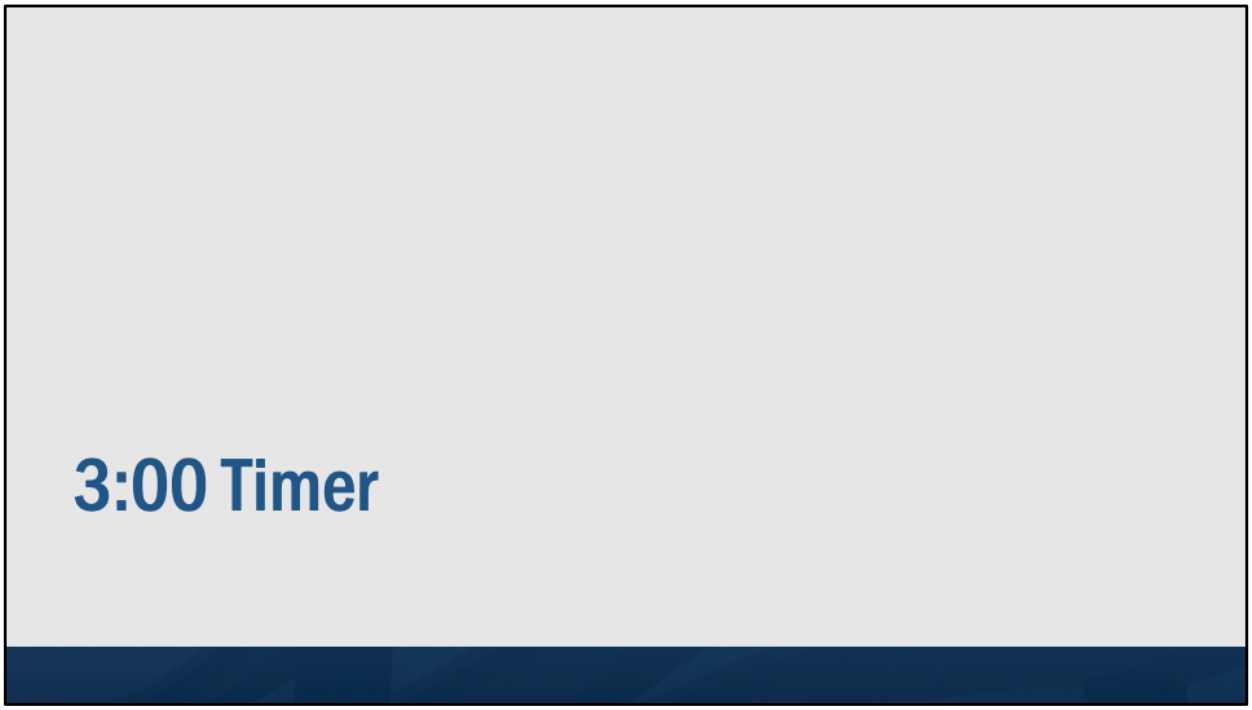
Participating by Phone

If you wish to register to speak during the formal public comment segment, please wait to be prompted to announce your desire to comment and state your full name.

Each registered speaker will be assigned a number



[Angela Parker convenes formal hearing with legally required statements and gives it back to Ryan Granger thereafter]



[Announce speakers in order, allow up to 3 minutes to provide comments, and thank them for their comments.]

Since we have no one else who wishes to speak, we want to remind you that the draft plan, in its entirety, can be found on TxDOT's TTP 2050 public hearing page at www.txdot.gov, keyword search "TTP 2050". All comments must be received on or before August 24th, 2020. Comments may be submitted by email at ttp_2050@txdot.gov, by voicemail at 1-855-839-2750, or by postal service to TxDOT TTP 2050, c/o Ximenes & Associates, 411 Sixth Street, San Antonio, TX 78215. All comments will be responded to in public hearing documentation and incorporated into the final version of the TTP 2050.

[Angela Parker, TxDOT Hearing Officer, formally adjourns public hearing]

D. Comment Summary

TTP 2050 Public Hearing Comment Summary

23 comments received during formal comment period
July 24 – August 24, 2020

Further Promote Safety

- Call for reduced speed limits
- Reduce road widths to accommodate safer pedestrian crossings
- Separate bicycles and pedestrians from traffic
- Add "Equity" as the 6th "E" for "Promote Safety" goal area

Promote Safety

Champion a culture of safety that reduces crashes and fatalities through the five "E's" of Evaluation, Engineering, Encouragement, Education, and Enforcement.

Enhance the Multimodal System

- Develop active transportation metrics and set deadlines
- Prioritize transit-only lanes
- Encourage mode shift away from single occupancy vehicles
- Desire for more walkable, aesthetically pleasing mixed-use developments
- Need for increased connectivity to accommodate freight growth and international trade

Address Rural Concerns

- Preserve rural land uses and mitigate transportation impacts
- Design for heavy trucks and support law enforcement
- Improve coordination with Amtrak and encourage expanded inter-city public transportation service
- Highlight ability of rural roads to divert traffic from major highways

Mitigate Environmental Impacts

- More explicitly call out threats to system resiliency [namely climate-change] and immediacy of impacts
- At minimum achieve zero net emissions by 2050
- Proactively mitigate flood risks to avoid need for evacuation
- Focus investments on where the people live and avoid policies that incentivize urban sprawl

Further Prepare for Emerging Technologies

- Place public charging stations at all Texas rest stops to support electric vehicles
- Plan for aerial vehicle transport

E. Comment/Response Matrix

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
1	Email	8/3/20	Matthew Dawson	City of Bryan	Transportation Engineer, Assistant ADA Coordinator		Here are my comments on the Texas Transportation Plan 2050: Page 19: Add Equity as a 6th "E" to reduce crashes and fatalities. For example, people with lower incomes may not be able to purchase new vehicles with the latest safety technologies. Also, people who do not speak English as a first language may have difficulty interpreting some static and changeable message signs. Page 23: Would completion of metropolitan bicycle routes be more impactful than long-distance bicycle routes, since these would likely be used more? Pages 44-45: Are there programs to connect rural areas with urban resources (e.g. hospitals) via public transit? Page 64: In the BVRPO definition, "Brazon" should be revised to "Brazos". I did not find any reference to the I-14 Gulf Coast Strategic Highway. Should this be included? Thank you.	P 19: We will make sure this suggestion is logged as one of our comments. Many thanks! P 23: The aforementioned appendices refer to this topic. We will alert you once the appendices are posted. P 44-45: According to page 26 of TxDOT's State Management Plan - FTA Section 5310, 5311, and 5339 Grant Programs, the FTA's Section 5311 program awards funds to eligible recipients located in rural areas job access reverse commute projects and supports the expansion of services through program goals, which include "Enhancing access in rural areas to health care, shopping, education, employment, public services, and recreation..." Page 64: We will make sure this error is addresses. Thank you! Due to the scope and complexity of corridor studies, TxDOT evaluates these separately from the TTP. For more information on the 2012 feasibility study, see US190/IH10 Feasibility Study [hyperlink], on TxDOT.gov. Such corridors are broken down into smaller projects - which can be seen in the study's appendix - for programming and letting. It looks like several projects let in 2012 and 2013.
2	Email	8/11/20	Mark Medrano			San Antonio TX	Can we include public charging stations at all Texas rest stops along Texas highways. If a charging station is not feasible then ca we get more powerful outlets such as NEMA I4-50 outlets?	Many thanks for your interest in the Texas Transportation Plan 2050. Your comment will be entered into the official record of public involvement.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
3	Verbal during virtual public hearing	8/11/20	Scott White			El Paso TX	[Due to technical issues, the comment below is paraphrased to capture the speakers main points]. I am a bicyclist in El Paso. Now that bicycle and pedestrian modes are included in the plan, TxDOT needs to incorporate more “teeth” in the form of metrics and deadlines. Think about getting “x” done by “y” for bicycle and pedestrian efforts. Level of Service measures focus on moving cars; this is not safe; consider people-movement metrics not vehicle miles traveled.	Scott, thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement. Bicycle and pedestrian planning is a key component of the Texas multimodal transportation system. One initial performance measure in the TTP 2050 is the *% Completion of Long-Distance Bicycle Routes* (listed on pg. 23). Further details on long-distance bicycle routes and other bicycle and pedestrian planning initiatives can be found on pgs.42-43, as well as Appendix B. If you'd like to learn more about the Public Transportation Division's strategic planning and other bicycle and pedestrian on-going efforts please visit https://www.txdot.gov/inside-txdot/division/public-transportation.html
4	Verbal during virtual public hearing	8/11/20	Grover McMains				[Due to technical issues, the comment below is paraphrased to capture the speakers main points] TxDOT should focus more on rural roads and shifting traffic to rural roads from major highways. Consider naming rural roads to attract travelers. Less travel on major roads means less maintenance required on them.	Many thanks for your interest in the Texas Transportation Plan 2050. Your comment will be entered into the official record of public involvement.
5	Email	8/11/20	Allison Blazosky	Alamo Area MPO	Transportation Planning Program Manager	San Antonio TX 78205	I intended to sign in for the public hearing to view the staff presentation but was on a call that ran long. Was the presentation recorded or still available to view?	Unfortunately, we had technical difficulties with our recording. We are working with WebEx customer service to see if we can find a way to get the full recording. If we are able to get it, we will alert you. Until then, we have attached a PDF of Tuesday’s public hearing. Let us know if you have any questions or comments.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
6	Email	8/13/20	Melissa Lugo	Velo Paso Bicycle-Pedestrian Coalition	Equity Director		Tx dot [sic] currently prioritizes 99.9% of its federal funding for motor vehicle travel lane maintenance and construction. Less than 1% of federal funding is utilized for active transportation projects. To achieve its 2050 environmental goals TX dot [sic] needs to: - Fund and optimize transit and train mode share by 80% by 2050. Increase the number of ADA crosswalks, designated transit-only lanes, bicycle and micromobility trails (separated from motor vehicle traffic) across state roads and decrease the amount of total driving lanes. - Create a state-wide Bicycle Tourism Trail Network that is completely separated from motor vehicle traffic. - Maintain and redistribute travel space on existing freeway infrastructure to prioritize transit-only lanes (Rapid Transit Systems), protected bike trails and stop/slow the construction of new freeways. - Prioritize funding for designated transit and protected bicycle trail networks over new freeway construction.	Many thanks for your interest in the Texas Transportation Plan 2050. Your comments will be entered into the official record of public involvement.
7	Voicemail	8/14/20	Dorothy Mercer			Follett TX 79034	My name is Dorothy Mercer. My phone number is 806-653-2268. I never heard about this webinar until today. So I don't know what happened. I wanna find out how to get a copy of this plan and how to interact with whoever you want interact(?) with to get their opinion heard. Again please give me a call. Dorothy Mercer 806-653-2268 for the department of transportation is 2050 plan. [TTP team sent Ms. Mercer the draft plan via USPS Priority Mail. Ryan Granger, TPP Planner, followed up by phone and transcribed the following comments: I am 81 years old, and do a lot of travel on the system. Been here ten years. During that time, Highway 15 had been resurfaced twice. The first time, the asphalt developed deep ruts, so it was unsafe and they tore it up and redid it. The second time it was an upgrade. It took a while and we see no ruts in the last three years but it was a big improvement after some broken windshields. One of the things, they [TxDOT] don’t quite comprehend what we deal with. Twenty-four hours a day we see salt water hauling trucks and advanced drilling rigs, double-deck cattle trucks, farm machinery, wind turbines, and grain trucks (Santa Fe is gone. No railroad shipping last 30 years.). A lot of it is through traffic but the grain and cattle is local. Really want to commend them on the upgrade. They added passing lanes, they widened the shoulders, put wide white arrows that are embedded into the road, improved markers indicating curves and added additional ones, but need rumble strips to prevent deaths that have occurred. Still have a lot of worries about the roads and traffic. Glad to see that the report mentioned being forced off the road.	Dorothy, thank you for your interest in the Texas Transportation Plan 2050. Your comment will be entered into the official record of public involvement. Safety is the primary goal for TxDOT as we work to achieve a future with zero roadway fatalities (for more information see pgs. 33-34). TTP 2050 Chapter 5 includes a discussion of many of the topics you raised in your comments as it pertains to the Rural Transportation System (starting on pg. 63). Items discussed in Chapter 5 include the need to improve rural safety, design for heavier vehicles, and support economic growth.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
							A steel post came through windshield and killed him. Too much illegal passing. Texas drivers are really rage drivers and tailgate and whip around you and in front of you, mainly pickups. They're in too much of a hurry. The plan is a wonderful research piece. It says more accidents happen in rural areas. That's one of the problems here. I'm glad someone is dealing with. Our airport in Follett is used quite a bit. Booker sold its airport. Aerial spraying, fly above pipelines, helicopters, commuting for some folks. Important to keep General Aviation airports. Can handle big aircraft too, which makes it safer for big commercial planes. There also needs to be better attention to posting of speed limits.	
8	Email	8/14/20	Travis Muno	Amarillo MPO	MPO Administrator	Amarillo TX 79105-1971	There is no mention of HB 1079 in this document. TxDOT just spend [sic] a great amount of time, money and energy to met [sic] the requirements of HB 1079 and the findings in this study show great impacts on the road network and economic impacts on Texas economy. If TTP 2050 is the plan for the next 30 years, then the findings in this study should be included in the plan for the next 30 years.	Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comment will be entered into the official record of public involvement. To ensure consistency with planning already completed, a variety of individual corridor studies were reviewed for the TTP 2050, which include the I-27/Ports to Plains Corridor (see pages 616, 618, 622-623, and 1130 of the recently posted TTP 2050 Appendices), along with other major corridors. However, due to the scope and complexity of corridor studies, TxDOT evaluates these separately from the Texas Transportation Plan. Such corridors are then broken down into smaller projects for programming and letting.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
9	Email	8/19/20	Joe Kiely	Ports-to-Plains Alliance			Thank you for the opportunity to comment on the 2050 Texas Transportation Plan. [Attachment - letter with signed by John Osborne, Chairman of Ports-to-Plains Alliance, CEO & President of the Lubbock Economic Development Alliance.]	Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.
10	Email	8/21/20	Sarah Simpson, RA, LEED GA	Colorspace Architecture & Urban Design	Architect	San Marcos, TX 78666	Please accept the following feedback on the TTP 2050: On safety and speed: TXDOT should be commended for committing to zero roadway fatalities by 2050; however, the referenced “five e’s” do not adequately emphasize a need to reduce speeds to reduce death. Please incorporate a focus on speed limit reductions and speed-reducing design to reduce roadway death on Texas roads. Higher speeds impact frequency, driver behavior, and severity of crashes and this plan must aim to lower speeds across the state. Speeds closer to 55 to 60 MPH improve the efficiency of both electric and gas-powered cars, thus reducing emissions at the same time as improving safety. On Maintenance vs. Delivery of “Right Projects:” Please incorporate a commitment to stop investments in new highways / roadways and investments in highway / roadway lane expansion projects that have proven to be horrible investments for Texas taxpayers. Research shows that the phenomenon of induced demand turns these taxpayer dollars into nice payoffs for concrete and highway contractors but bad, almost fraudulent investments for Texans. Instead, the TTP must commit to maintain what we already have and serve Texans equitably instead of funneling 33% more per capita into rural projects that serve only 15% of the Texas population. The TTP states that TXDOT is shifting its goals to focus on "moving people and goods" vs. SOVs - however, this disparity in investment does not reflect this goal. Commit to investing equitably where people actually live through the creation of a truly multimodal network with public transit and active transportation which are betters return on investment for Texan taxpayers.	Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
							On replacing the Motor Fuels Tax: Please keep and/or lobby to keep the motor fuels tax. The TTP 2050 notes aiming to replace the motor fuels tax with other revenue sources. As long as gas-powered cars and freight are on the road, the tax should remain - and should be increased to help the state transition to clean energy, of which Texas leads in wind and solar. It is understood that TXDOT alone does not control the terms of this tax but is urged to incorporate a statement on the need to maintain the tax. People that use the roads while utilizing higher impact technology should help pay to maintain said roads. On Climate Change / Risk and Resiliency: Climate change is irresponsibly not mentioned anywhere in the TTP 2050; however, addressing the risks head on are necessary for risk and resiliency assessment. Aiming for “zero net emissions by 2050” is not adequate and a full assessment of climate change and the imminent / in-progress impacts that Texas’ multimodal network is / will deal with must be assessed directly and holistically. On Fostering Stewardship: Please incorporate a commitment to reduce natural land conversion rates historically incurred by TXDOT projects. TXDOT projects have cleared hundreds of thousands of acres of natural lands that are irreplaceable and necessary for the state’s long-term resilience and preservation of its biodiversity.	

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
11	Email	8/21/20	Sean Ziegler			San Antonio TX 78209	First, editing: on page 64, ETCOG is left off the list of rural planning organizations. It is on the map. I would rather the Stakeholder and Public Outreach Generated Investment strategy allocation be listed first, and all the other allocations be listed second. Is the public input important? Considering how Texas' transportation behavior has changed drastically from the COVID-19 pandemic, all the predictions are less "right" than they might have been a year ago. Obviously public transit, especially air travel, has been drastically affected. I would like to see this sentence on page 42 in the Strategic Importance paragraph under Bicycle and pedestrian transportation changed: Continued investment in safe infrastructure also helps decrease traffic-related bicycle and pedestrian injuries and fatalities, making roadways safer for all users. Should change to: Continued investment in safer infrastructure also helps decrease truck and automobile-related bicycle and pedestrian injuries and fatalities, making roadways safer for all users. We're all traffic, not just people in automobiles and trucks. Thanks for the opportunity to provide feedback. Good luck trying to predict the next 30 years, when we could not have predicted the last six months!	Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.
12	Email	8/22/20	Alan Montemayor			San Antonio TX 78213	Thank you for the opportunity to comment on the Texas Transportation Plan. This plan is inadequate in that it does not address climate change and transportation emissions specifically. It needs real goals of reducing emissions from cars, trucks, trains, pipelines etc. by reducing trips and VMT by building bike paths, coordinating with transit agencies for increased public transit, light rail, electrification of trains and many other infrastructure projects that will help rather than hurt our environment. We can't build our way out of this problem! Please de-emphasize roads and highways and concentrate on projects that will help the environment! Now is not the time for business as usual!	Alan, many thanks for your interest in the Texas Transportation Plan 2050. Your comment will be entered into the official record of public involvement. TxDOT does assess environmental impacts and complies with federal regulation with a goal of reducing congestion and corresponding emissions. Please refer to the TxDOT Environmental Affairs Division webpage to learn more https://www.txdot.gov/inside-txdot/division/environmental.html

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
13	Email	8/22/20	Gary Saucier				Thank you for holding the TTP2050 public forum. I am glad that TxDOT does planning. I have the following questions/Comments: - There are rules that state/federal transportation contracts need to use the shortest route. Yet in many cases the shortest route is not the fastest or most efficient route. I suggest that if TxDOT got these rules changed to most efficient, there would be less demand on several routes. US 290 in Fredericksburg is an example of a road that should have less traffic, as it should instead use I-10. What is TxDOT doing to change this rule and make better solutions? - TxDOT needs to respect the local community and land owners, as the unique aspects of such land as the Hill Country will not last if it is treated like just open land. TxDOT should look at how best to use the land it needs and not impact areas if they can help it. - I do not see TxDOT looking at alternative transportation methods vs roads. Could rail roads better serve west Texas energy needs while minimizing the impact to other areas such as the Hill country? By 2050 I would expect non driver transportation to be more common, especially for freight. Yet I do not see TxDOT planning for this in road design.- TxDOT does not seem to care about to [sic] individual landowners, especially when homestead and heritage lands are involved. TxDOT should better engage the land owners with respect and explain why roads are 4 [sic] built where and how they are. People need to be respected.	Glad to hear from you again! Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.
14	Email	8/22/20	George Monroe				I come from Portland, OR, which has a wonderful integrated light rail, bus, and streetcar system for the downtown area. I fully support vigorous funding for this type of transportation. I also recommend investigating aerial CAV's, the technology for which is rapidly become available. I fully support the DOT effort to maximize ground CAV's. Finally, we need to make the leap and get better funding for our transportation projects. We too often act as if Texas urban areas are only large towns rather than real cities. They are real cities that need real funding.	Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.
15	Email	8/23/20	Hunter Warren				Please TXDOT stop building frontage roads. It promotes wasteful land use, and turns an expressway into a mall. They bring more traffic to highways by becoming a center of development. Thoroughfares aren't generally constructed in parallel with highways because of the frontage roads, and soon all development is along a highway, with the only access to the development being the highway itself. We need Austin to San Antonio rail! This would be so useful and would promote economic development along it. Would take up far less space and move more people than a freeway.	Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
16	Email	8/24/20	Daniel M Pope	City of Lubbock	Mayor	Lubbock TX 79457	Hello, Please see attached Mayor Pope's comments for the 2050 Texas Transportation Plan. Please let me know if you need the original letter. Thank you, Abby Dye, Assistant to the Mayor 1314 Ave K PO Box 2000 Lubbock, TX 79457 adye@mylubbock.us 806-775-2024. [PDF of Mayor Pope's Letter transcribed] Thank you for the opportunity to comment on the Draft 2050 Texas Transportation Plan (TTP). As the current Mayor of the City of Lubbock, a member of the Board of Directors for the Ports-to-Plains Alliance and the Chair of the Advisory Committee set up by HB 1079 passed in the 86th Legislative Session, I am excited about the opportunities that await Lubbock, West and South Texas in the period between now and 2050. While projects like Loop 88 in Lubbock continue development, the positive outcomes shown in the Segment Committee Reports for the HB 1070 Study indicate that an investment in the extension of I-27 or any portions along the route are a very good investment for Texas - today and in the future. A developed I-27 in Texas provides a number of key advantages for our state and the businesses and families that reside here. Most important is the tie to Laredo. I-27 would provide Laredo, our country's busiest inland port, a critical interstate route to the Midwest and Western United States. Also, of significant importance is the synergy achieved by better connecting the Fiber, Fuel, and Food business in West Texas. These industries feed, clothe and fuel Texas and America. Finally, a developed I-27 provides significant safety improvements to a part of the state that is arguably the most dangerous. This achievement is very much aligned with TxDOT's primary goal. I join the Ports-to-Plains Alliance urging TxDOT to integrate the Interstate Upgrade and Relief Route projects provided in the HB 1079 Segment Committee Reports into the 2050 TTP. The Ports-to-Plains Alliance has submitted a listing of those projects.	No need to send a print copy. We can enter this PDF into the official record of public involvement. To ensure consistency with planning already completed, a variety of individual corridor studies were reviewed for the TTP 2050, which include the I-27/Ports to Plains Corridor (see pages 616, 618, 622-623, and 1130 of the recently posted TTP 2050 Appendices), along with other major corridors. However, due to the scope and complexity of corridor studies, TxDOT evaluates these separately from the Texas Transportation Plan. Such corridors are then broken down into smaller projects for programming and letting.
17	Email	8/24/20	Ann W. Foss, PhD, AICP	City of Arlington Office of Strategic Initiatives	Principal Planner	Arlington TX 76010	The City of Arlington supports the TTP 2050, including its focus on increased safety, improving the resiliency of the transportation system in Texas, focus on moving people and goods on an interconnected system, and use of emerging transportation technologies and innovations.	Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
18	Voicemail	8/24/20	Arvind Singhal			Dallas TX	My name is Arvind Singhal and I live in Dallas. I'm calling because I wanna urge the Texas Department of Transportation to prioritize mixed-use walkable neighborhoods in its transportation plan. To prioritize transit that helps makes cities, again, walkable and encourage development that is not so sprawling. The more highways we build, the more highways we have to maintain, the more we have to drive, etc. etc. If we just designed our city so that you could walk where we could take a quick bus ride or a quick transit ride from where we are to where we need to go, it would be much easier on our infrastructure and improve our quality of life because we would be walking more getting out and about and it will be much better for the environment considering the effects of climate change. So I just wanna to ask the Texas Department of Transportation to do everything it can to encourage mixed used development, walkable development, biking, multi modal transportation, and to stop building infrastructure that prioritizes highway and sprawling cities and suburbs. Thanks so much. Bye.	Arvind, many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement. To your point TxDOT, does recognize the need to i) assess the impacts of alternative land use through its Statewide Analysis Model, ii) support sustainable community development and iii) coordinate with regional planning agencies to facilitate multimodal connections. To learn more about the Public Transportation Division's multiple sources relating to strategic planning and other active transportation initiatives please visit https://www.txdot.gov/inside-txdot/division/public-transportation.html
19	Email	8/24/20	Mario [no last name provided]				Good afternoon, as a citizen of Texas I ask that you give priority [sic] bicyclists, pedestrians and mass transit, not enough funding or planning takes these in to consideration. In order to lower traffic fatalities and injuries we must lower speed limits, design roads to make people drive at lower speeds, and also this will help pedestrians not have to cross super wide dangerous roads to get to the other side. We should have more protected bike lanes, more light rail and bus rapid transit. Our roads should have more trees and landscaping, we should have more attractive cities. Currently our Texas cities are rather ugly.	Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
20	Email	8/24/20	Vanessa Perez			Laredo TX	My name is Vanessa Perez. I live in Laredo, TX, the largest inland port in the country. We are in need of financial assistance to support and maintain the infrastructure needed to ensure trade continues efficiently and effectively in our City for years to come. Our City thrives, as does our Country, from the International trade industry, and we are trying to be proactive about our transportation needs so that we are not experiencing bottlenecks and pauses in operations. We need better connectivity amongst existing highways, particularly the Southernmost parts of IH-35 and along FM1472. We would appreciate assistance and cooperation, especially as our City has experienced at least a $20million budget shortfall this year due to closures at the International Bridges, as mandated by the State, due to COVID-19. We have needs for our residents in the form of multimodal, non-vehicular transportation options. Increased safety for bike lanes, crosswalks, bridges, etc. These safeguards, along with more Intersection management, would help reduce the incidences of death and injury to our citizens. Thank you for your attention.	Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
21	Email	8/24/20	Dennis Geesaman	Flatonia City Council Flatonia Eco Del Corp		Flatonia TX	I agree with most of your goals (Safety, Preserve Assets, Movement of People and Goods) and visions (Mobility, Economic Opportunity, Quality of Life) stated here, but some of the stated strategies are incapable of attaining these goals and visions. In particular rail passenger rail is only given lip service. After referring to passenger rail as an option throughout the document, on page 91, under Non-Highway Strategies, the only mention of passenger rail is 1) to coordinate with Amtrak on service changes and 2) work with freight rail for on-time service. No need to expend resources here. I'm not suggesting spend a lot of money, to the contrary, I believe with relatively small investment and commitment there are strategies to help attain these visions and goals. This can be done by using and improving existing rail infrastructure and working closely with Amtrak and host railroads to improve passenger service, as Texas already does in the Heartland Flyer between Dallas and Oklahoma City. Where the costs go crazy is with totally new construction as in a new corridor or high speed rail (HSR) plan. HSRs in the US have a long history of failure as in California, Florida and here in Texas. I hope the TX Central Railway Initiative works despite history, but we don't necessarily need a train that competes with an airplane to achieve the stated goals and vision, but a train that competes with the automobile. I would submit that available, consistent, reliable, and enjoyable service are far more important than speed, and the key basic pieces are already in place with Amtrak (NRPC), and host or NRPC owned infrastructure. For a very tiny fraction of what is spent on roads and air travel by federal, state and local sources, passenger rail terminals could be improved, and hosts could be incentivized to better accommodate (on-time) passenger rail traffic. Much is said about not forgetting rural Texas. Existing rail infrastructure often coincides with rural communities as this was often their reason for forming many years ago. Highways often run nearby, but can we just keep building more lanes on I-10, I-35 and I-45 to accommodate growth through 2050? As a city official in the small town of Flatonia, TX (halfway between Houston and San Antonio) with a rail line through downtown and an interstate nearby, we can see your stated vision in an Amtrak stop here on the Sunset Limited that would improve Mobility, Economic Opportunity and Quality of Life for all of central Texas as far as the outskirts of Houston, San Antonio and Austin, with virtually no cost for a 2 minute mainline stop (there currently is no stop between Houston and San Antonio). Richard Anderson, CEO of Amtrak at the time of his Senate testimony last summer, spoke of the advantages of developing more service between large cities, and even mentioned the San Antonio to Houston corridor as an example.	Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

TxDOT TTP 2050 Public Hearing								
Commenter Number	Comment Submitted	Date Received	Commenter Name	Organization	Title	City, State, Zip	Comments	Response
22	Email	8/24/20	Terry Burns, MD	Alamo Group of the Sierra Club	Chair	San Antonio Tx 78209	Dear Sirs: Thank you for the opportunity to comment. My name is Terry Burns, M.D. I serve as Chair of the Alamo Group of the Lone Star Chapter of the Sierra Club. I represent about 3000 members in the greater San Antonio region. I have reviewed the Draft TTP 2050 in some detail. I make the following general comments: 1) We are pleased to find reductions of GHG emissions mentioned, but I find very little detail, in terms of specific reduction goals, strategies to meet those goals etc. This subject should receive much more detailed attention. 2) We are pleased that pedestrian and bikeway mobility continue to receive attention. I believe SAFETY should be the FIRST PRIORITY here, with physical separation from vehicular traffic the goal wherever and whenever possible. Intersections must be redesigned so that vehicles CANNOT turn into pedestrians and bikes. 3) We support more expansion of transit options throughout Texas. Greater funding and new funding mechanisms for our MTAs and rural systems are desperately needed to improve and expand these systems and attract greater ridership. 4) The considerations given to advanced technologies such as Traffic Demand Management, special lane restrictions, and variations of auto-piloted vehicles are worthy of pursuit. 5) We oppose lane expansion proposals in almost all cases, except at dangerous intersections. Lane expansion rarely results in anything but short term congestion relief. 6) You document the VAST highway system already existing in Texas. MORE PAVEMENT is not the answer to handling more people. The answer is better design, use and management of the current system. 7) Climate change is mentioned only indirectly. We will be experiencing higher heat and more of it, along with longer and more serious droughts, interspersed by more severe storms and flooding. Roadway and bridge construction will require materials that will stand up to these more severe conditions. These materials must also NOT EXACERBATE flooding and heat. The enormous surface area of our current roadway system already contribute significantly to flooding and heat island effects in our urban areas, and increasingly also in our growing rural and semi-rural areas.	Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.
23	Email	8/24/20	David Allen	City of Prairie View Texas	Mayor	Prairie View TX	Hwy 290 is part of Houston/Harris County evacuation plan. Flooding occurs very regularly under FM 1098 and especially when hurricane Harvey and other recent heavy rain events. I met with TxDOT in your Houston office and informed them again on a call with Quincy Allen, State Re! [sic] Cecil Bell and others of this emergency situation. Traffic will be backed up to Galveston if evacuation is needed. PLEASE include in your traffic safety plan.	Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement. Emergency operations and safety planning rely on this valuable on-the-ground data to ensure safe evacuations. To learn more about how TxDOT conducts emergency operations please continue coordinating with the Houston District and providing feedback on TXDOT reference materials, such as https://ftp.dot.state.tx.us/pub/txdot-info/sla/education_series/emergency-ops.pdf.

F. Comments Received

From: **Sonia Jimenez** sjimenez@xa-sa.com
Subject: Fwd: TTP 2050 Review Comments
Date: September 3, 2020 at 5:37 PM
To:

From: TTP_2050
Sent: Monday, August 03, 2020 4:55 PM
To: Dawson, Matthew <mdawson@bryantx.gov>
Cc: TTP_2050 <TTP_2050@txdot.gov>
Subject: RE: TTP 2050 Review Comments

Hello Mr. Dawson,

We appreciate you taking the time to look at our document. We included some answers below in this blue font. Please feel free to send any other comments our way.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Dawson, Matthew [mailto:mdawson@bryantx.gov]
Sent: Monday, August 03, 2020 2:09 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: TTP 2050 Review Comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Here are my comments on the Texas Transportation Plan 2050:

* Page 19: Add Equity as a 6th "E" to reduce crashes and fatalities. For example, people with lower incomes may not be able to purchase new vehicles with the latest safety technologies. Also, people who do not read or speak English as a first language may have difficulty interpreting some static and changeable message signs.

We will make sure that this suggestion is logged as one of our comments. Many thanks!

* Page 23: Would completion of metropolitan bicycle routes be more impactful than long-distance bicycle routes, since these would likely be used more?

distance bicycle routes, since these would likely be used more?

The aforementioned appendices refer to this topic. We will alert you once the appendices are posted.

* Pages 44-45: Are there programs to connect rural areas with urban resources (e.g., hospitals) via public transit?

According to page 26 of TxDOT's State Management Plan – FTA Section 5310, 5311, and 5339 Grant Programs, the FTA's Section 5311 program awards funds to eligible recipients located in **rural areas job access reverse commute projects** and supports the expansion of services through program goals, which include "Enhancing access in rural areas to **health care**, **shopping**, **education**, **employment**, **public services, and recreation**…."

* Page 64: In the BVRPO definition, "Brazon" should be revised to "Brazos".

We will make sure this error is addressed. Thank you!

* I did not find any reference to the I-14 Gulf Coast Strategic Highway. Should this be included?

Due to the scope and complexity of corridor studies, TxDOT evaluates these separately from the TTP. For more information on the 2012 feasibility study, see US 190/IH 10 Feasibility Study on TxDOT.gov. Such corridors are broken down into smaller projects – which can be seen in the study's appendix – for programming and letting. It looks like several of the projects let in 2012 and 2013.

Thank you,
Matt

Matthew R. Dawson-Mathur, P.E., ADAC
Transportation Engineer
Assistant ADA Coordinator
City of Bryan
979-209-5030
mdawson@bryantx.gov<mailto:mdawson@bryantx.gov>
www.bryantx.gov<http://www.bryantx.gov>

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: TxDOT Internet E-Mail
Date: August 12, 2020 at 12:28 PM
To: mark.medrano@mac.com, TTP_2050 TTP_2050@txdot.gov

Hello Mr. Medrano,

Many thanks for your interest in the Texas Transportation Plan 2050. Your comment will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

-----Original Message-----
From: mark.medrano@mac.com [mailto:mark.medrano@mac.com]
Sent: Tuesday, August 11, 2020 10:10 AM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: TxDOT Internet E-Mail

Name: Mr. Mark Medrano<mark.medrano@mac.com>
Address:
San Antonio, TX

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Can we include public charging stations at all Texas rest stops along Texas highways. If a a charging station is not feasible then can we get more powerful outlets such as NEMA 14-50 outlets?

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Virtual Public Hearing - Texas Transportation Plan 2050 (TTP 2050)
Date: August 13, 2020 at 12:19 PM
To: Allison Blazosky Blazosky@alamoareampo.org, TTP_2050 TTP_2050@txdot.gov
Cc: Ibrahima Tembely Ibrahima.Tembely@txdot.gov, Sonia Jimenez, Ximenes & Associates, Inc. sjimenez@xa-sa.com

Hello Ms. Blazosky,

Unfortunately, we had technical difficulties with our recording. We are working with WebEx customer service to see if we can find a way to get the full recording. If we are able to get it, we will alert you. Until then, we have attached a PDF of Tuesday's public hearing. Let us know if you have any questions or comments.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

TEXASTRANSPORTATION PLAN2050

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Allison Blazosky [mailto:Blazosky@alamoareampo.org]
Sent: Tuesday, August 11, 2020 3:16 PM
To: Ximenes & Associates, Inc. <reply-7a66af3abd-ab01745140-aad6@u.cts.vresp.com>; TTP_2050 <TTP_2050@txdot.gov>
Subject: RE: Virtual Public Hearing - Texas Transportation Plan 2050 (TTP 2050)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, Linda, Sonia and TxDOT –

I intended to sign in for the public hearing to view the staff presentation but was on a call that ran long. Was the presentation recorded or still available to view?

Thank you!

Allison (Allie) Blazosky, AICP
Transportation Planning Program Manager

Alamo Area Metropolitan Planning Organization
825 S. St. Mary's Street
San Antonio, TX 78205
☎ 210-230-6911 (Direct)
☎ 210-227-8651 (General)
🖷 210-227-9321

AAMPO

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Public Feedback
Date: August 13, 2020 at 12:14 PM
To: Melissa Lugo melissa@velopaso.org, TTP_2050 TTP_2050@txdot.gov

Hello Ms. Lugo,

Many thanks for your interest in the Texas Transportation Plan 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Melissa Lugo [mailto:melissa@velopaso.org]
Sent: Thursday, August 13, 2020 11:25 AM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Public Feedback

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tx dot currently prioritizes 99.9% of its federal funding for motor vehicle travel lane maintenance and construction. Less than 1% of federal funding is utilized for active transportation projects.

To achieve its 2050 environmental goals TX dot needs to:

-Fund and optimize transit and train modeshare by 80% by 2050.
Increase the number of ADA crosswalks, designated transit-only lanes, bicycle and micromobility trails (separated from motor vehicle traffic) across state roads and decrease the amount of total driving lanes.

-Create a state-wide Bicycle Tourism Trail Network that is completely separated from motor vehicle traffic.

-Maintain and redistribute travel space on existing freeway infrastructure to prioritize transit-only lanes (Rapid Transit Systems), protected bike trails and stop/slow the construction of new freeways.

-Prioritize funding for designated transit and protected bicycle trail networks over new freeway

Prioritize funding for designated transit and protected bicycle trail networks over new freeway construction.

--

Melissa M. Lugo, Equity Director
Velo Paso Bicycle-Pedestrian Coalition
· 915-502-9200
· Melissa@velopaso.org
· www.velopaso.org
·
·

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: voicemail@vonagebusiness.com
Subject: New Voicemail from MERCER DOROTHY 18066532268
Date: August 14, 2020 at 3:49 PM
To: lvasquez@xa-sa.com, sjimenez@xa-sa.com

TTP 2050 team member followed up - see comment matrix for more information

VONAGE

Hi Laura Vasquez (Ext. 402),

You have a new voicemail

MERCER DOROTHY (18066532268)

My name is Dorothy Mercer. My phone number is 806-653-2268. I never heard about this webinar until it's till today. So I don't know what happened. I wanna find out how to get a copy of this plan and how to interact with whoever you want interact(?) with to get their opinion heard. Again please give me a call. Dorothy Mercer 806-653-2268 for the department of transportation is 2050 plan.

Received at [401 - Main Auto Attendant] on Friday, Aug 14 2020 04:48 PM (42 seconds)

Your voicemail is attached. To review the voicemail, launch Vonage Business mobile or web app.

Open in App

If you have any question, please visit our support site.

Regards,
The Vonage Business Communications Team

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: TTP 2050 comments
Date: August 18, 2020 at 3:18 PM
To: Muno, Travis Travis.Muno@amarillo.gov, TTP_2050 TTP_2050@txdot.gov

Hello Mr. Travis,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comment will be entered into the official record of public involvement.

To ensure consistency with planning already completed, a variety of individual corridor studies were reviewed for the TTP 2050, which include the I-27/Ports to Plains Corridor (see pages 616, 618, 622-623, and 1130 of the recently posted TTP 2050 Appendices), along with other major corridors. However, due to the scope and complexity of corridor studies, TxDOT evaluates these separately from the *Texas Transportation Plan*. Such corridors are then broken down into smaller projects for programming and letting.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

TEXASTRANSPORTATION PLAN2050

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Muno, Travis [mailto:Travis.Muno@amarillo.gov]
Sent: Friday, August 14, 2020 2:27 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: TTP 2050 comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

There is no mention of HB 1079 in this document. TxDOT just spend a great amount of time, money and energy to met the requirements of HB 1079, and the findings in this study showed great impacts on the road network and economic impacts on Texas economy. If TTP 2050 is the plan for the next 30 years, then the findings in this study should be included in the plan for the next 30 years.

AMARILLO PLANNING

808 S Buchanan St
P.O. Box 1971
Amarillo, TX 79105-1971

Ofc. (806) 378-4219
Fax. (806) 378-6062

http://amarillompo.org

Travis Muno
MPO Administrator
travis.muno@amarillo.gov

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Comments on 2050 Texas Transportation Plan
Date: August 21, 2020 at 3:30 PM
To: Joe Kiely joe.kiely@portstoplains.com, TTP_2050 TTP_2050@txdot.gov

Hello Mr. Kiely and Mr. Osborne,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

TEXASTRANSPORTATION PLAN2050

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Joe Kiely [mailto:joe.kiely@portstoplains.com]
Sent: Wednesday, August 19, 2020 8:01 AM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Comments on 2050 Texas Transportation Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the opportunity to comment on the 2050 Texas Transportation Plan.

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

ptp_john_osborne_co...20.pdf

PORTS-TO-PLAINS
ALLIANCE
Securing the Benefits of Commerce to
North America's Energy & Agricultural Heartland

August 19, 2020

Texas Department of Transportation
c/o Ximenes & Associates
411 Sixth St.
San Antonio, TX, 78215

Re: Comments on 2050 Texas Transportation Plan

Dear Texas Department of Transportation:

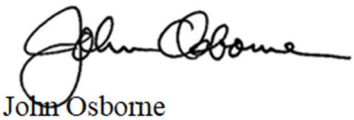
The Ports-to-Plains Alliance previously submitted comments on the Texas Transportation Plan 2050 (TTP) in October 2019. Those comments focused on the need to include in its vision both a Future Interstate Designation for the Ports-to-Plains Corridor in the near term and inclusion of the development of that interstate in the longer term. Those comments also urged the continued development of four-lane expansion along the corridor, the development of relief routes in places like San Angelo and Sonora and the ongoing efforts to construct Loop 335 in Amarillo and Loop 88 in Lubbock, to remain in the vision created in the Texas Transportation Plan 2050.

Since the October 2019 comments were submitted, the Segment Committee Reports for the Ports-to-Plains Interstate Feasibility Study, required by HB 1079, have been completed providing recommendations and an implementation plan for the interstate upgrade. Based on our review of the TTP draft dated June 2050, there is still no mention of the future interstate in this 2050 Plan. The Segment Committee Reports for the Ports-to-Plains Interstate Feasibility Study have made a strong economic case for moving forward with the Interstate Upgrades and the Relief Routes. Since the 2050 TTP looks at the next thirty (30) years of highway development, the Alliance urges TxDOT to include the Interstate Upgrade and Relief Route projects identified in the Feasibility Study be added to the 2050 TTP in the Rural Project Listing.

The majority of the implementation projects identified and recommended would be considered rural projects based on the criteria outlined in Chapter 5: *"For the purposes of the TTP, "rural" refers to the transportation network outside of metropolitan planning organization (MPO) regions. That is, roadways not contained by population centers with at least 50,000 residents."* Appendix C - Planned Rural Transportation Projects provides a listing of 6,300 projects which are predominantly (at least 60% of project lane-miles) located in rural areas of the state with an initial total cost of $22.6 billion. These projects are generally planned to be ready for construction in the next fifteen (15) years. There projects will begin as Long-Range Planning Projects, with later phases as Under Development, Finalizing for Construction and Construction Scheduled. Since the TTP 2050 is a thirty-year (30) plan, it looks as if there is room to add these Interstate Upgrade and Relief Route projects to the plan. Please see the listing of projects following this letter.

The Ports-to-Plains Alliance urges TxDOT to integrate the Interstate Upgrade and Relief Route projects into the 2050 TTP. The listings below summarize the Interstate Upgrade and the Relief Route projects as recommended for planned implementation by the Ports-to-Plains Segment Committees with input from the TxDOT District offices.

Sincerely,



John Osborne
Chairman of Ports-to-Plains Alliance
CEO & President of the Lubbock Economic Development Alliance

attachments

Recommended Projects

The implementation phases include project feasibility (PF), preliminary design (PD), environmental (E), final design (FD), right-of-way acquisition (RA), and construction (C). The Map Ids reference the map on the page following the Recommended Projects Listing.

Map ID	Project Type	Description of Work	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
IU01	Interstate Upgrade	US 287 from Kerrick to Stratford (approximately 12 miles)			PF/PD/E/FD/RA/C
IU02	Interstate Upgrade	US 87 from TX/NM State Line to Dalhart (approximately 28 miles)			PF/PD/E/FD/RA/C
IU03	Interstate Upgrade	US 287 from Stratford to Cactus (approximately 14 miles)		PF/PD/E/FD	RA/C
IU04	Interstate Upgrade	US 287 from Cactus to Dumas (approximately 7 miles)		PF/PD/E/FD	RA/C
IU05	Interstate Upgrade	US 87 from Dalhart to Hartley (approximately 7 miles)		PF/PD/E/FD	RA/C
IU06	Interstate Upgrade	US 87 from Hartley to Dumas (approximately 18 miles)		PF/PD/E/FD	RA/C
IU07	Interstate Upgrade	US 87 from Dumas to Amarillo (approximately 38 miles)	PF/PD/E	FD/RA/C	C
IU08	Interstate Upgrade	US 87 from Lubbock to Tahoka (approximately 22 miles)	PD/E	FD/RA/C	

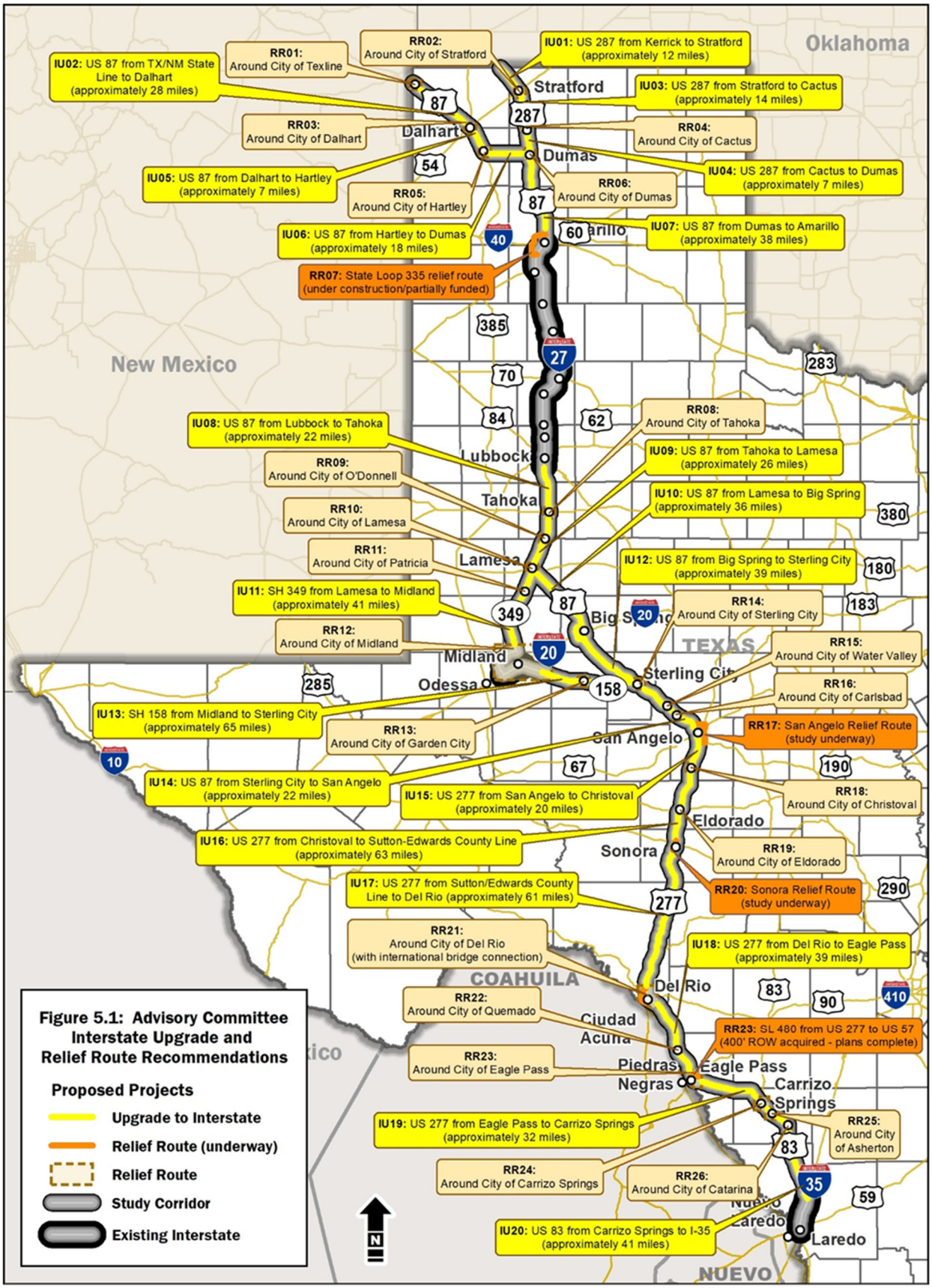
Map ID	Project Type	Description of Work	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
IU09	Interstate Upgrade	US 87 from Tahoka to Lamesa (approximately 26 miles)		PD/E	FD/RA/C
IU10	Interstate Upgrade	US 87 from Lamesa to Big Spring (approximately 36 miles)	PD/E	FD/RA	C
IU11	Interstate Upgrade	SH 349 from Lamesa to Midland (approximately 41 miles)		PF/PD/E	FD/RA/C
IU12	Interstate Upgrade	US 87 from Big Spring to Sterling City (approximately 39 miles)	PF/PD/E	FD/RA	RA/C
IU13	Interstate Upgrade	SH 158 from Midland to Sterling City (approximately 65 miles)		PF/PD/E/FD/RA	C
IU14	Interstate Upgrade	US 87 from Sterling City to San Angelo (approximately 22 miles)	PF/PD/E	FD/RA	C
IU15	Interstate Upgrade	US 277 from San Angelo to Christoval (approximately 20 miles)	PF/PD/E	FD	RA/C
IU16	Interstate Upgrade	US 277 from Christoval to Sutton-Edwards County Line	PF/PD/E	FD	RA/C

Map ID	Project Type	Description of Work	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
		(approximately 63 miles)			
IU17	Interstate Upgrade	US 277 from Sutton/Edwards County Line to Del Rio (approximately 61 miles)	PF/PD/E	FD/RA	C
IU18	Interstate Upgrade	US 277 from Del Rio to Eagle Pass (approximately 39 miles)	PF/PD/E	FD/RA	C
IU19	Interstate Upgrade	US 277 from Eagle Pass to Carrizo Springs (approximately 14 miles)	PF/PD/E	FD/RA/C	
IU20	Interstate Upgrade	US 83 from Carrizo Springs to I-35 (approximately 41 miles)	PF/PD/E	FD/RA/C	
RR01	Relief Route	Around City of Texline			PF/PD/E/FD/RA/C
RR02	Relief Route	Around City of Stratford	PF	PD/E/FD	RA/C
RR03	Relief Route	Around City of Dalhart	PF	PD/E/FD	RA/C
RR04	Relief Route	Around City of Cactus	PF	PD/E/FD	RA/C
RR05	Relief Route	Around City of Hartley	PF	PD/E/FD	RA/C
RR06	Relief Route	Around City of Dumas	PF/PD/E	FD/RA/C	C

Map ID	Project Type	Description of Work	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
RR07	Relief Route	State Loop 335 relief route off US 87, extends along west side of Amarillo (under construction/partially funded)	PF/FD/RA/UR/C	C	
RR08	Relief Route	Around City of Tahoka	PD/E	FD/RA/C	
RR09	Relief Route	Around City of O'Donnell		PD/E	FD/RA/C
RR10	Relief Route	Around City of Lamesa		PD/E	FD/RA/C
RR11	Relief Route	Around City of Patricia		PD/E	FD/RA/C
RR12	Relief Route	Around City of Midland	PF/PD/E	FD/RA	C
RR13	Relief Route	Around City of Garden City		PF/PD/E	FD/RA/C
RR14	Relief Route	Around City of Sterling City	PF/PD/E	FD/RA	C
RR15	Relief Route	Around City of Water Valley	PF/PD/E	FD	RA/C
RR16	Relief Route	Around City of Carlsbad	PF/PD/E	FD	RA/C
RR17	Relief Route	Around East side of San Angelo (study underway)	PD/E/FD	RA/C	
RR18	Relief Route	Around City of Christoval	PF/PD/E	FD	RA/C
RR19	Relief Route	Around City of Eldorado	PF/PD/E	FD	RA/C

Map ID	Project Type	Description of Work	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
RR20	Relief Route	Around City of Sonora (study underway)	PD/E/FD	RA/C	
RR21	Relief Route	Loop 79 extension around City of Del Rio including international bridge connections	PF/PD/E	FD/RA	C
RR22	Relief Route	Around City of Quemado	PF/PD/E	FD/RA	C
RR23	Relief Route	SL 480 from US 277 to US 57 around Eagle Pass (400' ROW acquired - plans complete)	FD/C		
RR24	Relief Route	Around City of Carrizo Springs	PF/PD/E	FD/RA/C	
RR25	Relief Route	Around City of Asherton	PF/PD/E	FD/RA/C	
RR26	Relief Route	Around City of Catarina	PF/PD/E	FD/RA/C	

TEXAS TRANSPORTATION PLAN 2050



From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: TTP 2050 Feedback
Date: August 21, 2020 at 3:28 PM
To: Sarah Simpson ssimpson@color-space.com, TTP_2050 TTP_2050@txdot.gov

Hello Ms. Simpson,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Sarah Simpson [mailto:ssimpson@color-space.com]
Sent: Friday, August 21, 2020 3:18 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: TTP 2050 Feedback

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To TXDOT:

Please accept the following feedback on the TTP 2050:

- On safety and speed: TXDOT should be commended for committing to zero roadway fatalities by 2050; however, the referenced “five e’s” do not adequately emphasize a need to reduce speeds to reduce death. Please incorporate a focus on speed limit reductions and speed-reducing design to reduce roadway death on Texas roads. Higher speeds impact frequency, driver behavior, and severity of crashes and this plan must aim to lower speeds across the state. Speeds closer to 55 to 60 MPH improve the efficiency of both electric and gas-powered cars, thus reducing emissions at the same time as improving safety.
- On Maintenance vs. Delivery of “Right Projects:” Please incorporate a commitment to stop investments in new highways / roadways and investments in highway / roadway lane expansion projects that have proven to be horrible investments for Texas taxpayers. Research shows that the phenomenon of induced demand turns these taxpayer dollars into nice payoffs for concrete and highway contractors but bad, almost fraudulent investments for Texans. Instead, the TTP must commit to maintain what we already have and serve Texans equitably instead of funneling 33% more per capita into rural projects that serve only 15% of the Texas population. The TTP states that TXDOT is shifting its goals to focus on "moving people and goods" vs. SOVs - however, this disparity in investment

does not reflect this goal. Commit to investing equitably where people actually live through the creation of a truly multimodal network with public transit and active transportation which are betters return on investment for Texan taxpayers.

- On replacing the Motor Fuels Tax: Please keep and/or lobby to keep the motor fuels tax. The TTP 2050 notes aiming to replace the motor fuels tax with other revenue sources. As long as gas-powered cars and freight are on the road, the tax should remain - and should be increased to help the state transition to clean energy, of which Texas leads in wind and solar. It is understood that TXDOT alone does not control the terms of this tax but is urged to incorporate a statement on the need to maintain the tax. People that use the roads while utilizing higher impact technology should help pay to maintain said roads.
- On Climate Change / Risk and Resiliency: Climate change is irresponsibly not mentioned anywhere in the TTP 2050; however, addressing the risks head on are necessary for risk and resiliency assessment. Aiming for "zero net emissions by 2050" is not adequate and a full assessment of climate change and the imminent / in-progress impacts that Texas' multimodal network is / will deal with must be assessed directly and holistically.
- On Fostering Stewardship: Please incorporate a commitment to reduce natural land conversion rates historically incurred by TXDOT projects. TXDOT projects have cleared hundreds of thousands of acres of natural lands that are irreplaceable and necessary for the state's long-term resilience and preservation of its biodiversity.

Thank you,

Sarah Simpson, RA, LEED GA
Architect | Colorspace Architecture & Urban Design
407 S. Stagecoach Trail, Ste 203, San Marcos, TX 78666
737.238.0047 (of) | 512.395.5038 (c) | www.color-space.com | @color.space

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: TTP_2050
Sent: Friday, August 21, 2020 10:57 AM
To: Sean Ziegler <spziegler@yahoo.com>; TTP_2050 <TTP_2050@txdot.gov>
Subject: RE: public comment on TTP 2050

Hello Mr. Ziegler,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

-----Original Message-----
From: Sean Ziegler [mailto:spziegler@yahoo.com]
Sent: Friday, August 21, 2020 10:24 AM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: public comment on TTP 2050

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

First, editing: on page 64, ETCOG is left off the list of rural planning organizations. It is on the map.

I would rather the Stakeholder and Public Outreach Generated Investment strategy allocation be listed first, and all the other allocations be listed second. Is the public input important?

Considering how Texas' transportation behavior has changed drastically from the COVID-19 pandemic, all the predictions are less "right" than they might have been a year ago. Obviously public transit, especially air travel, has been drastically affected.

I would like to see this sentence on page 42 in the Strategic Importance paragraph under Bicycle and pedestrian transportation changed:

Continued investment in safe infrastructure also helps decrease traffic-related bicycle and pedestrian injuries and fatalities, making roadways safer for all users.

Should change to:

Continued investment in safer infrastructure also helps decrease truck and automobile-related bicycle and pedestrian injuries and fatalities, making roadways safer for all users.

We're all traffic, not just people in automobiles and trucks.

Thanks for the opportunity to provide feedback. Good luck trying to predict the next 30 years, when we could not have predicted the last six months!

Respectfully,
Sean Ziegler
989.424.8266

402 Oakleaf Drive
SA, TX 78209

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Comments on TTP
Date: August 24, 2020 at 11:07 AM
To: Alan Montemayor alan.montemayor@sbcglobal.net, TTP_2050 TTP_2050@txdot.gov
Cc: lvasquez xa-sa.com lvasquez@xa-sa.com, Sonia Jimenez, Ximenes & Associates, Inc. sjimenez@xa-sa.com, Rebecca Van Dyke vandyke@highstreetconsulting.com

Hello Mr. Montemayor,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Alan Montemayor [mailto:alan.montemayor@sbcglobal.net]
Sent: Saturday, August 22, 2020 8:39 AM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Comments on TTP

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the opportunity to comment on the Texas Transportation Plan. This plan is inadequate in that it does not address climate change and transportation emissions specifically. It needs real goals of reducing emissions from cars, trucks, trains, pipelines etc. by reducing trips and VMT by building bike paths, coordinating with transit agencies for increased public transit, light rail, electrification of trains and many other infrastructure projects that will help rather than hurt our environment. We can't build our way out of this problem! Please de-emphazize roads and highways and concentrate on projects that will help the environment! Now is not the time for business as usual!

Sincerely,

Alan Montemayor
2186 Jackson Keller Rd. #432
San Antonio, TX 78213
210.342.9721

A Texas Department of Transportation (TxDOT) message

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)
Date: August 24, 2020 at 11:08 AM
To: gksaucier@verizon.net, TTP_2050 TTP_2050@txdot.gov
Cc: Sonia Jimenez, Ximenes & Associates, Inc. sjimenez@xa-sa.com, lvasquez xa-sa.com lvasquez@xa-sa.com, Rebecca Van Dyke vandyke@highstreetconsulting.com

Hello Mr. Saucier,

Glad to hear from you again! Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: gksaucier@verizon.net [mailto:gksaucier@verizon.net]
Sent: Saturday, August 22, 2020 3:58 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for holding the TTP2050 public forum. I am glad that TxDOT does planning.

I have the following questions/Comments:

- There are rules that state/federal transportation contracts need to use the shortest route. Yet in many cases the shortest route is not the fastest or most efficient route. I suggest that if TxDOT got these rules changed to most efficient, there would be less demand on several routes. US 290 in Fredericksburg is an example of a road that should have less traffic, as it should instead use I-10. What is TxDOT doing to change this rule and make better solutions?

- TxDOT needs to respect the local community and land owners, as the unique aspects of such land as the Hill Country will not last if it is treated like just open land. TxDOT should look at how best to use the land it needs and not impact areas if they can help it.

- I do not see TxDOT looking at alternative transportation methods vs roads. Could rail roads better serve west Texas energy needs while minimizing the impact to other areas such as the Hill country? By 2050 I would expect non driver transportation to be more common, especially for freight. Yet I do not see TxDOT planning for this in road design.

- TxDOT does not seem to care about to individual landowners, especially when homestead and heritage lands
are involved. TxDOT should better engage the land owners with respect and explain why roads are 4

built where and how they are. People need to be respected.

Gary Saucier
469-758-8121

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Inputs to Texas Transportation Plan 2050
Date: August 24, 2020 at 11:09 AM
To: George Monroe george.monroe@me.com, TTP_2050 TTP_2050@txdot.gov
Cc: Monroe Jan janmonroe@me.com

Hello Mr. Monroe,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

-----Original Message-----
From: George Monroe [mailto:george.monroe@me.com]
Sent: Saturday, August 22, 2020 4:10 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Cc: Monroe George <george.monroe@me.com>; Monroe Jan <janmonroe@me.com>
Subject: Inputs to Texas Transportation Plan 2050

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I come from Portland OR, which has a wonderful integrated light rail, bus, and streetcar system for the downtown area. I fully support vigorous funding for this type of transportation.

I also recommend investigating aerial CAV's, the technology for which is rapidly become available. I fully support the DOT effort to maximize ground CAV's.

Finally, we need to make the leap and get better funding for our transportation projects. We too often act as if Texas urban areas are only large towns rather than real cities. They are real cities that need real funding.

Thank you.

George Monroe

George M. Monroe
Home (512) 215-0334
Cell Phone (571) 334-3698
george.monroe@me.com

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: TTP 2050 feedback
Date: August 24, 2020 at 11:09 AM
To: Hunter Warren hunter.warren@gmail.com, TTP_2050 TTP_2050@txdot.gov

Hello Mr. Warren,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Hunter Warren [mailto:hunter.warren@gmail.com]
Sent: Sunday, August 23, 2020 4:14 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: TTP 2050 feedback

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please TXDOT stop building frontage roads. It promotes wasteful land use, and turns an expressway into a mall. They bring more traffic to highways by becoming a center of development. Thoroughfares aren't generally constructed in parallel with highways because of the frontage roads, and soon all development is along a highway, with the only access to the development being the highway itself.

We need Austin to San Antonio rail! This would be so useful and would promote economic development along it. Would take up far less space and move more people than a freeway.

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: 2050 Texas Transportation Plan Comments
Date: August 24, 2020 at 11:20 AM
To: Abby Dye ADye@mail.ci.lubbock.tx.us, TTP_2050 TTP_2050@txdot.gov
Cc: Dan Pope dpope@mail.ci.lubbock.tx.us

No need to send a print copy. We can enter this PDF into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

TEXASTRANSPORTATION PLAN2050

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Abby Dye [mailto:ADye@mail.ci.lubbock.tx.us]
Sent: Monday, August 24, 2020 11:16 AM
To: TTP_2050 <TTP_2050@txdot.gov>
Cc: Dan Pope <dpope@mail.ci.lubbock.tx.us>
Subject: 2050 Texas Transportation Plan Comments
Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Please see attached Mayor Pope's comments for the 2050 Texas Transportation Plan. Please let me know if you need the original letter.

Thank you,

Abby Dye
Assistant to the Mayor
1314 Ave K
P.O. Box 2000
Lubbock, TX 79457
adye@mylubbock.us
806-775-2024

City of Lubbock TEXAS

DANIEL M. POPE
Mayor

August 24, 2020

Texas Department of Transportation
c/o Ximenes & Associates
411 Sixth St.
San Antonio, TX, 78215

Re: Comments on 2050 Texas Transportation Plan

Dear Texas Department of Transportation:

Thank you for the opportunity to comment on the Draft 2050 Texas Transportation Plan (TTP). As the current Mayor of the City of Lubbock, a member of the Board of Directors for the Ports-to-Plains Alliance and the Chair of the Advisory Committee as set up by HB 1079 passed in the 86th Legislative Session, I am excited about the opportunities that await Lubbock, West and South Texas in the period between now and 2050.

While projects like Loop 88 in Lubbock continue development, the positive outcomes shown in the Segment Committee Reports for the HB 1079 Study indicate that an investment in the extension of I-27 or any portions along the route are a very good investment for Texas - today and in the future.

A developed I-27 in Texas provides a number of key advantages for our state and the businesses and families that reside here. Most important is the tie to Laredo. I-27 would provide Laredo, our country's busiest inland port, a critical interstate route to the Midwest and Western United States. Also, of significant importance is the synergy achieved by better connecting the Fiber, Fuel and Food business in West Texas. These industries feed, clothe and fuel Texas and America. Finally, a developed I-27 provides significant safety improvements to a part of the state that is arguably the most dangerous. This achievement is very much aligned with TXDOT's primary goal.

I join the Ports-to-Plains Alliance urging TxDOT to integrate the Interstate Upgrade and Relief Route projects provided in the HB 1079 Segment Committee Reports into the 2050 TTP. The Ports-to-Plains Alliance has submitted a listing of those projects.

Respectfully yours,

Daniel M. Pope
Mayor

City Hall • 1625 13th Street • P.O. Box 2000 • Lubbock, Texas 79457 • (806)775-2050 • Fax (806)775-3335
E-mail: dpope@mylubbock.us

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: TTP 2050 Comment from City of Arlington
Date: August 24, 2020 at 11:25 AM
To: Ann Foss Ann.Foss@arlingtontx.gov, TTP_2050 TTP_2050@txdot.gov

Hello Ms. Foss,

Many thanks for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

TEXASTRANSPORTATION PLAN2050

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

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From: Ann Foss [mailto:Ann.Foss@arlingtontx.gov]
Sent: Monday, August 24, 2020 11:22 AM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: TTP 2050 Comment from City of Arlington

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The City of Arlington supports the TTP 2050, including its focus on increased safety, improving the resiliency of the transportation system in Texas, focus on moving people and goods on an interconnected system, and use of emerging transportation technologies and innovations.

Submitted on the behalf of the City of Arlington by:
Ann Foss
101 West Abram Street, Arlington TX 76010
ann.foss@arlingtontx.gov

ARLINGTON

Ann W. Foss, Ph.D., AICP
Principal Planner
Office of Strategic Initiatives, City of Arlington
817.459.**6678** | Mail Stop 01-0260 | 101 W. Abram St. | Arlington, TX 76010
www.arlintontx.gov / www.myarlingtontx.com

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: voicemail@vonagebusiness.com
Subject: New Voicemail from SINGHAL ARVIND 17405916217
Date: August 24, 2020 at 3:55 PM
To: lvasquez@xa-sa.com, sjimenez@xa-sa.com

Voicemail transcript is provided for proof only. Please see comment matrix for accurate transcript.

VONAGE

Hi Laura Vasquez (Ext. 402),

You have a new voicemail

SINGHAL ARVIND (17405916217)

My name is Arman Singh Hall and I live in Dallas. I'm calling because I wanna urge the Texas Department of Transportation to prioritize mixed use walkable neighborhoods and a transportation plan to prioritize transit that helps makes with you again walkable and encourage development that is not so's falling(?) the more highways in-baltimore(?). I wish we have to maintain the more we have to drive etc. Etc. and if we just designed our city so that you could walk where we could take a quick bus ride or a quick transit ride from where we need from where we are to where we need to go. It would be much easier on our infrastructure and improve our quality of life because we walking more getting out and about and it will be much better for the environment considering the effects of climate change. So I just wanna to ask you a text Department of Transportation to do everything we can to encourage mixed used development walk will development biking multi modal transportation and to stop building infrastructure(?) that are tied tightly(?) and stalling and suburbs. Thanks so much. Bye.

Received at [401 - Main Auto Attendant] on Monday, Aug 24 2020 04:54 PM (85 seconds)

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Comments on plan
Date: August 25, 2020 at 11:24 AM
To: Mario rasfleming@yahoo.com, TTP_2050 TTP_2050@txdot.gov

Hello,

Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

---

From: Mario [mailto:rasfleming@yahoo.com]
Sent: Monday, August 24, 2020 5:59 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Comments on plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, as a citizen of Texas I ask that you give priority bicyclists, pedestrians and mass transit, not enough funding or planning takes these in to consideration. In order to lower traffic fatalities and injuries we must lower speed limits, design roads to make people drive at lower speeds, and also this will help pedestrians not have to cross super wide dangerous roads to get to the other side. We should have more protected bike lanes, more light rail and bus rapid transit. Our roads should have more trees and landscaping, we should have more attractive cities. Currently our Texas cities are rather ugly.

Sent from Yahoo Mail on Android

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Texas Transportation Study 2050
Date: August 25, 2020 at 11:25 AM
To: Vanessa Perez perezvanessa2512@gmail.com, TTP_2050 TTP_2050@txdot.gov

Hello,

Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

TEXASTRANSPORTATION PLAN2050

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

-----Original Message-----
From: Vanessa Perez [mailto:perezvanessa2512@gmail.com]
Sent: Monday, August 24, 2020 5:16 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Texas Transportation Study 2050

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Vanessa Perez. I live in Laredo, TX, the largest inland port in the country. We are in need of financial assistance to support and maintain the infrastructure needed to ensure trade continues efficiently and effectively in our City for years to come. Our City thrives, as does our Country, from the International trade industry, and we are trying to be proactive about our transportation needs so that we are not experiencing bottlenecks and pauses in operations. We need better connectivity amongst existing highways, particularly the Southernmost parts of IH-35 and along FM1472. We would appreciate assistance and cooperation, especially as our City has experienced at least a $20million budget shortfall this year due to closures at the International Bridges, as mandated by the State, due to COVID-19. We have needs for our residents in the form of multimodal, non-vehicular transportation options. Increased safety for bike lanes, crosswalks, bridges, etc. These safeguards, along with more Intersection management, would help reduce the incidences of death and injury to our citizens.
Thank you for your attention.

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: TTP 2050 Comments
Date: August 25, 2020 at 11:29 AM
To: Dennis Geesaman dennis@goosesroost.com, TTP_2050 TTP_2050@txdot.gov
Cc: Cameron Poursoltan Cameron.Poursoltan@mail.house.gov, Andrew Ross Andrew.Ross@mail.house.gov, Joe Weber cassie.austin@co.fayette.tx.us, Mark Eversole mark@lonestarhouston.com, Sarah Novo manager@ci.flatonia.tx.us, Todd Stennis StenniT@amtrak.com

Hello,

Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

From: Dennis Geesaman [mailto:dennis@goosesroost.com]
Sent: Monday, August 24, 2020 4:20 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Cc: Cameron Poursoltan <Cameron.Poursoltan@mail.house.gov>; Andrew Ross <Andrew.Ross@mail.house.gov>; Joe Weber <cassie.austin@co.fayette.tx.us>; Mark Eversole <mark@lonestarhouston.com>; Sarah Novo <manager@ci.flatonia.tx.us>; Todd Stennis <StenniT@amtrak.com>
Subject: TTP 2050 Comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I agree with most of your goals (Safety, Preserve Assets, Movement of People and Goods) and visions (Mobility, Economic Opportunity, Quality of Life) stated here, but some of the stated strategies are incapable of attaining these goals and visions. In particular rail passenger rail is only given lip service. After referring to passenger rail as an option throughout the document, on page 91, under Non-Highway Strategies, the only mention of passenger rail is 1) to coordinate with Amtrak on service changes and 2) work with freight rail for on-time service. No need to expend resources here. I'm not suggesting spend a lot of money, to the contrary, I believe with relatively small investment and commitment there are strategies to help attain these visions and goals. This can be done by using and improving existing rail infrastructure and working closely with Amtrak and host railroads to improve passenger service, as Texas already does in the Heartland Flyer between Dallas and Oklahoma City. Where the costs go crazy is with totally new construction as in a new corridor or high speed rail (HSR) plan. HSRs in the US have a long history of failure as in

corridor of high speed rail (HSR) plans. HSRs in the US have a long history of failure as in California, Florida and here in Texas. I hope the TX Central Railway Initiative works despite history, but we don't necessarily need a train that competes with an airplane to achieve the stated goals and vision, but a train that competes with the automobile. I would submit that available, consistent, reliable, and enjoyable service are far more important than speed, and the key basic pieces are already in place with Amtrak (NRPC), and host or NRPC owned infrastructure. For a very tiny fraction of what is spent on roads and air travel by federal, state and local sources, passenger rail terminals could be improved, and hosts could be incentivized to better accommodate (on-time) passenger rail traffic.

Much is said about not forgetting rural Texas. Existing rail infrastructure often coincides with rural communities as this was often their reason for forming many years ago. Highways often run nearby, but can we just keep building more lanes on I-10, I-35 and I-45 to accommodate growth through 2050? As a city official in the small town of Flatonia, TX (halfway between Houston and San Antonio) with a rail line through downtown and an interstate nearby, we can see your stated vision in an Amtrak stop here on the Sunset Limited that would improve Mobility, Economic Opportunity and Quality of Life for all of central Texas as far as the outskirts of Houston, San Antonio and Austin, with virtually no cost for a 2 minute mainline stop (there currently is no stop between Houston and San Antonio). Richard Anderson, CEO of Amtrak at the time of his Senate testimony last summer, spoke of the advantages of developing more service between large cities, and even mentioned the San Antonio to Houston corridor as an example.

Dennis Geesaman
Flatonia City Council
Flatonia Economic Development Corporation
cell 361-772-5335

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **Sonia Jimenez** sjimenez@xa-sa.com
Subject: Fwd: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)
Date: September 3, 2020 at 5:04 PM
To:

Begin forwarded message:

From: TTP_2050 <TTP_2050@txdot.gov>
Subject: **FW: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)**
Date: August 25, 2020 at 11:32:16 AM CDT
To: "Kevin Ford (ford@highstreetconsulting.com)" <ford@highstreetconsulting.com>, Rebecca Van Dyke <vandyke@highstreetconsulting.com>, "Sonia Jimenez, Ximenes & Associates, Inc." <sjimenez@xa-sa.com>

From: TTP_2050
Sent: Monday, August 24, 2020 2:33 PM
To: TB <tbscpbsc@satx.rr.com>; TTP_2050 <TTP_2050@txdot.gov>
Subject: RE: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)

Hello,

Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

-----Original Message-----
From: TB <tbscpbsc@satx.rr.com>
Sent: Monday, August 24, 2020 12:47 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs: Thank you for the opportunity to comment.

My name is Terry Burns, M.D. I serve as Chair of the Alamo Group of the Lone Star Chapter of the Sierra Club. I represent about 3000 members in the greater San Antonio region.

I have reviewed the Draft TTP 2050 in some detail. I make the following general comments:

1) We are pleased to find reductions of GHG emissions mentioned, but I find very little detail, in

terms of specific reduction goals, strategies to meet those goals etc. This subject should receive much more detailed attention.

2) We are pleased that pedestrian and bikeway mobility continue to receive attention. I believe SAFETY should be the FIRST PRIORITY here, with physical separation from vehicular traffic the goal wherever and whenever possible. Intersections must be redesigned so that vehicles CANNOT turn into pedestrians and bikes.

3) We support more expansion of transit options throughout Texas. Greater funding and new funding mechanisms for our MTAs and rural systems are desperately needed to improve and expand these systems and attract greater ridership.

4) The considerations given to advanced technologies such as Traffic Demand Management, special lane restrictions, and variations of auto-piloted vehicles are worthy of pursuit.

5) We oppose lane expansion proposals in almost all cases, except at dangerous intersections. Lane expansion rarely results in anything but short term congestion relief.

6) You document the VAST highway system already existing in Texas. MORE PAVEMENT is not the answer to handling more people. The answer is better design, use and management of the current system.

7) Climate change is mentioned only indirectly. We will be experiencing higher heat and more of it, along with longer and more serious droughts, interspersed by more severe storms and flooding. Roadway and bridge construction will require materials that will stand up to these more severe conditions. These materials must also NOT EXACERBATE flooding and heat. The enormous surface area of our current roadway system already contribute significantly to flooding and heat island effects in our urban areas, and increasingly also in our growing rural and semi-rural areas.

Sincerely,

Terry Burns, M.D., Chair
The Alamo Group of the Sierra Club
P.O. Box 6443
San Antonio, TX 78209

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From: **TTP_2050** TTP_2050@txdot.gov
Subject: RE: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)
Date: August 25, 2020 at 12:40 PM
To: David Allen dallen@prairieviewtexas.gov, TTP_2050 TTP_2050@txdot.gov

Hello,

Thank you for your interest in the Texas Transportation Plan (TTP) 2050. Your comments will be entered into the official record of public involvement.

Appreciatively yours,
The TxDOT TTP 2050/Statewide Planning Branch

https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

---

From: David Allen [mailto:dallen@prairieviewtexas.gov]
Sent: Monday, August 24, 2020 5:22 PM
To: TTP_2050 <TTP_2050@txdot.gov>
Subject: Public Comment for the Texas Transportation Draft Plan 2050 (TTP 2050)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hwy 290 is part of Houston/Harris County evacuation plan.

Flooding occurs very regularly under FM 1098 and especially when hurricane Harvey and other recent heavy
rain events.

I met with TxDOT in your Houston office and informed them again on a call with Quincy Allen, State Re!
Cecil Bell and others of this emergency situation.

Traffic will be backed up to Galveston if evacuation is needed.

PLEASE include in your traffic safety plan

God bless,,,
--

David Allen, MBA
Mayor

Prairie View, Texas
Tel: 936-857-3711, ext. 3600
Fax: 936-857-5836
Cell: 281-901-9049
dallen@prairieviewtexas.gov

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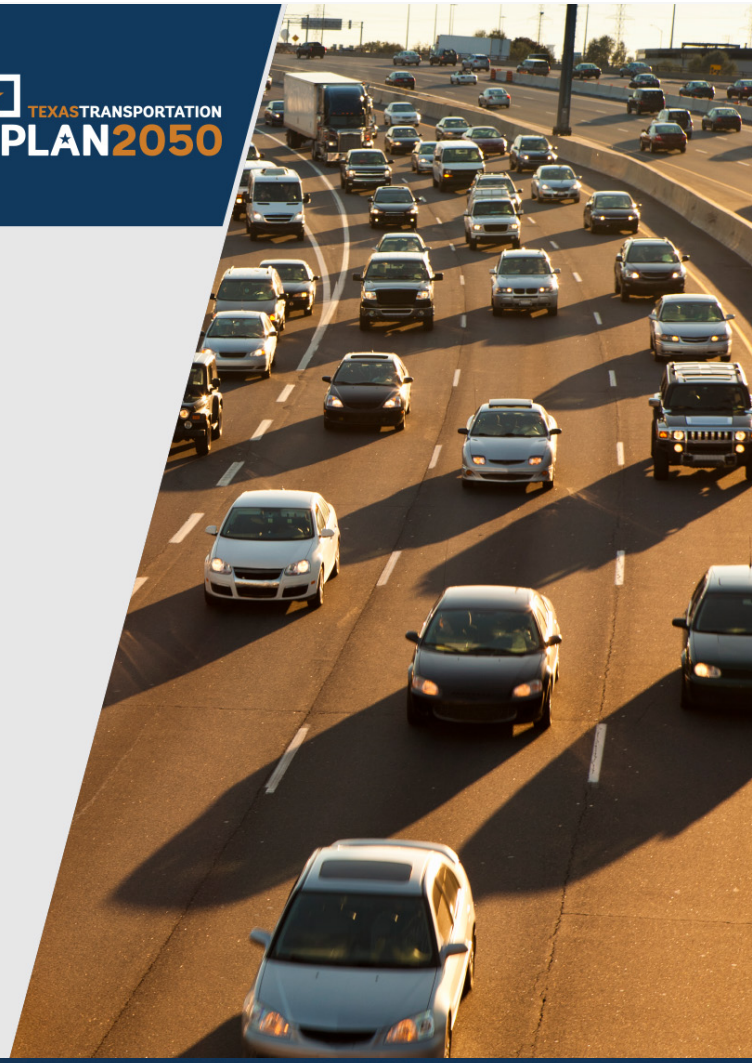
44500 Business Hwy. 290
P.O. Box 817
Prairie View, TX 77446-0817
www.prairieviewtexas.gov

G. TxDOT Transportation Commission Presentation

Texas Transportation Plan 2050 (TTP 2050)

Planning for the Future of the Texas Multimodal System



August 2020 Commission Meeting

Agenda

1. Texas Transportation Plan 2050 Overview
2. Plan Development Process
3. Vision, Goals, Objectives, Measures & Targets
4. Summary of Public Comments
5. Commission Consideration for Adoption

1 What is the Texas Transportation Plan?

A federal and state mandated document, updated every 4 years, that:

- Establishes long-range vision for Texas transportation
- Provides a framework for assessing performance implications of alternative strategies and futures
- Details TxDOT roles, responsibilities, and system performance targets
- Guides planning and programming decisions for the statewide multimodal transportation system

1 Where TTP 2050 Fits

Vision, strategies and system priorities

Planned funding for programs and prioritized projects

Texas Transportation Plan
guides planning and programming decisions for the statewide multimodal transportation system
Updated: Every 4 years
24+ years

Modal and Corridor Plans
establishes vision and identifies improvement options for modes and priority corridors
Updated: Every 4 years
~20 years

Unified Transportation Program
identifies a pipeline of projects to make progress towards agency performance goals
Updated: Annually
10 years

Statewide Transportation Improvement Program
lists approved projects with fully assigned funding in the final stages of development
Updated: Every 2 years
4 years

Letting Schedule
authorizes and administers planned funding for projects to be constructed
Updated: Annually
2 years

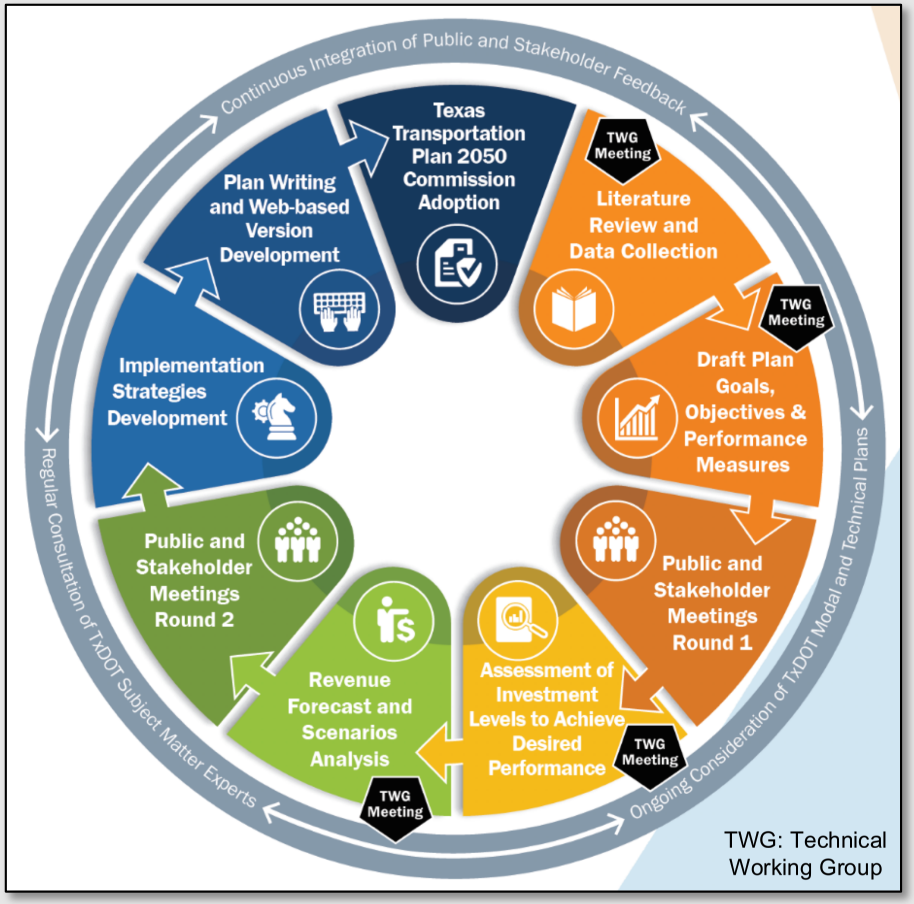
Far horizon

Near horizon

2 Plan Development Process

Collaborative 19-month effort involving

- TxDOT & FHWA Subject Matter Experts
- Stakeholders
- The Public



3 Goals

Promote Safety

Preserve our Assets

Optimize System Performance:
Movement of people and goods

Deliver the Right Projects

Foster Stewardship:
Protect and Enhance the Human and Natural Environment

Focus on the Customer:
Communicate Effectively

3 Objectives

Promote Safety

- Work with stakeholders to identify and develop proven and data-driven strategies, countermeasures, and programs
- Reduce crashes and lessen crash severity by implementing engineering solutions
- Use education and outreach to promote safe driving, bicycling, and pedestrian activities
- Coordinate with first responders to improve incident response times

Preserve Our Assets

- Preserve integrity of bridges and highway structure
- Provide roads that are smooth and structurally sound
- Keep other assets and technological devices operating
- Reduce long-term costs
- Mitigate asset risks

Optimize System Performance

- Reduce congestion through both traditional and alternative strategies
- Improve travel time reliability
- Increase travel options/connections
- Ensure freight can move efficiently
- Increase access to jobs, services, and activity centers
- Leverage transportation assets to support economic growth and vitality

Deliver the Right Projects

- Reduce user costs
- Identify and maintain reliable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs
- Strategically deploy innovative technology to increase effectiveness and efficiency of the system
- Maintain sustainable funding

Foster Stewardship

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Avoid, minimize, mitigate adverse impacts from construction
- Design a resilient and future-focused transportation system

Focus on the Customer

- Communicate effectively with the public and partners
- Be accountable and transparent in decision-making
- Encourage feedback from the public and stakeholders
- Inform the public and stakeholders on TxDOT roles, costs, funding, and investment tradeoffs
- Improve communication/coordination with all planning partners and stakeholders

Statewide Measures and Proposed Targets

Goals	State Measures	Current Values		2030 Target	2050 Target
Promote Safety	Fatality Count (and Rate)	3,645 (1.29)	[2018]	2,280 (0.70)	0 (0)
	Serious Injury Count (and Rate)	14,992 (5.29)	[2018]	-	-
	Employee Injury Rate	1.01 -	[2018]	1.00	1.00
Preserve our Assets	% Good or Better Pavement Lane Miles	88%	[2019]	90%	90%
	Bridge Condition Score	89	[2019]	90	90
Optimize System Performance	Urban Congestion Index	1.25	[2017]	1.20	1.15
	Urban, Rural and Truck Reliability Indexes	1.59, 1.14, 1.37	[2017]	Rural: 1.12	Rural: 1.12
	Average Annual Delay per Person	32.46 hours	[2017]	-	-
	Vehicle Miles Travelled	259,278,000 mi	[2017]	-	-
Deliver the Right Projects	% Contracts Completed On Time and On Budget	Time: 62.7%, Budget: 79%	[2019]	-	-
Foster Stewardship	DBE and HUB Attainment	DBE: 12.7%, HUB: 6.2% to 42.1%	[2018]	-	-
	Direct Transportation Funding	92.8%, $11.21M	[2018]	-	-
Focus on the Customer	% Customer Complaint Cases Closed on Time	79.65%	[FY2019 avg]	-	-
	Average TxTag Call Wait and Handle Time	Wait time: 56s, Handle time: 6min 34s	[FY2019 avg]	Handle time: 6min 30s	Handle time: 6min 30s
	Employee Engagement Score	375	[2018]	350	350

4 Summary of Public Comments since Posting the Draft TTP 2050

By the Numbers:

- **114** participants (including the TxDOT and consultant project team) attended the **Draft TTP 2050 Public Hearing held on August 11, 2020 at 10am CST**
- **22** comments received at the hearing or via email, voicemail, and USPS

What We Heard:

- Further promote safety
- Focus on active transportation
- Enhance the multimodal system
- Leverage rural routes
- Support electric vehicles
- Mitigate environmental impacts
- Prepare for emerging technologies
- Ensure equity

Promote Safety

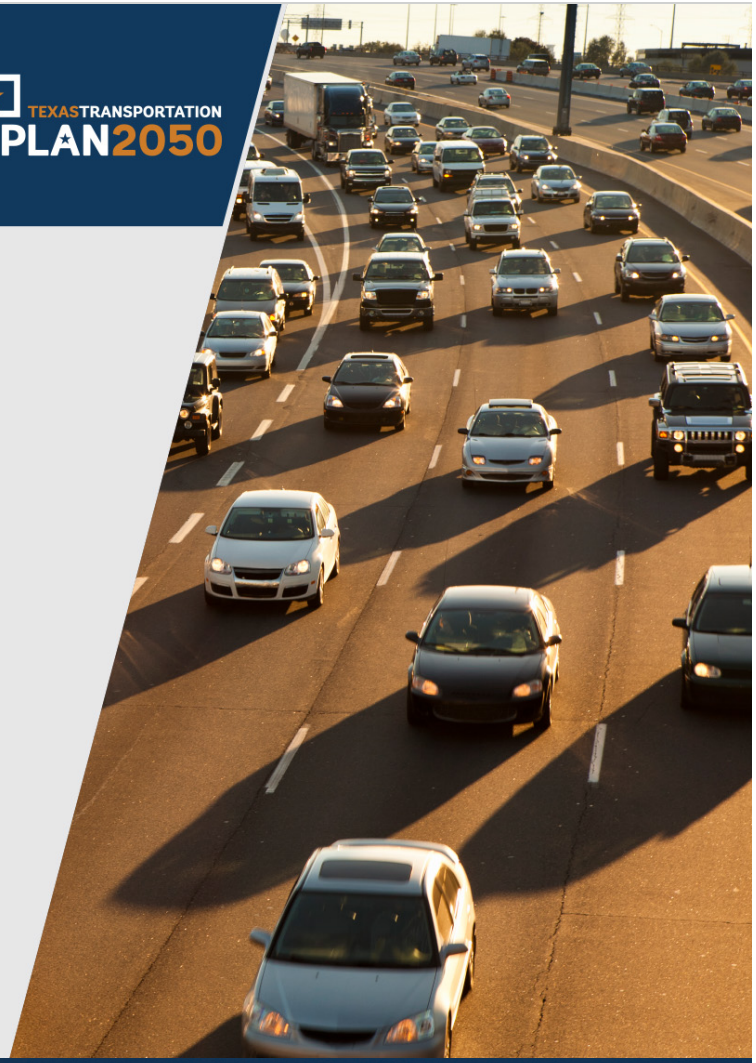
Champion a culture of safety that reduces crashes and fatalities through the five "E's" of Evaluation, Engineering, Encouragement, Education, and Enforcement.

5 Commission Consideration for Adoption

Consider adoption of the Texas Transportation Plan 2050 as the department's statewide long-range transportation plan.

Texas Department of Transportation
TEXAS TRANSPORTATION PLAN2050

Discussion



Appendix B:
Technical Memorandum

Appendix B

Includes the following Technical Reports and Memorandum

- Technical Memo 1: Key Plan, Program, and Study Review Findings to Inform SLRTP
- Technical Memo 2: Goals, Objectives, and Performance Measures
- Transportation Today: The State of the Texas Transportation System
- Technical Memo 4: Highway Mobility Modal Profile
- Technical Memo 5: Highway Safety Modal Profile
- Technical Memo 6: Pavement Preservation Modal Profile
- Technical Memo 7: Bridge Preservation Modal Profile
- Technical Memo 8: Public Transportation Modal Profile
- Technical Memo 9: Ferry Operations Modal Profile
- Technical Memo 10: Passenger Rail Modal Profile
- Technical Memo 11: Aviation Modal Profile
- Technical Memo 12: Bicycle and Pedestrian
- Technical Memo 13: Intelligent Transportation System Modal Profile
- Technical Memo 14: Freight Modal Profile
- Technical Memo 16: Revenue Forecast
- Technical Memo 17: Scenario Analysis
- Technical Memo 19: Implementation Strategies

Texas Transportation Plan (TTP) 2050

Technical Memo 1: Key Plan, Program, and Study Review Findings to Inform SLRTP

November 2018

This Document is released for the purposes of interim review under the authority of TPP on November 13, 2018. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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1.0 INTRODUCTION

As stewards of public infrastructure, transportation practitioners have the challenge of allocating limited funds to achieve desired outcomes in terms of keeping roads, structures, and other facilities safe and in a state-of-good-repair while supporting economic growth, reliable travel choices, and a high quality-of-life for system users. The long-range transportation planning process is a periodic effort to synthesize these numerous transportation functions into a larger agency vision, and to ensure that the things that matter most to system users are part of this vision.

In order to lay the groundwork for developing Texas Transportation Plan (TTP) 2050, the High Street team conducted a comprehensive review of state and regional transportation plans, programs, and studies. This literature review was supplemented by a series of discovery calls with TxDOT subject matter experts who helped the team understand the landscape of current and ongoing plans and reports, status and sources of data, and direction of each modal or topic area office. This technical memorandum is organized with a discussion of the state-of-the-current practice in statewide and regional planning, followed by detailed modal breakdowns, with overviews of broader planning topic areas, and concludes with a high-level summary of the key findings compiled during this process with identified next steps.

For each technical discipline, information was sought relating to i) multi-modal goals, objectives, measures, and targets, ii) future demand and needs methodologies with an emphasis on strategic initiatives, available data, and supplemental analytical tools, and ii) scenario planning considerations. The content presented herein is representative of findings from a comprehensive set of information sources that will be used in updating the TTP, but not necessarily a detailed account of all the information that will go into the Plan.

2.0 STATEWIDE PLANNING

Texas's transportation system is comprised of many different passenger and freight modes, each of which contribute to broader planning concepts, such as safety, the environment, economic development, and network risk and resiliency. Interwoven in this document are assessments of these various considerations, each with their own intricacies and comprehensive sets of plans, programs, and studies:

- Safety
- Pavement
- Bridge
- Highway Mobility
- Freight
- Aviation
- Passenger Rail
- Transit
- Bicycle / Pedestrian
- Intelligent Transportation Systems
- Smart Technology
- Risk & Resiliency
- Environment
- Economic Development

Each mode and planning area studied by the consultant team contributes to the overall functioning of the state's transportation system through multi-faceted approaches that help fulfill TxDOT's goals and objectives. Outlined in subsequent sections is an attempt to summarize the most essential information from each unique area that will be needed to update the long-rang plan's goals, objectives, measures, and targets; future demand and needs with corresponding data and tools; and scenario planning. Before going into regional planning considerations and technical disciplines, this section presents a high-level view of the overarching principles that factor into TxDOT statewide planning.

2.1 Statewide Goals, Objectives, and Measures

The goals and objectives outlined in the TTP 2040, along with those updated in the TxDOT 2019-2023 Strategic Plan (Figure 1), have served as unifying principles for the state's individual modes and planning areas. Each of the technical disciplines have aligned their objectives with agency-adopted goals. In some cases, additional goals have been identified by the TxDOT divisions, however, are too specific or operational to recommend for broader agency adoption.

Figure 1. TxDOT 2019-2023 Strategic Plan Goals and Objectives

Strategic Goals	
Promote Safety	➢ Champion a Culture of Safety.
Deliver the Right Projects	➢ Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
Focus on the Customer	➢ People are at the center of everything we do.
Foster Stewardship	➢ Ensure efficient use of state resources.
Optimize System Performance	➢ Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
Preserve our Assets	➢ Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
Value our Employees	➢ Respect and care for the well-being and development of our employees.
Statewide Objectives	
+ Accountable to tax and fee payers of Texas	
+ Efficient such that maximum results are produced with a minimum waste of taxpayer funds, including through the elimination of redundant and non-core functions.	
+ Effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve.	
+ Attentive to providing excellent customer service.	
+ Transparent such that agency can be understood by any Texan.	

Statewide planning is a never-ending process at TxDOT. Goals and objectives from the Texas Transportation Plan are regularly refreshed as part of the TxDOT Strategic Plan. The current set

of goals and objectives in the 2019-2023 Strategic Plan overall remain largely consistent with TTP 2040. A comparison of the current TxDOT goal areas with TTP 2040 goals and objectives is outlined in Table 1. Primary changes from TTP 2040 include the consolidation of 'Mobility & Reliability' with 'Multimodal Connectivity' to create a new 'Optimize System Performance' goal, and 'Stewardship' with 'Sustainable Funding' into a broader 'Foster Stewardship' goal. The strategic goal of valuing TxDOT employees is considered distinct from the public focus of TTP 2050.

In addition, individual modes have started to incorporate the national goal areas introduced by the Moving Ahead for Progress Act in the 21st Century (MAP-21) and continued under the Fixing America's Surface Transportation (FAST) Act into their own strategic planning. These being:

- **Safety -** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition -** To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction -** To achieve a significant reduction in congestion on the National Highway System
- **System Reliability -** To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality -** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability -** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays -** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

While the broader national goal areas had been introduced at the time of TTP 2040 development, final rulemaking had yet to be completed. The High Street team will incorporate implementation strategies to address federal requirements for performance measures and target setting as part of TTP 2050. The TxDOT Performance Dashboard (http://www.dot.state.tx.us/dashboard/) is currently used by the agency to track progress against the most pertinent national measures, but more importantly is used to report on state-specific measures that are deemed more relevant to Texans. It is the statewide measures that will be the focal point for analysis as part of TTP 2050.

Table 1. TTP 2040 Objectives Mapped to TxDOT 2019-2023 Strategic Plan Goals

Strategic Plan Goals	TTP 2040 Goals & Objectives
Promote Safety	***Promote Safety*** • Improve multimodal transportation safety • Reduce fatalities and serious injuries • Improve safety of at-grade rail crossings • Eliminate conflicts between modes wherever possible • Increase bicycle and pedestrian safety through education, the design and construction of new facilities, and improvements to existing facilities • Educate the public on the dangers of high-risk driving behaviors • Coordinate with enforcement to improve driver compliance with laws - Improve incident response times
Focus on the Customer	***Focus on the Customer*** • Understand and incorporate customer desires in decision processes and be open and forthright in all agency communications • Collect and integrate feedback using innovative engagement techniques and technology • Promote and enable public participation in project planning and development • Improve accessibility of information through innovative, understandable, and relatable communication techniques • Educate the public and stakeholders on transportation costs, funding availability, and investment tradeoffs
Foster Stewardship	***Stewardship*** • Manage resources responsibly and be accountable and transparent in decision-making • Identify sustainable funding sources and leverage resources wisely to maximize the value of investments and minimize negative impacts • Develop and implement a project development process that recognizes quality-of-life concerns for all system users and future generations of Texans - Link transportation planning with land use - Reduce project delivery delays - Coordinate project planning and delivery with all planning partners and stakeholders - Minimize impacts to natural, cultural, and historic resources and promote sustainability in project design and delivery ***Sustainable Funding*** • Identify and sustain funding sources for all modes - Identify and document costs to meet the state's future transportation needs - Consider all funding sources to fill the needs-to-revenues gap • Educate the public and stakeholders on the costs associated with constructing and preserving the system • Evaluate the feasibility of innovative financing solutions • Improve predictive capabilities for revenue forecasting and long-term needs assessments

Strategic Plan Goals	TTP 2040 Goals & Objectives
Optimize System Performance	***Mobility and Reliability*** • Reduce congestion and improve system efficiency and performance • Plan, design, and construct strategic capacity projects • Implement alternative strategies that reduce peak demand • Improve operations within existing right-of-way • Increase travel options and accessibility for all, especially elderly, disabled, and disadvantaged populations • Increase freight and passenger travel time reliability • Increase the capacity and efficiency of the transportation system across travel modes ***Multimodal Connectivity*** • Provide transportation choices and improve system connectivity for all passenger and freight modes • Provide and improve access to jobs, transportation choices, and services for all Texans • Provide safe and convenient travel choices for all Texans with a focus on the complete trip • Support the efficient and coordinated movement of goods and services between freight modes to facilitate statewide, national, and global commerce • Support multimodal and intermodal planning, project development, and investments • Improve connectivity between urban, suburban, and rural areas and between travel modes
Preserve Our Assets	***Preserve Our Assets*** • Maintain and preserve multimodal assets using cost-beneficial treatments • Decrease the number of bridges that are structurally deficient, functionally obsolete, or substandard-for-load • Achieve state of good repair for pavement assets, keeping pavements smooth and pothole free • Achieve state of good repair for transit assets such that they are comfortable and reliable • Identify and mitigate risks associated with asset failure • Identify existing and new funding sources and innovative financing techniques for all modes of transportation • Build upon and regularly update the asset inventories for all transportation modes

The state measures identified in the TxDOT Performance Measures Dashboard are deemed as a strong starting point for updating the TTP 2040 measures. Some of the measures in the dashboard are more tactical in nature with a short-term retrospective focus. Those feasible for long-range predictive analysis and deemed appropriate, in conjunction with TxDOT staff, for informing

statewide investment choices will be included in TTP 2050. As such only a subset of the identified measures were incorporated into TTP 2040 needs and scenario analysis (Table 2).

Table 2: Texas Transportation Plan 2040 Performance Measures

Mode	Performance Measures	TPP Goal Areas Supported
Safety*	Number of Fatalities and Serious Injuries	Safety
Mobility and Congestion Reduction	Rural and Urban Level of Service (LOS), Total Delay, and Congestion Severity Index (CSI)	Mobility and Reliability Multimodal Connectivity
Pavements	National Highway System (NHS) and Non-NHS % Lane-Miles with a "Good" or "Better" International Roughness Index (IRI) and % Lane- Miles with a "Good" or "Better" Pavement Condition Score	Asset Management Stewardship Safety
Bridges	NHS and Non-NHS % Structurally Deficient (SD) Deck Area, Count of Bridges and % Deck Area with Cyclic Maintenance Needs, Count of Bridges and % Deck Area with Preventive Maintenance Needs, and Count of Bridges and % Deck Area with Rehabilitation or Replacement Needs	Asset Management Stewardship Safety
Transit	Metropolitan Transit Authority (MTA) and Non-MTA % of Transit Assets in "Good" or "Better" condition and Additional Annual Transit Ridership	Asset Management Mobility and Reliability
Passenger Rail	% Passenger Rail Needs Met	Mobility and Reliability
Intelligent Transportation System (ITS)	% ITS Needs Met	Asset Management Mobility and Reliability
Aviation	National Plan of Integrated Airport Systems (NPIAS) and Non-NPIAS Backlog of Aviation Projects	Asset Management Multimodal connectivity
Bicycle and Pedestrian	% Bicycle and Pedestrian Needs Met	Stewardship Multimodal Connectivity
Non-Highway Freight	% Non-Highway Freight Needs Met	Mobility and Reliability Multimodal Connectivity

*Safety is not a mode, but safety is addressed for each mode.

As described in later sections of this document, each of the technical divisions contain an abundance of measures used for technical performance and asset management. The High Street team will help filter through these options and recommend ways to fill any remaining gaps in measures in the subsequent memorandum on updates to goals, objectives, performance measures, and targets.

2.2 Future Statewide Demand and Needs

Needs assessments for TxDOT modes typically range from qualitative assessments to quantitative statewide/regional trend analyses and aggregations of estimated project-level impacts. Most modes have not updated their quantitative statewide needs since TTP 2040 (Table 3), but more recent reports and activity provide new input on the trends influencing demand and needs for a particular mode or area. Updated quantitative needs will be developed along with a full data assessment and gap analysis in upcoming technical memoranda. The following sections provide further narrative surrounding demand and needs forming for each mode and topic area, with an assessment of the

data sources available to conduct needs analysis and TxDOT initiatives that can be leveraged to inform this process.

Table 3 Modal Needs from TTP 2040

Mode	Summary of Methodology	SGR Needs through 2040 (2014 Dollars)
Highways – Pavement	Life-cycle cost analysis on road operated and maintained by TxDOT to determine cost-beneficial investments to achieve roadways that are pothole free and support a smooth ride	$103.7 B ($4.0 B/year)
Highways – Bridge/Culvert	Life-cycle cost analysis to determine cost-beneficial investments to achieve bridges that are structurally sound and open for use	$40 B ($1.5 B/year)
Highways – Expansion	Statewide Analysis Model (SAM) v3 used to identify the additional lane miles needed to achieve a state average of LOS C and the associated implementation costs based on unit cost assumptions	$239.2 B ($9.2 B/year)
Transit (excluding Passenger Rail)	Life-cycle cost analysis to determine cost-beneficial investments that result in buses, trains, and associated facilities in all areas of the state that are comfortable and reliable for existing assets; coordination with MPO plans and transit agencies to determine expansion needs by region (major urban, collar, small urban, rural)	$101.2 B ($3.9 B/year) - $93.6 B (MTAs) - $7.6 B (non-MTAs)
Passenger Rail	Costs to construct and operate two new high-speed rail systems from Oklahoma City to south Texas and from Dallas-Fort Worth to Houston; costs to expand existing AMTRAK services	$21.6 B ($0.8 B/year)
Bicycle and Pedestrian	MPO transportation plans compiled to develop needs along with information from recreation agencies and interest groups on opportunities for expansion; additional needs ($0.4 B) assumed for rural areas	$2.19 B ($0.08 B/year)
Aviation	Needs extrapolated from TxDOT's RAMP and TADS systems and other costs identified by commercial services and general aviation airports and reported to TxDOT	$20.4 B ($0.8 B/year)
ITS	Costs to operate/maintain/replace existing ITS devices and to implement/operate/maintain future planned devices as identified by TxDOT	$13 B ($0.5 B/year)
Non-Highway Freight	In addition to highway bottleneck reduction and all pavement and bridge needs identified in the TTP, additional freight needs for the TTP horizon include private needs for rail and ports based on TFMP and other existing data sources	$5.7 B ($0.22 B/year) $3.9 B (freight rail) $0.8 B (port & waterway) $1.0 B (air cargo)
Total		**$547 B ($21 B/year)**

2.3 Statewide Scenario Planning

TTP 2040 examined four investment approaches that varied both total funding amounts and allocation across the modes and planning areas. The four scenarios presented for public review are listed as follows.

Approach 1: System Preservation ($230 Billion)	Approach 2: Metropolitan Mobility ($475 Billion)	Approach 3: Connectivity & Freight Mobility ($460 Billion)	Approach 4: Balanced Approach ($350 Billion)

These scenarios were developed based around achieving desired performance levels for varying geographies (e.g., urban congestion vs. rural connectivity) and goal areas. Since the completion of TTP 2040, multiple additional scenarios have been run at the mid-range planning level to further establish a linkage between long-range performance outcomes and short-range project selection. The September 2018 Implementation Progress Report for TTP 2040 highlights several updated investment approaches through the Unified Transportation Program (UTP) Performance Based Investment Scenarios. Trial scenarios of distributions are constantly explored to understand the performance implications of different funding policies (Table 4).

Table 4. Example UTP Funding Scenarios

Approach	Summary
Focus on Safety and System Preservation	For this scenario, all of the anticipated 10-year revenues from Propositions 1 and 7 were to be applied to categories 1, 6, and 8 (Preventive Maintenance and Preservation, Structures Replacement and Rehabilitation, and Safety, respectively.)
Focus on Congestion Mitigation	This was a scenario in which all of the anticipated 10-year revenues from Propositions 1 and 7 were to be applied to categories 2, 4, and 12 (Metro and Urban Corridor Projects, Statewide Connectivity Corridor Projects/Urban Connectivity, and Strategic Priority/Clear Lanes, respectively.)
Balanced Distribution	For this scenario, all the anticipated 10-year planning forecast revenues were to be applied across all categories with consideration to the statutory limitations on funding for Category 12.

TxDOT has made significant investments to increase the accuracy of such funding scenarios through the acquisition of decision support technology and development of technologies to forecast and prioritize the impacts of specific projects on statewide performance. While a comprehensive list of statewide projects through 2050 have not been identified – nor would even be practical – similar techniques can be applied to evaluate long-range project concepts and start to build a pipeline to inform candidate project development for mid-range planning. This will need to be done on the rural transportation network and in coordination with the various urban area regional plans.

3.0 REGIONAL PLANNING

The Metropolitan Transportation Plans (MTPs) and related documents for the state's 25 Metropolitan Planning Organizations (MPOs) were compiled and reviewed as part of this effort. While acknowledging that statewide planning often has a more generalized purview and set of responsibilities from regional planning, having MPO content inform the various plan elements will help strengthen consistency in transportation planning across the state.

3.1 Regional Goals, Objectives, and Measures

The goals, objectives, measures, and targets were compiled into a single, searchable spreadsheet organized by source document and mode or topic area. While the resulting matrix is too large and unwieldy to present here, this compiled information will form a significant part of the subsequent technical memorandum on recommended updates to TTP's goals, objectives, measures and targets.

3.2 Future Regional Demand and Needs

Tens of billions of dollars of unfunded needs have been identified by the various Texas MPOs, the bulk of which are deemed necessary to increase regional transportation capacity and provide multimodal travel options in response to continued unprecedented urban growth (Table 5).

Table 5. Recent MPO Long-Range Needs Assessments

MPO	Needs Estimate
Abilene	The baseline funding scenario, enhanced revenue funding scenario and its unfunded new capacity and unfunded short-range reconstruction and rehabilitation projects (2015 to 2040) total to over $429 million.
Amarillo (AUTS)	Needs aren't assessed except as a function of funding availability, which is expected to be $939 million through 2015-2040. Of this, $208 million is for categories 1-12 (e.g., preventative maintenance, statewide connectivity corridor projects, structures, safety, etc.), $120 million is for operations and maintenance, $379 million for local construction, $73 million for operations and maintenance, and $158 million for transit.
Austin (CAMPO)	Needs not reported. Expected funding is $35.1 billion, of which $11.8 billion is local funding, $5.0 billion is regional funding, $8.7 billion is federal/state funding, and $9.7 billion is local transit funding
Jefferson-Orange-Hardin (JOHRTS)	Needs are not provided. Road, bike, and pedestrian funding is expected to be $891 million (2015-2040), and transit funding is expected to be $223 million.
Brownsville	Needs are not forecast. Instead of being driven by unconstrained needs, investment is driven by funding availability. Available funds between 2015 and 2040 are forecasted to be $261 million.

MPO	Needs Estimate
Bryan / College Station (BCSMPO)	Unconstrained needs are not analyzed. Instead, investment is driven by funding availability. The BCSMPO anticipates $79.67 million in funding (constant dollars) between 2015 and 2039.
Corpus Christi	Funding to 2040: $229 million; Estimates are the anticipated allocation to the region as adopted by the TxDOT Commission State network mobility needs: $193 million Mobility projects within the TMA: $135 million
Dallas (NCTCOG)	$135 billion through 2045 Known project costs are linked with a revenue source
El Paso	Expect a 26% increase in road mileage to serve areas of new growth and address existing and projected capacity deficiencies. $9.3 billion through 2040 for 260 projects (includes all project categories) $5.7 billion TX Highway; ($0.81B NM Highway) $3.5 billion Transit
HGAC	Identified congestion needs are assessed through the CMP
Harlingen	Dollar amount not stated
Hidalgo	Constrained revenue projections with $0.10 per gallon fuel tax increase totaling: $491 million from 2015-2024; $775 million from 2025 through 2040; includes Category 2, 7 and 11 breakdowns; and using TRENDS to assess $158 million in identified unfunded projects
Killeen-Temple	$657.7 million (2014-2040 forecast)
Laredo	$ 1,740.89 million in unfunded needs (no total given; project total calculated manually)
Longview	$419.1 million (2015 – 2040 forecast); $583.2 million unfunded needs
Lubbock	$551.5 million (2012 – 2040 planned improvements); $113.5 million 2012-2040 unconstrained infrastructure projects
Permian-Basin	$575.2 million (2018-2040 fiscally constrained projects); included 3-page table of unfunded projects, but no totals)
San Angelo	$115 million (2015-2025 allocated funding); $79.3 million (2019-2040 anticipated Highway funding amounts)
San Antonio-Bexar County (Alamo)	$21-$25 billion in construction needs to maintain current levels of congestion (depending on scenario) Estimated $26 billion in unfunded roadway and transit projects, $15 billion of which is transit.
Sherman-Denison	Estimates not provided
Texarkana	2020 Public Transit Unmet Need: $59,006
Tyler	Short-Term Improvements: Mobility: 26,975,000 Non-Mobility: 12,150,000 Maintain IT: 40,000,000
Victoria	Unfunded Project Needs Total: $25,750,000
Waco	Estimates not provided
Wichita Falls	Estimates not provided

3.3 Regional Investment Scenarios

The modal plans and MTPs were checked for any investment scenarios that might inform updates to the TTP scenarios. Most modal plans do not contain such scenarios, as the modal plans are not generally looking broadly across different investment area options. About half of MPOs have some kind of scenario in their MTPs, but these are often funding scenarios based on risks and assumptions for funding amounts. Several looked at more regional factors such as population change, land use patterns, and simply different selections from their project lists. The Austin MPO developed five scenarios including a build and no build, and then three scenarios that had different investment levels based on road network (regional, local, or "preferred" corridors.). Such scenarios will be used as guidance to the TTP 2050 Technical Working Group for consideration in developing statewide scenarios and for extracting the corresponding costs and performance implications of evaluated MPO scenarios.

Table 6. Recent MPO Long-Range Planning Scenarios

MPO	Scenarios
Abilene	Funding scenarios using no inflation vs. 4% inflation
Amarillo (AUTS)	N/A
Austin (CAMPO)	Five scenarios based on build/ no build, and investment levels in the different road networks (regional, local, or "preferred" corridors)
Beaumont (JOHRTS)	N/A
Brownsville	N/A in most recent MTP Older investment scenarios (2009) looked at three scenarios with different land use, density, and development patterns
Bryan / College Station (BCSMPO)	No investment scenarios Three population growth scenarios based on migration trends
Corpus Christi	N/A
Dallas (NCTCOG)	N/A
El Paso	Two scenarios: Build and No Build. The build scenario results in 27% fewer vehicle hours traveled in 2040, and 2% less VMT.
HGAC	Two scenarios: Constrained vs. "Future Vision". Future Vision includes more multimodal investments and expansion.
Harlingen	N/A
Hidalgo	N/A Reference to funding and financial scenarios, but no specifics presented
Killeen-Temple	Uses TRENDS for revenue forecasting Funding Scenarios include Baseline, Low, Medium, Medium (with Local Option), High
Laredo	TRENDS scenario planning for cat 7 and 9 funding
Longview	Future Traffic Demand Alternatives Analysis – Four scenarios were considered and tested using forecasted 2040 demographic assumptions

MPO	Scenarios
	Uses TRENDS for funding scenarios
Lubbock	Major Studies Scenario Planning – LMPO and TxDOT are using scenario planning in the development of the Outer Route Study.
Permian-Basin	Development Scenarios – Considered some of the same development scenarios as those considered in the 2010 plan.
San Angelo	Revenue Forecasting – Completed a funding forecasting analysis to determine project resource allocation
San Antonio-Bexar County (Alamo)	Three growth scenarios: trend from past 15-year average, past 5-year average, and growth in activity centers
Sherman-Denison	N/A but a cost-feasible plan is provided below if helpful
Texarkana	Consultants prepared 1) the existing road network with projects that have been completed or begun since 2010, and 2) projects where a contract has been awarded, or funding has been dedicated, to form an Existing and Committed network, this is the base network. After the Existing and Committed (E & C) network was completed, consultants studied area roadway traffic volumes and volume-over-capacity (V/C) ratios for the year 2040 using the travel demand model and the forecast planning data (land use, employment, population, and population density).
Tyler	Five alternative scenarios evaluated – different project selections, but no identified theme to the scenarios
Victoria	TRENDS Scenario Planning model
Waco	TRENDS Revenue Model Assumptions by Scenario Estimated Highway Revenues by Scenario in Millions Urban Public Transportation Revenue Assumptions by Scenario Estimated Urban Public Transportation Revenues by Scenario in Millions Funding Gap: Urban Expenses vs. Revenues by Scenario (Millions)* Estimated Rural Public Transportation Revenues by Scenario
Wichita Falls	Added Capacity/Added Mobility Projects

5.0 CORRIDOR PLANNING

Corridor plans serve a pivotal role in identifying current transportation deficiencies, forecasting needs, evaluating possible improvements, and engaging the public around a set of prioritized project concepts. In essence, corridor studies mirror the statewide long-range transportation plan process with an additional level of detail for a specific route. To ensure TTP 2050's consistency with planning already completed, a variety of individual corridor studies were reviewed, including:

- **US 190/I-10** – US 190/I-10 corridor from El Paso, Texas to the Louisiana state line, which is approximately 900 miles long
  - *Feasibility Study Executive Summary, May 2012*
  - *Feasibility Study Summary of Findings, May 2012*
- **I-20** – 155 miles from the interchange with I-635 in Dallas to the Texas/ Louisiana border.
  - *I-20 East Texas Corridor Study Report, January 2015*
- **I-27/ Ports to Plains Corridor** – In Texas, the Ports-to-Plains corridor follows US 287, US 87, I-27, SH 349, SH 158, US 277 and US 83.
  - *Initial Needs Assessment Report, November 2015*
- **I-30** – 144 miles from Farm to Market (FM) 2642 in Hunt County to the Texas-Arkansas state line
  - *I-30 East Texas Corridor Study Report, January 2017*
- **I-35** – Future needs and recommended projects on I-35 between the international border with Mexico and the Oklahoma state line.
  - *I-35 Statewide Corridor Plan, October 2016 (update in development)*
- **I-37** – Interstate 37 is located in southcentral Texas and extends between San Antonio and Corpus Christi for a length of 143 miles.
  - *I-37 Corridor Study Report, January 2018*
- **I-45** – The I-45 freight corridor is comprised of the 276 miles of I-45 between Galveston and Dallas.
  - *I-45 Freight Corridor Plan, February 2016*
- **I-69** – The I-69 system will extend through Texas, Louisiana, Arkansas, Mississippi, Tennessee, Kentucky, Indiana and Michigan, thereby providing a continuous new interstate corridor connecting Mexico, the United States and Canada. The I-69 system within Texas will eventually extend along the following highways:
  - U.S. Highway (US) 59 from I-30 in Texarkana to Laredo
  - US 84 from the Louisiana border to US 59 in Timpson

- US 77 from US 59 in Victoria to Brownsville
- US 281 from US 59 in George West to I-2 in Pharr
- State Highway (SH) 44 from SH 358 in Corpus Christi to US 59 in Freer
- SH 550 from I-69E to SH 48 at the Port of Brownsville
    - *I-69 Implementation Strategy Update, February 2018*

- **US 96 Corridor** – 124 miles from US 69 in Lumberton to US 59 in Tenaha, connecting towns through east Texas.
    - *US 96 Corridor Assessment Report, March 2017*
- **US-67** – 142-miles from Interstate 10 west of Fort Stockton to the Presidio/Ojinaga Port of Entry on the U.S./Mexico border.
    - *US 67 Corridor Master Plan Fact Sheet (corridor plan in development)*
- **US 69** – An approximately 375-mile long highway that connects the cities of Port Arthur at the Gulf Coast and Denison in North-Central Texas.
    - Oklahoma border in Sherman to Port Arthur (corridor plan in development)

In addition to individual corridor studies for major Texas corridors, documents reviewed include: the August 2018 technical memorandum on corridor prioritization, the 2017 Border Corridors and Trade Report, the Trade Transportation Activities Report (December 2017), a 2016 TxDOT presentation on What's Driving Corridor Planning, the existing and proposed Texas-Mexico International Bridges and Border Crossings (2015), and the 2012 International Trade Corridor Plan.

5.1 Corridor Planning – Goals, Objectives, and Performance Measures

Individual corridor plan goals and objectives are often in alignment with TxDOT's 2019-2023 Strategic Plan goals. Goals are established for each study at the outset by the study committee in coordination with external stakeholders. Objectives outline specific actions, considerations, and actors relevant for that corridor. A summary of the goals established for each of the major corridor studies reviewed in Table 7.

Table 7 Major corridor plan goals

Study	Goals
US 190/ I-10	• Prepare for the future • Enhance safety • Maintain transportation system • Relieve congestion • Enhance connectivity • Work with partners to identify funding strategies
I-20 East Texas	• Involve Local Communities • Consider Current and Future Multimodal Needs • Improve Safety • Reduce Congestion and Enhance Mobility for Travelers and Freight • Enhance Air Quality
I-30 East Texas	• Maintain a Safe System • Improve Mobility • Connect Communities • Realize Identified Solutions
I-27 Ports to Plains	• Increase corridor capacity and enhance safety • Reduce congestion at ports of entry along the Texas-Mexico border by dispersing freight to multiple border crossings • Provide travel alternatives to the state's most congested corridors • Help to facilitate trade between the U.S., Mexico and Canada • Provide facilities that can effectively meet the traffic volumes and vehicle types that are traversing the corridor
I-35	• Improve mobility • Improve safety • Manage congestion.
I-37	• Reduce current and future congestion • Reduce delays from non-recurring events and incidents to enhance travel time reliability • Reduce delays and restrictions to freight movements • Reduce the number of structurally deficient bridges • Maintain acceptable level of pavement ride quality • Reduce fatal and serious injury crashes.
I-45 Freight	• Safety

	• Asset Management • Mobility and Reliability • Economic Competitiveness and Efficiency
I-69	*N/A*
US 96	• Promote Safety • Optimize System Performance • Preserve Our Assets • Foster Stewardship

Performance measures serve an important role in corridor studies and planning, as one of the primary purposes of them is to identify underperforming sections of the network for further analysis and potential investment. Each corridor plan selects a set of performance measures that will be used to identify segments most in need of improvement.

Table 8 Performance measures used in major corridor plans

Study	Performance Measures
US-190/ I-10 (evaluation categories)	• Traffic/Mobility • Engineering/Cost • Environmental/Land Use • Economics • Public Input
I-20 Abilene	• AADT • Truck traffic percent • Number of crashes • Number of fatal and incapacitating crashes
I-20 East Texas	• Fatalities • Ratio of crash rate to statewide average • Interchange rating • Vertical clearance • Mainline condition score • Bridge condition • Average annual daily truck traffic • Volume-to-capacity ratio
I-30 East Texas	• Right-of-way width • Median barriers • Pavement condition • Bridge rating • Vertical clearance • Ramp standards • Existing and forecasted traffic volumes • Existing and forecasted level of service

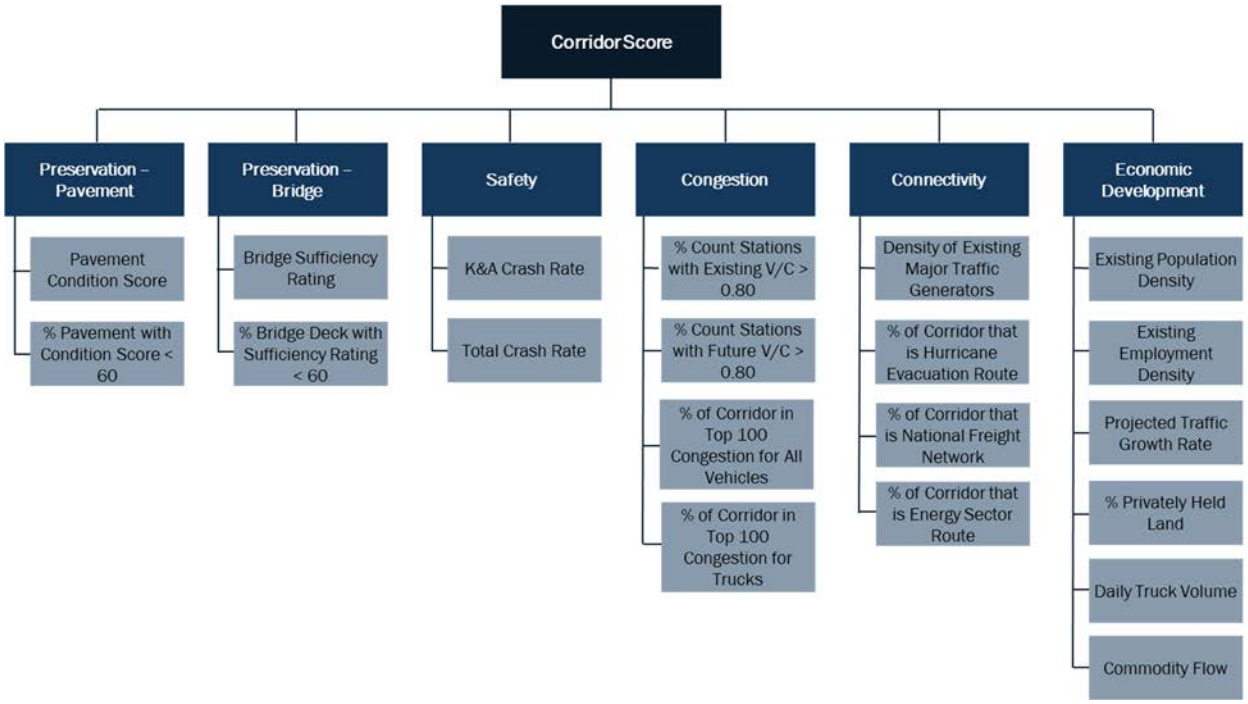
	• Crash rates and numbers • Average speeds • Existing and Forecasted Truck Parking Supply and Demand
I-27 Ports to Plains	• *No quantitative measures used*
I-35	• Bridge clearance • Crash rates • Percent truck travel • Current and forecasted VMT • Level of service (LOS)
I-37	• Pavement condition score • Bridge deck, superstructure, substructure, and structural ratings • Current and future volume-to-capacity ratios • Fatal and incapacitating crashes • Truck buffer index • Corridor-wide performance on truck parking, frontage roads, access control, and floodplains
I-45 Freight	• Crash rates for truck and commercial vehicles • Pavement condition • Bridge condition • Bridge vertical clearances • Average daily LOS • Average daily truck speeds • Truck reliability planning time index
I-69	• UTP strategic scoring (where available) • Performance based metrics resulting from House Bill 20

US 96	Promote Safety
	• High crash rate areas
	• Fatal and incapacitating injury accident hot spots
	• Low vertical clearance at bridges
	• Bridge sufficiency ratings
	• Shoulder widths
	• Use as a Hurricane Evacuation Route
	Optimize System Performance
	• Population within 5 miles of project
	• Project cost per vehicle mile traveled
	• v/c ratio (LOS)
	  o Existing traffic LOS on existing facility
	  o Future traffic LOS on existing facility
	  o Future traffic LOS on proposed facility (change in LOS if project is built)
	• Truck traffic

	o Existing truck % o Projected truck % • Number of passing opportunities • Potential of a project to fill a gap Preserve Our Assets • Pavement conditions Foster Stewardship • Potential impacts to environmental resources

While corridor plans apply performance measures to the route's individual segments, Texas's statewide corridor prioritization process, when finalized, will apply similar measures across each of the state's major corridors. TxDOT is in the process of developing a tool that will quantify a score for major corridors based on the results of 25 measures across six performance areas: Pavement, Bridge, Mobility, Safety, Freight, and Corridor-Wide. Scores for performance areas will be aggregated for an overall corridor score and then ranked to produce a prioritized list of corridors in the state. The measures applied in this tool and process are outlined in Figure 2. For long-range planning purposes, this corridor prioritization would help TxDOT determine which corridors to consider for further study or investment.

Figure 2 Performance measures applied to major corridors for statewide prioritization



5.2 Corridor Planning – Future Demand and Needs

Individual studies identify a list of primary project recommendations or the corridor segments where current performance lags performance objectives. These areas represent the corridor's needs, which can be used to inform the needs analysis for TTP 2050. Detailed needs for each major corridor are outlined in Table 9.

Table 9 Needs identified in major corridor plans

Study	Identified Needs
US 190/I-10	Primary corridor needs were identified as improved mobility, safety, and system connectivity. Recommended improvements totaled $591M for near- and mid-term projects (before 2030) and $1.4B for long-term improvements (before 2040). The dollar amounts for each area are not broken out in the report. However, estimated costs for constructing a freeway along the whole route was $4.8B, and since the corridor plan was published the FAST Act designated this route as high priority to reach Interstate standards.
I-20 East Texas	Overall annual corridor needs are estimated at $162M, funding is $71M, leaving a needs gap of $91M. Needs through 2040 are also broken out by type of improvement. Capacity – $1.2B Frontage – $561M Ramp – $43M Median – $5M Bridges – $52M Pavement – $1.5B
I-30 East Texas	Corridor-wide recommended improvements included expanding the entire corridor from four lanes to six for a cost by 2040 of $1.5B. Adding in pavement improvements would require reconstruction, which would increase this number to $3.1B. Recommended localized improvements would cost $425M. As much as $578M in improvements could be delayed to after 2040. *(see page 62)*
I-27 Ports to Plains	A conceptual estimate of needs is $7B (2015 dollars) through 2055, or an annual commitment of $175M. This would be the investment need to bring the entire Ports to Plains corridor to Interstate standards. Further analyses are

	needed to determine the corridor's specific capacity, preservation and safety needs.
I-35	Investment needed to maintain current conditions on the corridor is estimated at $10.5B per year, approximately double the current annual funding of $5.5B. The funding needed to implement all 42 of the recommended corridor projects totals 25.6, or $1B per year between 2015 and 2040. *(p25)*
I-37	Needs along each segment are identified as high, medium or low based on performance outcomes. The share of the corridor with elevated needs is calculated for each of the six performance areas. The segments with needs in multiple areas ("overlapping needs") are also identified as having the greatest potential for impactful, efficient investment. Candidate solutions were developed for areas with elevated or overlapping needs, high maintenance costs, or other measurable benefit. Estimated costs for these candidate solutions are presented in Table 29 of the report. Total estimated costs are $614M.
I-45 Freight	Dollar estimates of recommended projects are not provided in the corridor plan. If these dollar estimates can be found for each recommended project, they could inform the needs for TTP 2050.
I-69	Currently, 131 projects totaling about 601 miles have no planning and programming status. As such, no authority has been given to initiate study or any other work on these projects. An estimated $16.3 billion (in 2018 dollars) is needed to construct the remaining I-69 Texas System.
US 96	Sum of all recommended projects is $801,560,000

5.3 Corridor Planning – Investment Scenarios

As the primary purpose of corridor studies is to identify potential project investments, investment scenarios are often examined within individual studies. The alternative scenarios presented include varying project sets and/or build-out schedules. Table 10 outlines the alternatives examined in these studies.

Table 10 Overview of investment alternatives analyzed in major corridor plans

Study	Investment Alternatives
I-10	Sixteen preliminary alternatives were developed and evaluated based on traffic/mobility, engineering, environmental, socioeconomic, and public input criteria. Ten of these were carried forward to the conceptual alternatives phase, and each alternative's effect on traffic, engineering, environmental, and economic outcomes was assessed. The four-lane highway options (as opposed to total freeway) 1, 2 and 3 scored the best of the alternatives. However, since the corridor plan was published the FAST Act designated this route as high priority to reach Interstate standards.
I-20 East Texas	*No alternatives or scenarios analyzed*
I-30 East Texas	There were three corridor-wide scenarios run: • No Build: Existing cross section (keep current four-lane divided cross section) • Alternative 1: Three general purpose travel lanes cross section (with truck restriction on left lane) • Alternative 2: Truck lane in the leftmost lane – buffer separated cross section – providing a flexible/permissive operation for trucks A combination of these alternatives along the corridor are recommended.
I-27 Ports to Plains	*No alternatives or scenarios analyzed*
I-35	In recognition of the fact that increasing capacity to the model-recommended twelve lanes along sections of I-35 is not necessarily feasible, the plan examines several alternative approaches to addressing increasing congestion on the corridor. These are primarily conceptual, qualitative discussions of TDM strategies.

	Future demand in a no build scenario was modeled to estimate LOS on the corridor without recommended project investments. This resulted in more than half the corridor at LOS E by 2040. (p20)
I-37	*No alternatives or scenarios analyzed*
I-45 Freight	A broad range of potential improvement actions or projects was developed using a three-tiered temporal improvement framework, based on the typical timeframe required from project identification through project implementation. • Quick Start Projects/Strategies: relatively quick and low cost projects addressing immediate, "hot spot" issues (<$5 million; 1-4 years) • Multimodal Network Enhancements: intended to capture what can be thought of as more traditional highway capital investments (up to $200 million; 5-10 years, aligned with the UTP) • Horizon Strategies: intended to address non-traditional projects and/or policies that due to their nature are very high cost and may require long time horizons due to regulatory hurdles, the state of technology, public acceptance, or private sector buy-in.
I-69	*No alternatives or scenarios analyzed*
US 96	• Unadjusted model runs for 2010-2040 – to confirm consistency with TP&P outputs in the base year (2010) and future years (2020-2040). • Updated 2010 – base year network to reflect updates to the number of lanes and lane divided fields, as described above. • No build runs showing 2020, 2030, and 2040 demographics on the 2010 base year network geometry. • Future runs with modifications (2020, 2030, 2040) –an iterative set of runs with various network improvements in the US 96 corridor.

As in regional planning and MPO transportation plans, population projections and associated travel demand dictates much of the anticipated needs and possible futures for a corridor study. In addition, freight flow forecasts are commonly integrated into corridor plans to anticipate possible scenarios, such as in the Texas International Trade Corridor Plan.

The Corridor Prioritization Tool enables TxDOT to run different weighting scenarios along with changes in the underlying project alternatives. TTP 2050 investment scenarios could include varying combinations of corridor study scenario build-outs.

6.0 FREIGHT

With the recent completion of Texas Freight Mobility Plan (TFMP) 2017, the timing is fortuitous to incorporate key freight findings – updated with the latest TRANSEARCH[1] data – into TTP 2050. The Texas Rail Plan Update 2016 and regional freight plans completed by Houston-Galveston Area Council (HCAG) and North Central Texas Council of Governments (NCTCOG) were identified as further enabling a more comprehensive assessment of the movement of freight and their corresponding impacts to the national, state, and regional economies. It is the consultant team's understanding that the Texas Rail Plan Update 2018 effort will be concurrent with the development of TTP 2050; any TxDOT vetted results from this study deemed pertinent to TTP 2050 will be incorporated into the final planning document.

6.1 Freight – Goals, Objectives, and Measures

Freight movement encompasses all modes of transportation and as such it was found that the TFMP 2017 goals are largely consistent with TTP 2040 and Texas 2019-2023 Strategic Plan goals. The main difference lies in the requirement from the Fixing America's Surface Transportation (FAST) Act's National Multimodal Freight Policy, that the statewide freight plan more explicitly consider economic competitiveness. The eight TFMP 2017 goals, each with associated objectives (Table 11), are listed below, followed by each goal's associated objectives.

- **Safety –** Improve multimodal transportation safety.
- **Economic Competitiveness –** Improve the contribution of the Texas freight transportation system to economic competitiveness, productivity and development. (*FAST Act*)
- **Asset Preservation and Utilization –** Maintain and preserve infrastructure assets using cost-beneficial treatment.
- **Mobility and Reliability –** Reduce congestion and improve system efficiency and performance.

[1] TRANSEARCH is a privately maintained comprehensive market research database for intercity freight traffic flows compiled by Global Insight, formerly Reebie Associates. The database includes information describing commodities (by Standard Transportation Commodity Classification (STCC) code), tonnage, origin and destination markets, and mode of transport. Data are obtained from Federal, state, provincial agencies, trade and industry groups, and a sample of motor carriers. Forecasts of commodity flows for up to 25 years also are available - https://ops.fhwa.dot.gov/freight/publications/qrfm2/sect09.htm

- **Multimodal Connectivity –** Provide transportation choices and improve system connectivity for all freight modes.
- **Stewardship –** Manage environmental and TxDOT resources responsibly and be accountable in decision-making.
- **Customer Service –** Understand and incorporate citizen feedback in decision-making processes and be transparent in all TxDOT communications.
- **Sustainable Funding –** Identify sustainable funding sources for all freight transportation modes.

Performance measures used to indicate progress toward TFMP 2017 goals and objectives largely focused on the Texas Highway Freight Network (THFN), for which truck-related performance targets have been set. A listing of measures by goal area are provided as follows.

Freight Safety Performance Measures

- Truck-related crashes per truck-miles traveled on the THFN
- Truck-related fatalities per truck-miles traveled on the THFN
- Percent of all fatal motor vehicle crashes involving trucks on the THFN
- Number of injuries and fatalities from rail-related crashes
- Number of rail-related crashes
- Number of crashes at at-grade highway/rail crossings
- Number of at-grade highway/rail crossing closures or grade separations

Freight Asset Preservation and Utilization Performance Measures

- Percent of pavement lane-miles in good repair on the Texas Highway Freight Network
- Percent of bridges with vertical clearance less than 16.5 feet on the Texas Highway Freight Network
- Number of load restricted bridges on the Texas Highway Freight Network
- Percent of bridges in poor condition on the Texas Highway Freight Network

Multimodal Connectivity Performance Measures

- Number of airport cargo-access issues addressed
- Volume of international cross-border freight moved by rail
- Number of port-access issues addressed
- Percent of intermodal connectors in fair or better pavement condition

Mobility and Reliability Performance Measures

- Annual hours of truck delay on the Texas Highway Freight Network
- Truck Travel Time Reliability index on the Texas Highway Freight Network
- Number of projects addressing freight bottlenecks on the Texas Highway Freight Network annually
- Percent of lane-miles at a level-of-service D or higher on the Texas Highway Freight Network

- Reduction in average wait times at international commercial border crossings
- Incident clearance time on the Texas Highway Freight Network

Customer Service Performance Measures

- Completion of annual freight project prioritization
- Completion of annual update of educational materials related to freight by TxDOT
- Number of workshops/meetings held with non-TxDOT agencies responsible for freight system investment
- Percent completion of annual meetings with each TxDOT district and department

Stewardship Performance Measures

- Percent of design projects on the Texas Highway Freight Network delivered on time and within budget
- Percent of construction projects completed on the Texas Highway Freight Network delivered on time and within budget

Sustainable Funding Performance Measures

- Amount of net new funding made available for freight projects
- Percent of transportation budget invested on the Texas Multimodal Freight Network annually
- Percent of annual state and federal revenue projections met
- Percent of freight funding spent
- Number of public private partnerships for freight investments

Economic Competitiveness Performance Measures

- Percent growth in freight export value
- Percent of Gross State Product (GSP) in strategic freight supply chain industries
- Percent of national employment in strategic freight supply chain industries

Technology Performance Measures

- Number of dynamic messaging signs – hard wired/permanent and temporary
- Percent of Texas Highway Freight Network covered by ITS technologies
- Percent of weigh stations on Texas Highway Freight Network with Weigh in Motion (WIM)

The economic competitiveness measures, in particular, may be of interest for incorporating into TTP 2050 as an enhancement to past long-range planning work. Given the interdependence of freight measures with other modes and technical divisions, close coordination will be required to ensure the most accurate forecasts for TTP 2050.

Table 11. TFMP 2017 Objectives by Goal Area

Safety	Reduce rates of truck-involved crashes, injuries and fatalities on the Texas Highway Freight Network.
	Reduce the number of rail-related incidents, including crashes at at-grade highway/rail crossings.
	Increase the resiliency and security of the state's freight transportation system in response to multi-hazard threats, including natural disasters and man-made threats.
	Support the deployment of innovative technologies to enhance the safety and efficiency of the Texas Multimodal Freight Network.
Economic Competitiveness	Strengthen Texas' position as a global trade and logistics hub by improving and maintaining Texas' multimodal freight network infrastructure and connectivity.
	Expand public-private and public-public partnerships to facilitate investments in freight improvements that enhance economic development and global competitiveness.
	Identify critical freight infrastructure improvements necessary to support future supply chains and logistics needs, and consumer demands.
	Conduct outreach activities and develop educational programs to increase awareness of the importance of freight to the Texas economy.
	Support strategic transportation investments to address the rapid increase in key industries, such as energy, plastics, agriculture and automotive production.
Asset Preservation and Utilization	Achieve and maintain a state of good repair on the Texas Highway Freight Network.
	Improve the overall ratings of bridges on the Texas Highway Freight Network.
	Increase the percent of pavement lane-miles in good condition on the Texas Highway Freight Network.
	Leverage and utilize the Texas Multimodal Freight Network.
	Utilize technology to provide for the resiliency and security of the state's multimodal freight transportation system in response to multi-hazard threats, including natural disasters and man-made threats.
Mobility and Reliability	Reduce the number of Texas Highway Freight Network miles at unacceptable congestion levels (level-of-service D or worse).
	Improve travel time reliability on the Texas Highway Freight Network.
	Apply the most cost-effective methods to improve system capacity and reliability (including technology and operations).
	Partner with U.S. and Mexican federal, state, regional, local and private sector stakeholders to address Texas-Mexico border crossing challenges.
	Support the development and deployment of integrated Texas-Mexico border crossing management through intelligent transportation systems (ITS).
	Leverage technology to improve management and operations of the existing transportation system.

Table 11. Continued

Multimodal Connectivity	Increase Texas supply chain efficiencies by improving connectivity between modes.
	Improve first/last mile connectivity between freight modes and major freight generators and gateways.
	Improve connectivity between rural and urban freight centers.
	Improve access into and out of Texas' seaports to facilitate projected future growth.
	Improve ground access to commercial airports to enhance truck access and connectivity.
	Improve highway and rail connectivity to major freight gateways and generators through increased capacity improvements.
	Improve multimodal connectivity to Texas-Mexico border crossings.
	Leverage multi-state organizations to increase multimodal freight connectivity across state lines.
Stewardship	Implement a performance-based prioritization process for freight system investment.
	Reduce adverse environmental and community impacts of the Texas Multimodal Freight Network.
	Lead efforts to foster greater coordination among the agencies responsible for freight network investment.
	Reduce delays in freight project planning, programming and implementation.
	Coordinate freight project planning and implementation with all planning partners and stakeholders.
Customer Service	Develop and sustain partnerships with private sector industries, communities, agencies, metropolitan planning organizations (MPOs) and other transportation stakeholders and partners.
	Increase freight expertise in TxDOT districts, across departments and among elected officials.
	Partner with public and private sector stakeholders to enhance workforce recruitment and retention in the transportation and logistics industry.
	Facilitate statewide dissemination of real-time freight movement information by integrating existing traffic management centers.
Sustainable Funding	Identify funding sources for high priority multimodal freight projects.
	Identify and document the needed transportation investment costs to meet the state's future freight transportation needs.
	Educate the public and stakeholders on the costs of constructing and preserving the freight transportation system.
	Improve predictive capabilities for revenue forecasting and long-term needs assessments.

6.2 Freight – Future Demand

The TFMP 2017 demand forecasts and subsequent analysis based on updated data were found to be the most recent and robust, and therefore are recommended to be used for any TTP 2050 analysis. However, the TFMP 2017 forecasts only extend out to 2045, so further extrapolation will be necessary to ensure a consistent planning horizon. Additional updates may be required should TTP 2050 account for infrastructure improvements or presume that commodities will not continue to move via the same modes in 2050 that they do today.

The Statewide Analysis Model version 3 (SAMv3) was used to model the future freight movements based on information gathered from 2010 TRANSEARCH data, 2014 Surface Transportation Board (STB) Waybill data, and United States Army Corps of Engineers (USACE) data for international waterborne trade. A subsequent update to the forecasts was made after TFMP 2017 publication to take advantage of the recently acquired 2015 TRANSEARCH and STB Waybill data[2] (Table 12). The new dataset was found to generate significantly larger growth in rail commodities than originally considered in TFMP 2017.

Table 12. Impact of Updated TRANSEARCH Data on TFMP 2017 Forecast presented to the Texas Freight Advisory Committee (March 2018)

Updated Forecast using 2015 TRANSEARCH Data				
Mode	2016 Tonnage (Millions)	2045 Tonnage (Millions)	% Growth	Cumulative Annual Growth Rate
Trucks	1,257,288	2,246,583	79%	2.00%
Rail	440,020	884,205	101%	2.40%
Water	476,467	715,036	50%	1.40%
Aviation	1,126	1,997	77%	2.00%

[2] Railroads carrying 4,500 or more revenue cars annually are required to report to the STB, which excludes any shortlines that do not interchange with Class I railroad traffic. This STB waybill data is then often used to modify TRANSEARCH forecasts for rail.

Difference relative to TFMP 2017 Forecast (which used 2010 TRANSEARCH data)				
Mode	2016 Tonnage (Millions)	2045 Tonnage (Millions)	% Growth	Cumulative Annual Growth Rate
Trucks	+65,155	-230,968	-29%	-0.60%
Rail	-1,063	+216,675	+50%	+1.00%
Water	-122,018	-174,710	+1%	0.00%
Aviation	-717	-2,225	-52%	-0.90%

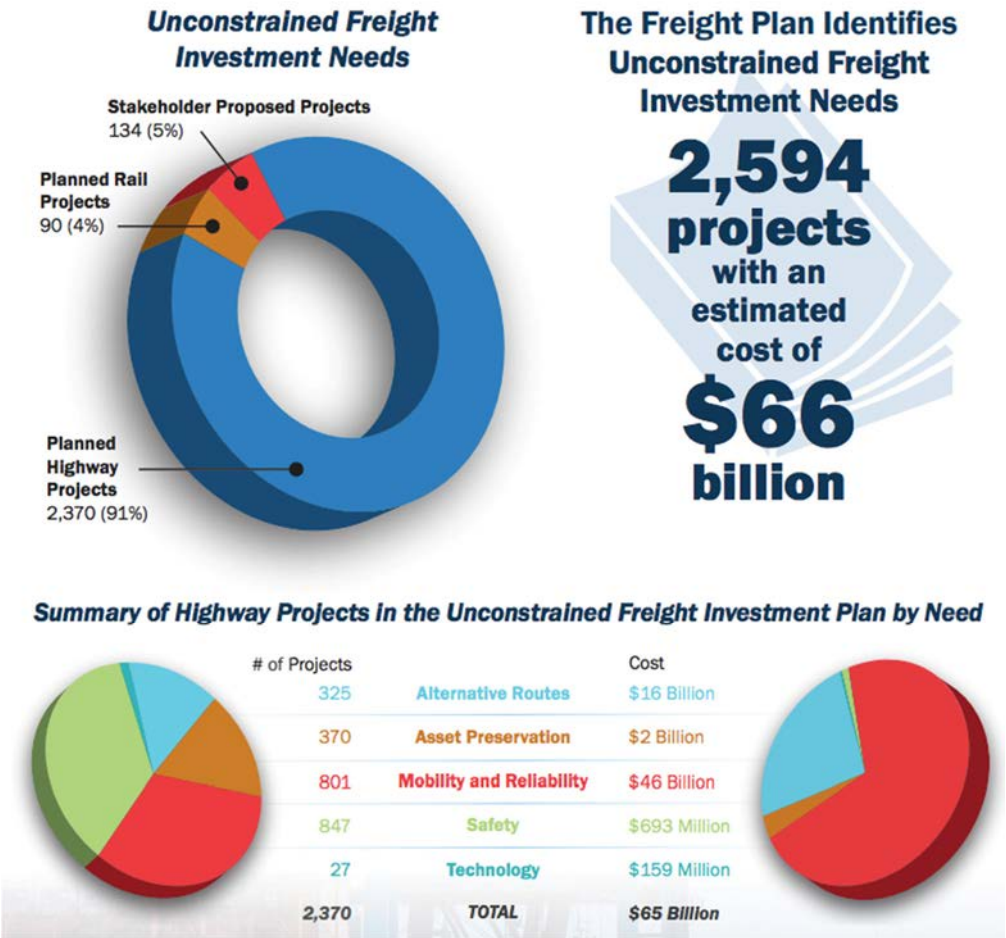
Growth rates from the Federal Highway Administrations' (FHWA) Freight Analysis Framework (FAF4) were used to extrapolate the existing truck data to 2016 and the previous TFMP forecast through 2040 to 2045. FAF data was also used to update growth rates for intrastate rail trades and waterborne crude petroleum and coal products.

The regional freight studies applied similar data with forecasts by freight flow, weight, and mode, however often presumed that the current region's transportation network would continue to sufficiently accommodate additional freight traffic.

6.3 **Freight – Needs**

Unconstrained freight needs were estimated to reach $66 billion through 2045 with over 2,594 multimodal freight projects identified (Figure 3). This needs number was arrived at based on cost estimates for planned TxDOT projects in the 2018 Unified Transportation Program (UTP) and Project Tracker, public- and private-sector rail projects, stakeholder proposed projects, and strategic projects of statewide significance as informed by the future demand analysis. While 60 percent of the projects are fully funded, they unfortunately reflect only 29 percent of the total costs. Nearly $47 billion worth of projects have either partial or no funding at all leading to a funding gap of $40.2 billion. The vast majority of these needs are reflective of truck freight on Texas highways. These needs totals can be referenced in TTP 2050 or updated with the new TRANSEARCH and STB Waybill data.

Figure 3. Texas Freight Mobility Plan 2017 Unconstrained Needs



Freight transportation system needs cover a wide range of issues, from increasing capacity to exploring alternative funding mechanisms. They provide the rationale for necessary solutions and are an integral part of the development of the state's freight improvement strategy. Ten overarching freight transportation needs were identified and are categorized as follows:

1) **System Capacity.** Issues related to system capacity include rail capacity constraints, congestion and bottlenecks on key freight corridors, exploring alternative parallel corridors/redundancy and improving merging lanes at interstate interchanges.
2) **System Operations.** Efficient system operations require investing in transportation infrastructure, developing comprehensive incident management systems, addressing oversize/overweight/over-dimensional trucks, and updating and maintaining aging infrastructure.
3) **Safety.** Addressing safety issues consists of adequate truck parking, including overnight/rest stops; reducing the number of at-grade highway/rail crossings; improving

and updating roadway geometrics; addressing vertical clearance issues; and increasing education/awareness of the public about commercial vehicle needs.

4) **Multimodal Connectivity.** Identifying regional corridors, improving port-rail connections and increasing the number of multimodal connection points will improve multimodal connectivity throughout the state.
5) **Rural Connectivity.** Improving north/south connectivity to the border, increasing rural access to the existing freight network and improving rail availability and connectivity in rural areas will enhance rural connectivity.
6) **NAFTA and Border Crossings.** Key issues that must be addressed for improved NAFTA and border crossings include congestion at the border, customs processing time, border-crossing staffing issues and implementing cross-border technologies. Needs that also must be evaluated include improving the connection of U.S. interstates to Mexico's infrastructure and assessing the impact of Mexican infrastructure improvements on the U.S.
7) **Freight Asset Preservation and Operations.** Maintaining the existing Texas Highway Freight Network in good condition and modernization of the system are top priorities with TxDOT and freight stakeholders.
8) **Education/Public Awareness.** Communicating the importance of freight movement to the public, improving the public's understanding of freight operational needs, expanding communication between the public- and private-sectors and clarifying their roles and responsibilities related to funding and maintaining infrastructure are all crucial to educating the public.
9) **Funding/Financing.** Focusing on funding for high-priority multimodal freight corridors, balancing existing transportation funding needs between highway and other modes and creating alternative measures for allocating funding are key to addressing funding/financing issues.
10) **Energy/Environmental.** Supporting and implementing policies and activities that reduce the cost of alternative fuels and understanding the impact of growing industry and freight tonnage on infrastructure

More generally, as the HGAC has identified, there are three systemic or universal freight needs. The various challenges associated with these freight needs are summarized in Figure 4.

- System capacity and congestion
- Community and environmental impacts- this includes safety, air quality, land use conflicts and environmental justice
- Institutional and regulatory- this includes education and public awareness, regional approaches, freight funding and institutionalizing freight in regional planning activities

Figure 4. Texas Freight Mobility Plan 2017 Challenges by Need Area

Further breakdown of needs considerations for each freight mode are detailed below.

6.3.1 Freight Needs – Highway

TTP 2040 highway freight needs reference the previous TFMP and consisted primarily of highway system preservation, modernization and expansions needs, which would also improve freight mobility and eliminate freight bottlenecks. Congestion and bottlenecks impact economic growth, particularly on main corridors in large metropolitan areas with significant freight movements. Texas has 14 of the top 100 nationally significant freight bottlenecks in 2016, with six falling in the top 25.[3] In 2015, congestion on Texas roadways added $5.1 billion in operating costs to the

[3] American Transportation Research Institute. Available at http://atri-online.org/2017/01/17/2017-top-100-truck-bottleneck-list/. Accessed May 2017

trucking industry, accounting for over 8 percent of all congestion costs nationally. This represents an increase of over $1.0 billion in congestion costs from 2014 to 2015.[4] In 2015, of the 10 metropolitan areas nationwide with the highest costs of congestion to the trucking industry, Dallas-Fort Worth ranked fifth with over $1.3 billion and Houston ranked eighth with more than $1.1 billion in 2015.[5] Congestion-related costs continue to rise and impact key supply chains.

By 2045, it is projected that congested highway miles along the THFN will increase by nearly 60 percent. A majority of U.S. highways and state highways will operate at peak level-of-service in the A to B range. However, interstate highways are expected to experience higher levels of congestion, with nearly 43 percent reaching peak level-of-service in the E to F range.[6]

This performance level is exasperated by outdated design standards and aging infrastructure limit truck traffic on some corridors. 13 bridges on the THFN cannot accommodate the federal commercial vehicle maximum weight of 80,000 pounds for freight transport.[7] 291 bridges on the Texas Highway Freight Network have a vertical clearance of less than 15 feet, insufficient for modern trucks. Improvements, including updated geometry and elimination of vertical and horizontal clearance restrictions, are needed to improve last mile connections.

Other highway issues identified in the TFMP 2017 included:

- High crash rates may indicate safety issues, and crashes often result in delays and congestion as the incident is cleared. According to TxDOT Crash Records Information System (CRIS) data from 2014 to 2016, 23 of the top 25 locations with the highest commercial vehicle crash rates on the Texas Highway Freight Network are in urban areas.
- A lack of viable alternate routes along the THFN compounds congestion in urban areas. Furthermore, a lack of alternative routes impedes freight mobility and reliability especially in the rural western portion of the state.
- Although several metropolitan areas have regional traffic and incident management systems, much of the THFN is in rural regions without such systems. A statewide system could help to mitigate congestion and assist in identifying alternate routes for congested corridors.
- Growing volumes of U.S./Mexico trade are putting more pressure on the border regions. Limited connectivity and capacity of highway networks linking border regions and east-west trade corridors impact the overall mobility, safety and costs of cross-border trade for Texas and the entire country.

[4] American Transportation Research Institute (ATRI). *Cost of Congestion to the Trucking Industry: 2017 Update*.
[5] Ibid.
[6] SAMv3 model
[7] TxDOT Bridge Division Data. Retrieved May 2017.

At a regional level, expanded truck staging and parking facilities and development of heavy haul and hazmat networks continue to be needs.

6.3.2 Freight Needs – Rail

TTP 2040 referenced the 2010 Texas Rail Plan with a proportional extrapolation from national estimates resulting in over $3.9B in freight needs through 2040. With more advanced modeling and specific projects identified in the TFMP 2017, the current estimate of freight rail needs is $1.309 billion through 2045 of which all but $30 million of the 90 identified projects are either partially or not funded.

Freight rail need projects primarily focus on addressing the following issues (as identified in TFMP 2017, HGAC Regional Goods Movement Needs Assessment, and a study by TxDOT Freight experts[8]):

- Rail bottlenecks may occur at sections of single-track along double-track lines and bridges with weight and speed restrictions;
- Only 64 percent (5,800 public at-grade highway/rail crossings) of 9,150 at-grade highway/rail crossings in the state are equipped with active warning devices[9];
- Safety concerns related to high traffic at-grade highway/rail crossings and the recent gradual increase in the number of incidents at at-grade highway/rail crossings[10];
- Bridge repair/replacement;
- Limited track space;
- Limited storage space;
- Capacity upgrade to 286,000 pounds;
- New interchange with other rail carriers;
- Crossings upgrade;
- Rail and tie enhancement;
- Rail reutilization or restoration of unused lines;
- Limited grant opportunity;
- Develop and properly fund a public-private shortline infrastructure grant program;
- Increase funding of the Railway-Highways Crossing (Section 130) Program; and
- inadequate siding lengths and rail yards at or nearing capacity.

[8] Qiao, Fengxiang, et al. Transportation and Economic Impact of Texas Short Line Railroads. Texas Department of Transportation (TxDOT). FHWA/TX-0-6887. September 2016.
[9] Texas Department of Transportation. 2016 Texas Rail Plan Update, Chapter 2: Texas's Existing Rail System. May 2016.
[10] Ibid.

6.3.3 Freight Needs – Ports and Waterways

During the development of TTP 2040, ports and waterway needs arose from the 2015-2016 Port Capital Program with over $800 million in needs reported. TFMP 2017 has identified 26 projects for a total of $670M through 2045. Ports and waterway needs primary consist of projects to address:

- Limitations in highway and rail access that inhibit connectivity between some ports and the landside surface transportation system;
- Congestion on some port access roadways inhibits efficient connections between highway and water modes;
- Rail connection needs require significant investment. Of the $159m in deep-water port investments identified in the Texas Ports 2017-2018 Capital Program, almost 80 percent is for rail-related projects at Beaumont, Brownsville, Corpus Christi and Port Arthur;
- The depth of the Gulf Intracoastal Waterway (GIWW) limits freight movement. Dredging this waterway would accommodate more freight movement through Texas ports; and
- Lack of funding and spending for harbor maintenance, dredging and maintenance of the GIWW, and aged locks are issues for shippers using ports and waterways. Diversion of the Harbor Maintenance Tax to other federal purposes will not be completely prohibited until 2025, and recouping the full Texas share of this tax is a challenge.

6.3.4 Freight Needs – Air Cargo

In TTP 2040, over $1 billion in airport and 3rd party costs for air cargo were identified using various airport master plans with the majority of needs occurring at the Dallas-Fort Worth International Airport (DFW) per Table 13. In TFMP 2017, 18 air cargo access and connectivity projects were identified at a total cost of $812 million.

Table 13. TTP 2040 Air Cargo Needs by Texas Airport

		Austin	Bush	Corpus Christi	Houston Hobby	San Antonio	Dallas – Fort Worth
Airport Cost	Air Cargo	-	$445,346,000	-	-	-	$260,888,005*
	Belly Cargo	$420,134	-	-	$13,090,000	-	
3rd Party Cost	Air Cargo	$193,626,293	-	$2,124,000	-	$78,040,000	
	Belly Cargo	$12,747,875	-		-	-	

Freight aviation needs primarily consisted of projects with a near singular focus on efficiency, including:

- Last-mile highway connectivity to the Texas Highway Freight Network must be addressed at air cargo airports.
- The largest airports in the state, based on landed weight, are also located in rapidly growing, highly congested metropolitan areas. This can affect efficiency and reliability.
- Highway access maintenance and expansion in part because airport revenues cannot be used for off-airport purposes.

6.3.5 Freight Needs – Pipeline

With over 1,200 pipeline operators overseeing 440,000 miles of pipeline, this expansive mode has a significant impact on the Texas oil and gas economy. Due to private control of these pipelines, neither the TTP 2040 nor TFMP 2017 identified specific needs numbers. Instead, both documents focus on the interconnectivity of the pipelines with other transportation modes for which TxDOT has more direct influence. In reviewing the status of Texas pipelines, the TFMP 2017 noted the following challenges:

- The growing energy industry will require increased capacity and construction of new pipelines to keep pace with increased industry needs.
- Pipeline infrastructure improvements and added capacities will require additional funding.
- With the expansive pipeline system, keeping communities and residents informed must be a priority.

Local government land-use planners need to be aware of all pipeline easements and potential public safety risks.

6.3.6 Freight Needs – International Border Crossings

While not explicitly singled out in TTP 2040 as its own needs category, the TFMP 2017 has identified $1.274 billion in multimodal needs for U.S. – Mexico border access. It is the consultant team's understanding that a border master plan study is underway at TxDOT that will merge the plans of the various TxDOT districts along the border. Any vetted results from this study pertinent to TTP 2050 will be incorporated into the final planning document.

6.4 Freight – Investment Scenarios

There are no investment scenarios in either the TFMP 2017 or the Rail Plan 2016 Update. While the TFMP 2017 does not officially contain investment scenarios, preliminary consultant analysis was completed as part of the effort. Details of this work could possibly be acquired as appropriate and approved by the TxDOT Freight and International Trade Division.

7.0 AVIATION

While primary commercial airports directly coordinate with the Federal Aviation Administration (FAA), TxDOT does administer a block grant program using state and federal funds in support of general aviation airports in Texas. These funded projects are included in the TxDOT Aviation Capital Improvement Program (CIP) with corresponding inclusion (depending on the airport) in the National Plan of Integrated Airport Systems (NPIAS). TxDOT also oversees the Texas Airport System Plan (TASP) which details organizational approaches and airport system needs. The High Street team has reviewed these various publications, as well as various airport master plans and regional aviation system plans (RASPs). Many of these documents are due for updates, however, can be extrapolated from for TTP 2050.

7.1 Aviation – Goals, Objectives, and Measures

Collectively the reviewed aviation documents have identified the following goals that can be considered in TTP 2050:

- Provide adequate access by air to population and economic activity centers;
- Provide timely development and maintenance of the airport system;
- Maximize the economic benefit and return on investment to the state, local communities counties, and cities from development of the airport system;
- Integrate the airport system effectively with other transportation modes;
- Preserve existing airports in the state;
- Improve safety and security at airports within the state;
- Encourage innovation at airports; and
- Promote accountability of airports receiving government funds.

Six specific objectives have been outlined in the TASP:

- Provide airports that support scheduled commercial service within a 60-minute drive of population centers.
- Provide airports that support business jet activity within a 30-minute drive of population and mineral resource centers.

- Provide airports that support single- and twin-engine piston powered aircraft within a 30-minute drive of agricultural resource centers.
- Provide adequate airport capacity to meet forecast demand.
- Provide an airport system developed to applicable federal and state planning and design standards.

With each airport often operating within its own ecosystem, aviation performance measures are reflective of other statewide performance reports. Investigated aviation measures revolved around system usage, operations, economic impacts, compliance, environmental impacts, finances, and asset state-of-repair. More specifically, aviation performance measures in use in Texas include:

- Texas' share of domestic and international commercial passenger enplanements in the US;
- The number of flight hours for general aviation (GA) aircraft in Texas;
- The active number of GA aircraft based in Texas;
- The number of certificated pilots in Texas;
- GA aircraft annual fuel consumption;
- Commercial aircraft annual fuel consumption;
- GA aircraft fleet mix;
- The number of privately-owned airports;
- The number of publicly owned airports;
- GA aircraft annual operations;
- Commercial aircraft annual operations;
- Number of towered airports (FAA or contract);
- Existing economic impact;
- Runway length and type;
- Annual aviation funding from TxDOT (state or FAA block grant funds);
- Number of runway incursions;
- Runway Safety Area (RSA) compliance;
- Congestion and delay;
- On-time performance;
- Noise complaints;
- Air quality;
- Water quality;
- Airfield pavement condition;
- Surface accessibility;
- Financial performance.

7.2 **Aviation – Future Demand and Needs**

Over $20 billion in long-range needs were documented for aviation in TTP 2040. To come up with this number, the consultant team extrapolated costs from TxDOT's Routine Airport Maintenance Program (RAMP) and Texas Airport Data System (TADS), both of which are frequently updated with a 1- to 2-year lag in reporting. Additional supplemental data on demand and capacity from the FAA and Texas Comptroller of Public Accounts (both updated annually)

and extracted from master plans and RASPs can be used in combination with TADs data on GA airports for the TTP 2050 update.

7.3 Aviation – Investment Scenarios

Investment scenarios are often explored in relation to funding levels expected from the State Budget and funding received from the FAA through the State Block Grant Program. The State Block Grant Program allocation is dependent on funding approved by Congress in the FAA Reauthorization bill. The FAA Reauthorization Act of 2018 was approved on October 3, 2018, for five years. Funding allocations remained the same as in the previous authorization bill.

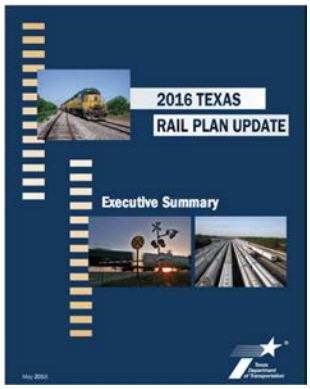
With the allocated funds, aviation project programming is then categorized into three timeframes of varying prioritized needs.

- 0 to 5 years (immediate needs that can covered with FAA Block Grants, local funding, and state funding)
- 6 to 10 years (intermediate needs that can be covered with FAA Block Grants, local funding, and state funding)
- 10 to 24 years (long term needs identified to help airports plan for major expenditures)

The 2018 Texas Aviation Economic Impact Study results may have an impact on future investment scenarios. The Study presents the number of jobs provided by aviation, the payroll, and the output. It is broken down by commercial service and general aviation airports. The economic impact of general aviation may change current investment scenarios by increasing the amount of non-AIP grant funding provided by TxDOT.

8.0 PASSENGER RAIL

The Texas Rail Plan serves as the primary reference for passenger rail planning at TxDOT, the development of which is closely coordinated with the TFMP.



8.1 Passenger Rail – Goals, Objectives, and Measures

"The State of Texas facilitates investor-driven projects that improve the safety, capacity, and efficiency of the rail network. Private rail infrastructure improvements add value by connecting Texas communities, linking businesses with domestic and international markets, and minimizing environmental impacts and road congestion." – 2016 Texas Rail Plan

2016 Texas Rail Plan goals were developed to be consistent with the Texas Transportation Plan 2040 and the original 2016 Texas Freight Mobility Plan (the 2016 Rail Plan was finalized before the 2017 Texas Freight Mobility Plan was initiated). Given the inherent overlap between freight

and passenger rail, the Texas Rail Plan integrates the two modal usages in the goal categories and objectives in Table 14. No specific passenger rail performance measures or targets were identified in the 2016 Texas Rail Plan.

Table 14. 2016 Texas Rail Plan Goals & Objectives

Goal	Objectives
Safety	Reduce rail-related fatalities and serious injuries, especially at at-grade rail crossings.
Asset Management	Achieve a state of good repair of the rail assets, especially those assets owned by TxDOT.
Mobility and Reliability	Reduce congestion and improve rail system efficiency, capacity, and performance, including rail freight and passenger travel time reliability.
Multimodal Connectivity	Provide freight and passenger choices by improving the rail system and providing intermodal and multimodal connectivity.
Economic Competitiveness	Strengthen Texas' position as a trade and logistics hub and support both existing industries and the attraction of new industries.

8.2 Passenger Rail – Future Demand and Needs

Ridership forecasts in the 2016 Texas Rail Plan were limited to Amtrak Inter-city stations based on population growth (Table 15). For additional forecasts, the plan references other studies/documents, particularly related to High-Speed Intercity Passenger Rail (HSIPR), which include forecasted demand for various potential rail corridors, such as TTI's 2009 report titled "Potential Development of an Intercity Passenger Transit System in Texas", America 2050's report titled "High Speed Rail in America", and the 2017 Texas-Oklahoma Passenger Rail Study Service-Level Environmental Impact Statement. One of the more notable growths in ridership is expected to occur in the Lone Star Rail District, where it was estimated that a potential rail line between Austin and San Antonio would carry between 1.4 and 5 million passengers a year by 2030.

The 2010 Texas Rail Plan (updated in 2013) includes ridership projections generated by various entities during the early stages of exploring potential HSIPR corridors in Texas (Table 16).

Table 15. 2016 Texas Rail Plan Amtrak Intercity Ridership Projections

Intercity Ridership Forecast by Station				
Station	2014	2040	Change 2014-40	Annual Growth
Alpine	4,756	5,694	19.7%	0.7%
Austin	32,206	49,910	55.0%	1.7%
Beaumont	3,412	4,124	20.9%	0.7%
Cleburne	3,322	4,338	30.6%	1.0%
Dallas	49,446	71,476	44.6%	1.4%
Del Rio	2,385	3,191	33.8%	1.1%
El Paso	13,144	17,914	36.3%	1.2%
Fort Worth	126,400	173,802	37.5%	1.2%
Gainesville	7,178	12,039	67.7%	2.0%
Houston	20,108	28,934	43.9%	1.4%
Longview	37,874	46,654	23.2%	0.8%
Marshall	10,184	11,051	8.5%	0.3%
McGregor	4,328	5,798	34.0%	1.1%
Mineola	6,776	8,088	19.4%	0.7%
San Antonio	60,783	83,293	37.0%	1.2%
San Marcos	6,830	10,053	47.2%	1.5%
Sanderson	238	284	19.5%	0.7%
Taylor	4,797	7,158	49.2%	1.6%
Temple	15,378	23,767	54.6%	1.7%
Total	**409,545**	**567,568**	**38.6%**	**1.2%**

Table 16. 2010 Texas Rail Plan HSIPR Ridership Projections

Entity	Ridership Estimates
French National Railway Corporation (SNCF), 2009	Between Dallas and San Antonio: • 3.3 million passengers/year by 2018 • 12.1 million passengers/year by 2025
Triangle Railroad Holding Company (TRHC), 2009	Within the Texas Triangle system, a total of 89,000 passengers per day by 2023 and over 100,000 after 2023 (based on projected population growth) • Between Dallas and San Antonio, 13,000-55,000 passengers per day • Between Austin and Houston, 11,300-51,000 passengers per day • Between Dallas and Houston, 17,900-81,000 passengers/day
Federal Railroad Administration, 1997	Between San Antonio and Dallas: 3.2-8.1 million passenger trips/year, depending on rail technology with higher levels of ridership corresponding to faster speeds (by 2020)

Texas TGV, 1991	For the Texas Triangle between Houston, Austin/San Antonio and Dallas/Fort Worth: 11.9 million passengers/year
Fastrak, 1991	For the entire Texas Triangle rail system: 8.46 million trips/year in 2015. Between Houston and Dallas/Fort Worth: 4.89 million trips/year in 2015.

Given TxDOT's limited funding and regulatory oversight for passenger rail, the 2016 Texas Rail Plan provides scant details on specific improvements and instead includes a general discussion of planned/recommended improvements for Amtrak intercity passenger rail service and an informational overview of potential High-Speed Intercity Passenger Rail corridors. Short- and long-term needs are included based on information from Amtrak, including improvements to frequency, on-time performance, connectivity, and stations.

The TTP 2040 includes a list of unconstrained passenger rail needs, including Amtrak improvements as well as construction of two high-speed rail corridors (Texas-Oklahoma Passenger Rail Study and Texas Central Railway), for a total of approximately $22.4 billion.

The NCTCOG's 2045 Mobility Plan includes a section on high-speed rail. While not designating these corridors as "needs", the plan identifies four proposed corridors in the area, providing service from Oklahoma City to South Texas, Fort Worth to Shreveport, Fort Worth to Dallas, and Dallas to Houston. The plan includes a map with at-grade and grade-separated alignments identified. The NCTCOG notes the Fort Worth-to-Austin and Dallas-to-Houston corridors will be funded with private-sector initiatives, while the Fort Worth-to-Dallas project will be a public-private partnership. Cost estimates are included for the section within North Central Texas which can be used to update the TTP 2050 passenger rail needs forecast.

8.3 Passenger Rail – Investment Scenarios

There is no scenario modeling included in the 2016 Texas Rail Plan.

9.0 PAVEMENT

TxDOT pavement-related publications include the state Transportation Asset Management Plan (TAMP), 4-Year Pavement Management Plan, and the annual Condition of Texas Pavements report.

9.1 Pavement – Goals, Objectives, and Measures

TxDOT's Maintenance Division focuses their pavement strategies to make progress toward the overarching strategic goal to *Preserve our Assets*. To this end, objectives are compiled in the 4-Year Pavement Management Plan accordingly:

- Develop a comprehensive and uniform pavement management plan which is roadway specific to the greatest extent possible, and is fiscally constrained;
- Generate Pavement Condition Projections based on a financially constrained plan;
- Assure maintenance resources are directed toward pavement operations and roadway related work;
- Provide a reporting mechanism for District Engineers, Administration and Commission to utilize in briefing elected officials; and
- Allow districts and regions to appropriately allocate resources through long term planning in order to accomplish the plan.

Pavement health is measured from various angles at TxDOT with an emphasis both on the structural integrity of the roadway and the surface conditions experienced by Texas travelers. As further described in the TxDOT TAMP, pavement management segments of approximately half-mile length are scored based on the following indices.

- **Distress score**: "Distress Score represents the surface condition of the pavement in terms of type and extent of the different types of distress."
- **Ride score**: "determined from data collected by Inertial Profilers, which converts a pavement profile (roughness/smoothness) to an IRI. The IRI is converted to a Ride Score based on the Serviceability Index developed at the American Association of State Highway and Transportation Officials (AASHTO) Road Test."
- **Condition score**: combination of the Distress Score and Ride Score and represents the overall condition of the pavement. Condition Scores range from 1 to 100 with 100 being the best condition."

These indices are calculated on the state-maintained system annually by processing raw data collected by private contractors. Van-mounted cameras and lasers are used to collect index input data including measurements for surface rutting, faulting, cracking, and roughness, among other technical distresses. Data collection processes have been updated to comply with MAP-21/FAST Act mandated requirements to report cracking on 1/10-mile intervals for 100% of the National Highway System (NHS) – even for those NHS segments maintained by non-TxDOT entities (i.e., "off-network".

Further processing is then applied to score the number of lane-miles resulting in good, fair, and poor conditions based on both TxDOT pavement indices (Table 17), as well as using federal definitions for legislatively required performance reporting. Recent statewide pavement descriptive outcomes are publicly reported on the TxDOT Performance Dashboard with breakouts for the Interstate, Non-Interstate NHS, and Energy Sector roadways (which tend to deteriorate at

an accelerated pace due to heavy equipment) - http://www.dot.state.tx.us/dashboard/preserving-our-assets.htm.

TxDOT stores all collected data in the Pavement Analyst product (newly acquired after TTP 2040's publication) which can be used to run reports on existing conditions as well as forecast and recommend financially-constrained work activities.

Table 17. Texas Descriptive Classes by Pavement Score

Descriptive Class	Distress Score	Ride Score	Condition Score
Very Good	90–100	4.0–5.0	90–100
Good	80–89	3.0–3.9	70–89
Fair	70–79	2.0–2.9	50–69
Poor	60–69	1.0–1.9	35–49
Very Poor	1–59	0.1–0.9	1–34

9.2 Pavement – Future Demand and Needs

TTP 2040 identified $103.7 billion in pavement needs over 25 years for roads operated and maintained by TxDOT "to achieve roadways that are pothole free and support a smooth ride.". This estimate was based on a custom spreadsheet-based application that forecasted pavement segment health indices over the planning horizon with varying unit costs applied to different maintenance, rehabilitation, and replacement work activities. Since completion of TTP 2040, TxDOT has acquired the Pavement Analyst software product which further enables the Department to conduct life-cycle planning and estimate needs using Texas-calibrated models and decision processes. No updates to statewide needs have occurred since TTP 2040.

To better address future pavement needs, the TxDOT 2018 TAMP Working Group has identified the following initiatives and strategies to further improve pavement management at TxDOT:

- Harmonize data collection and develop models for pavement performance based on FHWA's national distress measurement, such as cracking, rutting, faulting, the international roughness index (IRI), and present serviceability rating (PSR);
- Perform analysis of any pavement assets that have been damaged multiple times in emergency events and determine if there are reasonable alternatives. This analysis is required by an FHWA rule (23 CFR 667) (5.4). TxDOT's most recent analysis did not include Hurricane Harvey in 2017, so the new analysis should include Hurricane Harvey and any subsequent emergency events;
- Continue to communicate with owners of off-system NHS pavements about their budgets in order to forecast off-system NHS pavement performance; and

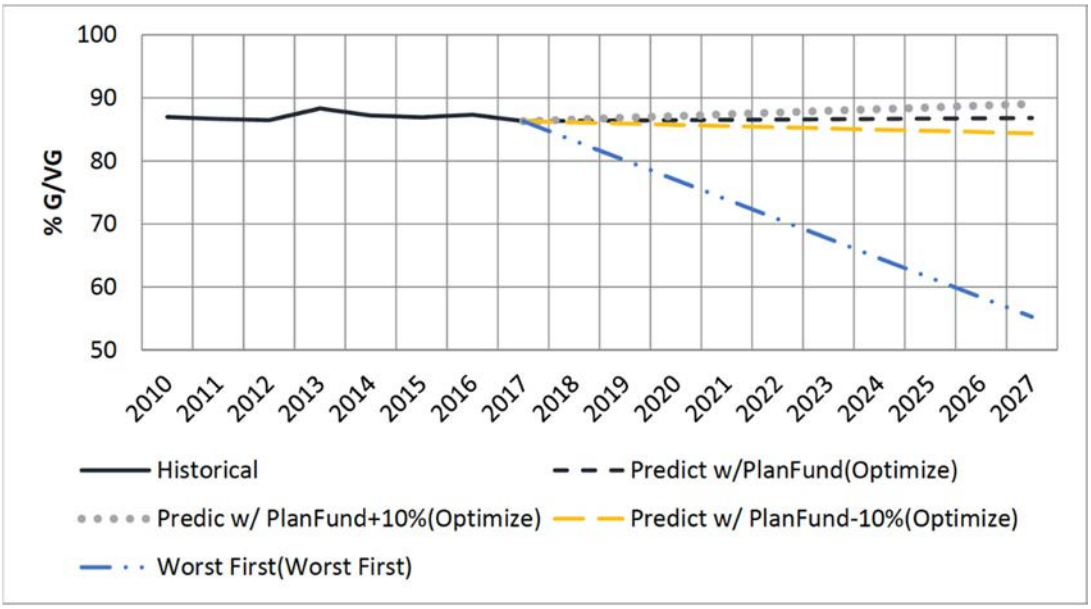
- Continue and enhance communication effort with stakeholders that are interested in pavement condition.

A pavement and bridge risk register spanning 40 high-priority risks are currently tracked at TxDOT, as determined via a series of discussions and balloting of subject matter experts given the likelihood of an event (from "rare" to "almost certain") and its impact (from "insignificant" to "catastrophic"). Risks designated as leading risks have corresponding mitigation strategies.

9.3 Pavement – Investment Scenarios

TxDOT often conducts exploratory what if? analysis to understand the estimated pavement performance impacts of varied funding levels. As part of the most recent federally-reported TAMP, scenarios through 2027 for the expected pavement funding level using life-cycle planning and a worst-first policy were explored, as well as analyzing the performance impacts of +/- 10% pavement funding (Figure 5). This was done using Pavement Analyst software, which enables financially-constrained scenarios that can be run for any specified amount of time.

Figure 5. TxDOT 2018 TAMP Pavement Scenarios relative to % Good / Very Good Lane-Miles



10.0 BRIDGE

Beyond the 2018 TAMP and supplemental deterioration modeling, bridge preservation publications reviewed by the consultant team included the annual Report on Texas Bridges, INSPECTTECH bridge software documentation, Maintenance Management Manual, Bridge Inspection Manual, Bridge Project Development Manual, Maintenance Operations Manual, and Highway Bridge Program brochure on the safety of Texas bridges.

10.1 Bridge – Goals, Objectives, and Measures

Similar to the pavement management team at TxDOT, the bridge team's focus is on the strategic goal of preserving state transportation assets. The TxDOT Bridge division's objective is to ensure *Texas bridges are of high-quality, cost-efficient, and safe* (Report on Texas Bridges).

Determination of progress toward bridge conditions are currently measured at TxDOT based on:

- **Statewide Bridge Condition Score** – a normalized health index based on the most severe primary component condition rating. A composite score is reported on the Texas Performance Dashboard with an aspirational target of a network average of 90.
- **Count of Structures by Condition Group** – results are reported for Interstate System, NHS non-Interstate system, and off-system NHS bridges.
- **Percent of Bridge Deck Area by Condition Group** – MAP-21/FAST Act requires the state to report on the percent of deck area in 'good' (7 or better minimum component rating on a 9-point scale) and 'poor' (4 or lower minimum component rating) condition states.

Table 18. Texas Bridge Condition Score Determination with Condition Group

Most Severe Component Rating	Letter Grade Score	Numeric Score
7 or greater	A	95
6	B	85
5	C	75
3 or 4	D	65
2 or less	F	50

The emphasis on condition group represents a movement away from more functional measures (such as functionally obsolete or substandard-for-load deck area, considered previously) and toward an emphasis on structural integrity of Texas bridges.

The majority of bridge inspection data are collected on a biannual basis, depending on bridge condition levels, and reported as part of the National Bridge Inventory (NBI).

10.2 Bridge – Future Demand and Needs

TTP 2040 identified $40 billion in bridge (inclusive of transverse culvert structures) needs over the next 25 years "to achieve bridges that are structurally sound and open for use." A custom spreadsheet application was used to forecast bridge-by-bridge performance with unit costs associated to work activities timed to achieve a 'good' or better condition level. While no subsequent statewide needs assessment has been conducted, the Texas A&M Transportation Institute (TTI) are currently coordinating with TxDOT to develop in-house tools to inform a predictive bridge management system. Advanced deterioration models for each primary bridge superstructure material type have been initially calibrated using a similar methodology as that applied in TTP 2040. Vetted models can be included in the TTP 2050 needs assessment at TxDOT's discretion.

The TxDOT 2018 TAMP adopted strategies for filling bridge technical gaps that resemble those adopted for pavement. The Bridge SME Working Group is responsible for them.

- Establish research projects and implement deterioration and life cycle planning (LCP) models into TxDOT's bridge management system. Life cycle planning consider the whole-life cost for managing an asset or asset class while preserving or improving condition. Realizing this strategy will include incorporating elements such as performance models, decision trees, and life cycle costs into TxDOT's bridge management system.
- Perform analysis of any bridge assets that have been damaged multiple times in emergency events and determine if there are reasonable alternatives, as required by an FHWA rule (23 CFR 667) (5.4). TxDOT's most recent analysis did not include Hurricane Harvey in 2017, so the new analysis should include Hurricane Harvey and any subsequent emergency events.
- Continue to communicate with the entities that own and manage off-system NHS bridges about their budgets in order to forecast off-system NHS bridge performance.
- Continue and enhance communication effort with stakeholders that are interested in bridge condition.

The same risk register described in the previous section for pavements is used for bridge management.

10.3 Bridge – Investment Scenarios

Until the deterioration models and bridge management systems can be further developed, TxDOT does not currently have the ability to robustly forecast the performance impacts of varying funding levels. Most bridge activities have focused on shorter term work requirements with an effort to apply the most effective scopes-of-work given the available budget. Further coordination with MPOs will additionally be required to inform target-setting amidst changing revenue forecasts.

11.0 HIGHWAY MOBILITY

Unprecedented growth and continued urbanization trends continue to place a strain on Texas transportation infrastructure. Beyond the top 100 congested corridors, TxDOT has placed an emphasis on ensuring regional connectivity and multimodal accessibility for Texans. As leaders in urban mobility analysis, various Texas A&M Transportation Institute (TTI) publications such as the Urban Mobility Scorecard were reviewed in advance of developing TTP 2050. The High Street team has also reviewed Texas' Most Congested Roadways (https://mobility.tamu.edu/texas-most-congested-roadways/), the Transportation Systems Management and Operations (TSMO) Strategic Statewide Plan, various MTPs / RTPs, Mobility Investment Priorities Project Final Report, 100 Most Congested Roadways Report, Texas Clear Lanes – Congestion Relief Initiative, and previous iterations of the Texas Rural Transportation Plan.

11.1 Highway Mobility – Goals, Objectives, and Measures

With the vast majority of state congestion occurring within MPO boundaries, the TxDOT goal of 'optimize system performance' can be blended with regional goals and objectives. Primarily, TxDOT and its planning partners have focused on relieving local chokepoints while ensuring reliable travel times.

While MPOs have an assortment of their own calculation criteria for which local data is used, it was found that measures (beyond national requirements for peak hour excessive delay, truck / non-truck reliability indices, and pollutant emissions - Table 19) often center around a similar set of topics, including:

- Number of projects that improve operations or multimodal access'
- Annual hours of delay along major commuter and freight corridors; and
- Annual number of transit enhancement and mobility improvement projects.

Current TxDOT publicly reported metrics include average annual delay per person, vehicle-miles-travelled, and indices for congestion and travel time reliability in urban and rural areas.

Table 19: TxDOT State PM3 Performance Measures & Targets

Performance Measures			Baseline	2020 Target	2022 Target
PM3 System Performance	NHS Travel Time Reliability				
	IH Level of Travel Time Reliability		79.60%	61.20%	56.60%
	Non-IH Level of Travel Time Reliability				55.40%
	Truck Travel Time Reliability				
	Truck Travel Time Reliability Index		1.50	1.70	1.79
	Annual Hours of Peak Hour Excessive Delay per Capita				
	Dallas-Fort Worth				15
	Houston Galveston				16
	% of Non-SOV Travel				
	Dallas-Fort Worth		19.60%	19.21%	19.01%
	Houston Galveston		20.10%	19.70%	19.50%
	Total Emission Reduction				
	NCTCOG	NOX	2,410.80	2,892.96	6,509.16
		VOC	499.72	599.67	1,399.23
	H-GAC	NOX	403.22	806.44	1,612.87
		VOC	267.86	535.72	1,071.44
	El Paso	CO	580.24		891.11
		PM 10	0.97		13.71
	Statewide NOX		2,814.02	3,699.40	8,122.03
	Statewide VOC		767.58	1,135.39	2,470.67
	Statewide CO		580.24		891.11
	Statewide PM 10		0.97		13.71

Source: TxDOT Letter to FHWA for PM2 & PM3 Targets (June 2018)

11.2 Highway Mobility – Future Demand and Needs

Within each region's transportation plan, the MPOs have identified their respective operational and infrastructure needs (see Section 3.2), along with prioritized projects, strategies, and policies to address them. The RPO's have also identified infrastructure and funding needs in their areas, as well. Even though priorities may vary, the common challenge that each region faces is the ability to fully address the needs and concerns across all facets and modes of transportation due to financial limitations. For this reason, there are oftentimes both a list of fiscally constrained projects and second list of "visionary" projects. To maximize available federal and state funding, the

project prioritization process has been a key component in identifying short / mid / long term projects within each region.

On a statewide level, it is important to recognize regional level transportation needs, while simultaneously addressing both intrastate and interstate travel needs. The statewide travel demand model is a key tool to understanding existing travel patterns and forecasting the effects of future year projects. Based on each region's top corridors coupled with other statewide priorities (e.g. – urban and rural transit projects, critical urban and rural freight corridors identified in Texas' Freight Mobility Plan, etc.), a series of scenarios can be modeled. By overlaying these pieces, it will help TxDOT determine which (set of) projects will provide the most benefit in alleviating congestion, while addressing transit and freight related needs.

In TTP 2040, $239 billion in congestion relief needs were estimated to be needed in order to ensure a level-of-service C or better for all Texas roadways during peak conditions. This was estimated by extracting MTP needs numbers in urban areas and running the Statewide Analysis Model version 3 (SAMv3) for 2040 demographics and socio-economics to estimate capacity needs on connecting roadways. To refine these needs numbers, TxDOT is in the process of creating a predictive tool that can be further used for TTP 2050 modeling and scenario planning. This tool will leverage current data resources including: INRIX, NPMRDS, AirSage, and StreetLight to estimate systemic mobility impacts. TxDOT is further exploring the purchase of a larger data set of real time/ historical / static data in the near future.

11.3 **Highway Mobility – Scenario Planning**

Some of the reviewed transportation plans included specific assumptions to reflect various types of infrastructure (both highway and transit) investments, policies, or programs to reduce vehicular traffic. Potential elements to consider for the scenario planning portion of TTP 2050 may include the following:

- Teleworking or off-peak work trips to reduce peak hour traffic
- Employer trip reduction or regional vanpool programs
- Implementation and higher use of park-and-ride facilities
- Varying levels of population, employment, and land use growth assumptions
- Varying levels of investments assumptions (regional, local, or specific corridors/projects)
- Investments based on distribution of funds (safety, system preservation, congestion mitigation, or balanced)

Emerging technologies will further need consideration in analyzing potential futures and will be coordinated with the simultaneous planned effort to develop a TxDOT Emerging Technology Strategic Plan.

12.0 TRANSIT

In addition to a review of the state's MTPs, the transit review focused primarily on four sources:

- 2017 Texas Transit Statistics, Final Edition;
- TxDOT Group Transit Asset Management Plan;
- Statewide Perspectives from the 2017-2021 Regionally Coordinated Transportation Plans; and
- TTI Urban and Rural Area Transit Needs Assessment Presentation (June 2018)

Additional reviews included the *Statewide Perspectives from the 2017-2021 Regionally Coordinated Transportation Plan*, which serves as a synthesis of transit planning documents for all 25 Texas planning regions, and TxDOT's database of transit inventory and condition information, PTN-128, and its accompanying manual.

12.1 Transit – Goals, Objectives, and Measures

Federal performance measures related to transit were finalized in the Transit Asset Management rulemaking. Required measures include:

- Rolling Stock % of revenue vehicles exceeding ULB
- Equipment % of non-revenue service vehicles exceeding ULB
- Facilities % of facilities rated under 3.0 on the TERM scale
- Infrastructure % of track segments under performance restriction

Beyond the federally required performance measures, other transit measure areas have been documented related to funding allocations, conditions assessment for fleets / facilities / equipment, and overall progress monitoring to help determine future needs. The following are additional goals and objectives are specific to transit asset management (Table 20).

Table 20: TxDOT Group Transit Asset Management (TAM) Plan Goals & Objectives

	Goals & Objectives
Transit Asset Management	Achieve an average State of Good Repair (SGR) of 85% for all rolling stock assets across the 4-year planning horizon by ensuring they are operating within their Useful Life Benchmark (ULB)
	Maintain a state-wide facility condition of adequate or better [3.0+ on the Transit Economic Requirements Model (TERM) scale].
	Leverage future investments to prioritize those assets that have exceeded or will soon exceed their useful life.

	Refine the existing state-wide asset inventory list through collaboration to ensure a complete and accurate picture of transit assets.

While state funding formulas account for both population and land area, specific performance measures are used to allocate FTA §5311 funding among state large urban, small urban, and rural transit providers:

- Local funds as a share of total operating expenses;
- Cost per vehicle revenue mile;
- Unlinked passenger trips per capita;
- Unlinked passenger trips per vehicle revenue mile; and
- Total vehicle miles per year.

TxDOT's Public Transportation Division (PTN) also collects a broad set of financial and operating data from transit agencies, including data required for the National Transit Database (NTD) Rural Report. Other data collected is an inventory of transit revenue and non-revenue vehicles, facilities, and equipment, which is used in developing the TAM plan. This reporting system, known as PTN-128, requires all federal and state funded transit districts to report uniform public transit data to the state. The financial and operating data that is collected through PTN-128 is noted in Table 21.

Specific targets and scales used for transit asset management include the following:

- The target for rolling stock is less than or equal to 15% of fleet assets operating beyond their ULB for age as established by TxDOT.
- The target for equipment is less than or equal to 15% of assets operating beyond their ULB for age established by TxDOT.
- The target for facilities is less than or equal to 15% of facilities operating in a condition lower than 3.0 on the TERM scale.

Transit goals, objectives, and performance measures focused on maximizing use of current investment in congested highway corridors (e.g. - targeted increases in Average Vehicle Occupancy rates and a portfolio of investment strategies to achieve them). Planning scenarios that focus on increased transit investment could be included in TTP 2050.

Table 21: PTN-128 Data Elements

Financial Statistics	Operational Statistics

Total Revenues
• 5307 & 5311 Federal Revenue State Revenue
• 5303 Planning Revenue
• 5309 Capital Revenue
• 5307 & 5311 Contract Revenue
• Passenger Fares
• Direct Transit Funding
• Auxiliary Transit Revenue
• Other Transportation Revenue
• Non-Transportation Revenue
Contract Revenue
• Medical Transportation Program
• Head Start
• 5310 Elderly & Disabled
• JARC
• CMAQ
• New Freedom
• Other Contracts
Operating Expenses
• Operating
• Maintenance
• Administration
• Purchased Transportation
Capital Expenses
• Capital
• Capital in Purchased Transportation
Service Quality Statistics
• Total Vehicles (Includes all vehicles active/inactive)
• Total Revenue Vehicles Owned
• Total Revenue Vehicle Contracted
• Total Light Rail Total Commuter Rail
Vehicle Failures
• Major Mechanical System Failures
	Hours
	• Actual Vehicle Hours
	• Revenue Vehicle Hours
	Miles
	• Actual Vehicle Miles
	• Revenue Vehicle Miles
	Unlinked Passenger Trips
	• General Public
	• Other:
	  o Medical Transportation Program
	  o 5310 Elderly & Disabled
	  o JARC
	  o CMAQ
	  o New Freedom

Source: http://sp.scopt.transportation.org/Documents/PTN-128%20Data-Elements%203-15-2010.pdf

12.2 Transit – Future Demand and Needs

To help create a more robust transit section for TTP 2050, discussion of future demand could consider expanded funding opportunities for public transportation and public transportation-related investments – both service and capital – from TxDOT and non-TxDOT sources to help achieve Department congestion relief and connectivity goals / objectives. The role of high capacity transit (HCT) investments (bus and passenger rail) in congestion relief and connectivity should also be developed more fully. Finally, the plan could anticipate and identify functional transportation role(s) and expectations for emerging technologies such as transportation network companies and autonomous transit vehicles in the evolution of a seamless, integrated multi-modal network, and their impacts on travel and transit demand.

Needs for transit are assessed both regionally and statewide. There are 24 planning districts in Texas that develop a Regionally Coordinated Transportation Plan (RCTP), which is a coordinated public transit- human service transportation plan with the goal of increasing efficiency, reducing waste, and maximizing transportation resources. Part of each plan is the development of transit needs and gaps for the region, with a particular focus on transit-dependent populations. A statewide summary of these plans and regional needs is produced by TxDOT, most recently in 2017 by the Texas Transportation Institute (TTI).

The needs developed in the RCTP are qualitative in nature, but trends in the kinds of investments needed at the regional level could inform statewide needs assessment. According to the summary of RCTPs, regional transit needs are primarily assessed through 1) public, user, and stakeholder outreach via public meetings and surveys; and 2) analysis of geographic and demographic data to generate a transportation needs index. These indices identify areas with the highest transportation need based on economic and sociodemographic factors.

In addition to summaries of regional needs, TxDOT has also conducted a statewide urban and rural transit needs assessment in 2016 and an update in 2017 with new analyses. This analysis was a two-phase statewide assessment of transit needs in Texas-state-funded public transportation districts. In Phase One, researchers analyzed the effects of population growth, transit cost inflation, and growth in urbanized areas. The assessment also included a comparison of service hours by district, mode, and day against industry standards for service. In Phase Two, researchers determined whether gaps in service coverage or span of service exist and estimated the cost of filling gaps, accounting for local contexts and transit cost inflation.

The most common transit challenges and unmet needs, from a statewide perspective, include the following:

- *Population changes* – changes to district boundaries or reclassified areas result in reduced formula funds
- *Local organizational changes* – disruptions to service to people who depend on public transportation
- *Statutory changes* – changes to FTA Section 5310 program (reduced funds for small urban and rural areas)
- *Expand and increase transportation services* – regular fixed routes, evening / weekend services, etc.
- *Increase coordination and collaboration* – traditional / non-traditional providers, cross jurisdictional agencies
- *Increase and improve connectivity and access* – interregional, among border regions, & beyond state borders
- *Increase ridership through targeted outreach, marketing, and engagement* – need to increase awareness
- *Determine additional funding sources* – dependable, sustainable funding is the biggest challenge
- *Urban and rural gaps* – need to add fixed route services to cover

To estimate future year statewide needs, several components should be taken into consideration through appropriate data collection:

- *Investments required to achieve desired service levels* – This analysis is currently conducted by TTI and can be leveraged in TTP 2050.
- *Current transit asset management capital investments* – Available from the Transit Asset Management Plan.
- *Population shifts and changing demographics* – MPOs each develop population projections for their region as part of their travel demand modeling, but the Texas Demographic Center also conducts projections for the state and its regions. The ideal would be to forecast growth specifically in transit-dependent populations in both rural and small urbanized areas through 2050.

12.3 **Transit – Investment Scenarios**

During the development of the Statewide Needs Assessment, four types of needs were analyzed: (1) span of service (2) urban and rural gaps, (3) inflation, and (4) population growth. The span analysis did not account for actual transit service areas. The analysis was conducted for four different scenarios of varying span of service. These included the following:

- 12-hours of service on weekdays
- 14-hours of service on weekdays
- 12-hours per weekday & 8 hours on Saturday
- 14-hours per weekday & 8 hours on Saturday

The span gap analysis results revealed that each of the four span models above will require increases in service hours to meet travel needs. The results also showed that the span threshold was not met for many geographical areas. Cost estimations developed for the analysis reflected both the additional funds required for unmet needs and inflation over time, as well. Additional details regarding the span gap analysis results and cost estimates are shown below.

Figure 6: Span Gap Results - Needed Percent Increase in Service Hours for Each Span Model

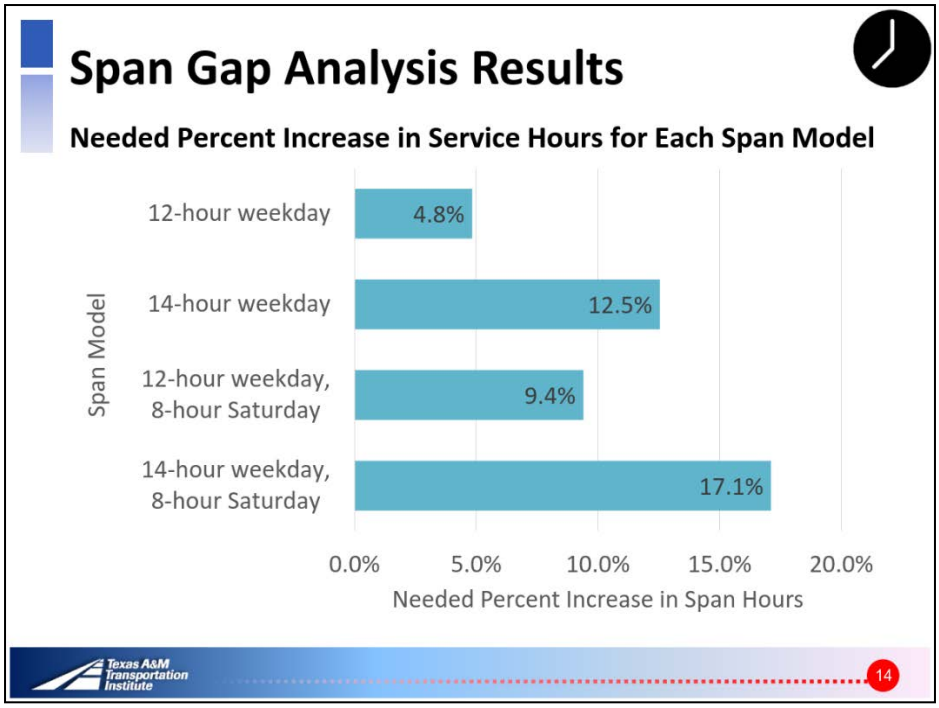
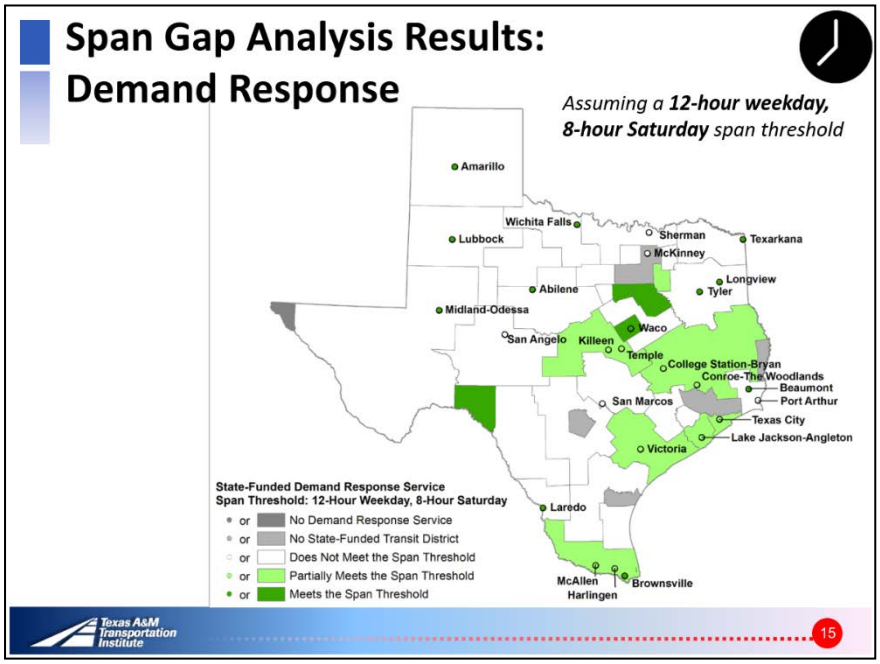


Figure 7: Span Gap Results – Demand Response by Span Model



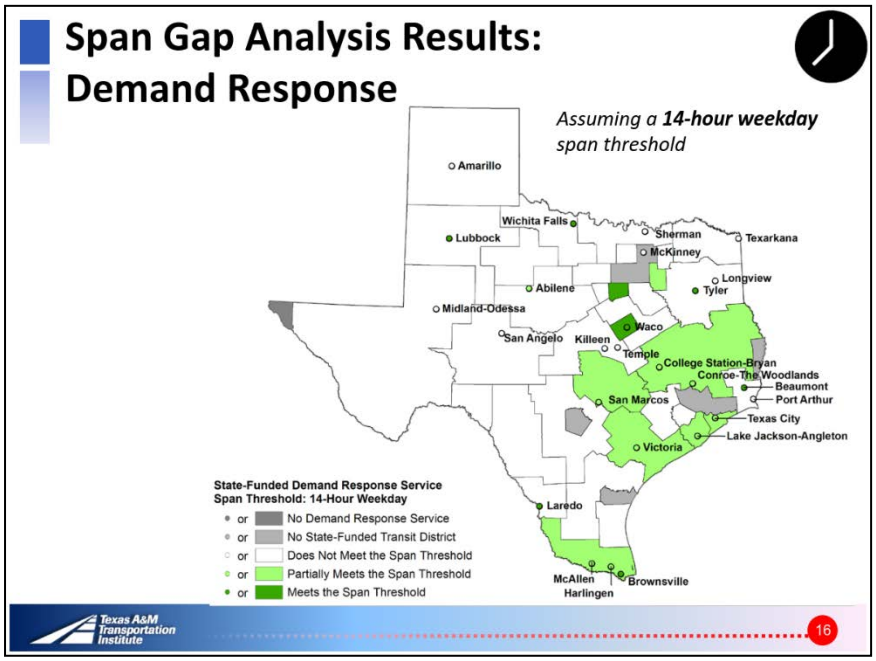
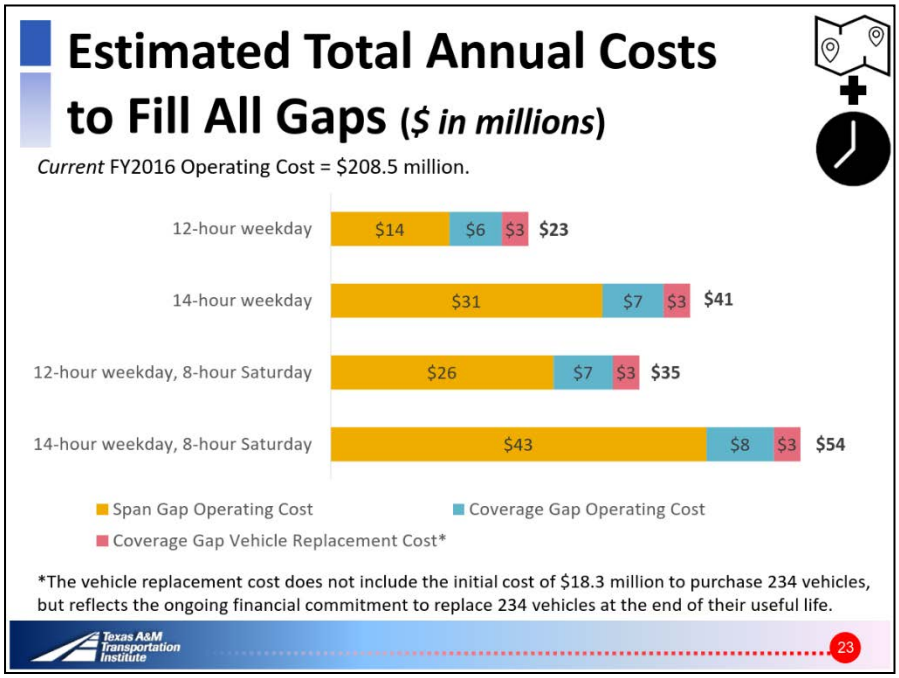


Figure 8: Span Gap Results – Cost Estimations



13.0 BICYCLE / PEDESTRIAN

Fourteen documents were reviewed by the High Street team:

- Tech Memo 6: Bicycle-Pedestrian Modal Profile in the TTP 2040 Appendix (August 2014)
- TxDOT's Bicycle Webpage
- Strategic Direction Report: Opportunities for TxDOT's Bicycle Program (December 2015)
- Bicycle Tourism Trails Study (BTTS) Final Report (July 2018)
- Texas Strategic Highway Safety Plan (2017 – 2022)
- Bicycle and Pedestrian Program – 2017 Educational Series
- Environmental Handbook – Bicycle and Pedestrian Accommodation (2014)
- CAMPO's 2045 Regional Active Transportation Plan (2017)
- NCTCOG's Mobility 2045 (2018)
- H-GAC 2040 Regional Pedestrian & Bicycle Plan (2015)
- Harlingen-San Benito MPO Bicycle and Pedestrian Master Plan (September 2016)
- Hidalgo County MPO 2018 Bicycle Plan

- Lower Rio Grande Valley Active Transportation and Active Tourism Plan (November 2016)
- Corpus Christi MPO Strategic Plan for Active Mobility (October 2016)

Included in these resources are a combination of TxDOT plans and reports and notable MPO bicycle/pedestrian plans.

Presently, TxDOT lacks a statewide plan specific to active transportation modes with deference in bicycle/pedestrian planning given to the state MPOs. Each region maintains their own regional bikeway systems; however, interest has been expressed in potentially connecting the facilities via a coordinated statewide bicycle network – as explored in the Bicycle Tourism Trails Study (BTTS). In addition to regional connectivity, themes such as health and well-being, active tourism, and encouraging active mobility through infrastructure design further unified Texas MPO goals and objectives.

13.1 Bicycle / Pedestrian – Goals, Objectives, and Measures

The only explicit bicycle and pedestrian goal in TTP 2040 is housed within the Safety goal area. It states that TxDOT will "increase bicycle and pedestrian safety through education, the design and construction of new facilities, and improvements to existing facilities." As the agency strives to enhance the bicycle/pedestrian modal profile for TTP 2050, the three documents discussed below each have specific goals targeting bicycle and pedestrian issues. TxDOT would benefit from simplifying and combining to aid in creating a cohesive vision for the state's active transportation modes.

Currently, the Strategic Direction Report (SDR) guides the efforts to enhance TxDOT's Bicycle and Pedestrian Program. This document outlines distinctive Focus Areas consistent with TxDOT's Strategic Plan Goals. These Focus Areas are not an exhaustive list of priorities, but they do offer a starting point for determining specific modal goals for TTP 2050. The seven Focus Areas are:

- Expand the bikeway network
- Build safer and better bicycle and pedestrian accommodations
- Provide training for engineers, planners, and construction staff
- Educate the public on safer driving, bicycling, and walking
- Encourage people to Walk and Bicycle
- Develop statewide management systems for bicycle and pedestrian information
- Fund bicycle and pedestrian projects

TxDOT's Educational Series focuses on a range of transportation issues affecting the state and is meant to inform the Texas legislature of these issues. There is a separate document addressing the

Bicycle and Pedestrian Program, which is currently being updated. The main change to the next version is the removal of the "Five E's" identified by the League of American Bicyclists. Further the goals of the program will be updated as follows:

In keeping with TxDOT's overall goals, the Bicycle and Pedestrian Program strives to:

- Improve safety by planning, designing, and constructing bicycling and pedestrian facilities that suit the characteristics of each project location;
- Pursue the best available data to plan and deliver the right bicyclist and pedestrian accommodations for various roadway users;
- Share data, tools, and guidance; fund projects; and engage the community to facilitate development of infrastructure that meets the needs of bicyclists and pedestrians;
- Encourage development of cost-effective, well-designed, low-maintenance solutions;
- Optimize performance of the bicycling and pedestrian networks by emphasizing connectivity and accessibility while supporting economic vitality; and
- Participate in educating engineers, planners, and the public on safer driving, bicycling, and walking.

Intrinsic to achieving these objectives is the ability of TxDOT to help create healthy communities.

The Strategic Highway Safety Plan identifies several goals specific to pedestrian safety. These goals, in addition to all others addressed in the plan, exist to help Texas achieve its vision for a future of zero traffic fatalities and serious injuries. The Pedestrian Safety Emphasis Area Team identified seven strategies and 28 countermeasures to implement these strategies. The strategies are as follows:

- Improve driver and pedestrian safety awareness and behavior
- Reduce pedestrian crashes on urban arterials and local roadways
- Improve pedestrians' visibility at crossing locations
- Improve pedestrian networks.
- Improve pedestrian crash reporting.
- Establish vehicle operating speeds to decrease crash severity
- Develop strategic pedestrian safety plans tailored to local conditions

TTP 2040 included one performance measure in the Bicycle and Pedestrian mode category: *% Bicycle and Pedestrian Needs Me*t. This measure represents the percentage of unconstrained needs able to be funded. Bicycle and pedestrian needs include local projects identified to preserve facility infrastructure, enhance connective and improve safety. The Statewide Highway Safety Plan reports on motor vehicle crashes with pedestrians. Specifically, these are fatal and serious injuries involving at least one pedestrian and one motor vehicle.

13.2 **Bicycle / Pedestrian – Future Demand and Needs**

The bicycle and pedestrian modal profile for TTP 2040 was relatively slim compared to other modes. TxDOT compiled data from all 25 MPOs within Texas, which were surveyed for their bicycle and pedestrian needs. TxDOT reviewed the Metropolitan Transportation Plans (MTPs) along with and stand-alone bicycle/pedestrian plans. Additionally, bicycle plans were reviewed for the larger cities within the 25 Texas metro areas served by MPOs. The roles of government agencies and departments involved in bicycle and pedestrian planning were also considered. These groups included the U.S. Department of Transportation, TxDOT, MPOs, Texas Parks & Wildlife Department, and others. Finally, TTP 2040 research incorporated the roles of other organizations and advocacy groups such as the American Association of State Highway and Transportation Officials (AASHTO), the League of American Bicyclists, and BikeTexas. This compilation resulted in a needs value for the State of Good Repair Needs to 2040 were reported at $2.19 billion in TTP 2040 while unconstrained needs were reported about $4.2 billion.

TTP 2040 expressed the lack of adequate bicycle/pedestrian data statewide. However, TxDOT has made some headway in this area. Namely, the agency has acquired two new datasets. The first is a statewide Strava dataset, which has been made available to entities within the state for planning and research. The second is the Bike/Ped Clearinghouse, which is a statewide database of all known bicycle and pedestrian counts. TxDOT also has a partially completed GIS-based inventory of the state's bicycle facilities by bikeway type. However, this effort has not been updated since 2015. An initial review of the aforementioned documents referenced the following sources of data:

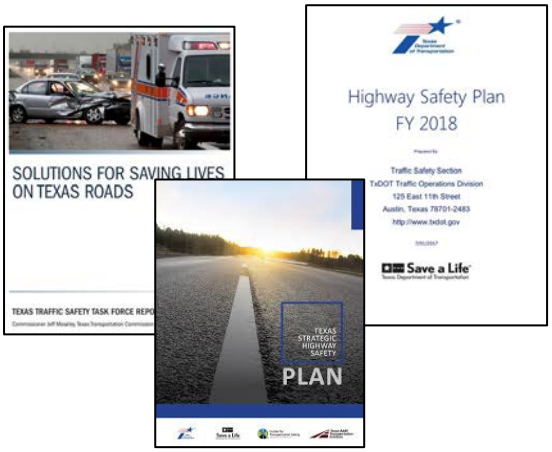
- American Community Survey data (Commuting Characteristics by Sex);
- National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts;
- League of American Bicyclists;
- Federal Highway Administration;
- TxDOT's Crash Records Information System (CRIS); and
- Roadway Highway Inventory Network Offload (RHINO) - TxDOT's On and Off-System Roadway Inventory which will be migrated to the Geospatial Roadway Inventory Database (GRID).

To the best of TxDOT's knowledge, there are no needs evaluation tools for bicycle infrastructure. There were some data gathering tools uncovered in the research to date. Currently, TxDOT uses the CRIS to record crash information on bicycle and pedestrian crashes with motor vehicles. However, this system lacks detail for bike/ped crashes. Strategy Five of the Statewide Highway Safety Plan recommends using the Pedestrian and Bicycle Crash Analysis Tool (PBCAT) to improve crash reporting.

13.3 Bicycle / Pedestrian – Investment Scenarios

To date, TxDOT has not undergone any "what-if" future scenarios for bicycle and pedestrian planning. The Texas Bicycle Tourism Trails Study (BTTS) represents a statewide bicycle network and routing analysis, but it is not fiscally constrained. This analysis used the "best available on-road bicycle conditions" to connect urbanized areas and bicycle destinations. The tool used was developed by the consultant and is similar to a Bicycle Level of Comfort (BLOC) analysis. It used RHINO inputs to generate the example routes.

14.0 SAFETY



In 2017, 3,708 fatalities and 17,890 serious injuries occurred on Texas roadways, as reported in the TxDOT performance dashboard, with continued possible increases as the system experiences increased traffic growth. TxDOT's top priority is safety and as such the state applies a multi-pronged approach to protect Texans and reduce the rate fatalities and serious injuries on state roadways. The *Strategic Highway Safety Plan* (SHSP) provides goals and targets, and documents such as the Texas Traffic Safety Task Force identifies innovative safety initiatives ranging from engineering to education to enforcement.

14.1 Safety – Goals, Objectives, and Measures

TxDOT's ultimate goal is to achieve zero fatalities and serious injuries on the state transportation system. In the interim, however, TxDOT continues to make progress toward the safety objectives identified in TTP 2040:

- Reduce fatalities and serious injuries.
- Improve safety of at-grade rail crossings.
- Eliminate conflicts between modes wherever possible.
- Increase bicycle and pedestrian safety through education, the design and construction of new facilities, and improvements to existing facilities.
- Educate the public on the dangers of high-risk driving behaviors.
- Coordinate with enforcement to improve driver compliance with laws.
- Improve incident response times.

In addition to the above objectives, the SHSP identifies certain emphasis areas with the highest potential to reduce highway fatalities and serious injuries. Emphasis areas and corresponding implementation strategies are detailed in Table 22.

Table 22: TxDOT State Highway Safety Plan Emphasis Areas and Implementation Strategies

Emphasis Area	Strategies
Distracted Driving	1. Reduce fatalities and serious injuries by identifying and implementing education and awareness strategies to reduce distracted driving. 2. Improve the effectiveness of distracted road user educational techniques, tools, and strategies. 3. Improve and increase enforcement capabilities for addressing distracted driving. 4. Increase the installation of engineering countermeasures known to reduce distracted driving. 5. Use technology to reduce distracted driving crashes, serious injuries, and fatalities.
Impaired Driving	1. Use data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code violation history at these locations to determine any correlation with alcohol related crashes. 2. Increase education for all road users on the impact of impaired driving and its prevention. 3. Increase officer contacts with impaired drivers through regular traffic enforcement. 4. Improve mobility options for impaired road users. 5. Increase data, training, and resources for prosecutors and officers in the area of drugged driving.
Intersection Safety	1. Improve data systems for identifying specific intersections and intersection types at high probability for serious injury crashes. 2. Consider alternative design strategies for improving intersection safety. 3. Improve pedestrian safety at intersections with high probability of crashes. 4. Increase driver awareness of intersections. 5. Develop educational campaigns incorporating data analysis to improve intersection safety. 6. Reduce red light running.
Older Road Users	1. Reduce wrong way crashes. 2. Design and operate roadways to meet the needs of older road users. 3. Implement effective methods and tools to prepare older road users to deal with the limitations 4. Improve mobility options for older road users. 5. Implement methods to reduce injury severity among older road users.
Pedestrian Safety	1. Improve driver and pedestrian safety awareness and behavior. 2. Reduce pedestrian crashes on urban arterials and local roadways. 3. Improve pedestrians' visibility at crossing locations. 4. Improve pedestrian networks. 5. Improve pedestrian involved crash reporting. 6. Establish vehicle operating speeds to decrease crash severity. 7. Develop strategic pedestrian safety plans tailored to local conditions.

Roadway and Lane Departures	1. Analyze run off the road and head-on crashes and roadway characteristics using the new safety methodologies (e.g., Highway Safety Manual and systemic approaches). 2. Keep vehicles from encroaching on the roadside or opposite lane. 3. Minimize the consequences of vehicles leaving the road. 4. Minimize the likelihood of crashing in adverse conditions. 5. Identify and address behavioral characteristics associated with roadway departure. 6. Improve emergency response time in rural areas.
Speeding	1. Use the concept of establishing target speed limit and road characteristics to reduce speeding. 2. Educate law enforcement on contributing crash factors to improve crash data collection. 3. Leverage data to improve engineering, education, and enforcement. 4. Increase and sustain high visibility speeding enforcement. (Develop, catalogue, and disseminate tools and other resources to improve enforcement capabilities). 5. Improve the effectiveness of educational techniques, tools, and strategies for speeding (target specific age groups).

Progress toward these objectives are tracked via TxDOT's five core performance measures - consistent with federal requirements – which include five-year rolling averages of the following measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million VMT
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

Targets for each of these measures, currently forecasted through 2022, were determined through linear extrapolation of the core safety measures with an assumed 2 percent reduction resulting from TxDOT investments.

Table 23: TxDOT Safety Performance Targets

Target Area	Definition	Linear Trend	SHSP Target
Number of Fatalities	Total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year	4,327	4,241
Rate of Fatalities	Ratio of total number of fatalities to the number of VMT (in 100 million VMT) in a calendar year	1.53	1.50
Number of Serious Injuries	Total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year	19,454	19,065
Rate of Serious Injuries	Ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year	6.47	6.47
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	Combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year	2,696	2,642

14.2 Safety – Future Demand and Needs

Solutions for Saving Lives on Texas Roads is a report written by the 2016 Texas Traffic Safety Task Force that utilized traffic safety data to develop a 5-year plan to reduce crashes. The plan is comprised of Engineering, Education, and Enforcement-based recommendations. Since fatalities are projected to increase to 4,840 by 2023, the Safety Task Force constructed a plan to reduce fatalities to a target of 3,800 fatalities. The plan argues that an average annual investment of $540 million could avoid thousands of crashes and over 540 lives each year. Spending on safety can help Texas save money as well. The Task Force argues that for every $1 spent, an average $12 could be saved, with positive effects lasting up to 20 years past the plan's end. Investments and benefits of the five-year plan are summarized in Table 24.

Table 24: TxDOT Five-Year Safety Improvement Plan Needs

5-Year Safety Improvement Plan	Potential Lives Saved Over Service Life	Investment (millions)	Potential Cumulative Benefit (billions)	Potential Return per $1 spent	Safety Improvement Detail (page)
HIGHWAY SAFETY ENGINEERING					
Rumble Strips	850–900	$360	$4.3	$12	14
Urban Intersections	50–100	$313	$1.3	$4	15
High-friction Surface Treatments	25–50	$100	$0.2	$2	16
Median Barriers	400–700	$590	$2.3	$4	17
Modernize Bridge Rail	10–50	$70	$0.2	$2	18
Widen Narrow Highways and Bridges	200–300	$636	$1.3	$2	19
Traffic Management Systems	500–900	$300	$17.1	$57	20
DRIVER BEHAVIOR EDUCATION AND ENFORCEMENT					
Safety Belt Campaign	175–650	$156	$2.1	$13	22
Impaired Driving Safety Campaign	300–450	$49	$1.7	$35	23
New Traffic Safety Campaign	100–275	$116	$1.0	$9	24
Motorcycle Safety Campaign	75–125	$38	$0.4	$11	25
High School Education Campaign	50–125	$15	$0.6	$37	26
TOTAL	2,735–4,625	$2.7 B	$32.5 B	$12	

14.3 Safety – Scenario Planning

According to the FY 2017 annual report (the FY 2018 report comes out in December 2019) $103.3 million was spent on safety projects. 38% of this money was federal funds, 12 percent was state funds, and 50 % was local funds. Projects focused on education and training, enforcement efforts, and campaigns such as *Click it or Ticket,* and *Impaired Driving Mobilization.*

The Texas Impaired Driving Plan (TIDP) was developed in accordance with the National Highway Traffic Safety Administration's Uniform Guidelines for State Highway and Safety Programs in accordance with the FAST Act. The plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States.

The TIDP utilizes performance measures typically used by TxDOT in reporting to federal agencies, including NHTSA. Texas reports alcohol-related crash statistics to NHTSA using the following measures:

- Number of fatalities involving driver or motorcycle operator with 0.08 BAC or above
- Rate of alcohol-related fatalities per 100 million VMT
- Percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator

TIDP goals include reducing the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities, and injuries; and reducing the number of DUI-related crashes where the driver is under 21.

In FY 2017, 345 traffic safety grants were awarded to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. There were 129 Alcohol and Other Drugs Countermeasures projects awarded in FY 2017, and there are 111 planned in the Texas Highway Safety Plan for FY 2018. Table 25 provides a fiscal summary for FY 2016-2018.

Table 25: TxDOT Historical Safety Grants

	FY 2016 Awarded	FY 2017 Awarded	FY 2018 Planned
Federal Funds	$ 16,464,162.46	$ 15,283,018.10	$15,548,734.71
State Match	$ 300,000.00	$ 300,000.00	$374,950.00
Local Match	$ 29,829,295.20	$ 26,977924.01	$26,515,044.43
Program Income	$ 8,000.00	$ 8,800.00	$0.00
Total	**$46,601,457.66**	**$42,569,742.11**	**$42,438,729.14**

While no specific long-range safety scenarios have been assessed, the impacts of uncertain grant revenues and other revenue sources could be explored in TTP 2050.

15.0 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The statewide TSMO and various region ITS architecture reports and deployment plans were reviewed by the High Street team in support of this section. ITS supports Traffic Management Systems (TMS) as a tool for data collection, incident response, asset management, among others. Yet, the terms TMS and ITS are frequently used interchangeably. Opportunities and strategic direction highlighted in this document will refer to either ITS, TMS, or both.

15.1 ITS – Goals, Objectives, and Measures

TxDOT's Statewide ITS Strategic Plan outlines four goals with objectives as shown in Table 26.

Table 26: TxDOT ITS Strategic Plan Goals & Objectives

Statewide Goal	Objectives
Maintain a Safe System	Deploy and operate ITS technologies and services to reduce crashes and fatalities.
	Manage ITS infrastructure and services as an asset.
Address Congestion	Deploy and operate ITS technologies and services to provide travel and traffic management services.
	Work cooperatively with regional partners to provide regional ITS solutions, systems, and staffing.
Connect Texas Communities	Deploy and operate strategic corridors and regions to enhance the economic development, mobility, and safety.
	Deploy ITS in a cost-effective and beneficial manner than includes innovative services and technologies.
	Deploy ITS systems and technologies that facilitate the efficient movement of freight and goods along strategic, high-volume freight corridors, including border crossings.
Become a best-in-class state agency	Deploy equipment and staffing of ITS services in a cost-effective manner.
	Anticipate local and regional service needs and plan the services to accommodate those needs.
	Participate in connected vehicle and automated vehicle activities that will improve economic competitiveness for Texas.

Given the critical role of ITS in reducing congestion and enhancing safety, not to mention potential cost savings compared to traditional mobility solutions, TxDOT evaluates the inclusion of Traffic Management Systems (TMS) on all new roadway construction projects.

Regional ITS deployment plans also support this directive by identifying short-term (5-year), mid-term (10-year), and long-term (20-year) ITS and TMS program areas or projects for implementation.

To measure success of reaching ITS strategic goals and objectives, TxDOT has identified 16 TMS performance measures, of which 4 are currently tracked (Figure 9).

Figure 9. TxDOT ITS Performance Measures

*Asset Uptime	Asset/Inventory Age	Time to repair asset	Roadway Clearance Time
*Incident Clearance Time	Service Patrol Assists	TMC Events logged	Crashed/Injuries/Fatalities

*Travel Time Reliability	Secondary Incidents	Work Zone Crashes	Wrong Way Fatalities
*TMS Coverage Completion	Number of DMS with Travel Time Displayed	Peak Hour Travel Time Ratio	TMS Spending UTP/non-UTP

*tracked measures

15.2 ITS – Future Demand and Needs

Deploying TMS and ITS are critical to reaching the goals, objectives, and performance metrics identified in statewide and federal guidance. Of the literature reviewed, all DOT and MPO ITS plans follow guidance provided by FHWA for developing and implementing ITS and TMS strategies, programs, or projects.

The TTP 2040 provides recommendations to support closing communication and ITS gaps - $13 billion in needs - such as:

- Tracking the age and life span of current ITS assets;
- Updating ITS deployment plans; and
- Ensuring consistency between RITA database and district summaries for ITS assets

Since development of the TTP 2040, some of these recommendations have been implemented, are currently in progress, or are planned for implementation. As shown in the previous section, TxDOT now tracks asset uptime and TMS coverage completion for each district. In the near future, asset and inventory age data will also be accessible. Additionally, each district now summarizes the number of ITS devices they have deployed in addition to other pertinent ITS maintenance and operations data for their regions in bi-yearly TMS Status updates. These district-level TMS status updates are provided to the Traffic Management Section of TxDOT's central office Traffic Operations Division.

Based on TxDOT's advances since development of TTP 2040, a few priority items were identified as current needs to be considered during development of TTP 2050.

- Ensuring prioritized projects include ITS and communications infrastructure is essential to managing the *entire* transportation network versus a corridor-by-corridor infrastructure approach. This tactic enables traditional construction projects to close communication gaps; even if that is not the primary purpose of the project. (Two for one deal)

- Regional infrastructure needs vary among TxDOT's 25 districts. Focusing on priority investment areas such as corridor/arterial planning or program areas including incident management, trip reduction/transit, or multi-agency traffic management center programs enable each district to customize regional projects to align with state-wide goals and objectives.

Data acquisition, utilization, and sharing (giving access to municipalities and vice versa) is not uniform throughout the state. Allocating funding to develop data sharing agreements, utilization strategies, and data acquisition will support statewide ITS strategic goals.

15.3 ITS – Scenario Planning

No statewide scenarios have been analyzed today with regards to ITS devices, however a synthesis of regional plans and datasets could potentially be used and integrated with TTP 2050 mobility analysis.

16.0 ECONOMIC DEVELOPMENT

Various corridor studies and border plans were analyzed as part of this economic development section review.

16.1 Economic Development – Goals, Objectives, and Measures

Other than incorporating national measures, which include economic vitality, Texas has not adopted a stand-alone goal related to economic development. For example, while the TxDOT Strategic Plan for 2019-2023 puts forth a vision that TxDOT will be "A forward-thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans," none of the goals stated in the plan specifically reference economics, instead economic development is treated as an objective - "Ensure Texas industries can efficiently access statewide, regional, national and international markets and gateways; provide coordinated, multimodal transportation facilities and networks to connect all statewide population, economic, recreational and cultural centers." Among the several corridor study documents and public information sources reviewed, only the I-10 study overtly considers economics. On the project website (www.reimaginei10.com), one of the stated project goals is "Value: Ensure that improvements are sustainable and balanced with respect to costs and benefits." Stated objectives include: Balance costs, benefits, and impacts; Support regional economic development goals; and Create funding opportunities from public and private partnerships. As this study is ongoing as of October 2018, no specific measures or metrics have been disclosed.

Performance measures and targets related to economic performance and impacts are referenced in TxDOT documents to a limited extent. The Strategic Plan includes no specific or quantifiable measures or targets for operationalizing its economics-focused objective, although it references

ongoing work with the Texas A&M Transportation Institute (TTI) to evaluate economic impacts of transportation projects through various processes, such as the list of the top 100 most congested roadway segments, UTP project selection, and project portfolio analysis. There is also a stated desire to include economic impacts in project selection criteria and to monitor, evaluate, and improve economic impact criteria annually.

The 2017 Texas Freight Mobility Plan addresses the direct, indirect, and induced economic impacts of freight, and notes these impacts can be measured in terms of employment, labor income, gross state product (output), and revenue. The 2012 Texas Rural Transportation Plan "does not use a project-specific economic impact or benefit/cost analysis as a basis for assessing any highway or non-highway project." At the corridor level, the I-37 Corridor Study employed a "corridor prioritization tool" (CPT) that uses several metrics of economic development, including existing population density, existing employment density, projected traffic growth rate, percent privately held land, daily truck volume, and commodity flow.

At the MPO level, several agencies have included economics-related measures in regional transportation plans. These include:

- CAMPO, which has identified performance measures in support of its "Economy" goal ("Maximize the economic competitiveness of the region."): Average trip time in minutes by time of day, average freeway speed by toll and non-toll facilities by time of day, average trip time in minutes to the airport from designated points in the region, and average private cost per trip by auto, transit, bicycle, pedestrian modes (of an individual project).
- HGAC, which uses performance measures such as truck congestion costs and commute split to support its "Strengthen Regional Economic Competitiveness" goal.
- NCTCOG, where 10% of a project's score in the RTP project selection process was linked to the "Economic Vitality" goal. Measures employed for this purpose include Activity Density Change in the recent past (2000-2017) and forecasted activity density change (2017-2045).

None of the measures employed by MPOs, however, directly link transportation and economic performance. The measures used by CAMPO and HGAC are transportation measures that may have economic impacts while the NCTCOG measure does not connect activity density to transportation drivers.

TxDOT is in the early stages of developing the Texas-Mexico Border Plan. While TxDOT and CBP have provided input about high level performance measures that can be used in the Texas-Mexico Border Plan, they anticipate that metrics will be further specified and developed based on public and private stakeholder engagement. One performance metric that is currently measured is border wait time. They anticipate evaluating the impact of different policy and planning scenarios

on border wait time as part of the Texas-Mexico Border plan effort. While they aim to develop border-wide performance measures, they acknowledge that due to different interests and purposes of regional agencies and facilities, they may need to develop region-specific metrics. Factors such as port of entry size may also necessitate variations in metrics and performance analysis methods.

16.2 Economic Development – Future Demand and Needs

The available relevant literature provided only limited information or insights that would be useful for informing the state's approach to forecasting demand and needs for TTP 2050. Overall, the key theme throughout all the documents review is *continued rapid growth:* in population, in urbanization, in highway demand and congestion, in trade with Mexico, and in demand for goods and services. As this growth continues, particularly in the increasingly urbanized 66-county Texas Triangle region, challenges to moving goods and people will also grow.

The document with the most substantive information on forecasted demand and needs related directly to economics and trade appears to be is the 2017 Texas Freight Mobility Plan. In addition, the Texas Economic Development Guide for 2018-2019 highlights growth in jobs and personal income across the state.

Certain documents also highlight the critical role of freight transportation in the state's economy. For instance, 18.5% of the Texas GDP in 2010 was trade, transportation, and utilities. Texas ports are a significant driver of this economic activity. Ports along the Gulf Coast generate about $368.7 billion in economic activity each year. The Port of Houston, one of the world's busiest ports, not only creates $265 billion annually in statewide economic activity, but also generates 1.2 million jobs in Texas, according to testimony provided to the House Select Committee on Economic Competitiveness. There is, however, a growing shortage of workers to supply the continuing growth of the freight industry. With freight and trade's critical role in the state's economy, the TTP will need to provide methods for measuring and understanding the relationship of goods and person mobility with economic vitality.

At the sub-state level, I-35 is the spine of a critical economic corridor for Texas, with 40% of the state's population and jobs in the counties along the Interstate. The I-35 Statewide Corridor Plan (2016) notes that VMT in the morning peak will increase by 58% from 2015-2040 and commercial vehicle VMT will increase by 46%. Further, over 2 million trucks entered the United States at Laredo in 2015, which was more than three times more trucks entering than at any other port in Texas that year.

Other forecasts, found in the 2016 State Rail Plan, predict an annual growth rate of 2.3% for freight rail, with a relative increase in through-movements. Most rail tonnage is inbound, with a significant majority being coal. About 85% of inbound freight from Mexico to Texas is petroleum or coal

products and primary metal products, whereas about 30% of outbound freight from Texas to Mexico is petroleum or coal products.

Federal guidance on freight forecasting indicates that some processes can be included as sub-models within the traditional four-step model, including: business demographic and trade models, market segmentation approaches, capacity models, modal cost models. (NCHRP 661).

If TxDOT wishes to increase its use of economic implications in planning and programming, the agency may wish to explore the following data sources:

- Freight-related data: Three dimensions – (1) point where freight begins, ends, and is handled, (2) directions and means by which freight flows, and (3) routes that freight follows. Sources: US Census Commodity Flow Survey, FHWA FAF. Other sources: O/D surveys, traffic counts, stakeholder interviews, focus groups, and field observations (sample size challenge). (NCHRP 661)
- Use seven-digit STCC codes, which can be aggregated to 2-digit level. Data sources: Waybill Sample, TRANSEARCH (Rail Plan 2016 – Chapter 2 pg. 83)
- Other Data – population, employment, economic activity at various geographic levels (zip code, county, MPO, state)
- We anticipate receiving information on performance metrics submitted by Texas-Mexico Border Plan developers to TxDOT, which may be reviewed for possible incorporation.

In general, the review of documents reflects a lack of analytical methods being used for economic impact evaluation. The 2012 Texas Rural Transportation Plan (TRTP) specifically identified challenges with using benefit-cost analysis in rural Texas. The TRTP indicates that because transportation projects in rural Texas are on low volume roads with low traffic congestion, benefits appear small or estimates of benefits may be unreliable.

One planning technique being employed by several states, including Texas, is statewide corridor planning. According to a federal guidebook, statewide corridor planning allows planners to identify "a more direct connection between the movement of people and goods and state-significant economic activity" compared to systems-wide or project-based approaches (NCHRP 661). In Texas, a Corridor Prioritization Tool was recently demonstrated for I-37.

Another tool used in Texas is a Demographic Allocation Tool used by CAMPO to predict future population and employment locations using parcel level data.

16.3 Economic Development – Investment Scenarios

TxDOT and its research arms maintain a TREDIS license capable of evaluating the economic performance of various improvement types and economic growth scenarios. While no statewide

scenarios have been completed in support of long-range statewide planning, the software application can be leveraged for TTP 2050.

17.0 SMART TECHNOLOGY

At the time of TTP 2040 emerging technologies, such as connected and automated vehicles (CAV), were still at a nascent stage of planning. With more information and observed market responses from private industry, this will be remedied in the development of TTP 2050. Several Texas Metropolitan Transportation Plans (MTPs) discuss CAV, their anticipated effects on the transportation system, and recommendations for preparing for CAV. Recommendations range from monitoring advancements and incorporating changes in future plan updates to implementing high roadway maintenance standards, particularly lane markings which automated vehicles will rely on.

Several key metrics affected by emerging technologies are discussed in the reviewed plans: emissions, vehicle miles traveled (VMT), vehicle hours traveled (VHT), parking spaces per vehicle, vehicle occupancy, number of crashes and severity, average trip length, vehicle ownership, shared mobility trips, cost of transportation, percent of automated vehicles, cost of highway maintenance, and transit ridership. Many of these metrics likely exist already, however, additional surveys may be needed to improve accuracy and to gather the market penetration of CAV in Texas.

All plans acknowledge the large uncertainty that exists with CAV. Technological improvements need to be made, consumers must accept riding in automated vehicles (AVs), legal and policy changes are required, and vehicle miles traveled (VMT) could increase or decrease based on costs and vehicle occupancy. Given the uncertainty, a TxDOT research report on the planning implication of CAV on Texas highways recommends three fundamental steps for addressing CAV in long-range transportation plans. These include:

1. Research and monitor behavioral changes and AV/CV data.
2. Forecast AV/CV impacts.
3. Scenario planning for an uncertain future.

TxDOT plans to complete a CAV strategic plan within the next year. Outcomes of this plan will be important for consideration in future long-term transportation plans. A Texas Technology Task Force (TTTF), created in 2013, monitors CAV changes and recommends technologies to focus on. TxDOT remains involved remains involved in national CV initiatives, such as the CV Pooled Fund Study, V2I Deployment Coalition, and AASHTO CAV Work Group. The DOT has also commissioned various research studies, many conducted by the state's universities, which will provide important direction for CAV planning.

There are several pilot initiatives currently underway in Texas, all receiving federal funding. The I-35 Connected Work Zone (CWZ) provides predicted travel times, queue warning, lane closure information using roadside detection and portable changeable message signs (PCMS). Texas has also received two Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grants, one to integrate transportation management systems across various modes in Houston, and the other utilizing Dedicated Short-Range Communications (DSRC) to provide CV applications along the Texas Triangle connecting Dallas/Fort-Worth, San Antonio (and Austin), and Houston.

The needs for AV are projected to rise exponentially over the next several decades. Market penetration rate projections vary, but some estimates show approximately 1.5 million level 4 and 5 automated vehicles being sold by 2030 with a market penetration of several percent, while in 2050 the market begins to see saturation with over 80 million vehicles sold.[11] [12]

18.0 ENVIRONMENT

Environmental sustainability is one of the national goals solidified in MAP-21 and FAST legislation and is recommended to be further integrated into Texas long range planning. Currently TxDOT blends environmental considerations into other goal areas, such as the TxDOT Stewardship strategic goal which has. the objective of "minimiz[ing] impacts to natural, cultural, and historic resources and promote sustainability in project design and delivery."

With no statewide long-ranging planning document for environmental considerations, input comes largely from MPO plans. Most MPOs in the state have one or more goals specifically related to the natural, cultural, and lived environment. These goals tend to fall into one of the following focus areas:

- Minimizing negative impacts on the natural environment
- Air quality
- Livable places and quality of life
- Environmental justice
- Consistency between land use and transportation
- Energy conservation

[11] Lavasani, Mohammad, Xia Jin, and Yiman Du. "Market penetration model for autonomous vehicles on the basis of earlier technology adoption experience." *Transportation Research Record: Journal of the Transportation Research Board* 2597 (2016): 67-74.

[12] Markit, I. H. S. "Autonomous vehicle sales forecast to reach 21 mil. globally in 2035, according to IHS Automotive." (2016).

None of these goals are vastly different from the current TTP goal and objective that addresses this, though they often place more emphasis on the lived environment (not just natural) and quality of life elements. Other Texas MPOs focus more narrowly on air quality, congestion, idling, and VMT reduction strategies. Some of these more focused objectives include:

- HGAC (Houston) – Conserve and Protect Natural and Cultural Resources
- AAMPO (Alamo) –
    - Address the social and environmental issues of the region in transportation planning efforts.
    - Ensure the transportation planning efforts are coordinated with local land use plans to support future growth and development patterns.
- CAMPO (Austin) –
    - Environment, Noise and Neighborhood Character: Minimize negative impacts to environmental resources, reduce adverse noise impacts, and preserve neighborhood Character.
    - Air Quality and Energy: Minimize air pollution and energy consumption related to the transportation system.
- SETRPC (South East Texas) – Protect and Improve the Environment
- JOHRTS area –
    - Promote the development of a transportation system that minimizes the degradation of wetlands, wildlife reserves, recreational areas, and other valuable natural resources.
    - Promote consistency of transportation plans and transportation improvement programs with State and local planned growth and economic development patterns.
    - Support the design and construction of transportation projects that adhere to high environmental standards. Such projects should reduce soil erosion, control sediment runoff, assist in floodplain management, protect watersheds, and enhance wetlands

While nearly all MPOs have an environmentally focused goal, there are far fewer concrete measures used to track success in meeting these goals. Most performance measures relate to air quality, as this is an area where data is already tracked and largely available. Measures used by MPOs include:

- 8-hour Ozone design value reduction in impacts requiring mitigation (HGAC)
- Number of days exceeding air quality standards (Victoria)
- Austin MPO
    - Total VOC
    - Total NOx

- Total greenhouse gas emissions (CO, CO2, CH4)
- Lane miles of roads and transit crossing high environmentally sensitive areas
- Fuel consumption per capita (trial measure – consider emerging fuels as data becomes available)

Future needs and statewide scenarios have not previously been evaluated for environmental considerations.

19.0 RISK & RESILIENCY

Risk and resiliency are becoming increasingly important focal areas at TxDOT, particularly due to the unfortunate devastation wrought by hurricanes and resulting flooding. While plans are in the process of being updated, the 2011 Freight Resilience Plan does outline some objectives and strategies that could serve as a useful starting point for inclusion in TTP 2050:

- **Strategy 1**: Support planning for a resilient, well-maintained freight transportation network
  - Incorporate freight resiliency into traditional transportation planning and programming
  - Include other modes in planning efforts to increase awareness of systemwide needs
- **Strategy 2**: Prioritize infrastructure enhancements to improve the freight resilience of Texas highways
  - Utilize corridor assessments to identify operational bottlenecks and physical constraints
  - Investigate ways to fund improvements needed for other modes
- **Strategy 3**: Improve access to data, information, and people needed for effective resiliency planning
  - Understand baseline data and continue to build information database
  - Define local issues and needs
  - Recruit key players to boost effectiveness of planning
- **Strategy 4**: Communicate before, during, and after events
  - Provide up-to-date, comprehensive status reports
  - Hold coordinating meetings among critical sector groups
  - Engage the private sector

Risk and resiliency topics are being included more frequently in community and transportation plans. This trend has gained momentum in recent years, and may be influenced by a number of factors, including:

- Increased acceptance that climate and weather patterns are changing and include more frequent and more severe weather events.
- A compelling need for agencies to better understand risks, minimize disruption, and expedite recovery
- The FAST ACT requirement to consider resilience in transportation systems
- Emergence of new tools to help assess vulnerability
- Increasing capacity among professionals, in part due to training and education provided through professional organizations

Risk is not limited to weather, but can include any major disruption, including access to fuel, structural failure, or acts of war or terrorism. Resiliency is often referenced in tandem with climate change and extreme weather events but is not limited to weather. Though most resources have been created in response to these factors, others should be considered in preparing TTP 2050.

Texas cities and metropolitan planning organizations (MPO's) are including risk and resiliency topics in their plans and may include data to inform the TxDOT TTP 2050 plan. Examples include:

- Corpus Christi MPO: Highlighting the emerging nature of risk and resiliency topics in transportation is a current (2018) pilot effort by the Corpus Christi MPO to address resiliency and durability to extreme weather. Pilots are opportunities to test new strategies, share lessons learned, and contribute to a body of best practices.
- North Central Texas Council of Governments (NCTCOG) Mobility 2045 addresses resilience in transportation and could provide examples of policy to consider in the TxDOT TTP2050 plan.
- The City of Dallas is part of the 100 Resilient Cities initiative and has developed resources to help guide a more resilient future for their City. Items related to transportation, could be a source to inform the TxDOT TTP2050 plan.

In 2017, MPO's in the State participated in a Resilience in Transportation workshop, showing the recognized need for increased preparedness across the state.

Climate resiliency tools continue to be refined and developed. The US Climate Resilience Tool Kit https://toolkit.climate.gov/tool/vulnerability-assessment-scoring-tool-vast includes a vulnerability assessment scoring tool developed for transportation professionals. The U.S. Department of Transportation developed the Vulnerability Assessment Scoring Tool (VAST) to help state departments of transportation, metropolitan planning organizations, and other organizations implement an indicator-based vulnerability assessment of their transportation assets. This tool kit should serve as a foundational piece for TxDOT in assessing risk related to climate change and extreme weather.

Consideration should be given to developing evaluation criteria to prioritize projects and investment, including weighted measures for items that contribute to resiliency and also account for project details that negatively impact resiliency.

20.0 NEXT STEPS

The information in this memorandum, and more importantly the numerous documents and resources that underpin it, form a solid foundation for beginning to develop TTP 2050. The project team's review of this literature will ensure that the appropriate context is available and resources can be accessed quickly when developing and integrating new content for the plan. Going forward, this document will serve as a synthesis and reference as the team builds upon this information to update the core plan elements, and in the development of newer areas.

Strategic discussions with TxDOT staff have been invaluable supplements to the document review and have provided insider details not available in published documents. These discussions have given the team a look at research, data and other developments that are expected in the near term at TxDOT. These established connections will be an ongoing resource for the team in the tasks to follow.

The next tasks that will build on this document include:

- **Recommended Goals, Objectives, Measures & Targets –** Immediately following this memorandum (November 2018) will be the team's assessment and recommendations for how TxDOT should adjust these plan elements from those adopted in the 2040 plan. The broad survey and collection of goals, objectives and measures that were a part of this literature review will provide a holistic view of the most important strategic planning trends taking place throughout the agency and the state.

- **Data Collection –** Collection of modal, financial, and other data has already begun, and will continue based on the findings of this initial research and discussions with TxDOT staff. A gap analysis of any missing data will be conducted in December 2018.

- **Transportation Today Report –** Much of the content in this document will directly inform the Transportation Today Report, which provides a descriptive narrative and inventory of the different modes and topic areas that are part of the long-range planning process. Additional research will be conducted to capture the needs backlog, performance thresholds, and significant upcoming capital investment plans to ensure inclusion of a financially constrained list of projects and strategies to maintain a safe transportation system, address travel congestion, preserve existing infrastructure, and connect Texas communities. This report is anticipated to be completed in December 2018.

- **Needs Visualizations & Modal Profiles –** Most quantitative needs still need to be developed for TTP 2050. The narrative of needs for each mode is forming based on the contents of this memorandum, and will be joined with the data currently being collected to form multimodal needs visualizations. These needs will be a core element of the modal profiles scheduled to be delivered in March 2019.

- **Revenue Forecast & Investment Scenarios –** The team will update the agency's revenue forecast in early 2019 based on data collection and discussion with TxDOT staff. In addition, we will develop or update an investment scenario tool that will explore different externalities, funding levels, and allocation strategies to better understand the intrinsic tradeoffs between modal performance. Scenarios outlined in this document may inform the direction of the final statewide investment scenarios. Revenues and scenarios are expected in Spring 2019.

Lessons learned in this document will ensure consistency with other TxDOT initiatives and showcase the extensive amount of transportation policies and analyses that can be leveraged for the long-range planning process.

Texas Transportation Plan (TTP) 2050

Technical Memo 2: Goals, Objectives, and Performance Measures

June 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on November 21, 2018 and was reviewed and updated on March 3, 2020 to reflect final stakeholder and public feedback. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

CAMPO	Campus Area Metropolitan Planning Organization
DBE	Disadvantaged Business Enterprises
DOT	Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
H-GAC	Houston-Galveston Area Council
HUB	Historically Underutilized Businesses
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NCTCOG	North Central Texas Council of Governments
NHS	National Highway System
PM	Performance Measure
POE	Ports of Entry
SLRTP	Statewide Long-Range Transportation Plan
TERM	Transit Economic Requirements Model
THFN	Texas Highway Freight Network
TMFN	Texas Multimodal Freight Network
TMS	Traffic Management Systems
TPM	Transportation Performance Management
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
ULB	Useful Life Benchmark
UTP	Unified Transportation Program

1.0 BACKGROUND

The starting point for updating the Texas transportation vision is the creation of a set of goals, objectives, and measures that link the Texas Transportation Plan (TTP) to Texas Department of Transportation's (TxDOT) on-the-ground actions. These strategic elements keep agency decisions on a path that leads to the envisioned outcome by breaking down larger systemwide desired outcomes (goals) into more focused tasks (objectives), and then tracking progress through quantifiable performance metrics (measures).

Determining goals, objectives and measures for the TTP is a collaborative effort that builds on past work, including existing strategic, regional, and modal plans. As highlighted in *Technical Memo 1: Key Plan Program and Study Review Findings to Inform Statewide Long-Range Transportation Plan Development*, the TxDOT *2019-2023 Strategic Plan* establishes over-arching statewide goals and objectives from which TxDOT's technical divisions develop specific goals, objectives, and measures to advance priorities within their respective focus areas.[1] The TTP further informs the development of future statewide planning goals and objectives by taking a longer-term focus and incorporating feedback from the TTP 2050 technical working group, stakeholders, and members of the general public.

TxDOT annually reports progress towards achieving the *Strategic Plan* goals through the state performance dashboard.[2] In addition, TxDOT incorporates into its planning processes and performance reporting the national goal areas and associated performance metrics mandated by the Federal Highway Administration in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reaffirmed by the Fixing America's Surface Transportation (FAST) Act.[3]

This technical memo outlines the process for building on the existing TxDOT transportation goals, objectives, and measures and includes the final statewide long-range planning goals, objectives, and measures that were developed in conjunction with TxDOT and its planning partners for the TTP 2050. Specific strategies to make progress towards the discussed goals and objectives are detailed in *Technical Memo 19: Implementation Strategies*.

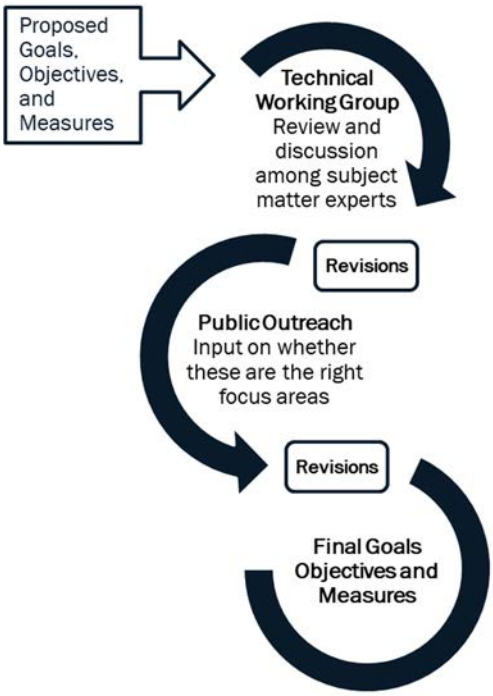
The goals and objectives shown in this technical memo are the ones we heard from the public, but after discussion with TxDOT Administration and the Texas Transportation Commission. These were amended to those shown in the TTP 2050.

2.0 UPDATE PROCESS

During each long-range planning cycle, TxDOT revisits the core strategic elements underpinning its planning process. Updates to the agency's long-term goals, objectives, and measures reflect shifting statewide priorities, national planning trends, and advancements in both data collection and analytical techniques. These strategic elements help TxDOT closely align the outcomes from

TxDOT's day-to-day activities with the agency's strategic vision. TxDOT solicited input from internal technical experts, stakeholders, and the public to update strategic elements and determine what changes should be made to existing goals, objectives, and performance measures. The process to update these strategic elements is outlined in Figure 1. After presenting to each of the various groups and receiving feedback, TxDOT revised the set of goals, objectives, and performance measures to their final form.

Figure 1: TTP 2050 Goals, Objectives, and Measures Update Process



3.0 STATEWIDE GOALS

3.1 Current TxDOT Goals

A goal is a statement of priority for making progress towards a broad desired outcome and serves as a foundational element for realizing an agency's vision. TxDOT's current goals were established through development of the *2019-2023 Strategic Plan* and are presented in Figure 2.[1] These goals served as the foundation for updating the goals for TTP 2050.

Figure 2: TxDOT 2019-2023 Strategic Plan Goals by Typology

As seen in Figure 2, the TxDOT *2019-2023 Strategic Plan* goals generally fall into two categories. The first category pertains to system outcomes: "Promote Safety," "Preserve our Assets," and "Optimize System Performance." These goals influence what investments TxDOT makes to affect how the system performs and directly impact how customers experience the transportation network. In particular, the three system outcome goals drive the selection of projects and setting of performance targets during development of the Unified Transportation Program (UTP), the state's 10-year project program. An illustration of how these goals were integrated into TxDOT's

2020 UTP is provided in Figure 3. These goals and performance measures align with TxDOT's Performance Dashboard, which displays regularly updated performance levels and historical trends for each measure.[2]

Figure 3: Integration of Goals, Performance Measures, and Targets in the 2020 Unified Transportation Program

STRATEGIC PLAN GOAL	PERFORMANCE VISION	PERFORMANCE MEASURES	2028 TARGET
PROMOTE SAFETY	Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education	***SAFETY:*** *FATALITIES/YR*	3,708
		SAFETY: *FATALITY RATE*	1.16
PRESERVE OUR ASSETS	Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration, and replacement	***PRESERVATION:*** *PAVEMENT CONDITION*	90%
		PRESERVATION: *STATEWIDE BRIDGE CONDITION SCORE*	90%
OPTIMIZE SYSTEM PERFORMANCE	Enhance mobility, reliability, connectivity, and mitigate congestion through targeted infrastructure and operational improvements	***CONGESTION:*** *URBAN CONGESTION*	1.20
		INDEX CONNECTIVITY: *RURAL RELIABILITY INDEX*	1.12

Source: TxDOT 2020 Unified Transportation Program

The second category of goals relate to agency process: "Foster Stewardship," "Deliver the Right Projects," "Focus on the Customer" and "Value our Employees." These goals reflect how TxDOT delivers projects and programs with respect to efficiency, effectiveness, communications, responsiveness, coordination, etc. Stronger agency business processes and program administration processes indirectly affect system performance by setting the stage for good management and decision-making.

The distinction between the two categories of goals has implications for the measures selected to capture individual goal outcomes. System outcome goals require measures that reflect the impact of capital program decisions on system performance and can be tied to investment strategies. Agency

process goals require measures that reflect how well TxDOT's business processes are working in order to ensure that the most beneficial plans, programs, and policies are enacted.

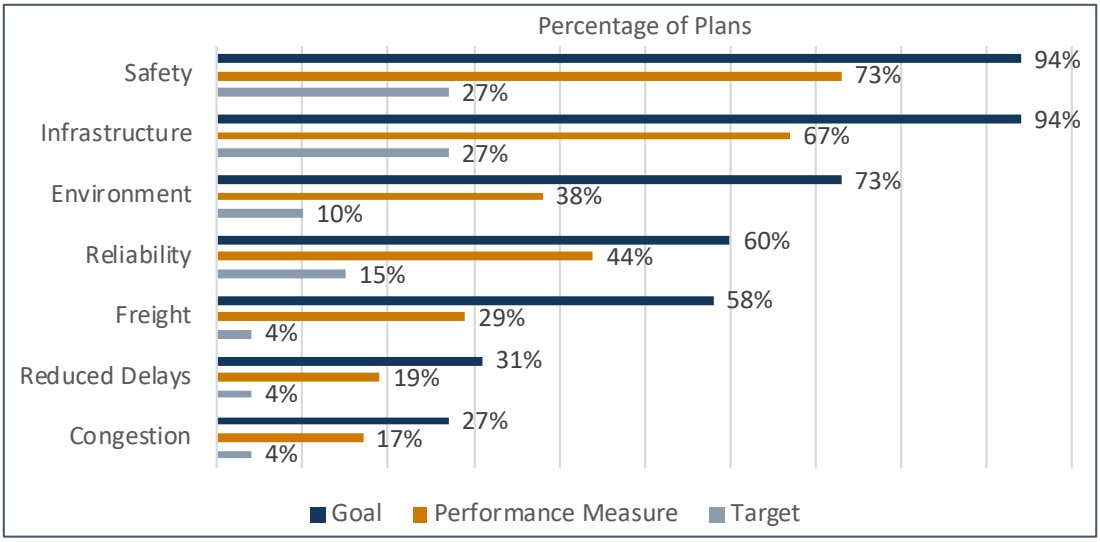
3.2 National Goal Areas and National Long-Range Planning Trends

The national goal areas created by the transportation performance management (TPM) provisions of MAP-21 influenced the development of the TTP 2040 goals and were important considerations for establishment of the TTP 2050 goals. These include:

- **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – Maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – Achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability** – Improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agency work practices.[4]

Since TTP 2040 was adopted, the Federal Highway Administration (FHWA) implemented the TPM provisions, including the establishment of national federal performance measures and promulgation of rules to define how states must comply with them. As a result, many states have begun to integrate some, or all, of the national goal areas into their own strategic and long-range planning. Figure 4 shows the percent of state departments of transportation (DOTs) that have adopted the national goal areas, performance measures, and targets into their statewide long-range transportation plans (SLRTPs).[5]

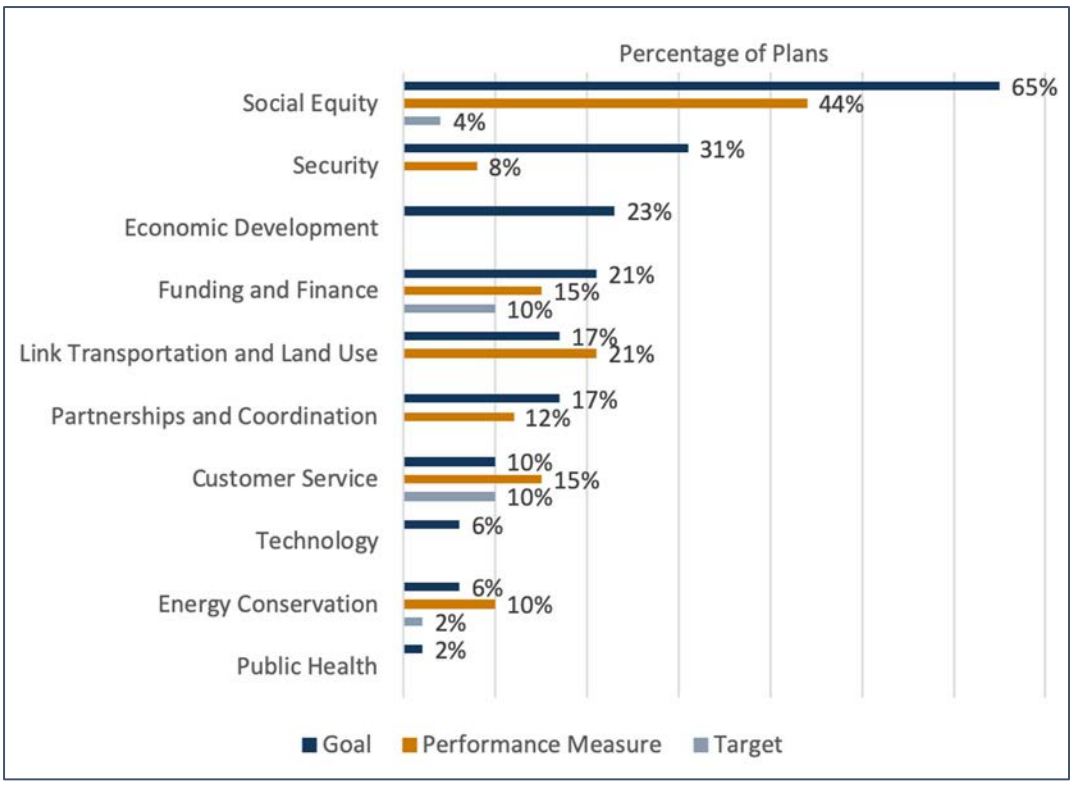
Figure 4: Frequency of Statewide Long-Range Transportation Plans (SLRTPs) with Elements Related to National Goal Areas



Source: Federal Highway Administration (2017). Trends in Statewide Long-Range Transportation Plans: Core and Emerging Topics in 2017[5]

In addition to aligning with national TPM elements, state DOTs often include other goal areas that reflect their state's unique priorities and issues. Although not an exhaustive list, Figure 5 illustrates the percent of SLRTPs that include some of the more common goal areas outside of the national goals. Many of these areas – such as social equity, linking transportation and land use, and partnerships and coordination – reflect "softer" goals that require more subjective measures.

Figure 5: Frequency of SLRTPs with Elements Related to Additional Goal Areas



Source: Federal Highway Administration (2017). Trends in Statewide Long-Range Transportation Plans: Core and Emerging Topics in 2017[5]

3.3 Gaps in Current Goals, Objectives, and Measures

To assess the areas that are not explicitly identified in TxDOT's strategic goals, TxDOT developed a list of the most relevant state DOT goal areas for consideration. This effort included consolidation of the goal areas identified in Figures 3 and 4 to address overlapping elements, and referencing goals commonly used by TxDOT's technical divisions and the state's metropolitan planning organizations (MPOs). Table 1 identifies the prevalence of each goal area and shows how it aligns with the national goal areas, the TTP 2040 goals, and the most recent TxDOT *Strategic Plan*. Table 1 provides a clear visual of potential gap areas in TxDOT's goal structure prior to this update.

Table 1 also identifies the number of objectives and performance measures in TTP 2040 that directly align with each goal area.[6] In several cases, existing TxDOT goals and objectives could be reasonably mapped to other states' goal areas. TxDOT's existing structure of objectives could support the expansion of the goal areas (or addition of new goal areas) with minor refinement and/or expansion of initial objectives.

Table 1: Crosswalk of TxDOT Goals, Objectives, Measures with Potential Goal Areas, National Goal Areas, and SLRTP Trends

Goal Area	Prevalence Nationally	National Goals[4]	TTP 2040 Goal[6]	*Strategic Plan* Goal[1]	TTP 2040 Objectives[6]	TTP 2040 Measures[6]
Safety	94%	Safety	Promote Safety	Promote Safety	6	2
Infrastructure Condition	94%	Infrastructure Condition	Preserve our Assets	Preserve our Assets	6	7
Environment	73%	Environmental Sustainability	Stewardship	–	1	–
Social Equity	65%	–	–	–	–	–
Reliability	60%	System Reliability	Mobility and Reliability	Optimize System Performance	3	–
Freight	58%	Freight Movement and Economic Vitality	–	–	1	–
Reduce Project Delay	31%	Reduced Project Delivery Delays	Stewardship	Deliver the Right Projects	1	–
Security	31%	–	–	–	–	–
Congestion	27%	Congestion Reduction	Mobility and Reliability	Optimize System Performance	3	4
Economic Development	23%	Freight Movement and Economic Vitality	–	–	–	–
Funding and Finance	21%	–	Sustainable Funding	–	4	5
Link to Land Use	17%	–	Stewardship	–	1	–
Partnerships and Coordination	17%	–	–	–	1	–
Customer Service	10%	–	Focus on the Customer	Focus on the Customer	5	–
Efficiency	–	–	Stewardship	Foster Stewardship	2	–
Connectivity and Accessibility	–	–	Multimodal Connectivity	Optimize System Performance	5	–
Project Selection	–	–	–	Deliver the Right Projects	–	–

3.4 TTP 2050 Goals

Based on the assessment described in the previous section, the following adaptions of the *Strategic Plan* goals were made for TTP 2050 purposes:

- **Split the "Foster Stewardship" goal into management and environmentally focused goals.** This goal area initially encompassed several themes, spanning from efficiency and project delay to land use and care for the natural environment. Although "Foster Stewardship" can reasonably be applied to all these themes, they represent very different concepts. These concepts could better be recognized and served through two goal areas: one focused on efficiency and better management processes, and the other on livability elements such as land use coordination, protecting natural, cultural, and historic resources, and quality-of-life.

  Although the TTP 2040 highlights some livability and environmental concerns through specific objectives, the "Foster Stewardship" goal in the *2019-2023 Strategic Plan* focuses more exclusively on efficiency, costs, and management, with little mention of the environment or livability. FHWA's 2017 report on trends in SLRTPs show that more than 70% of state transportation plans include a goal on the environment, and it is one of the seven national goal areas established under MAP-21 and continued under the FAST Act. When an environmentally focused goal was presented to stakeholders and the broader public during TTP 2050 outreach, more than 56% of surveyed participants identified protecting the environment as a top-three priority. For the purposes of the TTP, TxDOT proposes refining a goal to better encapsulate environmental and livability concerns to keep TxDOT at the forefront of national transportation planning trends and consistent with stakeholder and public preferences.
- **Integrate sustainable funding into the new management focused goal language.** The "Sustainable Funding" goal from TTP 2040 was not carried over into the *2019-2023 Strategic Plan* as a standalone goal, however the objectives aligned with this goal in TTP 2040 most logically fall into the "Foster Stewardship" concept. Sustainable funding objectives could reasonably be grouped with a new efficiency/project management goal. Given the preponderance of comments from stakeholders (see the TTP 2050 Public Involvement Electronic Notebook) on the need for sustainable funding, TxDOT further proposes reestablishing "sustainable funding" into its statewide goal language.
- **Merge the "Deliver the Right Projects" goal into the new management-focused goal.** Project selection should be included as part of the efficiency goal area, covering responsible use of resources. Good project selection is really a strategy to make sure funds are spent most wisely.
- **Integrate resiliency considerations into the new environmentally focused goal.** In accordance with the FAST Act's requirements, TxDOT has indicated an interest to

integrate resiliency into its planning process. Incorporating resiliency also is a growing trend among other states and MPOs, with a focus on reducing system risks and improving redundancy. These efforts can be tied to environmental stewardship and the need to consider a big-picture view of how the transportation system interacts with the surrounding environment, especially stormwater.

- **Combine "Focus on Customers" goal with "Value our Employees" goal.** These two goal areas are fundamentally about TxDOT's relationship and interactions with people and the investment needed to strengthen those relationships. Combining the two goal areas with objectives spanning stakeholder coordination, employee engagement, and customer communications into a "people"- or "communication"-oriented goal would be a logical consolidation.
- **Create stronger goal titles**. It is easy to fall into using broad concepts for equally broad goal areas. Certain broad concepts such as "Stewardship," "System Performance," and even "Safety" can leave outside stakeholders and the public unsure about what exactly these goals are. There is an opportunity to bring this clarity to the front through stronger, more active, and more descriptive goal titles. To accomplish this clarity, TxDOT has taken steps to strengthen goal titles with more specific language.

Taking the gaps and considerations into account, TxDOT has identified the following updated set of goals for final adoption, reducing the total number of goals to six (Figure 6).

Figure 6: Final TTP 2050 Goals

4.0 TTP 2050 OBJECTIVES

Goals are intentionally broad to accommodate the wide range of activities that a transportation agency might undertake. Objectives further define what each goal represents and provide clearer

direction and actions. Objectives are often not as visible to the public and stakeholders because they do not lend well to summary graphics like goals, and they do not have associated data and outcomes that can be visualized like performance measures. Objectives are the more specific, action items for the agency to take. Objectives also are crucial to linking the vision and goals to something that can be concretely measured and analyzed.

TTP 2040 lists more than 40 objectives across its six public-facing goals.[6] These objectives have been carried over and consolidated for the TTP 2050. In addition, the objectives have been reworded to be as succinct and focused as possible because having many wordy objectives reduces their accessibility to the public and TxDOT's stakeholders. The new set of 29 concise objectives aim to capture the most essential elements and activities needed to achieve the goals without going into too much specificity or detail (TxDOT's technical divisions maintain more detailed objectives which have been compiled in an appendix to this technical memorandum). The updated goals and objectives for the TTP 2050 are listed alongside the TTP 2040 goals and objectives and the *2019-2023 Strategic Plan* goals in Table 2.

Table 2: TxDOT 2019-2023 Strategic Plan Goals Mapped to Updated TTP Goals and Objectives

***Strategic Plan* Goals**[1]	**TTP 2050 Goals and Objectives**	**TTP 2040 Goals and Objectives**[6]
Promote Safety	**Improve Safety** • Work with stakeholders to identify and develop proven and data-driven strategies, countermeasures, and programs • Reduce crashes and lessen crash severity by implementing engineering solutions • Use education and outreach to promote safe driving, bicycling, and pedestrian activities • Coordinate with first responders to improve incident response times	**Promote Safety** • Improve multimodal transportation safety • Reduce fatalities and serious injuries • Improve safety of at-grade rail crossings • Eliminate conflicts between modes wherever possible • Increase bicycle and pedestrian safety through education, the design and construction of new facilities, and improvements to existing facilities • Educate the public on the dangers of high-risk driving behaviors • Coordinate with enforcement to improve driver compliance with laws • Improve incident response times

Preserve our Assets	**Preserve our Infrastructure** • Preserve integrity of bridges and highway structure • Provide roads that are smooth and structurally sound • Keep other assets and technological devices operating • Reduce long-term costs • Mitigate asset risks	**Preserve our Assets** • Maintain and preserve multimodal assets using cost-beneficial treatments • Decrease the number of bridges that are structurally deficient, functionally obsolete, or substandard-for-load • Achieve state of good repair for pavement assets, keeping pavements smooth and pothole free • Achieve state of good repair for transit assets such that they are comfortable and reliable • Identify and mitigate risks associated with asset failure • Identify existing and new funding sources and innovative financing techniques for all modes of transportation • Build upon and regularly update the asset inventories for all transportation modes
Foster Stewardship	**Sustainably Fund and Efficiently Deliver the Right Projects** • Reduce user costs • Identify and maintain reliable funding • Improve analytic capabilities to maximize the value of investments • Fairly distribute transportation benefits and costs • Strategically deploy innovative technology to increase effectiveness and efficiency of the system **Protect and Enhance the Human and Natural Environment** • Enhance communities' quality-of-life through infrastructure and design choices • Incorporate environmental resource considerations early in the planning process • Avoid, minimize, or mitigate adverse impacts to cultural, natural, and historic resources • Design a resilient and future-focused transportation system	**Stewardship** • Manage resources responsibly and be accountable and transparent in decision-making • Identify sustainable funding sources and leverage resources wisely to maximize the value of investments and minimize negative impacts • Develop and implement a project development process that recognizes quality-of-life concerns for all system users and future generations of Texans • Link transportation planning with land use • Reduce project delivery delays – Coordinate project planning and delivery with all planning partners and stakeholders • Minimize impacts to natural, cultural, and historic resources and promote sustainability in project design and delivery **Sustainable Funding** • Identify and sustain funding sources for all modes – Identify and document costs to meet the state's future transportation needs – Consider all funding sources to fill the needs-to-revenues gap • Educate the public and stakeholders on the costs associated with constructing and preserving the system

		• Evaluate the feasibility of innovative financing solutions • Improve predictive capabilities for revenue forecasting and long-term needs assessments
Optimize System Performance	**Optimize Movement of Goods and People** • Reduce congestion through both traditional and alternative strategies • Enable reliable travel times • Increase travel options and connections • Ensure freight can move efficiently • Increase access to jobs, services, and activity centers • Leverage transportation assets to support economic growth and vitality	**Mobility and Reliability** • Reduce congestion and improve system efficiency and performance • Plan, design, and construct strategic capacity projects • Implement alternative strategies that reduce peak demand • Improve operations within existing right-of-way • Increase travel options and accessibility for all, especially elderly, disabled, and disadvantaged populations • Increase freight and passenger travel time reliability • Increase the capacity and efficiency of the transportation system across travel modes **Multimodal Connectivity** • Provide transportation choices and improve system connectivity for all passenger and freight modes • Provide and improve access to jobs, transportation choices, and services for all Texans • Provide safe and convenient travel choices for all Texans with a focus on the complete trip • Support the efficient and coordinated movement of goods and services between freight modes to facilitate statewide, national, and global commerce • Support multimodal and intermodal planning, project development, and investments • Improve connectivity between urban, suburban, and rural areas and between travel modes

Strategic Plan Goals[1]	TTP 2050 Goals and Objectives	TTP 2040 Goals and Objectives[6]
Focus on the Customer	**Communicate Effectively** • Communicate effectively with the public and partners • Be accountable and transparent in decision-making • Encourage feedback from the public and stakeholders • Inform the public and stakeholders on TxDOT roles, costs, funding, and investment tradeoffs • Improve communication/ coordination with all planning partners and stakeholders	**Focus on the Customer** • Understand and incorporate customer desires in decision processes and be open and forthright in all agency communications • Collect and integrate feedback using innovative engagement techniques and technology • Promote and enable public participation in project planning and development • Improve accessibility of information through innovative, understandable, and relatable communication techniques • Educate the public and stakeholders on transportation costs, funding availability, and investment tradeoffs

5.0 TTP 2050 PERFORMANCE MEASURES

Performance measures can be used for a variety of purposes, whether tailored to inform long-range investment strategies, mid-range project development and selection, or more operational short-range tactics and policies. The TTP builds on the performance measures reported in the TxDOT Performance Dashboard (Table 3), various publications from TxDOT technical divisions and MPOs (see Appendix), and national performance measure requirements.[7]

Table 3: TxDOT Performance Dashboard Measures

Strategic Plan Goals[1]	Measures
Optimize System Performance	• Congestion and reliability indexes[1] • Vehicle miles traveled (VMT) • Annual delay per person
Deliver the Right Projects[2]	• Percentage of highway infrastructure contracts completed on time • Percentage of highway infrastructure contracts completed on budget
Promote Safety	• Annual fatalities and fatality rate • Annual serious injuries and serious injury rate • Fatality emphasis areas[3] • Employee injury rate
Preserve our Assets[4]	• Percentage of lane miles in “good” or “better” condition • Bridge condition score

Strategic Plan Goals[1]	Measures
Focus on the Customer	• Percentage of customer complaint cases closed on time • Customer complaint case type (Top 5) • Average TxTag call wait time • Average TxTag call handle time
Value our Employees	• Employee engagement score[5]
Foster Stewardship	• Disadvantaged business enterprises (DBE) attainment[6] • Historically underutilized businesses (HUB) attainment[7] • Direct transportation funding

[1] Congestion and reliability indices include: Urban congestion, Urban reliability, Rural reliability, and Truck reliability.
[2] The 'Deliver the Right Projects' measures include breakdowns with and without change orders.
[3] Fatality emphasis areas include: Run off the road, Distracted driving, Driving under the influence (DUI), Intersections, Pedalcyclist, and Pedestrian.
[4] Pavement and bridge include breakdowns for: Statewide (All Highway Types), National Highway System (NHS) interstate (IH), NHS non-IH, and Non-NHS. Pavement performance additionally includes a breakout for the Energy Sector.
[5] Engagement scores are tracked by the following categories: Benefits, Employee Development, Employee Engagement, Information Systems, Internal Communications, Job Satisfaction, Pay, Strategic, Supervision, Community, Workgroup, and Workplace.
[6] DBE Attainment is reported semi-annually with breakouts for: Race conscious, Race neutral, and Totals.
[7] HUB Attainment is reported quarterly with breakouts for: Building construction, Special trade construction, Professional services, Other services, Commodities, and Heavy Construction.

The work to establish performance measures for the TTP 2050 focused on determining how to best support the updated goals and objectives discussed in Sections 3 and 4 of this memo. To find measures suitable for the long-range plan, TxDOT took into consideration the criteria in Figure 7.

Based on this assessment of potential measures, TxDOT identified a supplemental set of scenario evaluation measures for the TTP 2050 which build on those listed in the TxDOT Performance Dashboard. Brief discussions of the main tenets of TxDOT's updates are directly below, and a complete list of TTP 2050 performance measures is provided in Table 4.

- **Focus on system outcome measures.** Although agency process measures pertaining to fostering stewardship, delivering the right projects, focusing on customers, and valuing employees are important, these measures are not directly influenced by agency capital programs and as such are not updated as part of TTP 2050.

Figure 7: Considerations for Identifying Useful Performance Measures

- **Add multimodal considerations.** Given limited data and TxDOT influence over non-highway modes, TxDOT largely utilizes a "percent needs met" metric for non-highway modes that are regularly supported, in part, by TxDOT administered grants. Where data is available, as in the case of the bicycle and pedestrian mode of transportation, a percent completion of possible long-distance bicycle routes measure is included.
- **Incorporate federally mandated performance measures.** To qualify for federal aid, TxDOT is legislatively required to report on a variety of measures. These measures primarily emphasize performance on routes designated as belonging to the NHS.
- **Monitor structural risk to avoid triggering mitigation strategies.** Timely, cost-effective preventive maintenance activities enable TxDOT to maximize measures such as the statewide bridge condition score. Yet, infrastructure naturally deteriorates and at times requires more intensive repair and replacement activities to mitigate any structural risk associated with poor conditions. Given the economic impacts of having to divert traffic due to insufficient structural load ratings, TxDOT monitors the percent "poor" deck area on all state-maintained bridges. This measure extends beyond the federal measure of solely reporting on the percent "poor" bridges on the NHS.
- **Break "mobility" area into urban and rural components.** The experience of mobility and congestion is very different in urban and rural areas, so should be tracked separately. To shed further light on the duration of congested conditions, TxDOT looks at both percent daily and percent peak hour congested conditions.
- **Quantify the potential economic impacts associated with transportation investments.** Transportation investments can streamline the movement of goods and spur economic development. Although attribution of benefits can at times be indirectly related, the TxDOT team is leveraging predictive economic tools to get a better understanding of how future spending could impact measures pertaining to business output, value added, permanent jobs created, and labor income generated.

It should be noted that quantitative performance measurement is relatively new across state DOTs when it comes to technology and non-highway modes of transportation. As such, a straightforward "percent needs met" metric has been identified in these cases. The additional TTP 2050 measures listed in Table 4 are deemed appropriate solely for long-range planning purposes, with the dashboard and federal measures better used for tracking shorter-term performance and project selection. Having recognized the uncertainty of these estimates, underlying predictions were characterized as achieving high, medium, and low performance levels and presented investment scenarios to the public to gauge relative preferences for performance outcomes (see TTP 2050 Scenarios memo).

Table 4: TxDOT 2019-2023 Strategic Plan Goals Mapped to TTP 2050 Performance Measures

	Strategic Plan **Goals**[1]	**TxDOT Performance Dashboard Measures**[2]	**Other Federal Performance Measures**[8]	**Additional TTP 2050 Measures for Long-Range Scenario Evaluation**
System Outcome	**Promote Safety**	• *^Annual fatalities and fatality rate • *^Annual serious injuries and serious injury rate • Fatality emphasis areas • Employee injury rate	^Non-motorized fatalities and serious injuries	–
	Optimize System Performance	• *Congestion and reliability indexes • *Average annual delay per person • VMT	• ^Percent of person-miles traveled on the Interstate and non-Interstate National Highway System (NHS) that are reliable • ^Truck travel time reliability index • ^Annual hours of peak hour excessive delay per capita • ^Percent of non-single occupancy vehicle travel	• *Percent congested urban and rural daily VMT and peak hour lane miles • *Percent completion of long-distance bicycle routes • *Percent needs met for aviation, ferry operations, intelligent transportation systems (ITS), non-highway freight, and transit • *Business output • *Value added • *Permanent jobs added • *Labor income generated

	Strategic Plan **Goals**[1]	**TxDOT Performance Dashboard Measures**[2]	**Other Federal Performance Measures**[8]	**Additional TTP 2050 Measures for Long-Range Scenario Evaluation**
	Preserve our Assets	• *Percentage of lane miles in "good" or "better condition • *Bridge condition score	• ^Percentage of pavements of the Interstate System and non-Interstate NHS in "good" and "poor" condition • ^Percentage of NHS in "good" and "poor" condition	*Percent "poor" state-maintained bridge deck area
Agency Process	**Deliver the Right Projects**	• Percentage of highway infrastructure contracts completed on time • Percentage of highway infrastructure contracts completed on budget	–	–
	Focus on the Customer	• Percentage of customer complaint cases closed on time • Customer complaint case type (Top 5) • Average TxTag call wait time • Average TxTag call handle time	–	–
	Value our Employees	• Employee engagement score	–	–
	Foster Stewardship	• DBE Attainment • HUB Attainment • Direct transportation funding	–	–

** Evaluated as part of the TTP 2050 scenario analysis.*
^ Federally legislated national performance measure.

6.0 APPENDIX: DETAILED GOALS, OBJECTIVES, AND PERFORMANCE MEASURES IN USE AT TXDOT AND OTHER TEXAS AGENCIES

The goals, objectives, and performance measures in this appendix are a compilation of information discovered throughout the TTP 2050 planning process. Documents reviewed, beyond the TxDOT Performance Dashboard and the TTP 2040, include other TxDOT agency-wide, division, and modal plans along with plans from large urban Texas metropolitan planning organizations (MPOs).

6.1 Safety

The information presented in the table below is a small sampling of safety-related goals, objectives, and measures derived from a review of large urban Texas MPO plans and is supplemental to what is discussed in the memo.

Goal	Objective	Measures
Maintain a focus on safety[9] **Improve safety**[10] **Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system**[11] **(Note: These are wording variations of the same goal.)**	**Alamo Area Metropolitan Planning Organization (MPO)**[9] • Reduce frequency and severity of crashes **El Paso MPO**[12] • Reduce the number of fatalities and serious injuries related to traffic incidents • Reduce the number of crashes at high-speed intersections with an abnormal number of incidents • Reduce the number of conflict points between vehicles and active transportation users (e.g., pedestrians and cyclists)	• Number of crashes (e.g. fatalities and serious injuries) (Note: Used by numerous MPOs) • Crash rates (Note: Used by numerous MPOs) • Miles of improvements to high crash corridors[13] • Number of projects that include safety enhancements located near crash hot spots[12]

6.2 Preservation

Unless otherwise noted, the information presented in the following table comes from the *2019 Texas Transportation Asset Management Plan*[14] and TxDOT subject matter experts.

Goal	Objective	Measures
Preserve our Assets (Pavement)	• Achieve state of good repair for pavement assets, keeping pavements smooth and pothole free • See list above	• Distress score • Ride score • Condition score • Percentage of pavements of the Interstate System in "good" condition (Note: Federal Performance Measure (PM)) • Percentage of pavements of the Interstate System in "poor" condition (Note: Federal PM) • Percentage of pavements of the non-Interstate NHS in "good" condition (Note: Federal PM) • Percentage of pavements of the non-Interstate NHS in "poor" condition (Note: Federal PM)
Preserve our Assets (Bridge)	• Decrease the number of bridges that are structurally deficient, functionally obsolete, or substandard-for-load	• Statewide bridge condition score • NHS and non-NHS percent deck area "poor" condition • Count of bridges and percent deck area in "poor" condition • Percentage of NHS bridges classified as in "good" condition (Note: Federal PM) • Percentage of NHS bridges classified as in "poor" condition (Note: Federal PM)

6.3 Highway Mobility

The information presented in the following table comes from large urban Texas MPO plans and the *2019-2023 TxDOT Strategic Plan.*[1] Note that the text in the goal column reflects highway mobility goal categories rather than specific goal language.

Goal	Objective	Measures
Mobility and connectivity, congestion mitigation	**El Paso MPO**[12] • Reduce delay on major thoroughfares • Reduce travel time to key destinations • Improve response time and clearance capabilities for first responders and emergency personnel **Houston-Galveston Area Council (H-GAC)**[10] • New or expanded facilities and services **Alamo Area MPO**[9] • Decrease delay	**Campus Area Metropolitan Planning Organization (CAMPO)**[13] • Percent congested by time of day • Vehicle hours of delay per person by time of day • Average trip time in minutes by time of day • Average freeway (limited access roadway) speed, by toll and non-toll facilities, by time of day for network and I-35 • Average trip time in minutes to the airport from designated points in the region • Average network speed by mode by time of day • Number of trips per mode (vehicle toll, vehicle non-toll, bus, rail, bicycle, ped) • Vehicle miles travelled per person during 24 hours **El Paso MPO**[12] • Speed Index (actual travel speed versus non-congested travel speed • Annual hours of delay • Commute times from Environmental Justice zones **H-GAC**[10] • Reliability • On-time bus performance

Goal	Objective	Measures
Efficiency, maintenance, and operations	**El Paso MPO**[12] • Decrease the percentage of facilities and assets not in a state of good repair • ITS technology assets • Reduce delay at traffic signals **H-GAC**[10] • Maximizing reliability and efficiency of existing assets through ITS, Traffic Incident Management, crash avoidance technology, etc. **TxDOT *Strategic Plan***[1] • Implement multimodal infrastructure, operational and technological solutions to congestion and mobility needs; and provide coordinated, multimodal transportation facilities and networks to connect all state population/ economic/recreational/ cultural centers • Reduce fatalities and serious injuries; partner with public and private entities to plan for, coordinate and respond to disasters and emergencies; and promote work zone safety to protect roadway workers and the traveling public • Support and promote tourism by serving customers at travel information centers and filling travel literature requests each fiscal year • Ensure TX industries can efficiently access state/regional/national international markets and gateways • Provide coordinated, multimodal transportation facilities and networks to connect all statewide population, economic, recreational, and cultural centers	**CAMPO**[13] • Average private cost per trip by auto, transit, bicycle, and pedestrian modes • Total cost of scenario per 10,000-person trips, by auto, transit (fixed and non-fixed), bicycle, and pedestrian modes **El Paso MPO**[12] • Number of projects that repair or replace deficient bridges or pavements **H-GAC**[10] • Incident response **TxDOT *Strategic Plan***[1] • Percent change in the number of small urban and rural transit trips • Number of fatalities per 100 million miles travelled • See list above

Goal	Objective	Measures
Efficiency, maintenance, and operations, continued	• Assess and document transportation system needs and available revenues in periodic updates of the long-range TTP; and explore all available multimodal financing options • Provide for construction, reconstruction, and rehabilitation of general aviation infrastructures in an economically safe and comprehensive manner (effective, efficient, and environmentally sensitive) • Fulfill non-federal sponsorship responsibilities for the Gulf Intracoastal Waterway	
Accessibility and travel choice	**El Paso MPO**[12] • Increase the number of jobs and key destinations that are accessible by all transportation modes • Ensure that transportation system improvements provide equitable benefits to the region • Expand access to and improve reliability of transit services, particularly for underserved areas and areas with high transit need • Fill major connectivity gaps in the sidewalk, bike lane, and trail networks that support regional travel • Encourage infill development and transit-supportive land use • Expand multi-modal access at regional ports of entry (POEs)	**CAMPO**[13] • Employment within centers • Population within a quarter and a half mile of a transit stop • Lane miles of roads and fixed guideway transit adjacent to and intersecting centers • Lane miles of roads and fixed guideway transit connecting centers **North Central Texas Council of Governments (NCTCOG)**[11] • Percent of population within one-half mile of last-mile transit service, including low-income households, persons with disabilities, older adults, and children • Percent of jobs within one-half mile of last-mile transit service • Hours of transit service provided daily during peak congestion periods • Percent of population within one mile of stops served by

Goal	Objective	Measures
Accessibility and travel choice, continued		regional bus connections or within five miles of regional and community rail stations, including low-income households, persons with disabilities, older adults, and children • Percent of jobs within one mile of stops served by regional bus connections or within five miles of regional and community rail stations **El Paso MPO**[12] • Percent of jobs, key destinations, and population within ½ mile of high-quality, rapid transit • Percent non- single occupancy vehicle trips • Average trip costs

6.4 Freight

The information presented in the following table comes from the *2018 Texas Freight Mobility Plan*.[15]

Goal	Objective	Measures
Safety – Improve multimodal transportation safety	• Reduce rates of truck-involved crashes, injuries, and fatalities on the Texas Highway Freight Network (THFN) • Reduce the number of rail-related incidents, including crashes at at-grade highway/rail crossings • Increase the resiliency and security of the state's freight transportation system in response to multi-hazard threats, including natural disasters and man-made threats • Support the deployment of innovative technologies to enhance the safety and efficiency of the Texas Multimodal Freight Network (TMFN)	• Truck-related crashes per truck-miles traveled on the THFN • Percent of all fatal motor vehicle crashes involving trucks on the TFHN • Number of rail-related crashes • Number of at-grade highway/ rail crossing closures or grade separations • Truck-related fatalities per truck-miles traveled on the THFN • Number of injuries and fatalities from rail-related crashes • Number of crashes at at-grade highway/rail crossings

Goal	Objective	Measures
Economic Competitiveness – Improve the contribution of the Texas freight transportation system to economic competitiveness, productivity, and development	• Strengthen the state's position as a global trade and logistics hub by improving and maintaining the TMFN infrastructure and connectivity • Expand public-private and public-public partnerships to facilitate investments in freight improvements that enhance economic development and global competitiveness • Identify critical freight infrastructure improvements necessary to support future supply chains and logistics needs, and consumer demands • Conduct outreach activities and develop educational programs to increase awareness of the importance of freight to the Texas economy • Support strategic transportation investments to address the rapid increase in key industries, such as energy, plastics, agriculture, and automotive production	• Percent growth in freight export value • Percent of national employment in strategic freight supply chain industries • Percent of Gross State Product in strategic freight supply chain industries
Asset Preservation and Utilization – Maintain and preserve infrastructure assets using cost-beneficial treatment	• Achieve and maintain a state of good repair on the THFN • Improve the overall ratings of bridges on the THFN • Increase the percent of pavement lane-miles in "good" condition on the THFN • Leverage and utilize the THFN • Utilize technology to provide for the resiliency and security of the state's multimodal freight transportation system in response to multi-hazard threats, including natural disasters and man-made threats	• Percent of pavement lane-miles in good repair on the THFN • Number of load restricted bridges on the THFN • Percent of bridges with vertical clearance less than 16.5 feet on the THFN • Percent of bridges in "poor" condition on the THFN

Goal	Objective	Measures
Mobility and Reliability – Reduce congestion and improve system efficiency and performance	• Reduce the number of THFN miles at unacceptable congestion levels (level-of-service D or worse) • Improve travel time reliability on the THFN • Apply the most cost-effective methods to improve system capacity and reliability (including technology and operations) • Partner with U.S. and Mexican federal, state, regional, local, and private sector stakeholders to address Texas-Mexico border crossing challenges • Support the development and deployment of integrated Texas-Mexico border crossing management through ITS • Leverage technology to improve management and operations of the existing transportation system	• Annual hours of truck delay on the THFN • Number of projects addressing freight bottlenecks on the THFN annually • Reduction in average wait times at international commercial border crossings • Truck Travel Time Reliability index on the THFN • Percent of lane-miles at a level-of-service D or higher on the THFN • Incident clearance time on the THFN
Multimodal Connectivity – provide transportation choices and improve system connectivity for all freight modes	• Increase Texas supply chain efficiencies by improving connectivity between modes • Improve first/last mile connectivity between freight modes and major freight generators and gateways • Improve connectivity between rural and urban freight centers • Improve access into and out of Texas seaports to facilitate projected future growth • Improve ground access to commercial airports to enhance truck access and connectivity • Improve highway and rail connectivity to major freight gateways and generators through increased capacity improvements	• Number of airport cargo-access issues addressed • Number of port-access issues addressed • Volume of international cross-border freight moved by rail • Percent of intermodal connectors in “fair” or “better” pavement condition

Goal	Objective	Measures
	• Improve multimodal connectivity to Texas-Mexico border crossing • Leverage multi-state organizations to increase multimodal freight connectivity across state lines	
Stewardship – Manage environmental and TxDOT resources responsibly and be accountable in decision-making	• Implement a performance-based prioritization process for freight system investment • Reduce adverse environmental and community impacts of the THFN • Lead efforts to foster greater coordination among the agencies responsible for freight network investment • Reduce delays in freight project planning, programming, and implementation • Coordinate freight project planning and implementation with all planning partners and stakeholders	• Percent of design projects on the THFN delivered on time and within budget • Percent of construction projects completed on the THFN delivered on time and within budget
Customer Service – Understand and incorporate citizen feedback in decision-making processes and be transparent in all TxDOT communications	• Develop and sustain partnerships with private sector industries, communities, agencies, metropolitan planning organizations (MPOs), and other transportation stakeholders and partners • Increase freight expertise in TxDOT districts, across departments and among elected officials • Partner with public and private sector stakeholders to enhance workforce recruitment and retention in the transportation and logistics industry • Facilitate statewide dissemination of real-time freight movement information by integrating existing traffic management centers	• Completion of annual freight project prioritization • Number of workshops/meetings held with non-TxDOT agencies responsible for freight system investment • Completion of annual update of educational materials related to freight by TxDOT • Percent completion of annual meetings with each TxDOT district and department

Goal	Objective	Measures
Sustainable Funding – Identify sustainable funding sources for all freight transportation modes	• Identify funding sources for high priority multimodal freight projects • Identify and document the needed transportation investment costs to meet the state's future freight transportation needs • Educate the public and stakeholders on the costs of constructing and preserving the freight transportation system • Improve predictive capabilities for revenue forecasting and long-term needs assessments	• Amount of net new funding made available for freight projects • Percent of annual state and federal revenue projections met • Number of public private partnerships for freight investments • Percent of transportation budget invested on the TMFN annually • Percent of freight funding spent

6.5 Aviation

The information presented in the following table comes from the *2010 Texas Airport Systems Plan*.[16]

Goal	Objective	Measures
Provide adequate access by air to population and economic activity centers	• Provide airports that support scheduled commercial service within a 60-minute drive of population centers • Provide airports that support business jet activity within a 30-minute drive of population and mineral resource centers • Provide airports that support single- and twin-engine piston powered aircraft within a 30-minute drive of agricultural resource centers • Provide adequate airport capacity to meet forecast demand	–
Provide timely development and maintenance of the airport system	• Provide an airport system developed to applicable federal and state planning and design standards	–
Maximize the economic benefit and return on investment to the state, local communities counties, and cities from development of the airport system	–	–
Integrate the airport system effectively with other transportation modes	–	–
Preserve existing airports in the state	–	–
Improve safety and security at airports within the state	–	–

Goal	Objective	Measures
Encourage innovation at airports	–	–
Promote accountability of airports receiving government funds	–	–

6.6 Passenger Rail

The information presented in the following table comes from the *2016 Texas Rail Plan Update*.[17]

Goal	Objective	Measures
Safety	• Reduce rail-related fatalities and serious injuries, especially at at-grade rail crossings	–
Asset management	• Achieve a state of good repair of the rail assets, especially those assets owned by TxDOT	–
Mobility and reliability	• Reduce congestion and improve rail system efficiency, capacity, and performance, including rail freight and passenger travel time reliability	–
Multimodal connectivity	• Provide freight and passenger choices by improving the rail system and providing intermodal and multimodal connectivity	–
Economic competitiveness	• Strengthen Texas position as a trade and logistics hub and support both existing industries and the attraction of new industries	–

6.7 Transit

The information presented in the following table comes from the *2018 Transit Asset Management Group Sponsored Plan*[18] and large urban MPO plans.

Goal	Objective	Measures
Achieve a state of good repair[18]	• Achieve an average state of good repair of 85% for all rolling stock assets across the 4-year planning horizon by ensuring they are operating within their Useful Life Benchmark (ULB) • Maintain a state-wide facility condition of adequate (3.0+ on the Transit Economic Requirements Model (TERM) scale) • Leverage future investments to prioritize those assets that have exceeded or will soon exceed their useful life • Refine the existing state-wide asset inventory list through collaboration to ensure a complete and accurate picture of transit assets[18]	• The target for rolling stock is less than or equal to 15% of fleet assets operating beyond their ULB for age as established by TxDOT • The target for equipment is less than or equal to 15% of assets operating beyond their ULB for age established by TxDOT • The target for facilities is less than or equal to 15% of facilities operating in a condition lower than 3.0 on the TERM scale • Fleet condition • Facility TERM condition • Facilities by age • Equipment by age • Equipment condition[18]
Invest in a public transit system that meets the needs of the region[9]	–	**Alamo Area MPO**[9] • Increase transit modal share • Increase ridership / revenue hour **NCTCOG**[11] • Percent of population, including low-income households, persons with disabilities, older adults, and children with access to transit service to commerce, jobs, healthcare, and other services

Goal	Objective	Measures
Invest in a public transit system that meets the needs of the region, continued	–	• Number of persons engaged in planning and education activities for community access transit • Average daily number of routes linking the region to outside destinations • Annual number of transit enhancement and mobility improvement projects • Annual ridership estimate • Transit-dependent population in the service area • Estimated capital and operating cost per trip **El Paso MPO[19]** • Ridership • Passengers per hour • Collisions per 100k miles • Workers comp claims per 100 employees • Preventive maintenance • Revenue miles between road calls • On-time • Missed service • Bus cleanings per month • Customer complaints per 10k passengers • Farebox recovery ratio • Cost per trip • Number of shelters/ bus stops

6.8 Bicycle and Pedestrian

The information presented in the following table comes from the *2015 Strategic Direction Report: Opportunities for TxDOT's Bicycle Program*.[20]

Goal	Objective	Measures
Expand the bikeway network	• Work with MPOs, counties and cities to adopt consistent bikeway terminology and attributes • Establish a statewide network • Leverage connectivity to local and regional bikeway networks • Identify needs and gaps in connectivity • Prioritize future investment	–
Build safer and better bicycle and pedestrian accommodations	• Identification of safety concerns and safety hot spots • Adoption of design guidelines that support safe facilities • Review how staff considers bicycle accommodations during all phases of project development • Development of safer bicycle and pedestrian accommodations	–
Provide training for engineers, planners, and construction staff	–	–
Educate the public on safer driving, bicycling, and walking	• Build upon current efforts to develop materials and programs specifically for bicycling and walking. The target audience will include: o Motorists o Bicyclists and pedestrians o Law enforcement	–

Goal	Objective	Measures
Encourage people to walk and bicycle	• Lead statewide Bike to Work Day • Work with state tourism office to link to interactive bike map • Develop support materials that encourage bicycling and walking	–
Develop statewide management systems for bicycle and pedestrian information	• Obtain and analyze safety data • Develop research proposal for bike/ped counting (methods, devices, repository) • Identify existing statewide bikeway • Work with department staff to include bicyclists and pedestrians in travel surveys and modeling	–
Fund bicycle and pedestrian projects	• Implement the Transportation Alternatives program • Identify projects, programs, or policies for pilot • Identify additional sources of funding	–

6.9 Intelligent Transportation Systems (ITS)

The information presented in the following table comes from a 2017 TxDOT presentation on Traffic Management Systems (TMS) performance measures.[21]

Goal	Objective	Measures
Maintain a safe system	• Deploy and operate ITS technologies and services to reduce crashes and fatalities • Manage ITS infrastructure and services as an asset	• Incident clearance time • Traffic Management Systems (TMS) coverage completion • Service patrol assists • Secondary incidents • Work zone crashes • Roadway clearance time • Crashes/injuries/fatalities • Wrong way fatalities • Asset uptime • Asset/inventory age • Time to repair asset
Address congestion	• Deploy and operate ITS technologies and services to provide travel and traffic management services • Work cooperatively with regional partners to provide regional ITS solutions, systems, and staffing	• Travel time reliability • Number of Dynamic Messaging Signs with travel time displayed • Peak hour travel time ratio • Traffic Management Center events logged • TMS coverage completion
Connect Texas communities	• Deploy and operate strategic corridors and regions to enhance the economic development, mobility, and safety • Deploy ITS in a cost-effective and beneficial manner than includes innovative services and technologies • Deploy ITS systems and technologies that facilitate the efficient movement of freight and goods along strategic, high-volume freight corridors, including border crossings	• TMS coverage completion • TMS spending Unified Transportation Program (UTP)/non-UTP • TMS coverage completion

Goal	Objective	Measures
Become a best-in-class state agency	• Deploy equipment and staffing of ITS services in a cost-effective manner • Anticipate local and regional service needs and plan the services to accommodate those needs • Participate in connected vehicle and automated vehicle activities that will improve economic competitiveness for Texas	• TMS Spending UTP/non-UTP

6.10 Resilience

Goal	Objective	Measures
Improve operational resiliency cost effectively[22]	–	• Route redundancy • Event impact magnitude • Time to level of service restoration[22]
Improve physical infrastructure resiliency[22]	–	• Number of failures • Injuries and fatalities from failures[22]
Improve climate/weather resiliency	• Address assets in high-risk areas	• Vulnerability Assessment Score[23]

6.11 Economy

Goal	Objective	Measures
Optimize System Performance[1]	• Ensure Texas industries can efficiently access statewide, regional, national, and international markets and gateways • Provide coordinated, multimodal transportation facilities and networks to connect all statewide population, economic, recreational, and cultural centers[1]	–
Economic development[24]	–	• Existing population density • Existing employment density • Projected traffic growth rate • Percent privately held land • Daily truck volume • Commodity flow[24]
Economy	• Maximize the economic competitiveness of the region[13]	• Average trip time in minutes by time of day • Average freeway speed by toll and non-toll facilities by time of day • Average trip time in minutes to the airport from designated points in the region • Average private cost per trip by auto, transit, bicycle, pedestrian modes (of a project)[13]
Strengthen regional economic competitiveness[10]	–	• Truck congestion costs • Commute split[10]
Support economic activity, employment growth and encourage innovative partnerships[9]	**El Paso MPO**[12] • Improve accessibility to key tourist destinations • Reduce delay on designated freight corridors and roads connecting to intermodal or freight facilities. • Increase access to major employment centers	**CAMPO**[13] • Square miles of redevelop able or vacant, low sensitivity land within a quarter and a half mile of fixed guideway transit

Goal	Objective	Measures
Support economic activity, employment growth and encourage innovative partnerships, continued	• Improve operational efficiency at regional POEs **H-GAC**[10] • New or expanded facilities and services **TxDOT *Strategic Plan***[1] • Ensure Texas industries can efficiently access statewide, regional, national, and international markets and gateways • Provide coordinated, multimodal transportation facilities and networks to connect all statewide population, economic, recreational, and cultural centers • Assess and document transportation system needs and available revenues in periodic updates of the long-range Texas Transportation Plan • Explore all available multimodal financing options	**El Paso MPO**[12] • Annual hours of delay along major freight corridors • Number of projects that improve operations or multimodal access • Average wait times by mode at current or future POEs **TxDOT *Strategic Plan***[1] • Percent of design projects delivered on time • Percent of construction projects completed on budget • Percent of two-lane highways 26 feet or wider in paved width • Percent of construction projects completed on time • Number of construction projects preliminary engineering plans completed • Dollar volume of construction contracts awarded in fiscal year • Number of projects awarded

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Transportation Today

The State of the Texas Transportation System

April 2019

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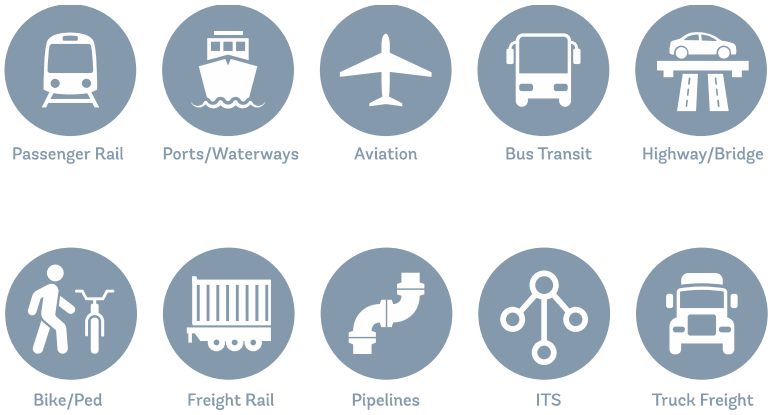
1.0 INTRODUCTION

People often say everything is bigger in Texas and that is certainly true for the roadway network. Texas has the largest public roadway network of any other state in the U.S. with more than 300,000 miles of roads.[1] Texas Department of Transportation (TxDOT) is directly responsible for more than a quarter of the state's roadways, and these state-owned roads carry nearly three quarters of all travel statewide. Yet highways are only one part of TxDOT's mission to provide safe, reliable travel choices. The efficient movement of people and goods requires streamlined connections between Texas roads, airports, rail termini, ports, transit system, pipelines, and bicycle/pedestrian facilities (Figure 1).

To keep this extensive network running smoothly, TxDOT's 33 technical divisions and 25 district offices constantly work to identify more effective strategies to improve system performance. Working alongside regional planning agencies, transit authorities, federal partners, local governments, tribal nations, private industry, stakeholder groups, and the public, TxDOT's stewardship over the multimodal transportation system helps provide safe, reliable mobility options for more than 28 million (and growing) Texans.

The Texas Transportation Plan (TTP) supports TxDOT in charting a path for all travel modes, transportation technologies, and cross-discipline technical areas to sustain and enhance performance over the long run. Before knowing where we are going, however, we must first understand where we have been. This Transportation Today report provides a glimpse into current TxDOT performance levels, noteworthy trends, and recent initiatives.

Figure 1: Passenger and Freight Travel Modes and Technologies



2.0 TEXAS TRANSPORTATION AT A GLANCE

TxDOT oversees planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system that serve both Texans and the state's 68 plus million annual visitors.[2] Although 71 percent of surveyed Texans drive alone on a daily

[1] FHWA (2017). *Highway Statistics 2017*. Available at https://www.fhwa.dot.gov/policyinformation/statistics/2017/.
[2]Travel Texas. (2018) Available at https://travel.texas.gov/tti/media/PDFs/4_Out-of-State-Travel-to-Texas_3.pdf.

basis[3], transportation choices beyond the automobile are critical to improving air quality, reducing fuel consumption, managing congestion, and ensuring that all of the traveling public can get where they need to go reliably and safely. The movement of goods requires freight transport by truck, rail, air, pipeline, and ship; healthy commerce relies on the efficient connection of these modes. Airports, bridges, railroads, and ports are also integral to a comprehensive transportation system, all of which require upkeep and operational enhancements to keep pace with Texas' growing economy. Table 1 summarizes key characteristics of Texas's transportation system.

Table 1. Texas Transportation at a Glance

Highway / Bridge	• Approximately 200,000 pavement state-maintained lane miles[4] • 86.3% good or better state-maintained pavement lane-miles[5] • Approximately 36,000 bridges are owned and maintained by TxDOT[6] • 91% "B" or better bridges[7] • 162,674 million vehicle miles traveled annually[8] • More than 578M person-hours of annual total delay[9] • More than $11.6B cost of lost productivity due to congestion annually[9]
Freight	• 21,861 center-line miles on the Texas Highway Freight Network[10] • 10,539 miles of railroads on the Texas Multimodal Freight Network[11] • 21 ports[12] • 20 commercial international border crossings[13]
Bus Transit	• 131 transit agencies[14] • 255 million vehicle revenue miles[15]
Passenger Rail	• 1,539 miles of Amtrak track[16]

[3] Transportation Usage Survey Results collected between January 29, 2019 and March 15, 2019 in conjunction with Texas Transportation Plan 2050 Round 1 Public Outreach.
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[15] Ibid.
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	• 19 active Amtrak stations in Texas[17]
Bicycle / Pedestrian	• 25th in national ranking for bicycle friendly states[18] • 45th in national ranking for bike/pedestrian commuters[19]
Aviation	• 264 general aviation airports[20] • 380 miles of runways[21]
Safety	• 3,721 reported fatalities on Texas roads in 2017[22] • 17,546 reported serious injuries on Texas roads in 2017[22]
Environment	• 78% decrease in (one-hour) carbon monoxide vehicle emissions between 2000 and 2017[23] • 660,000 gallons of alternative fuels consumed by TxDOT vehicles in fiscal year (FY) 2017[24]

3.0 DEMOGRAPHIC AND ECONOMIC TRENDS

As the second most populous[25] and second largest by land area[26] state in the country, Texas and its 28.7 million residents, spread across 268.5 thousand square miles, face unique transportation challenges. During the last 30 years, the state population has increased by 71 percent (Figure 2) with continued growth anticipated through 2050. The sheer magnitude of such numbers, necessitates innovative planning to ensure the Texas transportation system keeps pace with a rapidly growing population and economy.

The relationship between transportation and the economy can often be thought of as a 'chicken-and-egg' exercise. In truth, both perspectives are correct as Texas's economy and transportation infrastructure are inextricably linked. Economic activity shapes businesses' and individuals' needs for using the transportation system, and these needs provide the foundation for and the expected benefit from transportation investments. At the same time, transportation system performance

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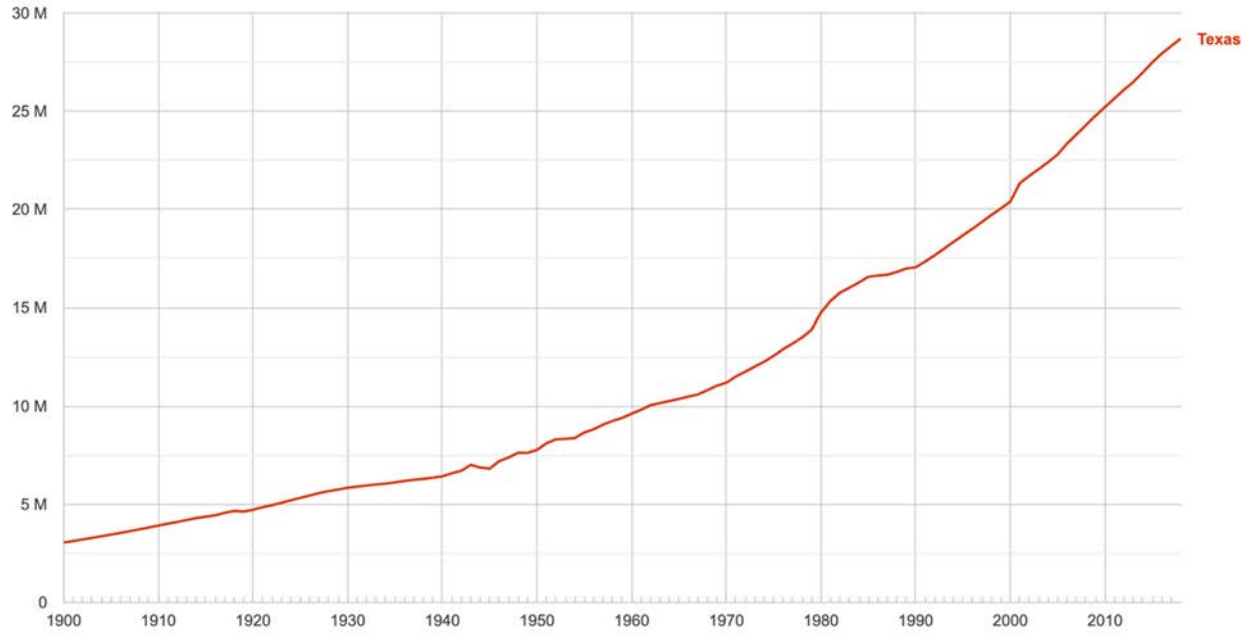
[25] U.S. Census Bureau (2018). American Community Survey. Texas Population Estimate.
[26] U,S. Census Bureau (2010). Population and Housing Unit Counts, 2010 Census of Population and Housing.

influences the economic competitiveness and fiscal capacity of cities, regions, states, and the nation as a whole.

In 2017, the transportation and warehousing industry was the second largest contributor to the gross state product (GSP) among all Texas industries (Figure 3).[27] The freight transportation sector in Texas supports 2.2 million jobs, $145 billion in wage income and $215 billion in economic activity in Texas. In part, Texas' national role in moving freight has helped Texas keep unemployment at or below the national average during the past decade (Figure 4). Texas' economy makes up 9 percent of the country's economic value, with a GSP of approximately $1.7 trillion (Figure 5)[28]

Figure 2. Texas Population Growth, 1900-2018



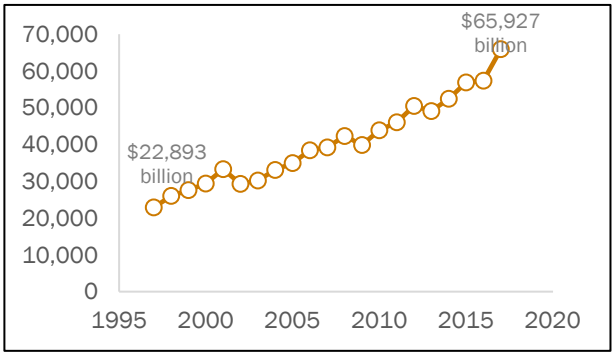
Source: U.S. Census Bureau

Rapid growth is the key theme in Texas's economy. For the past 14 years, Texas has been the country's lead state by exports. Texas' exports to Mexico grew in value from $62 billion in 2008 to $93 billion in 2016, and Texas exported $20 billion in goods to Canada in the same year. Mexico, China, and Canada are the largest origins of imports to Texas.[29] Trade is a particular part of the economy that relies on Texas's transportation infrastructure, such as the state's 29 official

[27] U.S. Bureau of Economic Analysis (1997-2017). Regional Data: GDP and Personal Income. Available at https://www.bea.gov/.
[28] U.S. Bureau of Economic Analysis (BEA). Gross Domestic Product by State. Available at https://www.bea.gov/data/gdp/gdp-state.
[29] TxDOT. (2017). *Texas Freight Mobility Plan 2017*. Available at http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/freight-mobility/2017/plan.pdf.

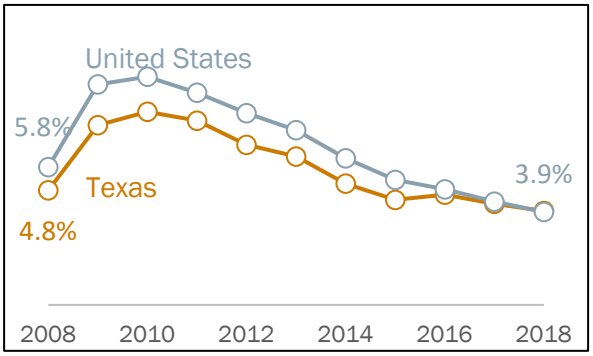
ports that facilitate international trade. These direct links between transportation and the economy underscore the principle that investment in transportation efficiency and infrastructure support Texas's economic prosperity.

Figure 3. Texas Transportation and Warehousing GSP



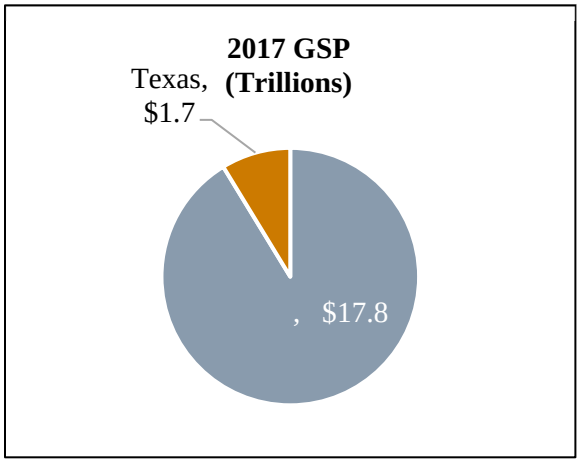
Source: U.S. Bureau of Economic Analysis

Figure 4. Unemployment in Texas and the U.S.



Source: Texas Comptroller[30]

Figure 5: Texas GSP in Trillions as a share of U.S. GDP, 2017



Source: U.S. Bureau of Economic Analysis (BEA). Gross Domestic Product by State. Available at https://www.bea.gov/data/gdp/gdp-state

3.1 Looking Ahead

Projected economic growth in Texas is matched by a rapidly growing population. The Texas Demographic Center projects an average compounding annual growth rate of approximately 1.6 percent for the period from 2017 to 2050, which means that the Texas population will almost double from 28.2 million in 2017 to 47.3 million in 2050.[31]

With senior population growing especially fast, the Texas Transportation Plan will need to account for the unique travel behaviors and needs of older Texans. Additionally, companies are developing new transportation technologies, such as connected and automated vehicles, which may mitigate job growth in the state's thriving freight and trade sectors.

[30] Texas Comptroller (2018). *Key Economic Indicators*. Available at *www.comptroller.texas.gov/economy/key-indicators*.

[31] Texas Demographic Center (2018). 2018 Population Projections. Accessed December 17, 2018. Available at https://demographics.texas.gov/Data/TPEPP/Projections/.

4.0 FREIGHT

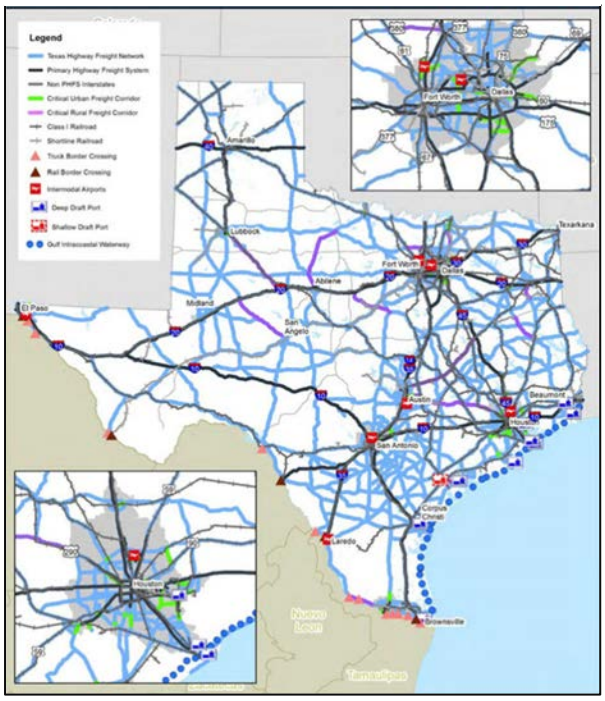
The safe and efficient movement of freight is a foundation of the Texas economy. Commerce and quality of life in Texas depend on the daily delivery of millions of tons of goods. These goods are transported on the state's multimodal network of highways, railways, waterways and ports, inland ports, airports, and pipelines. Freight movement supports more than 2 million full-time jobs and generates $145 billion in annual wages (Figure 6).[32] Moreover, the demand for freight movement will likely grow with the Texas population since more people translates into a greater demand for goods.

Figure 6. Total Economic Impact of Freight Transportation in Texas

Source: Derived from the Texas Freight Mobility Plan 2017

In 2016, more than 2.2 billion tons of freight moved within Texas, with the largest percentage of movement having both an origin and a destination in Texas, and the remainder either passing through the state or having its origin or destination outside of Texas. Highways moved 16 percent more freight tonnage than railroads, ports, waterways, and air combined.[33] Although the share of freight tonnage moving by air is less than 1/10 of a percent, it moves some of the most valuable and time-sensitive items, giving it a large economic importance.

Figure 7. Texas Multimodal Freight Network



Source: Texas Freight Mobility Plan 2017

TxDOT studied the roads, railroads, ports, and waterways, airports, and international border crossings as part of the development of the *Freight Mobility Plan 2017*. TxDOT's work produced data-driven outputs that that it is using to improve freight movement in Texas. For instance, its study of the intermodal transportation network allowed it to identify the infrastructure that is most critical to freight movement with large and comprehensive datasets, and it designated

[32] TxDOT (2018). Texas Freight Mobility Plan. Available at http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/freight-mobility/2017/plan.pdf.
[33] TxDOT (2018). Texas Freight Mobility Plan 2017 Update Presentation. May, 31, 2018.

them as the Texas Multimodal Freight Network (TMFN). Figure 7 shows a map of the TMFN.[34] For more detail on each freight mode, refer to Appendix A.

4.1 **Looking Ahead**

With strong growth in population and e-commerce deliveries forecasted, investments to alleviate congestion and improve multimodal connections will be important for keeping Texas' freight infrastructure safely and efficiently serving Texans and Texas business. More specifically, according to the 2017 Texas Freight Mobility Plan,[35] freight transportation in Texas will experience the following needs and challenges through 2045:

Project Highlight

The I-10 Connect Project near El Paso will address congestion issues near the Bridge of the Americas Port of Entry. The project's goal is to keep passenger vehicles and the numerous commercial trucks that cross the border at the Bridge of the Americas off of local roads and to smooth traffic flow.

- Congestion
- System operations
- Safety
- Asset preservation
- Rural connectivity
- Multimodal connectivity
- International border crossings
- Public awareness/education
- Funding

Resilience of freight network, such as alleviating the limited number of ports of entry, is additionally important to avoid disruption in their role in facilitating international trade.

5.0 AVIATION

Texas has an extensive airport network, including 25 commercial service airports, 264 general aviation airports, 23 military airfields, 24 reliever airports, and 56 public heliports.[36] In addition to supporting passenger and freight movement across Texas' vast distances, airports provide for emergency medical service, evacuation, recreation, and disaster relief. The airports link Texas to the world, connect rural Texans to urban areas, and provide urban Texans a gateway to the recreational spaces and economic production within rural Texas.

Project Highlight

A prominent aviation project was recently completed at the Austin Bergstrom International Airport. This project expanded the number of airport gates from 25 to 34. The total project costs were $350 million. The expansion will capitalize on and continue to develop the economic benefits the airport provides to the region.

[34] TxDOT (2017). *Texas Freight Mobility Plan 2017*. Available at https://www.dot.state.tx.us/move-texas-freight/studies/freight-plan.htm.
[35] TxDOT (2018). Texas Freight Mobility Plan. Available at http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/freight-mobility/2017/plan.pdf.
[36] FAA (2019). Form 5010. Available at https://www.faa.gov/airports/airport_safety/airportdata_5010/.

Airports are a significant contributor to the Texas economy, affecting nearly 800,000 jobs in the state and more than $30 billion in annual payroll (Figure 8).[37]

Figure 8. 2018 Texas Airport Economic Impact Study Results

Impact Type	EMPLOYMENT	PAYROLL	OUTPUT
Direct	490,404	$17.5 billion	$49.2 billion
Multiplier	288,551	$12.6 billion	$45.1 billion
Total	**778,955**	**$30.1 billion**	**$94.3 billion**

Source: TxDOT Aviation (2018). Texas Airport Economic Impact Study.
Available at https://www.txdot.gov/inside-txdot/division/aviation/eco-impact-aviation.html.

TxDOT helps cities and counties obtain and disburse federal and state funds for reliever and general aviation airports included in the *Texas Airport System Plan*. TxDOT also participates in the Federal Aviation Administration's (FAA) State Block Grant Program to help fund improvements for general aviation airports. Although commercial service airports generate significant revenue to support their operations and maintenance, general aviation airports have limited opportunity to generate self-sustaining revenue. These airports rely on public financing for capital improvements.

5.1 Looking Ahead

There are several trends in aviation that will impact how airports operate in the future and how they will interact with other transportation modes. Many commercial airlines have difficulty hiring enough pilots due to a pilot shortage. Potential impacts of the pilot shortage will be increased activity at general aviation airports as pilot training increases and fewer regional flights due to a lack of pilots for commuter aircraft. Self-driving cars may lead to more congestion at curbside drop-off areas and reduction in parking revenues if passengers choose on-demand self-driving cars for groundside transportation rather than parking at the airport. In addition to drones' commercial applications, their unauthorized use can interfere with aircraft operations and require increased monitoring and security at airports.

[37] TxDOT Aviation (2018). *Texas Airport Economic Impact Study*. Available at https://www.txdot.gov/inside-txdot/division/aviation/eco-impact-aviation.html.

6.0 PASSENGER RAIL

With Texas's population expected to grow to more than 47 million residents in 2050, transportation alternatives will remain important.[38] Amtrak furnishes a passenger rail option for intercity travel along its three routes in Texas: the Heartland Flyer daily between Fort Worth and Oklahoma City (partially supported with state funds), the Sunset Limited triweekly between New Orleans and Los Angeles, and Texas Eagle daily between Chicago and San Antonio. Amtrak's Texas routes serve most of the state's major urban areas on rail lines that are almost exclusively owned by Class I freight railroads. TxDOT works with private and public partners to provide passenger rail service throughout the state, including more than 1,500 miles of Amtrak track serving 19 stations.[39] Because the majority of rail service is provided by the private sector, TxDOT supports passenger rail with long-term planning, service quality monitoring, and facilitation of passenger rail improvements in the state. TxDOT also fosters communication among rail providers, local governments, regional agencies, and Texans about rail needs and solutions.

Project Highlight

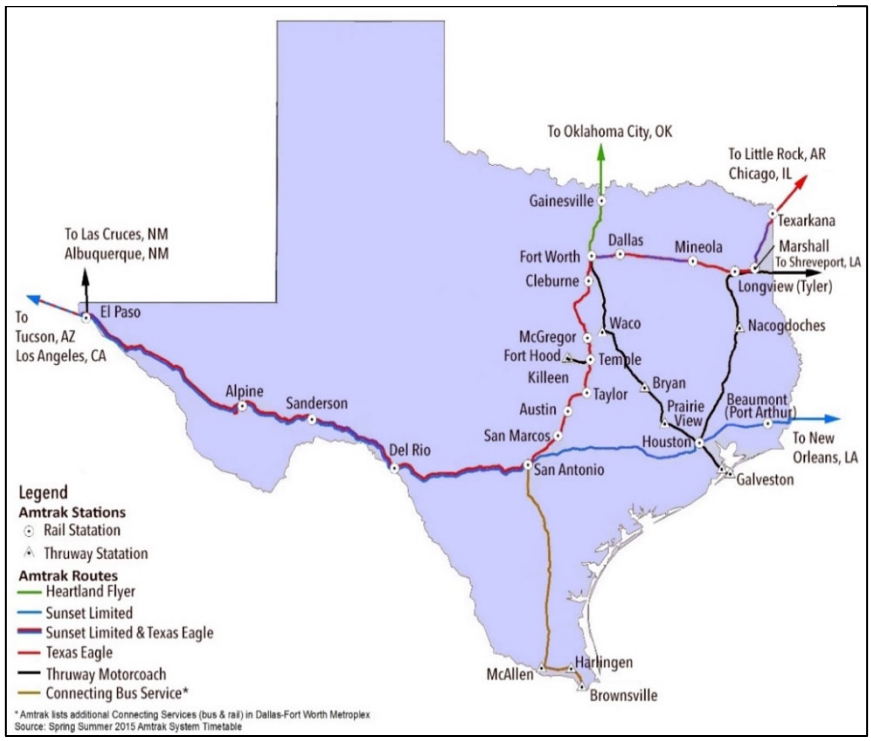
In 2017, TxDOT and the Federal Railroad Administration (FRA) completed an FRA-funded study of the feasibility of express passenger rail service between Dallas and Fort Worth. This project, called the "Dallas-Fort Worth Core Express Alternatives Analysis," complements separate passenger rail lines being planned for each (Dallas to Houston high-speed rail and the Texas-Oklahoma Passenger Rail Study respectively). The study identified two viable corridors for service up to 125 mph.

Amtrak ridership has been roughly steady since 2012 across its three lines. All three Amtrak passenger trains serving Texas reported ridership increases in fiscal year (FY) 2017 over FY 2016 (Figure 10). On-time performance increases the attractiveness of the service for potential passengers, and on-time performance varies widely for Amtrak's routes, from a high of 85 percent for Heartland Flier to a low of 36 percent for Sunset Limited in FY 2017, as shown in Figure 11. Operating on active freight lines tends to harm on-time performance. Amtrak's short-term service goals for its lines in Texas include improving on-time performance, improving the fleet, implementing positive train control (PTC) on long-distance lines, and working with state governments to increase frequency on state-supported routes.[40]

[38] Texas Demographic Center, 2018. Available at http://txsdc.utsa.edu/. Accessed December 18, 2018.
[39] TxDOT (2016). *2016 Texas Rail Plan*. Available at https://www.txdot.gov/inside-txdot/forms-publications/publications/final.html. Amtrak (2017). State Fact Sheet. Available at https://www.amtrak.com/state-fact-sheets.
[40] Amtrak. *Amtrak Five Year Service Line Plans, FY 2020 - 2024*. Available at https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/businessplanning/Amtrak-Service-Line-Plans-FY20-24.pdf.

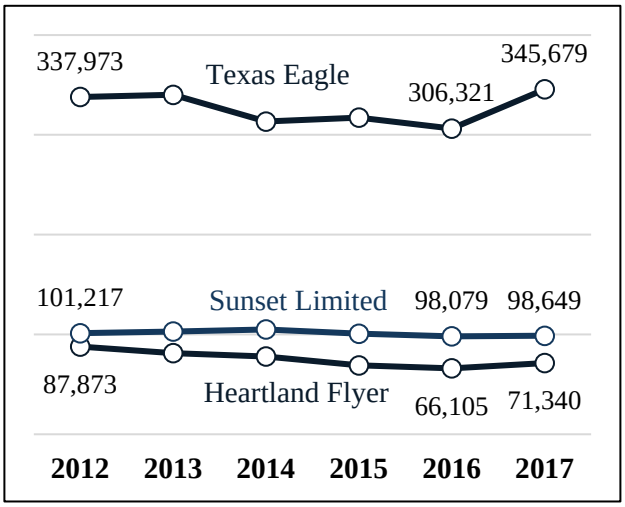
There is currently no high-speed passenger rail operating in Texas, although the Texas Central Railway is exploring the feasibility of building and operating a high-speed rail line in the Dallas to Houston Corridor. The Texas Central Railway is a private company that seeks to build and operate the line with private funding. Construction is estimated to cost $16 billion. The Texas Central Railway has funded an environmental impact statement (EIS), which is in process.[41]

Figure 9: Current Texas Amtrak Routes



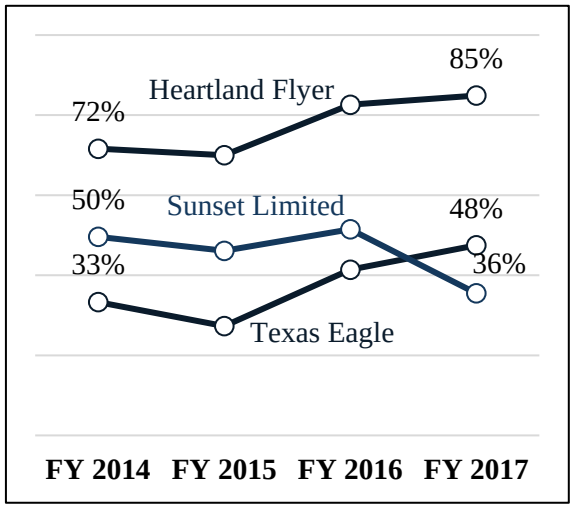
Source: Texas Transportation Institute, 2012

Figure 10. Combined Boardings and Alightings for All Routes Serving Texas by Fiscal Year



Source: Amtrak Market Research and Analysis Department

Figure 11. All-Station On-Time Performance for Routes Serving Texas



Source: Amtrak Monthly Performance Report

[41] TxDOT (2019). "Dallas-Houston High-Speed Rail Project." Available at https://www.txdot.gov/inside-txdot/projects/studies/statewide/dallas-houston-high-speed-rail.html.

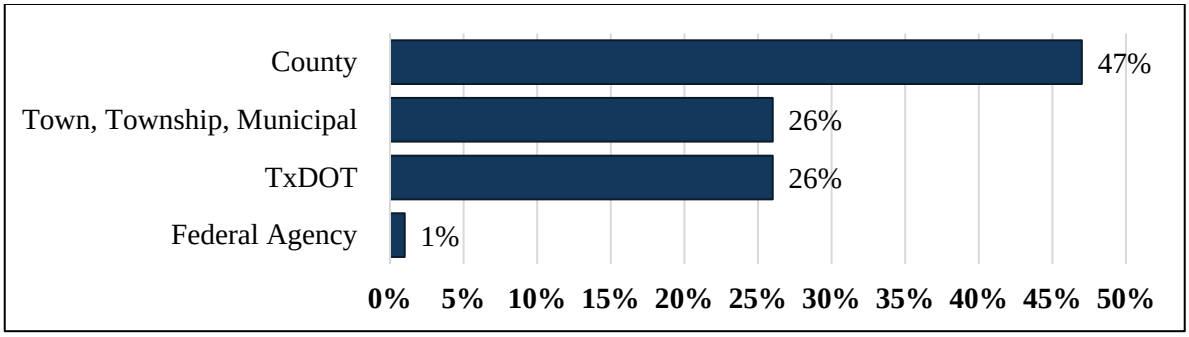
6.1 Looking Ahead

Environmental Impact Statements (EIS), which must precede major new rail lines or service, have been completed or are underway for several potential passenger rail corridors, which will facilitate the corresponding plans' execution. One is the final EIS and Record of Decision funded by the Texas Central Railway for the Dallas-to-Houston Corridor. These documents are expected to be released in 2019, and construction could potentially begin afterwards. Similarly, TxDOT and the Federal Railroad Administration (FRA) released the combined final EIS and record of decision for the *Texas-Oklahoma Passenger Rail Study* in 2017 connecting south Texas with Oklahoma City.[42]

7.0 PAVEMENT

Texas has the country's largest public road network, with 314,000 miles of road. It is 78 percent larger than California's public road network, which is the country's second largest. Texas alone accounts for 10 percent of the country's lane-miles of public road.[43] TxDOT owns and maintains approximately a quarter of Texas roads (by centerline), which totals more lane-miles than any other state department of transportation (DOT). TxDOT's roads include some of the busiest in the state, with TxDOT roads accommodating 540 million vehicle miles traveled (VMT) daily, about 72 percent of the statewide total.[44] County governments own and maintain nearly half of the Texas road system, and municipal governments are responsible for most of the rest (Figure 12). [45]

Figure 12. Share of Public Road Ownership (Length in Miles)



Source: FHWA (2017). HM-10. Public Roads: Length by Ownership

[42] TxDOT and FRA (2017). Texas-Oklahoma Passenger Rail Study Service. Final Environmental Impact Statement and Record of Decision. EIS number: 20170215. Available at https://cdxnodengn.epa.gov/cdx-enepa-II/public/action/eis/details?eisId=241034.
[43] FHWA (2017). HM-81. State Highway Agency-Owned Public Roads. https://www.fhwa.dot.gov/policyinformation/statistics/2017/.
[44] TxDOT Pocket Facts FY 2017. Available at http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf.
[45] FHWA (2017). *HM-10. Public Roads: Length by Ownership*. Available at https://www.fhwa.dot.gov/policyinformation/statistics/2017/.

Eighty-six percent of pavement on TxDOT's 'on-system' road network is in "good or better" condition (i.e., a Condition Score of 70 or more on a 100-point scale), and only 5 percent of lane-miles are classified as being below "fair" condition (i.e., below a Condition Score of 50). Statewide, the average condition has improved 2.5 percent since 2002. Good pavement condition is spread throughout the state; the average on-system pavement condition is considered "good or better" in all 25 TxDOT districts.[46]

Project Highlight

TxDOT is reconstructing, widening, and modernizing I-35 near Temple and Waco. TxDOT is communicating with the traveling public about delays and congestion related to the construction process thorough a wide range of outlets, including automated text messages, social media alerts, and emails. The improvements to I-35 will permit more reliable movement of passenger vehicles and trucks, while also providing aesthetic enhancement with unique murals and signature bridges.

7.1 Looking Ahead

Some of the challenges TxDOT faces with maintaining and improving pavement relate to growth of the state-maintained system, as population and economic activity increase, roads age, and truck traffic continues to increase. Though truck traffic related to the energy industry has subsided, energy production in Texas remains high.[47] If energy production increases in the future and a large number of new wells are completed, it could raise large-truck volumes and accelerate pavement deterioration, particularly on roads around production and related sites. Likewise, growth in truck traffic related to other freight generators, like seaports, airports, and rail intermodal yards, could affect pavement deterioration rates near those sites.

8.0 BRIDGES

TxDOT maintains nearly two thirds of the state's 54,000 bridges, with most of the rest maintained by county or other local agencies.[48] [49] TxDOT's bridges are on average larger than those owned and maintained by other state, local, federal, or private organizations since the two-thirds of bridges that TxDOT maintains represents more than three-quarters of the state's bridge deck area. Counties, cities, and other local governments or municipalities own 14 percent of the state's bridge deck area. Toll authorities own another 8 percent. Other state, federal, local, or private organizations own the remaining bridge deck area in Texas.[50]

[46] TxDOT (2017). *Conditions of Texas Pavements*. Full Report. PMIS Annual Report FY 2014:2017.
[47] TxDOT (2017). *Conditions of Texas Pavements*. Full Report. PMIS Annual Report FY 2014:2017.
[48] Texas DOT (2016). *Report on Texas Bridges: FY 2016*. Available at https://www.txdot.gov/government/reports/texas-bridges.html.
[49] FHWA (2017). National Bridge Inventory. Available at https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm.
[50] Ibid.

Most of Texas' bridges belong to high condition categories, and the share of bridges in the worst condition categories has declined during the last five years.[51] For example, 91 percent belong to one of the highest two Bridge Condition Score groups (Figure 13). Less than 1/10 of a percent belongs to the lowest group.[52]

Project Highlight

TxDOT is proposing to replace the bridge on FM457 connecting the barrier islands to the mainland across the Gulf Intercostal Waterway. The existing bridge has to be opened to allow ships to pass and is one of the last swing bridges in the state. A new bridge would allow for a continuous connection, particularly during floods and hurricane evacuations, and would reduce maintenance costs. The bridge design has innovation features to protect wildlife and save space.

Average bridge condition has been largely stable over the last five years. However, there has been a decline in the share of bridges in the highest and lowest condition categories and growth in the share of bridges in intermediate condition categories, as shown in Figure 14.[53] Additionally, the share of traffic on structurally deficient bridges has continuously declined (Figure 15).[54]

Figure 13. Number of Bridges in State Condition Score Groups

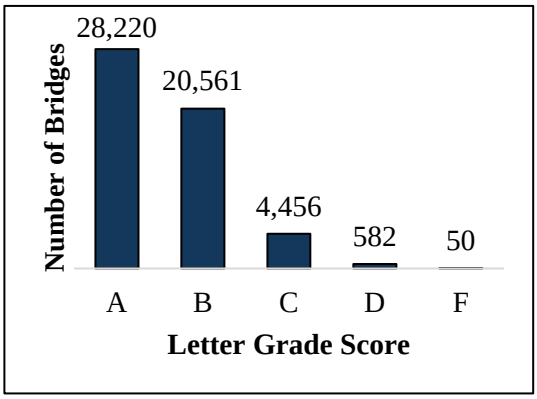
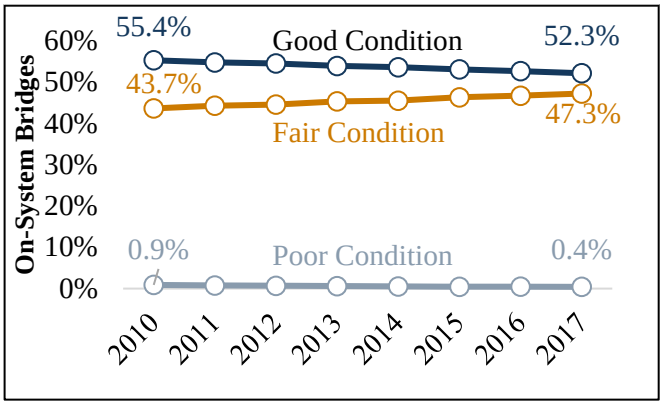
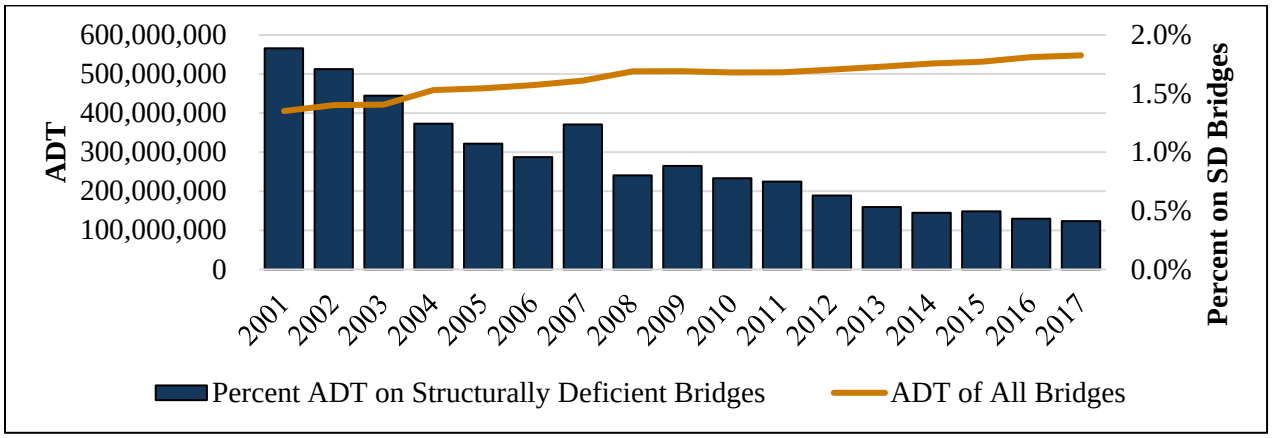


Figure 14. On-System Poor Condition Bridges: 2010 through 2017



[51] TxDOT (2018). TxDOT Bridges. Available at https://gis-txdot.opendata.arcgis.com/datasets/txdot-bridges.
[52] Ibid.
[53] FHWA (2010-2017). National Bridge Inventory. Available at https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm.
[54] FHWA (2017). *Bridge Condition by Functional Classification*. Available at https://www.fhwa.dot.gov/bridge/fc.cfm.

Figure 15. Percent ADT on Structurally Deficient (SD) Bridges in Texas



Source: FHWA (2017). Bridge Condition by Functional Classification. Available at https://www.fhwa.dot.gov/bridge/fc.cfm.

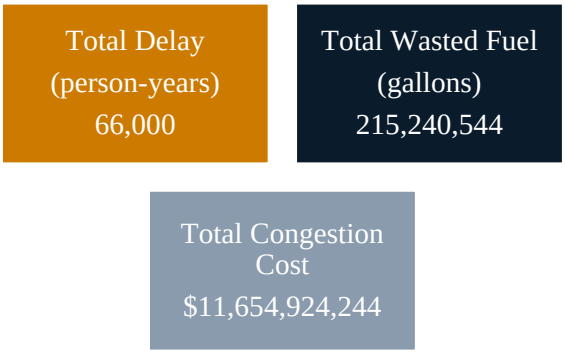
8.1 **Looking Ahead**

TxDOT facing several challenges in maintaining its track record of improvements in bridge condition. One is the growing bridge inventory. Between 2006 and 2016, the number of TxDOT-owned bridges increased by 9 percent, and the total statewide number of bridges increased by 8 percent.[55] If the number of bridges continues to expand, which is likely given Texas' fast-growing population, funding needs for bridge preservation will likely increase, holding other factors constant. Simultaneously, bridges are aging. Fortunately, TxDOT has a history of replacing old bridges, as shown by the fact that it eliminated or replaced at least 3,114 bridges built before 1970 in the ten years between FY 2006 and FY 2016.[56] Another challenge will come from increased traffic, particularly truck traffic. Texas' fast-growing population and the presence of freight-intensive industries like the energy sector generate a large and growing volumes of large trucks. In fact, between 2016 and 2045, it is expected that intra-truck truck ton-miles will grow by 32 percent.[57] Additional truck movement will accelerate bridge deterioration.

[55] TxDOT (2016). *Report on Texas Bridges: FY 2016*. Retrieved from http://ftp.dot.state.tx.us/pub/txdot-info/library/reports/gov/bridge/fy16.pdf.
[56] Ibid.
[57] Center for Transportation Analysis (ORNL) (2018). *Freight Analysis Framework Data Tabulation Tool*. Retrieved from https://faf.ornl.gov/fafweb/Extraction0.aspx.

9.0 HIGHWAY MOBILITY

Figure 16. 2018 Urban Mobility Scorecard Statistics



Texas A&M Transportation Institute. Available at https://mobility.tamu.edu/texas-most-congested-roadways/.

Congestion is one of the downsides of a booming economy. As jobs relocate to Texas, so do people. When combined with population growth related to births in Texas, the result is more daily vehicle trips. Urban areas of all sizes experience the challenges of population and jobs growth as they increase the number of people traveling. The scale of automotive travel activity is so large that it is hard to comprehend.[58] The 748 million daily VMT in Texas are enough to travel from the earth to the moon and back again every minute of each day. There is enough activity on state-owned roads alone to complete a trip around the earth every four seconds on average. Delays due to this much activity incur costs that are nearly as enormous. Congestion in Texas costed the equivalent of nearly $12 billion in 2018 due to lost time and wasted fuel (Figure 16). Total delay in 2018 equaled 66,000 person-years.

State roads accommodate nearly three-quarters of vehicular travel in Texas, and TxDOT plays a major role in addressing congestion. The Texas Clear Lanes program is one of the ways in which the state is fulfilling its role by adding capacity, or lanes, in Texas' most congested roadways. Through Texas Clear Lanes, TxDOT identifies the state's most congested chokepoints and works to swiftly build new roads, connection, and capacity. Texas Clear Lanes targets funding for these congestion relief projects in the five largest metropolitan regions.

Project Highlight

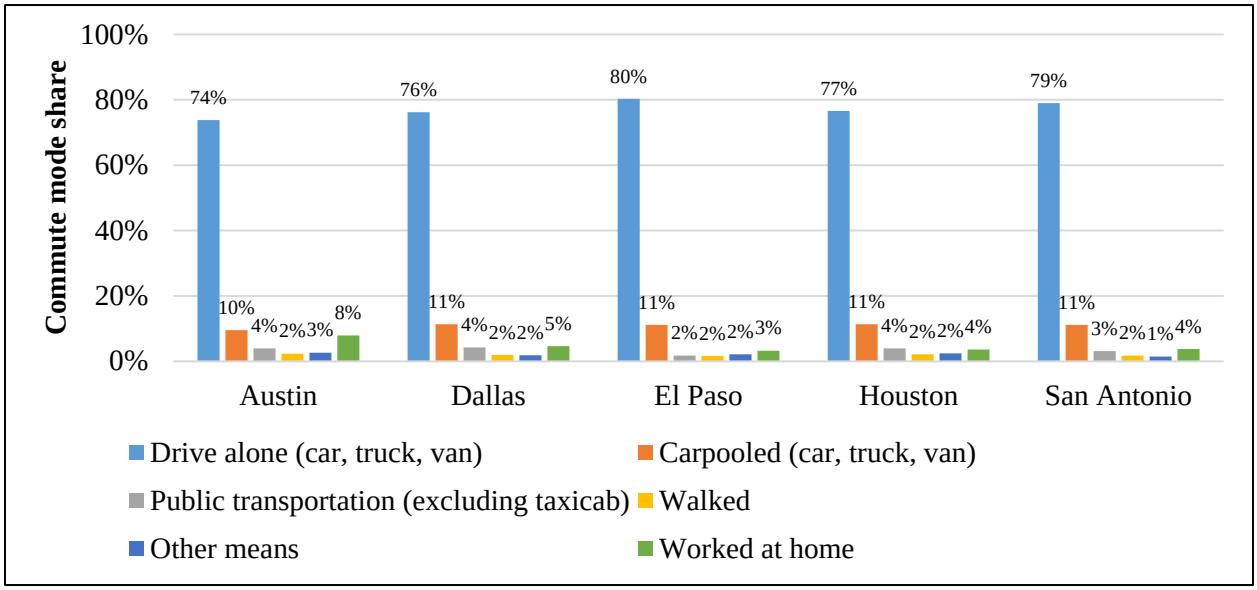
I-20 in Eastland County has experienced congestion, particularly during inclement weather, due to vehicles that climb the hills more slowly than traffic as a whole. TxDOT is realigning and rebuilding portions of I-20 in Eastland County to reduce the hill's grade, straighten curves, and add a climbing lane for slower vehicles. This $76 million project will address safety concerns and improve traffic flow.

The cities of Houston, Dallas, Fort Worth, and Austin continue to rank among the top 20 most congested cities in the nation in terms of annual person hours of traffic delay.[59] Ninety-six percent of the top 100 most congested Texas roadways are located in the four largest metropolitan areas

[58] TxDOT Pocket Facts FY 2017. Available at http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf.
[59] Bureau of Transportation Statistics (2018). *National Transportation Statistics 2018.* Available at https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntsentire2018q3.pdf.

of Austin, Dallas-Fort Worth, El Paso, Houston, and San Antonio, with additional top 100 most congested routes in Harlingen, Corpus Christi, Bryan-College Station, and Brownsville.[60] Despite congestion, roughly three-quarters of work travel in the state's largest metropolitan areas occurs in automobiles with a single occupant. Around 10 percent of commuters carpool, whereas transit, walking, and other commute modes have shares in the low single digits (Figure 17).

Figure 17. Commuter Mode Choice Profile by Major Texas Metropolitan Region



Source: U.S. Census Bureau, 5-year American Community Survey (2013-2017)

9.1 **Looking Ahead**

In addition to programs such as Texas Clear Lanes that expand capacity, technology can help existing roads accommodate more vehicles more smoothly and safely. For example, TxDOT's use of intelligent transportation systems (ITS) infrastructure helps TxDOT manage capacity on the system, especially during peak demand.[61] Additionally, new vehicle technologies related to automation and self-driving have the potential to help roads accommodate more vehicles by allowing vehicles to safely move closely spaced or facilitating ridesharing. Conversely, automated vehicles and ridesharing may make driving more convenient and less expensive, causing an overall increase in VMT and raising congestion.[62]

[60] Texas A&M Transportation Institute (2018). *100 Most Congested Roadways in Texas - 2018 Report.* Available at https://static.tti.tamu.edu/tti.tamu.edu/documents/TTI-2018-7.pdf.
[61] TxDOT (2019). Texas Clear Lanes. Available at http://www.dot.state.tx.us/texasclearlanes/.
[62] Litman, T. (2019). *Autonomous Vehicle Implementation Predictions: Implications for Transportation Planning*. Victoria Transport Policy Institute. Available at https://www.vtpi.org/avip.pdf.

10.0 INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Intelligent transportation systems (ITS) include a wide variety of infrastructure and systems that help roads function safely and efficiently. ITS infrastructure provides for data collection, analysis, and communication that facilitates transportation management with devices including cameras for traffic monitoring and for security, dynamic messaging signs, vehicle detectors (e.g., loops, microwave, video, Bluetooth), weather stations, highway advisory radio, weigh-in-motion stations, traffic signal preemption, communications technology, and many other systems that facilitate transportation management.

Project Highlight

"Smart Work Zones" refer to the use of ITS in road work zones to collect data that allows for better operations around the work zone. TxDOT's Smart Work Zone program is intended to improve the safety of motorists and work zone personnel, and to reduce construction-related congestion. TxDOT's Smart Work Zones can leverage several types of ITS, including queue detection, speed monitoring, construction equipment alerts, and incident detection.

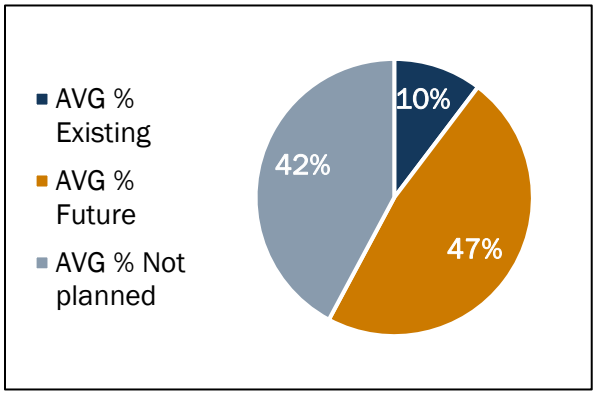
The operations of traffic management centers (TMCs) with staff and systems to collect and analyze data, respond to incidents, and communicate with drivers is another part of ITS. TxDOT operates district-level TMCs to monitor and manage roadways. Among other functions, they continuously collect and analyze data on traffic condition from ITS infrastructure and act to make traffic move more safely and smoothly, for example by dispatching incident management teams. TMCs use advanced transportation management systems (ATMS) to collaborate, to communicate with ITS devices, to respond to traffic and incidents, analyze data, and produce reports. TxDOT districts manage major roadways using an ATMS called Lonestar.[63] In addition to TxDOT, cities, counties, transit agencies, and other transportation organizations own and operate ITS devices.

The National ITS Architecture is framework for planning and deploying ITS that creates consistency among the state and local governments that follow it.[64] The National ITS Architecture lists several dozen ITS service packages related to traffic management and safety, each of which

[63] FDOT and TxDOT (2013). SunGuide Software and Lonestar Software: Comparison and Analysis. Technical memorandum. Available at http://sunguidesoftware.com/sunguidesoftware/documentlibrary/DragAndDropFTP/SunGuide_and_Lonestar_Review.pdf.

[64] USDOT. *National ITS Reference Architecture*. ITS Joint Program Office. Available at https://www.its.dot.gov/research_archives/arch/.

Figure 18. Statewide ITS Service Package Deployment Status



Source: Compiled from Regional ITS Architectures released between 2003 and 2013.

describes the physical objects and functions needed for the TMC to deliver that service (e.g., traffic signal control, traffic surveillance, variable speed limits, queue warnings).[65] TxDOT began developing regional ITS architecture reports in 2001, and each report identifies the service packages that the given region needs for safety and mobility. The reports specify whether the region already has the service package ("existing"), whether it is planned ("future") or whether it is needed but not planned ("not planned"). Based on regional reports between 2003 and 2013, only 10 percent of the service packages that the regions needed were in place. The regions had plans to deploy about half of their remaining service needs, but they had no plans to meet the remaining 42 percent of their service needs (Figure 18). TxDOT prioritized consolidating TMCs across the state to regions with Lonestar capabilities in its 2013 ITS Strategic Plan. As of 2013, only three TxDOT districts had no ITS implementation. The remaining 22 districts either had implemented Lonestar independently or received support from one of the four "primary districts" (i.e., Dallas, Fort Worth, Houston, San Antonio).[66] In the plan, TxDOT proposed adding two new primary districts (Amarillo and El Paso) and making all the remaining districts be supported by one of these primary districts.

10.1 **Looking Ahead**

There are several emerging trends that may change the future of ITS. The first is connected and autonomous vehicles (CAVs), for which some infrastructure is already being deployed in Texas cities, primarily for traffic signal communication. CAVs may require new ITS deployments to maximize the technology's benefits.

Private-sector agreements are another trend. Private companies such as INRIX and Waze have been able to provide increasingly detailed data on traffic and vehicle movements. TxDOT has already begun to realize the benefit of developing public-private partnerships through agreements with INRIX and Waze to inform 511 call centers, TMC congestion maps, crash data, disseminate travel conditions to the public.

[65] USDOT (2018). "Service Packages." *National ITS Reference Architecture*. Available at https://local.iteris.com/arc-it/html/servicepackages/servicepackages-areaspsort.html.
[66] Seymour, E. et al. (2014). *TxDOT ITS Strategic Plan 2013*. Report No. FHWA/TX-13/0-6672-2-Vol-2. Available at https://static.tti.tamu.edu/tti.tamu.edu/documents/0-6672-2-Vol-2.pdf. Accessed March 2019.

11.0 TRANSIT

TxDOT is committed to providing travel options for its users. Transit reduces highway congestion and improves air quality, which are particularly important in major metropolitan regions with the substantial congestion and air pollution. In 2018, Texans took 275 million trips using public transportation trips through services from one or more of several dozen local transit authorities, districts and programs.[67] Since ticket sales do not cover the full costs of providing transit services, TxDOT invests around $600 million each year in public transportation. In addition, TxDOT provides financial, technical, and coordination assistance to rural and smaller urban public transportation providers. TxDOT collaborates with local agencies to support safe, reliable transit that increases travelers' travel options. TxDOT helps local transit providers serving small urbanized areas (i.e., non-metropolitan transit authority (MTA) providers under 200,000 people) meet federal requirements related to reporting on vehicles' and infrastructure's condition. For instance, TxDOT prepared a group Transit Asset Management (TAM) plan for some rural transit providers.[68]

Project Highlight

TxDOT values interactive local partnerships as highlighted by recent Regional collaboration with VIA Metropolitan Transit, as well as the City of San Antonio, Bexar County, and the Alamo Regional Mobility Authority, in San Antonio which has yielded congestion relief to major corridors in the region including: Loop 1604 West, I-10 West and US 281 North.

Table 2. Texas Transit Quick Facts

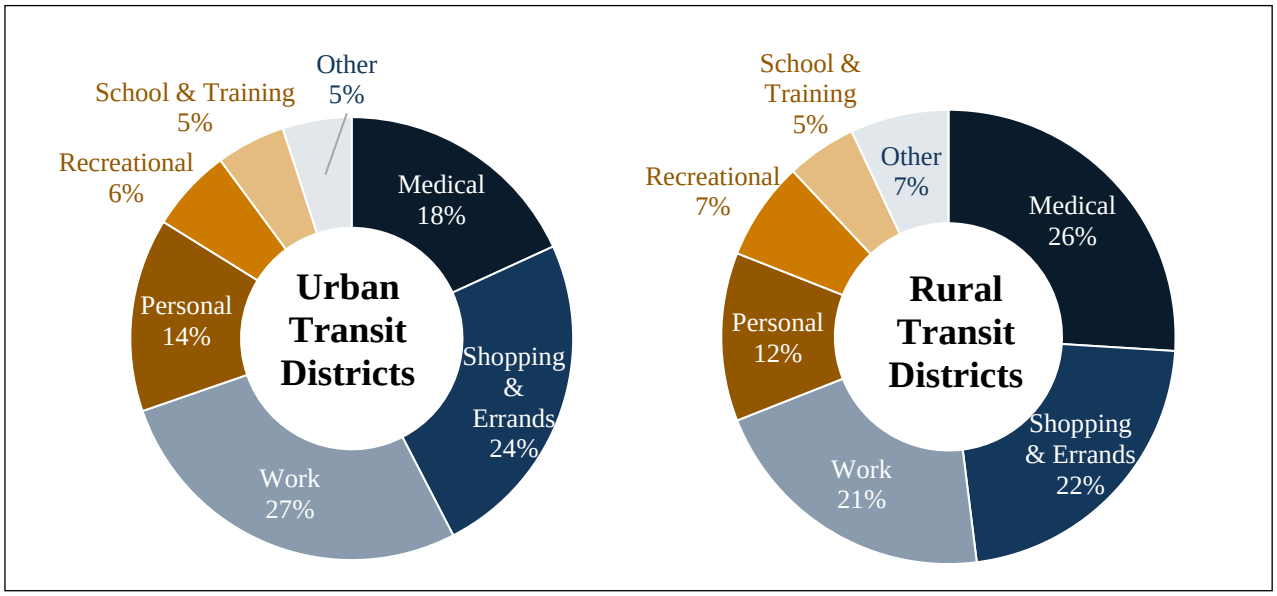
8 metropolitan transit authorities (MTAs)[69]
31 small urban transit districts and 36 rural transit districts[70]
56 elderly and disability transit programs (Section 5310)[71]
1.5 percent of work commute trips across Texas used public transportation in 2017[72]

[67] TxDOT (2018). *2018 Texas Transit Statistics Preliminary Report*. Available at http://ftp.dot.state.tx.us/pub/txdot-info/ptn/transit_stats/2018.pdf.
[68] TxDOT (2018). *TxDOT Transit Asset Management Group Sponsored Plan (FY 2019-2023).* Available at http://ftp.dot.state.tx.us/pub/txdot-info/ptn/tam-plan.pdf.
[69] TxDOT (2018). *2018 Texas Transit Statistics Preliminary Report*. Available at http://ftp.dot.state.tx.us/pub/txdot-info/ptn/transit_stats/2018.pdf.
[70] Ibid.
[71] Ibid.
[72] U.S. Census Bureau. American Community Survey 5-Year Estimates (2013-2017). Means of Transportation to Work by Selected Characteristics. Available at https://factfinder.census.gov.

More than 275 million total transit trips in 2018[73]
For TxDOT-funded transit providers in FY 2017:[74] • 2,855 transit vehicles (includes buses and vans) • 30 million rides on public transportation vehicles • $177 million in total federal and state apportionments

Texans use transit for many reasons, such as, to travel to work, visit friends and family, access healthcare, shop, attend school, and countless other activities. Work-related commuting is the most common trip type among urban transit riders. In rural Texas, roughly one quarter of trips of the transit trips are for travel to or from healthcare. (Transit ridership is decreasing as a whole statewide, but increasing in the urban areas in Texas. Figure 19 show the breakdown of transit ridership by trip purpose for urban versus rural areas.

Figure 19. Texas Transit Riders' Trip Purposes



Source: 2017 Texas Rider Survey

11.1 Looking Ahead

Transit ridership is likely to remain tied to historical reasons, such as fluctuating gas prices, population growth, congestion, parking fees, and public commitment to supplying transit. Ridesharing's longer-term role in shaping transit ridership remains uncertain and will depend in part on the service's long-term price. CAVs may ultimately decrease ridesharing's price and

[73] TxDOT (2018). *2018 Texas Transit Statistics Preliminary Report*. Available at http://ftp.dot.state.tx.us/pub/txdot-info/ptn/transit_stats/2018.pdf.
[74] TxDOT Pocket Facts FY 2017. Available at http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf.

influence transit ridership through their potential effects on land density and development patterns.[75]

12.0 BICYCLE / PEDESTRIAN

Active transportation modes like bicycling and walking have been linked with cleaner air, health benefits, and lower congestion for the region. Local governments and metropolitan planning organizations (MPOs) are responsible for planning, maintaining, and analyzing most of Texas' bicycle and pedestrian networks. Nonetheless, TxDOT has expanded its data on active transportation in recent years and taken many steps to make active transportation safer. Texas is in the middle of the pack among states for bicycle friendliness,[76] although it is trending downward by this measure. [77] Table 3 summarizes active transportation in Texas.

Project Highlight

The City of Liberty Hill initiated a project focused on the construction of a Bike/Pedestrian Loop in Liberty Hill's downtown. To complete the project, the city requested $1.2 million from the Transportation Alternative Set-Aside Program (TASA). TASA is designed for small urban and rural communities to improve their surface transportation systems. The Liberty Hill Loop is estimated to cost $1.3 million in total, and construction is set to begin after August 2020.

Table 3. Texas Bicycle/Pedestrian Quick Facts

25th in the country for Bicycle Friendly States
45th in the country for combined percentage of commuters who bicycle or walk
14percent decrease in bicyclist fatalities between 2016 and 2017
10percent decrease in pedestrian fatalities between 2016 and 2017

Sources: The League of American Bicyclists, The Alliance for Bicycling and Walking, TxDOT

About 0.3 percent of Texas commuters ride a bicycle to work, whereas about 1.6 percent walk.[78] More commuters in large metropolitan regions use active transportation than in the state as a whole. Nationwide, Austin and Houston have the 20th and 30th highest rates, respectively, of use of active transportation, with San Antonio, El Paso, and Dallas close behind. College Station ranked 16th nationally for U.S. cities with the highest share of bicyclists. Arlington was one of

[75] Mallett, W. J. (2018). "Trends in Public Transportation Ridership: Implications for Federal Policy." Congressional Research Service. Available at https://fas.org/sgp/crs/misc/R45144.pdf.
[76] The League of American Bicyclists (2017). *Bicycle Friendly States Historical Ranking, 2008-2017.* Available at https://www.bikeleague.org/sites/default/files/BFS2017_HistoricalRanking_Chart.pdf.
[77] The League of American Bicyclists (2017). *Past Performance.* Available at https://www.bikeleague.org/sites/default/files/BFS2017_PastPerformance_Chart.pdf.
[78] Alliance for Bicycling and Walking (2016). Bicycling and Walking in the United States. Available at https://www.bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf.

seven U.S. cities that demonstrated a particularly large increase in bicycle traffic between 2011 and 2016 of 201 percent.[79]

12.1 **Looking Ahead**

TxDOT is continuing to invest in collecting bicycle and pedestrian data to know more about where, how frequently, and why people walk and bicycle. Continued data collection will allow TxDOT and local governments to understand how people travel using active transportation, where to construct new or make improvements to the system, and where to integrate safer designs.

13.0 SAFETY

TxDOT's first priority is to keep travelers safe. For this reason, TxDOT has adopted a vision of "a future with zero traffic fatalities and serious injuries,"[80] which supports the "Toward Zero Deaths" national strategy.[81] Texas has set up emphasis areas in support of its vision to reduce specific types of crashes, including crashes related to running off the road, distracted driving, driving under the influence (DUI) of drugs or alcohol, crashes at intersections, and crashes involving bicyclists and pedestrians. As Texas' population and travel activity grow, it will be hard to prevent crashes, fatalities, and injuries from increasing at the same rate. Nonetheless, the combination of many proactive measures has prevented traffic fatalities and serious injuries from growing as quickly as population and traffic activity.[82]

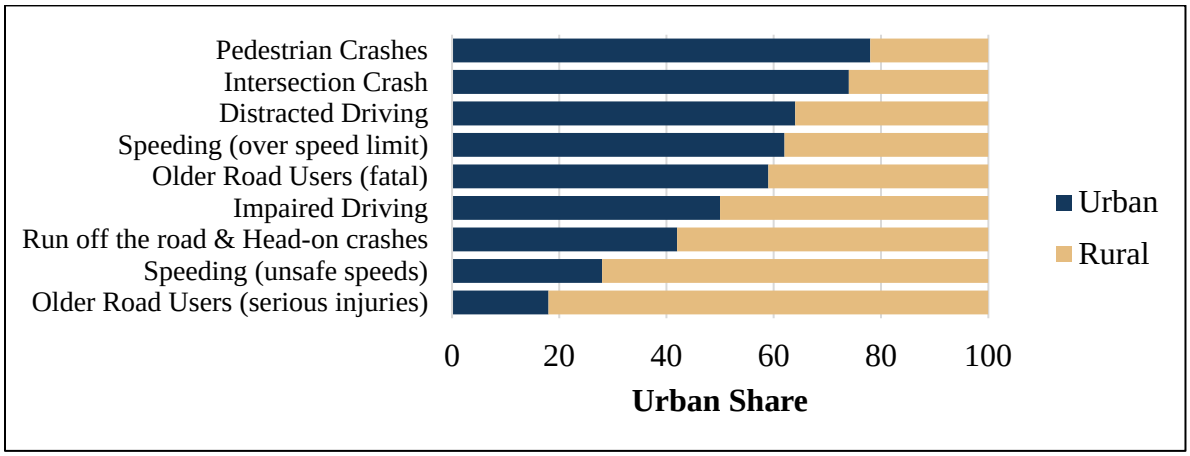
Project Highlight

In the spring of 2019, TxDOT will begin a project to install high-mast lighting on Highway 69 between Beaumont and Port Arthur. The project will cost $1.8 million. The installation of the lights will improve safety by enhancing visibility for those traveling on Highway 69.

Local input around safety and mobility concerns shaped the transformation of S.M. Weight Freeway in South Dallas. As part of the redesign, the road is being repurposed from being a high-volume through-traffic corridor to a neighborhood-serving boulevard supporting the neighborhood's original fabric. Safety was a key consideration in the design, which features new pedestrian crossings, sidewalks, and a 35-mph design speed.

[79] People Powered Movement (2018). Available at https://www.peoplepoweredmovement.org/.
[80] TxDOT. *Texas Strategic Highway Safety Plan 2017-2022*. Available at ftp://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/shsp.pdf.
[81] Toward Zero Deaths (2015). Available at https://www.towardzerodeaths.org/.
[82] This safety snapshot is informed by TxDOT's CRIS database, TxDOT's Performance Dashboard (http://www.dot.state.tx.us/dashboard/promote-safety.htm), Texas Highway Safety Plan, Texas Strategic Highway Safety Plan (FY 2019 and 2018).

Figure 20. 2010-2016 Traffic-Based Emphasis Areas



Source: TxDOT. Texas Strategic Highway Safety Plan (2018). Available at http://www.texasshsp.com/wp-content/uploads/2018/11/SHSP-final-spreads.pdf.

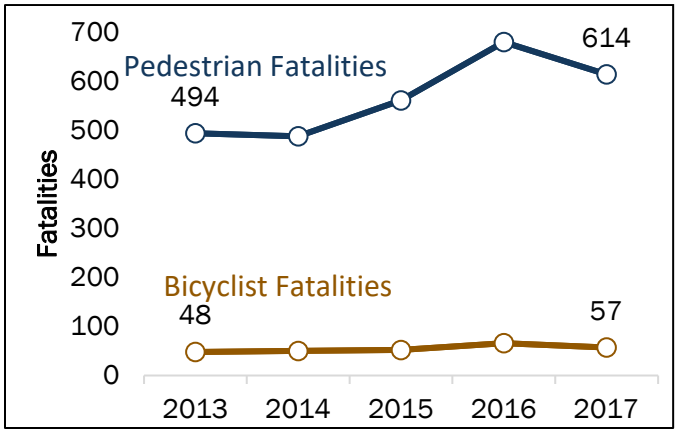
Crashes in Texas cause an average of 10 deaths and 49 serious injuries every day. This equates to 1.35 deaths for every 100 million VMT. Although TxDOT envisions a future with zero traffic fatalities and serious injuries,[83] the fatality rate has declined by 22 percent since 2003.[84] The 7,805 serious injuries that occurred on Texas roads in 2017 equate to 6.68 serious injuries for every 100 million VMT (Table 4). Statewide VMT grew by 12 percent between 2013 and 2017, whereas fatalities grew by nine percent and serious injuries by five percent.

Table 4. Texas Safety Quick Facts

3,721 total fatalities on Texas roads[85]
17,890 serious injuries on Texas roads[86]
60% of serious injury crashes take place in urban areas, whereas 40% take place in rural areas. [87]

[83] TxDOT. *Texas Strategic Highway Safety Plan 2017-2022*. Available at ftp://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/shsp.pdf.
[84] TxDOT (2017). Comparison of Motor Vehicle Traffic Deaths, Vehicle Miles, Death Rates, and Economic Loss, 2004 – 2017. Available at http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2017/a.pdf.
[86] National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS). Available at https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars.
[87] Texas Traffic Safety Task Force (2016). *Solutions for Saving Lives on Texas Roads*. Available at https://ftp.dot.state.tx.us/pub/txdot-info/trf/trafficsafety/saving-lives.pdf.

Figure 21. Texas Statewide Pedestrian and Bicyclist Fatalities from 2013 - 2017



TxDOT (2017). Texas Motor Vehicle Crash Statistics 2017. Available at https://www.txdot.gov/government/enforcement/annual-summary.html.

Between 2013 and 2017, fatalities from DUI and running off the road have increased, whereas there has been the same number or fewer fatalities from most other common crash causes. Crash types are unevenly divided between urban and rural areas. Crashes involving pedestrians and crashes at intersections are mostly in the urban areas, whereas injury crashes related to older drivers and crashes related to speeding are primarily in the rural areas (Figure 20).

Texas had 614 pedestrian fatalities in 2017.[88] In 2016, Texas has the eighth-highest pedestrian fatality rate in the U.S.[89] Unfortunately, bicyclist and pedestrian fatalities have been trending upward, increasing 19 percent and 24 percent between 2013 and 2017 (Figure 21). Growth in active transportation and motorized travel may account for some of the increase since over the same time period statewide VMT grew 12 percent.

13.1 Looking Ahead

Projected population growth and VMT will require continued safety-related campaigns. However, new trends and technology will aid TxDOT to focus on different safety emphasis areas. For instance, if ride-sharing increases and automated vehicles become prevalent, the measures that TxDOT will need to take to improve safety may differ from some of today's emphasis areas.

Project Highlight

TxDOT helps keep the road system moving, even during major disruptions. In addition to monitoring the condition of roads and bridges, TxDOT deployed district employees to Houston, Beaumont, Yoakum, and Corpus Christy during Hurricane Harvey in 2017 to help with the recovery.

14.0 RISK AND RESILIENCY

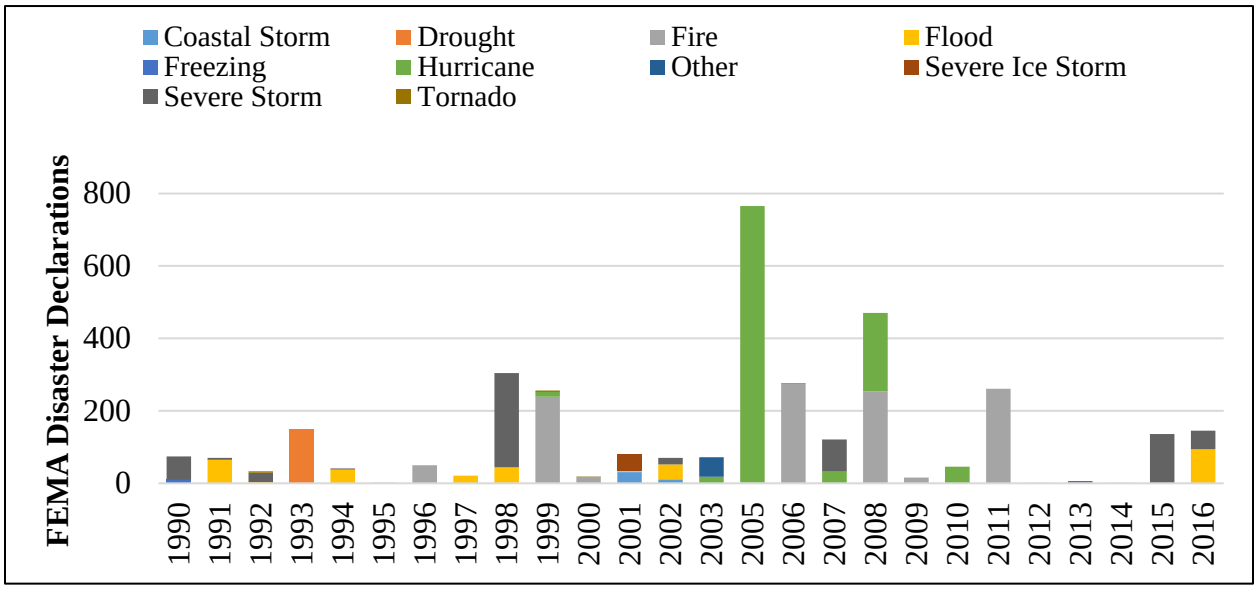
Recent natural disasters in Texas such as flooding damage caused by Hurricane Harvey and wildfires in Bastrop and rural Texas have highlighted the need for TxDOT and other public agencies to prepare for disruptions. Having a transportation system that resists and efficiently recovers in the

[88] TxDOT. Available at https://www.txdot.gov/inside-txdot/forms-publications/drivers-vehicles/publications/annual-summary.html.
[89] NHSTA. Fatality Analysis Reporting System (FARS).Available at https://www-fars.nhtsa.dot.gov/States/StatesPedestrians.aspx,

face of disruptions will keep Texans safer, facilitate emergency management operations, and limit the extent of economic damages. This document frames disruptions in the context of severe weather, but risk and resiliency measures apply equally to other disruptions, such as other natural disasters, train derailments, hazardous materials spills, and acts of violence.

Figure 22 shows that the composition of weather incidents in Texas that the Federal Emergency Management Agency (FEMA) declares as federal disasters has shifted in the past decades. Although hurricanes have frequently produced federally declared disasters, between 2010 and 2016 severe ice storms have been produced more federally declared disasters in Texas. Flash flooding, wildfires and severe storms are other common disaster prompting federal disaster declaration for Texas.

Figure 22. Texas FEMA Disaster Declarations by Disaster Type



Source: FEMA (2017). Disasters. Available at https://www.fema.gov/disasters/.

Several trends emerge from the numerous studies and examinations of other states' transportation resiliency work. In general, state DOT resiliency performance measures emphasize one of three areas: 1) assessing the degree to which transportation infrastructure is located in areas susceptible to severe weather events (e.g., flood zones), 2) measuring the rate of compliance with infrastructure inspections, and 3) measuring the net change in the total amount of environmentally sensitive areas (e.g., wetlands, wildlife habitat). The FHWA also provides guidance on transportation resiliency.[90]

[90] Dix, B. et al. (2018). *Integrating Resilience into the Transportation Planning Process: White Paper on Literature Review Findings.* FHWA-HEP-18-050. Available at https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing_and_current_research/planning/integrating_resilience.cfm.

14.1 **Looking Ahead**

Severe weather destroys property, ruins crops, and threatens lives. The Texas Geographic Society forecasts more than $20 billion in losses from weather-related disasters over the next five years.[91] Forecasted losses vary significantly county to county, although counties with high forecasts weather-related losses exist in all regions of the state. For losses related to the TxDOT on-system road network, TxDOT forecasted a 50 percent annual likelihood of emergency expenses of $41 million, and a 5 percent likelihood of emergency expenses reaching $81 million in any given year. Emergency spending varies widely from year to year. For instance, in 2018 TxDOT spent an estimate $94 million on emergency spending, much of it related to Hurricane Harvey. [92]

TxDOT has taken many steps to make the state's transportation system more resilient, many of which the *State of Texas Hazard Mitigation Plan* summarizes[93]. For example, TxDOT routinely updates its design manuals based on the National Flood Insurance Program's Floodplain Management Requirements. TxDOT has also updated 19 of its safety rest areas in tornado-prone regions with storm shelters specifically designed to protect from tornados.[94] Texas has more tornados than any other state, [95] with an average of 140 per year.

15.0 **CONCLUSION**

Texas' transportation network is among the largest and busiest in the country by many measures. Texas road network, which is the largest in the country, to its freight system supporting some two million jobs, the 289 airports in the Texas Airport System, or the 275 million annual transit trips, this multimodal transportation system supports Texans' and their businesses' mobility needs. It is likely that the size, condition, and usage of these modes will change, as Texas' population and economy continue their fast growth, and as businesses and the traveling public adopt new transportation technologies. These changes will challenge TxDOT and its partners to preserve and operate the system components for which they are responsible in ways that are efficient both for the organizations and for travelers, and that support and enhance Texans' opportunity and quality of life.

Although various projects have been spotlighted herein, additional details on existing and committed TxDOT projects can be found by exploring the:

[91] Texas Geographic Society (2018). Community Hazard Assessment and Mitigation Planning System (CHAMPS) '18. Available at http://www.champ-services.us.
[92] TxDOT (2018). *Texas Transportation Asset Management Plan*. Maintenance Division.
[93] Texas Department of Public Safety (2018). *State of Texas Hazard Mitigation Plan*. Available at https://www.dps.texas.gov/dem/Mitigation/txHazMitPlan.pdf.
[94] Ibid.
[95] NOAA (2018). "Annual Averages: Tornadoes by State." Storm Prediction Center. Available at https://www.spc.noaa.gov/wcm/.

- **Unified Transportation Program (UTP):** The UTP is TxDOT's 10-year plan to guide project development. It includes projects related to highways, aviation, public transportation, and waterways. Please see the searchable UTP project database or an annual UTP report for more details about TxDOT's transportation programs and included projects on a 10-year time horizon. URL: https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html;

- **TxDOT Project Tracker:** To learn more about more than 11,000 projects ranging from ongoing construction to corridor studies, please see the online TxDOT Project Tracker at http://apps.dot.state.tx.us/apps-cq/project_tracker/;

- **Texas Strategic Highway Safety Plan:** This plan traces coordination among TxDOT, MPOs, and other state agencies to implement steps toward achieving TxDOT's vision of zero deaths or serious injuries. URL: https://www.texasshsp.com/; and

- **State Metropolitan Transportation Plans**: These regional plans provide more information on major projects and initiatives within metropolitan regions across the state. URL: https://www.texasmpos.org.

16.0 APPENDIX: ADDITIONAL FREIGHT FACTS

16.1 Highways

Highways are the predominant mode for freight movement within Texas. Trucks, traveling on highways, serve as the first/last mile connection to rail facilities, ports, and airports. Additionally, trucks provide long haul services and deliver goods across the state and beyond. Texas has more than 314,000 centerline miles of public roads, more than any other state.[96] In 2016, trucks accounted for almost 58 percent of the total tonnage moved in Texas, or almost 1.26 billion tons.[97]

Freight bottlenecks occur at specific locations where traffic congestion frequently impact truck operations. Texas was home to 11 of the top 100 truck bottlenecks in 2018, with the bottlenecks clustered in the major metropolitan areas of Houston, Dallas/Fort Worth and Austin.[98] Texas also has the highest cost of congestion in the nation, with a total cost more than $6 billion in 2016.[99]

16.2 Railroads

With more than 10,500 track miles, Texas has more miles of rail than any other state.[100] Three major (Class I) railroad companies operate within Texas: BNSF Railway, Kansas City Southern and Union Pacific. Additionally, there are 49 shortline railroads, which serve as important first- and last-mile connections for the Class I railroads, ports, and industries. Rail accounted for just more than 20 percent of the total tonnage moved in Texas in 2016, or 440 million tons.[101] Rail also plays a significant role in cross border freight movement, with five of the seven rail border crossings between the U.S. and Mexico located in Texas.

16.3 Ports and Waterways

Texas has 11 deep-draft and six shallow-draft commercial ports. A deep draft port is defined as a port having a channel depth greater than 30 feet.[102] The ports are connected by the Gulf Intracoastal Waterway (GIWW), which runs from Texas to Florida and was designated as Marine Highway 69 in 2016. Between 2014 and 2016 an average of 80 million short tons per year were transported

[96] TxDOT. 2017. Roadway Inventory Annual Reports. Available at http://ftp.dot.state.tx.us/pub/txdot-info/tpp/roadway-inventory/2017.pdf.
[97] IHS global insight 2015, TxFAC presentation May 31, 2018.
[98] ATRI top 100 freight bottlenecks 2018. Available at http://atri-online.org/2018/01/25/2018-top-truck-bottleneck-list.
[99] ATRI, 2018. Cost of Congestion to the Trucking Industry: 2018 Update. Available at http://atri-online.org/2018/10/18/cost-of-congestion-to-the-trucking-industry-2018-update.
[100] Available at https://www.aar.org/data-center/railroads-states/#state/TX.
[101] IHS global insight 2015, TxFAC presentation May 31, 2018. Available at http://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/committees/freight/meetings/2018/0531-presentation.pdf.
[102] Texas Pocket Facts, 2017. Available at https://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf.

along the Texas portion of the GIWW.[103] As of 2016, there were six ports in Texas that were in the top 50 ports in the U.S. for total tonnage. The Port of Houston had the second highest tonnage of any port in the U.S. in 2016.[104] The ranking by total tonnage and 2016 tonnage for the 10 ports included in the Texas Multimodal freight network can be found in the table below.

Table 5. Port USACE Rankings and 2016 Tonnage

Port	Rank	2016 Tonnage
Beaumont	5	84,528,063
Brownsville	66	7,275,272
Calhoun Port Authority	76	4,896,638
Corpus Christi	6	81,981,061
Freeport	33	19,635,949
Galveston	52	9,880,157
Houston	2	247,981,663
Port Arthur	20	35,198,425
Texas City	15	41,260,475
Victoria	74	5,082,077

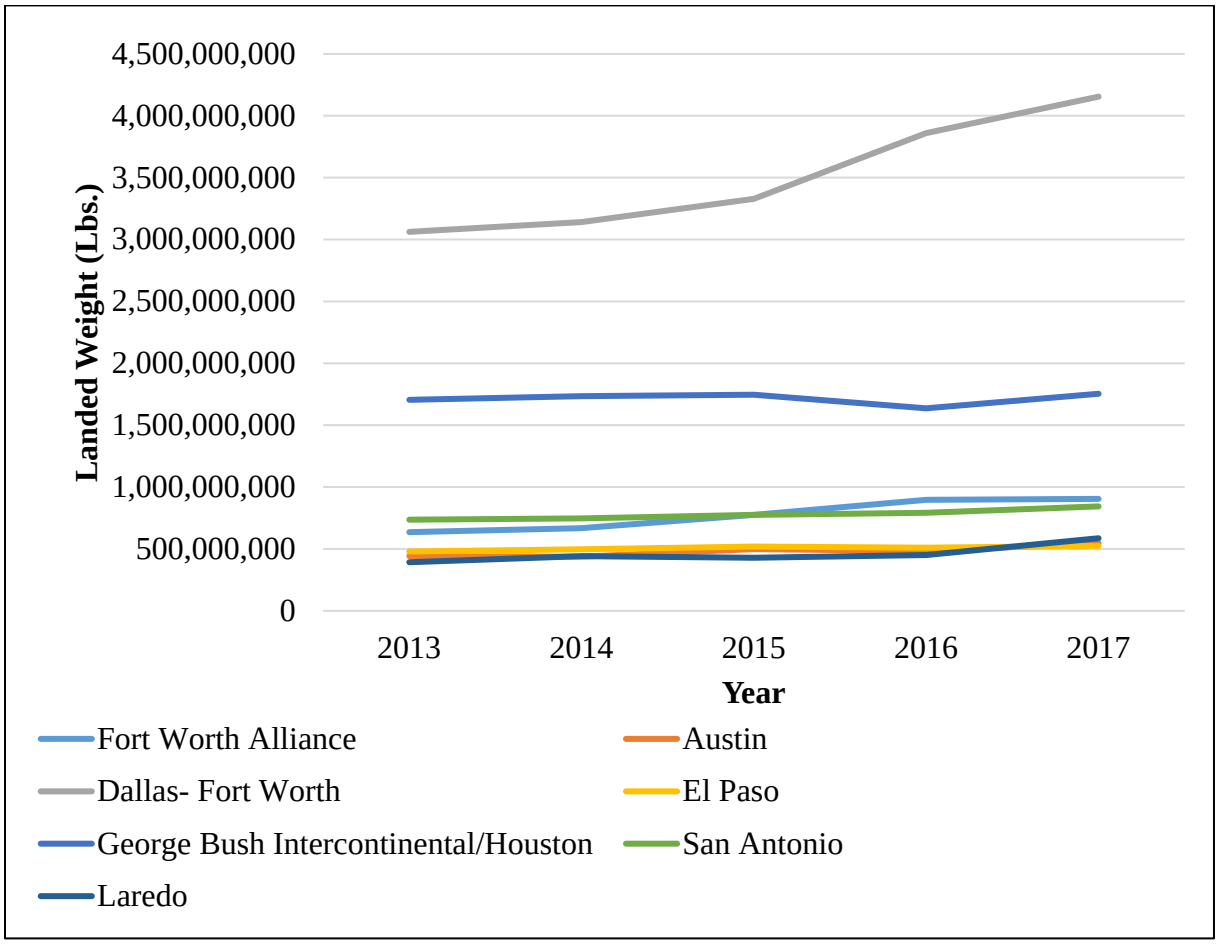
Source: USACE (2016). Principal Ports of the United States https://usace.contentdm.oclc.org/digital/collection/p16021coll2/id/2093

16.4 **Airports**

Goods shipped by air tend to be perishable or of high value due to the high cost of shipping via airplanes. Texas has 24 commercial service airports, including seven of the top 50 cargo airports in the U.S. in terms of landed weight in 2017.[105] Landed weight for the airports included in the Texas Multimodal Freight Network for 2013 to 2017 are presented in Figure 23. The landed weights of most airports have increased slightly from 2013 to 2017 with the notable exception of Dallas-Fort Worth International Airport, which has seen a 36 percent increase in landed weight from 2013 to 2017.

[103] Waterborne Commerce of the United States, Part 2 - Waterways and Harbors Guild Coast, Mississippi River System and Antilles, Institute for Water Resources, Department of the Army Corps of Engineers, 2016.
[104] USACE (2016). Principal Ports of the United States. Available at https://usace.contentdm.oclc.org/digital/collection/p16021coll2/id/2093.
[105] FAA (2017). All-Cargo Airports by Landed Weight. Available at https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy17-cargo-airports.pdf.

Figure 23. Airports on the Texas Multimodal Freight Network Landed Weight 2013-2017



Source: FAA (2017). All Cargo Airports by Landed Weight. Available at https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/.

16.5 **Pipelines**

There are 448,446 miles of pipelines in Texas operated by more than 1,280 companies. Pipelines move three commodity groups: crude petroleum or natural gas, petroleum or coal products, and refined chemicals or allied products.

Texas Transportation Plan (TTP) 2050

Technical Memo 4: Highway Mobility Modal Profile

June 2020

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List of Acronyms

ATSPM	Automated Traffic Signal Performance Measures
AV	Autonomous Vehicles
CET	Corridor Evaluation Tool
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
CPT	Corridor Prioritization Tool
CRIS	Crash Records Information System
CV	Connected Vehicles
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
GIS	Geographic Information System
GRID	Geospatial Roadway Inventory Database
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IMD	Information Management Division
ITS	Intelligent Transportation Systems
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NOX	Nitrogen Dioxide
NPMRDS	National Performance Management Research Data Set
PM10	Particulate Matter 10
PPP	Public Transportation Plan
RHINO	Roadway-Highway Inventory
RMA	Regional Mobility Authority
RTP	Rural Transportation Program
SAM-V4	Statewide Analysis Model, Version 4
SLRTP	State Long Range Transportation Plan
SOV	Single Occupancy Vehicle
STARS	Statewide Traffic Analysis and Reporting System
STBG	Surface Transportation Block Grant

STIP	State Transportation Improvement Program
TFMP	Texas Freight Mobility Plan
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA	Transportation Management Areas
TMS	Traffic Management System
TPM	Transportation Performance Management
TRF	Traffic Operations Division
TRTP	Texas Rural Transportation Plan
TSMO	Transportation Systems Management
TTI	Texas A&M Transportation Institute
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
U.S.	United States
U.S.C.	United States Code
UTP	Unified Transportation Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WIM	Weigh-In-Motion

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24 + years. The TTP helps guide TxDOT's investment decisions over the long term, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide highway mobility.

2.0 MODAL OVERVIEW

For the TTP 2050, highway mobility refers to the sufficiency of the Texas road system to accommodate the movement of people and goods in a safe, efficient, and reliable manner. The operational level of service of Texas roadways is interdependent with various modal elements described in other Profiles, namely bridges, pavement, freight, public transportation, and intelligent transportation systems (ITS). Bridges with inadequate vertical clearance, weight restrictions, or other deficiencies can result in detours. Poor pavement condition can cause travel delays as vehicles slow down to minimize ride discomfort. Intermodal freight facilities add trucks to the highway network. Conversely, public transportation can reduce the number of vehicles on the roadway. ITS can mitigate congestion by rerouting traffic due to lane closures and, as technologies emerge, enable vehicles to communicate

Key Definitions

- **On-System:** All roadways under the jurisdiction, maintained, and operated by TxDOT.
- **Off-system:** All roadways not under the jurisdiction, maintained, and operated by TxDOT.
- **NHS:** Roadways classified as important to the nation's economy, defense, and mobility including the Interstate Highway System.
- **Non-NHS:** All roadways not designated as on the NHS.
- **Urban Roadways:** All roadways within Metropolitan Planning Organization regional boundaries.
- **Rural Roadways:** All roadways outside Metropolitan Planning Organization regional boundaries.

with one another optimizing travel. Although recognizing these collective impacts to overall mobility, this Profile focuses on mobility from a highway capacity and connectivity perspective.

The following sections explain the importance of highway mobility-related investments, define TxDOT's roles and responsibilities, describe the data and tools used for highway mobility analysis, summarize current performance, document current relevant plans and programs, and identify trends and policy considerations.

2.1 Strategic Importance

With increasing population and strong economic growth, Texas has seen substantial growth in travel demand. In the past four decades, vehicle registrations in Texas have risen by 172%, while highway capacity has increased by only 19%.[1] Accordingly, many travelers experience congestion during peak periods, particularly in large metropolitan areas. As shown in Table 1, the 10 most congested urban areas in Texas experienced between 29 and 75 hours of delay per commuter in 2017. The combination of lost time and excess fuel costed between $571 and $1,508 per auto commuter in these areas. Statewide, traffic delay translated into the equivalent of 52 hours per auto commuter and a total congestion cost of more than $15 billion.[2] The top 3% most congested miles of public road accounted for nearly 75% of congestion costs in the state (Table 1).

Table 1: Ten Most Congested Urban Areas in Texas (2017 Data)

Most Congested Urban Areas in Texas	Yearly Delay per Auto Commuter		Travel Time Index		Excess Fuel per Auto Commuter		Congestion Cost per Auto Commuter	
	Hours	National Rank	Value	National Rank	Gallons	National Rank	Dollars	National Rank
Houston	75	9	1.34	11	31	7	1,508	10
Dallas-Fort Worth-Arlington	67	13	1.26	23	25	20	1,272	18
Austin	66	14	1.34	11	25	20	1,391	13
San Antonio	51	34	1.23	30	22	32	964	38
El Paso	41	70	1.16	61	17	68	794	57
Beaumont	41	70	1.13	83	16	77	718	76
Corpus Christi	38	80	1.13	83	17	68	745	69
McAllen	38	80	1.16	61	13	93	701	81
Laredo	32	93	1.17	49	15	84	593	94
Brownsville	29	96	1.13	83	12	96	571	95

Yearly Delay per Auto Commuters: *Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.* ***Travel Time Index:*** *The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak period.* ***Excess Fuel Consumed:*** *Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.* ***Congestion Cost:*** *Value of travel time delay (estimated at $18.12 per hour of person travel and $52.14 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon for gasoline and diesel). Values are rounded to nearest $10, ranking based on calculated value.*

Source: Texas A&M Transportation Institute, *2019 Urban Mobility Report* [2]

TxDOT works to relieve congestion and improve highway mobility for travelers on all roadways by improving the "on-system" roadway network and coordinating with regional planning partners. The importance of optimizing highway mobility for freight, commercial, and personal travel is instituted in TxDOT's 2019-2023 *Strategic Plan* as reflected by the "Optimize System Performance" goal area.[3]

2019–2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019-2023 Strategic Plan.

Given the economic importance of improving highway mobility, TxDOT launched the Texas Clear Lanes initiative in 2015 to counter congestion in the state's major metropolitan areas.[4] The Texas Clear Lanes initiative focuses on relieving congestion through non-tolled roads in the five largest metropolitan areas (i.e., Austin, Dallas, Fort Worth, Houston and San Antonio), which contain 97% of the state's most congested roads.[5] As of 2018, approximately $1.6 billion in Texas Clear Lanes funding has been authorized out of the $6.8 billion directed to this initiative.[6]

2.2 TxDOT's Role

TxDOT plays a vital role in promoting mobility on the state highway system through planning, programming, managing design, overseeing construction, operating, and maintaining on-system highways and bridges.[7,8,9,10] TxDOT shares responsibility for mitigating congestion and improving mobility with regional organizations and local governments. While TxDOT provides oversight of some local projects and provides guidance and training in project development and planning to local governments, the localities are responsible for planning, programing, managing project construction, and maintaining and operating off-system roads in their jurisdictions.[11,7]

Figure 1: 2019 Urban Mobility Report Most Congested Texas Roadway Segments

Source: Texas A&M Transportation Institute, 2019 Urban Mobility Report[2]

Additional details related to the core activities for enhancing highway mobility are detailed in the following subsections.

2.2.1 Planning and Programming

TxDOT leverages a variety of transportation plans and studies to help inform the development of projects that best achieve system mobility goals (Figure 2). These projects are implemented through financially-constrained programs with performance impacts monitored and publicly reported which are detailed later in this memo.

Key TxDOT modal plans pertaining to highway mobility include the *Transportation Systems Management and Operations* (TSMO) *Strategic Plan*,[12] *Texas Freight Mobility Plan* (TFMP),[13] and the *Texas-Mexico Border Transportation Master Plan* (BTMP).[14] The latter two of which identify prioritized lists of improvements aimed at addressing multimodal mobility challenges.

Corridor plans further help TxDOT to understand the mobility needs of specific roadways and identify staged improvements to meet future travel demand.[14] These corridor plans supplement regional Metropolitan Transportation Plans which include strategies and large-scale projects along corridors within an urbanized area.[15]

Figure 2: TxDOT Plans and Programs

TxDOT authorizes funds for candidate projects in the UTP which are implemented through the STIP and constructed as part of a letting schedule.[16] While all projects help improve mobility, project types with the greatest impact include new capacity, roadway widening, bridge raising, ITS deployment, and interchange modifications, among others. Funds from the Texas Clear Lanes initiative are incorporated into the UTP.

Highway mobility improvements require extensive coordination between TxDOT and external stakeholders including: metropolitan planning organizations (MPOs), transit providers, regional mobility authorities (RMAs), and various governmental entities. MPOs, which oversee metropolitan transportation planning, coordinate with TxDOT to balance local and regional needs with statewide connectivity.[17] TxDOT's Public Transportation Division (PTN) frequently collaborates with transit providers to encourage alternative transportation options. RMAs' coordination efforts with TxDOT and the Texas Transportation Commission facilitates projects to provide fast congestion relief.[18] Other governing bodies help coordinate local needs and contribute funding with the federal government providing oversight and guidance on-system roadways. For rural communities in particular, TxDOT incorporates the *Texas Rural Transportation Plan* (TRTP) into the TTP to inform planning and assess transportation needs.[19]

TxDOT collects, monitors, and publicly reports congestion, travel time reliability, delay, and vehicle miles traveled (VMT) data through the TxDOT Performance Dashboard.[20]

2.3 Legislative Guidance

The Texas Legislature has enacted statutes that influence highway mobility. The *Texas Transportation Code* houses transportation-related statutes. Other statutes authorized agencies to create rules to help administer the law, and the *Texas Administrative Code* houses these state agency rules.[21,22] Key sections of the *Texas Transportation Code* and the *Texas Administrative Code* pertaining to highway mobility include the following.

- Title 43, Part 1 of the *Texas Administrative Code* establishes numerous rules that impact transportation system performance including the planning, development, design, financing, and construction of highway-related projects.[23]
- Chapter 16, Subchapter B, Rule §16.56 of the *Texas Administrative Code* talks to the establishment of the Texas Highway Trunk System to improve overall system mobility by focusing on rural divided highways that complement and include elements of the Interstate Highway System. [23,24]
- Title 6 of the *Texas Transportation Code* relates to roadways and includes subtitles related to the state highway system, turnpikes and tolls, transportation corporations, and road categories on such topics as the use of federal funds, financing through the State Infrastructure Bank, and interactions with local governments and other authorities. For instance, Chapter 370 of the *Texas Transportation Code* and Title 43, Part 1, Chapter 26 of the *Texas Administrative Code* authorize the Texas Transportation Commission to create RMAs.[23]

Federal programs and laws also influence highway mobility in Texas since TxDOT coordinates with the federal government to help meet state priorities. Federal programs provide funding for highway mobility. For fiscal year (FY) 2020, Texas has been apportioned over $4 billion as part of the federal-aid highway program under the Fixing America's Surface Transportation (FAST) Act.[25] This total includes over $187 million in dedicated funding through the Congestion Mitigation & Air Quality Improvement Program (CMAQ).[25] CMAQ funds are in addition to other multi-purpose funding programs that impact highway mobility including the: National Highway Performance Program (NHPP), Surface Transportation Block Grant Program, Highway Safety Improvement Program, Railway-Highway Crossing Program, Metropolitan Planning Program, and National Highway Freight Program.[25]

In exchange for funding, the performance management requirements established in the Moving Ahead for Progress in the 21st Century Act (MAP-21), and continued in the FAST Act, require specific actions from TxDOT related to highway mobility. These include the establishment of two- and four-year performance targets related to system performance, freight, and CMAQ measures. TxDOT reports these targets to Federal Highway Administration (FHWA) in its Baseline Performance Period Report (23 CFR § 490.107). The FAST Act added a significant progress determination for targets set under the National Highway Performance Program (NHPP) and

related to freight movement.[26] TxDOT's federal funding flexibility is in part tied to achieving established targets.[27] At the middle and end of each four-year performance period, TxDOT submits a progress report detailing its progress toward achieving the targets and the effectiveness of its investment strategy among other topics. Lack of progress in achieving the targets requires an action plan that will be taken to achieve them.[27]

Federal guidance pertaining to highway mobility covers topics ranging from highway studies and forecasting to project criteria, operations, and maintenance assessment (Table 2).

Table 2: Federal Guidance Related to Statewide Highway Mobility Planning

Source (Publication Year)	General Topic
Congestion Management Process Guidebook (April 2011)[28]	Congestion Management Process
Guidance on Using Corridor and Subarea Planning to Inform NEPA (April 2011)[29]	Highway Feasibility Studies
Supporting Performance-Based Planning and Programming through Scenario Planning (April 2016)[30]	Scenario Planning
Regional Transportation Systems Management and Operations (February 2019)[31]	System Performance Data

2.4 Performance Measures and Targets

TxDOT monitors progress towards its "Optimize System Performance" goal through a mixture of state and national mobility-related performance measures (Table 3). By 2028, TxDOT is targeting an urban congestion index of 1.2 and a rural travel time reliability index of 1.12.[20] To achieve these state targets, TxDOT analyzes various performance metrics to help guide performance-based planning and programming processes, including the assessment of level-of-service (Figure 3). On-system level of service (LOS) varies both geographically and by time-of-day. For the purposes of this memo, congested conditions are considered as LOS E or lower for urban roadways and LOS D or lower for rural roadways. By focusing project development in and around these areas, TxDOT is able to make progress towards mobility goals.

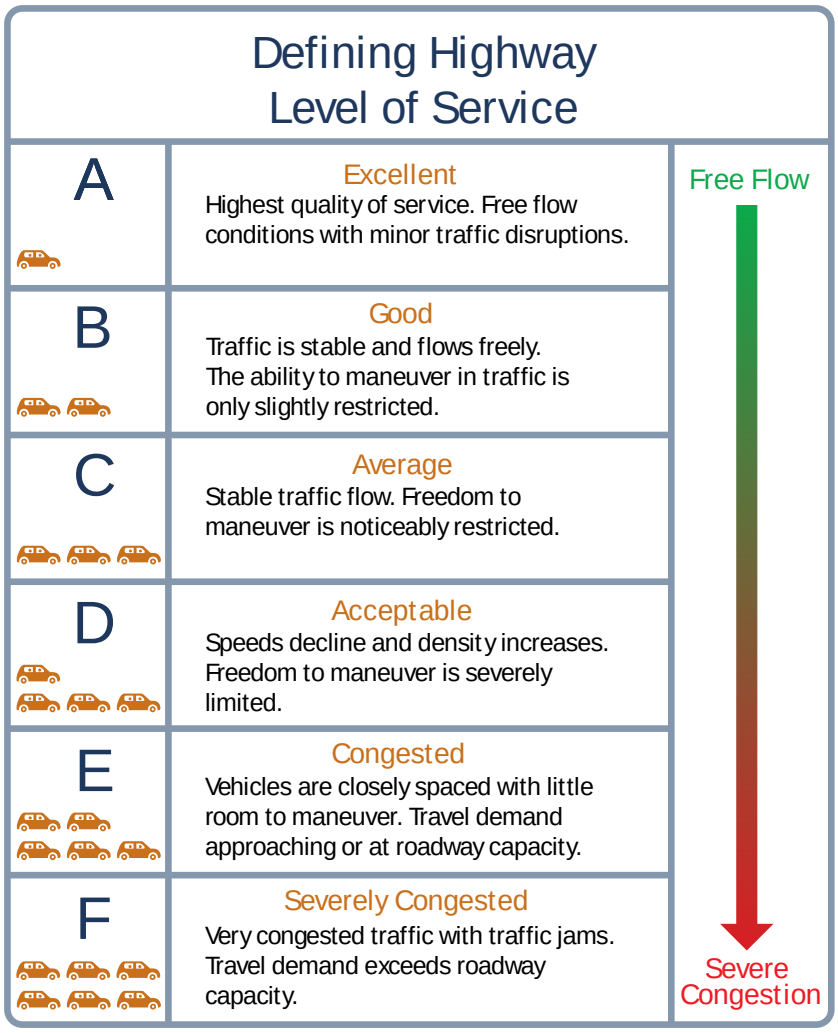
As mentioned in the previous section, TxDOT further establishes targets for national measures in coordination with state MPOs (Table 4). While performance improvements are continuously sought by transportation agencies, the targets reflect the reality of expected continued travel growth in the state over the next four years.

Table 3: State and National Mobility-related Performance Measures

State Measures	National Measures
Travel Time Reliability Measures	
• **Urban Travel Time Reliability Index:** ratio of 95th percentile travel time to free-flow travel time for 50,000 or larger population • **Rural Travel Time Reliability Index:** ratio of 95th percentile travel time to free-flow travel time for less than 50,000 population • **Truck Travel Time Reliability Index:** ratio of 95th percentile travel time to free-flow travel time for commercial trucks	• **Interstate Highway Reliable Person-Miles Traveled:** percent of person-miles traveled on the Interstate that are reliable – defined as having a 50th percentile travel time that is more than two-thirds of the 80th percentile travel time during weekday morning, afternoon, evening, and weekend day time periods • **Non-Interstate National Highway System (NHS) Reliable Person-Miles Traveled:** percent of person-miles traveled on the non-Interstate NHS that are reliable [see previous definition] • **Interstate Highway Truck Travel Time Reliability (TTTR) Index:** maximum ratio of 95th percentile truck travel time to 50th percentile truck travel time during weekday morning, afternoon, evening, overnight, and weekend day time periods, divided by the total Interstate system miles
Congestion Measures	
• **Urban Congestion Index:** ratio of average travel time to free-flow travel time • **Annual Delay per Person**: ratio of the total annual hours of delay for all vehicles on Texas roadways to the estimated population of Texas (population estimates are sourced from the Texas Demographic Center).	• **Peak Hour Excessive Delay (PHED) Measure:** annual hours of peak hour delay (exceeding the larger of 60% of the posted speed limit or 20 miles per hour travel time) per person by urbanized area • **Emissions Measure:** total on-road mobile source nitrogen oxides, volatile organic compounds, and carbon monoxide daily emissions reduction in kilograms for MPOs and States with applicable nonattainment and maintenance areas
Usage Measures	
• **Vehicle Miles Traveled:** statewide annual daily traffic multiplied by number of system miles	• **Non-Single Occupancy Vehicle Travel (SOV) Measure:** percent of non-SOV travel in each urbanized area

State Measures Source: *Texas Department of Transportation, Performance Dashboard*[20]*;*
National Measures Source: *Federal Highway Administration (2017), National Performance Management Measures to Assess System Performance, Freight Movement, and CMAQ Improvement Program*[32]

Figure 3: Highway Levels of Service



Source: TxDOT I-45 Freight Corridor Plan Final Report, 2016

Table 4: Baseline Condition and Targets for TxDOT Mobility-related National Measure Performance Targets

National Performance Measures	2017 / 2018 Baseline	2020 Target	2022 Target
Travel Time Reliability Targets [2018 Baseline]			
Interstate Highway Reliable Person-Miles Traveled	79.5%	61.2%	56.6%
Non-Interstate NHS Reliable Person-Miles Traveled	--	--	55.0%
Interstate Highway TTTR Index	1.40	1.70	1.79
Annual Hours of PHED Per Capita Targets [2017 Baseline]			
Dallas-Fort Worth Urbanized Area	--	--	15.0
Houston-Galveston Urbanized Area	--	--	16.0

National Performance Measures		2017 / 2018 Baseline	2020 Target	2022 Target
Total Emission Reduction Targets [2017 Baseline]				
North Central Texas Council of Governments	NO_X	2,410.80	2,892.96	6,509.16
	VOC	499.72	599.67	1,399.23
Houston-Galveston Area Council	NO_X	403.22	806.44	1,612.87
	VOC	267.86	535.72	1,071.44
El Paso Metropolitan Planning Organization	CO	580.24	--	891.11
	PM_{10}	0.97	--	13.71
Statewide	NO_X	2,814.02	3,699.40	8,122.03
	VOC	767.58	1,135.39	2,470.67
	CO	580.24	--	891.11
	PM_{10}	0.97	--	13.71
% Non-SOV Targets [2017 Baseline]				
Dallas-Fort Worth Urbanized Area		19.60%	19.21%	19.01%
Houston-Galveston Urbanized Area		20.10%	19.70%	19.50%

2017 Baseline: *Texas Department of Transportation (2018), Performance Measure Targets for FHWA;*[33]
2018 Baseline: *Federal Highway Administration (2019), State Highway Reliability Report – Texas.*[34]

3.0 DATA AVAILABILITY

3.1 Data Assessment

TxDOT uses many data sets and planning tools to manage the state highway system and improve highway mobility. This includes the collection of spatial traffic data leveraged for forecasting travel activity, needs assessment, roadway inventory management, and data reporting for the Highway Performance Monitoring System.[7] The plans, reports, funding programs, data and tools listed in Table 5 were used to analyze system performance and inform scenario planning for the TTP 2050.

Table 5: Highway Mobility Related Data Collected

Source (Publication Year)	Description
Plans and Reports	
Texas Transportation Plan 2040 (2015)[35]	The TTP 2040 is TxDOT's previously adopted long-range transportation plan which includes an infrastructure inventory, current and forecasted service needs and funding, and performance goals, measures, and targets.
Texas Transportation Plan 2040 Statewide Transportation Report (2018)[36]	This report contains updates on interim implementation progress of TTP 2040 goals and objectives.

Source (Publication Year)	Description
Texas Rural Transportation Plan 2035 (TRTP) (2012)[19]	The rural component of the SLRTP helps to guide future-year planning for the non-urbanized areas of the state. Like the SLRTP, the TRTP is also a multimodal transportation plan that includes both highway and non-highway modes.
TxDOT Statewide Transportation Systems Management and Operations (TSMO) Strategic Plan (2018)[37]	The TSMO provides a strategic approach for mobility improvement across all transportation modes by integrating planning and design with operations and maintenance to manage the transportation network and optimize existing infrastructure. The strategic plan creates a framework and establishes guidelines.
TxDOT Statewide TSMO Strategic Plan Rollout, Leadership Objectives (2019)[38]	This presentation describes the structure, contracts, and scope of work to implement TxDOT's Statewide TSMO Strategic Plan.
2019-2023 Strategic Plan (2018)[3]	The *2019-2023 Strategic Plan* documents the mission, values, vision, goals, action plan and budgetary structure that will guide TxDOT over the next five years.
Texas Freight Mobility Plan (TFMP) (2018)[39]	The TFMP details challenges, investment strategies, policies, data, and candidate projects to enhance freight safety and mobility across all modes to provide efficient and reliable freight transportation that will improve the state's economic competitiveness.
Texas-Mexico Border Transportation Master Plan (BTMP)[40]	The BTMP includes a prioritized list of transportation investment strategies to improve the cross-border multimodal, mobility challenges of people and goods.
100 Most Congested Roadways in Texas – 2019 Summary Report (2019)[41]	The Texas A&M Transportation Institute (TTI) report identifies the top 100 congested roadways in Texas. The General Appropriations Act requires TxDOT to post the top 100 congested road segments and associated information to its website.[42] The report is updated annually each October.
Mobility Investment Priorities Project Final Report (2013)[43]	The report highlights the key accomplishments of the Mobility Investment Priorities project funded by the 82nd Texas Legislature through Rider 42.
Metropolitan Transportation Plans (MTP)[15]	MTPs provide more detailed information on major projects and initiatives within metropolitan regions across the state. All 23 MPO's develop MTPs.
Public Participation Plan (PPP)[15]	Federal regulation requires MPOs to provide for public involvement, participation, and consultation in the development of MTPs and transportation improvement programs (TIP). PPPs describe MPO policies for informing and involving members of the and stakeholder communities in the planning process.[44] All but three MPOs (Abilene, Permian Basin, Victoria) develop PPP plans.

Source (Publication Year)	Description
Congestion Management Process (CMP)[15]	The CMP is required for MPO's within Transportation Management Areas (TMAs) with a population > 200,000 people. MPOs in the metropolitan regions of Austin, Corpus Christi, Dallas-Fort Worth, El Paso, Houston-Galveston, Killeen-Temple, Lubbock, and San Antonio currently meet this criterion.
Corridor Studies	Corridor studies evaluate needs and/or improvement options on a specific corridor. Corridor studies evaluated include the *I-20 East Texas Corridor Study Report (2015)*[14], the *I-30 East Texas Corridor Study Master Plan (2017)*[14], the I-10 Corridor Study[14], the *I-37 Corridor Study Report (2018)*[14], and the *US 190 / I-10 Feasibility Study Final Report* (2012).[14]
Funding Programs	
Unified Transportation Program (UTP) (2020)[45]	The annually updated UTP "authorizes projects for construction, development, and planning activities."[45] It links the planning activities in the TTP, MTPs, regional transportation plans (RTP), and the TRTP to the Statewide Transportation Improvement Program (STIP) and two-year Letting Schedule. It lists projects and programs that are planned to be constructed and/or developed within the first ten years of the TTP.
Statewide Transportation Improvement Program (STIP) (2019-2022)[46]	The annually updated STIP contains TxDOT's four-year capital improvement program and federally funded transportation projects in metropolitan and rural area Transportation Improvement Programs (TIPs). It contains all phases of transportation projects to be built during a four-year period.[47]
Unified Planning Work Program (UPWP)[15]	The UPWP serves as guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. It is updated annually or biennially.[48]
National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that highway construction investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in the Texas Transportation Asset Management Plan for the NHS.[49]
Surface Transportation Block Grant (STBG) Program	The STBG program provides flexible funding for projects that preserve and improve conditions and performance on federal-aid facilities, as well as other public roads and surface transportation infrastructure. It includes highway construction, operational improvements, and environmental measures.[50]
Highway Safety Improvement Program (HSIP)[51]	The HSIP is a federal-aid program which provides funding to reduce traffic fatalities and serious injuries on public roads.

Source (Publication Year)	Description
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	CMAQ provides funding "to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas)."[52]
Metropolitan Planning Program	The Metropolitan Planning Program provides "funding to support cooperative, continuous, and comprehensive (3-C) planning for making transportation investment decisions throughout each state."[53]
National Highway Freight Program (NHFP)[54]	The NHFP supports improvement of the efficiency of freight movement on the National Highway Freight Network (NHFN).
Funding Propositions 1, 7, 12 and 14[55]	Propositions 1 and 7 may be used only for non-tolled highways while Propositions 12 and 14 may be used for any highway.
State Highway Fund[55]	Dedicated funds from the State Highway Fund are derived from state motor fuel and lubricant taxes, motor vehicle registration fees, and some federal reimbursements. Non-dedicated funds from the State Highway Fund reflect an annual transfer of approximately $150 million that goes to the Texas Emissions Reduction Program Fund.
Texas Mobility Fund – Revenue and Bond Proceeds[55]	The Texas Mobility Fund revenue may be used for non-tolled highways, transit, and passenger rail. Texas Mobility Fund bond proceeds may also be used for tolled highways.
Regional Subaccounts[55]	Regional subaccount funds can be used for non-tolled and for tolled highways and air quality projects as defined in Section 228.001 of the Texas Transportation Code, as well as for other modes.
Data Sets	
TxDOT Open Data Portal (2019)[56]	The TxDOT Open Data Portal contains GIS files with extensive amounts of data related to the highway system to be accessed and downloaded. Public traffic data includes permanent count stations, annual average daily traffic, and measures of congestion. Planning data includes planned and upcoming projects, freight networks, and MPO boundaries.
Roadway-Highway Inventory (RHINO) (2018)[57]	RHINO includes traffic volume data by road section. Roadway inventory data and annual roadway inventory reports for currently available years (2011 to 2018) can be downloaded from TxDOT's website.
Geospatial Roadway Inventory Database User Guide (GRID) (2018)[58]	GRID is a web application that replaces legacy TxDOT mainframe applications with a database and mapping services for detailed location identification. GRID has four main modules: (1) GRID Launch, (2) GRID Administration Application, (3) GRID Maintenance Application, and (4) Bulk Loading/Extract, Transform, and Load.
INRIX (2018)[59]	INRIX is a private data source for traffic data such as speed, travel time, and incidents. Data is collected from a variety of sources, including state installed sensors, commercial fleets, and consumer GPS devices. The TTI uses INRIX speed data to conduct the analysis for Texas "100 Most Congested Road Sections."[60]

Source (Publication Year)	Description
National Performance Management Research Data Set (NPMRDS) (2018)[61]	NPMRDS is the default dataset for calculating national system and freight performance measures. Public agencies can access NPMRDS traffic data on the NHS road network by using the Regional Integrated Transportation Information System (RITIS)[62] tool catalog.
Planning Tools	
Statewide Analysis Model - Version 4 (SAM-V4) (2019)	SAM-V4 is TxDOT's statewide multimodal travel demand model that provides highway forecasts for highway passenger and truck travel, intercity and high-speed passenger rail ridership, freight tonnage and train forecasts, and forecasts of air passenger travel to and from Texas airports.
Statewide Traffic Analysis and Reporting System (STARS II) (2019)[63]	STARS II is a data analysis and reporting database with detailed traffic data and statistics. Traffic volumes and historical trends can be obtained, including count type details such as class, speed, and weigh-in-motion (WIM) data. Available data varies for each traffic segment and ranges from year 2000 to 2018. Data may vary from HPMS roadway inventory compilation efforts.
Crash Records Information System (CRIS) (2018)[64]	Crash record data is available through TxDOT's Crash Query Tool. TxDOT uses this information for performance monitoring and strategy development.
TxDOT Project Tracker (2019)[65]	Planned and programmed projects are publicly reported through the Project Tracker Tool.
Texas Demographic Center's Population Projections Data Tool (2019)[66]	Texas population projections through 2050, based on U.S. Census data and trend analysis, are provided through the Population Projections Data Tool.
Corridor Prioritization Tool (CPT)[67] and Corridor Evaluation Tool (CET)[68]	The CPT is a planning tool used to prioritize corridor studies by systemwide need. The CET is a planning tool that evaluates corridors using a series of performance measures in multiple categories (e.g., pavement, bridge, safety, mobility, and freight).
TxDOT Performance Based Planning Tool (2019)[69]	TxDOT's Performance Based Planning Tool prioritizes projects, in part based on estimated mobility impacts, and to inform resource allocation decisions.
Performance Dashboard (2018)[70]	TxDOT's Performance Dashboard provides transparent reporting of performance targets, appropriation year results, and targets for the following year.

3.2 Data Quality and Gaps

TxDOT maintains and monitors about 350 permanent traffic counters statewide,[71] which are supplemented by 82,000 short-term traffic counts and 1,000 manual traffic counts per year.[72] TxDOT's approach to traffic monitoring has been recognized as a best practice by the FHWA and incorporated into its Traffic Monitoring Guide.[71] TxDOT-implemented improvements highlighted in the guide include replacing landline modems with internet protocol modems at permanent count

sites, upgrading sensors at WIM sites, and developing a software program to improve short-term traffic counts. TxDOT has also been recognized in the FHWA's *TPM Noteworthy Practice Series* for its collaborative approach to performance data management.[73]

As additional resources become available, collecting better data can improve the accuracy of travel demand modeling, forecasting, and performance measure analysis. Currently, due to limited data availability and data collection frequency, default values and older count data are sometimes used for interstate frontage roads, and ramps.

TxDOT is considering various third party "big data" resources, for origin-destination (O-D) information that will prove a larger data set of real-time, historical, or static data in the near future to better support planning.[74]

Limited granular data is currently available to DOTs about emerging transportation trends or technologies, such as ride-sharing. In the future, data and analysis related to changes in travel behavior, recent travel trends, and adoption of connected vehicle (CV) and autonomous vehicle (AV) technology may be able to inform travel demand modeling and scenario planning.

4.0 SYSTEM INVENTORY AND PERFORMANCE

4.1 System Inventory

With over 80,000 centerline miles of roadway, the on-system network represents over one quarter of Texas roadways.[75] The on-system network, however, accommodates a much higher share of travel activity than the rest of the state, consisting of 72% of total state VMT and 89% of truck VMT in 2018 (Table 6).[76] In addition to roads, TxDOT maintains 6,225 traffic signals, 1,083 dynamic message signs, 1,968 closed circuit cameras, and 14 traffic management centers. More detail regarding the system inventory may be found in the TTP 2050 ITS Modal Profile.[77]

Table 6: Texas System Mileage Inventory and Usage in 2018

Inventory	On-System		Off-System	Total
Centerline Miles	Interstate	3,459	234,192	314,648
	U.S. highways	11,852		
	State highways, spurs, loops, and business routes	16,379		
	Farm or ranch to market roads, ranch roads, and spurs	40,846		
	Pass, park, and recreation roads	349		
	Frontage roads	7,570		
	Total	80,455		
Lane-Miles	196,539		484,579	681,118
Truck Daily VMT	73.6 million		8.8 million	82.3 million
Total Daily VMT	556.9 million		215.8 million	772.7 million

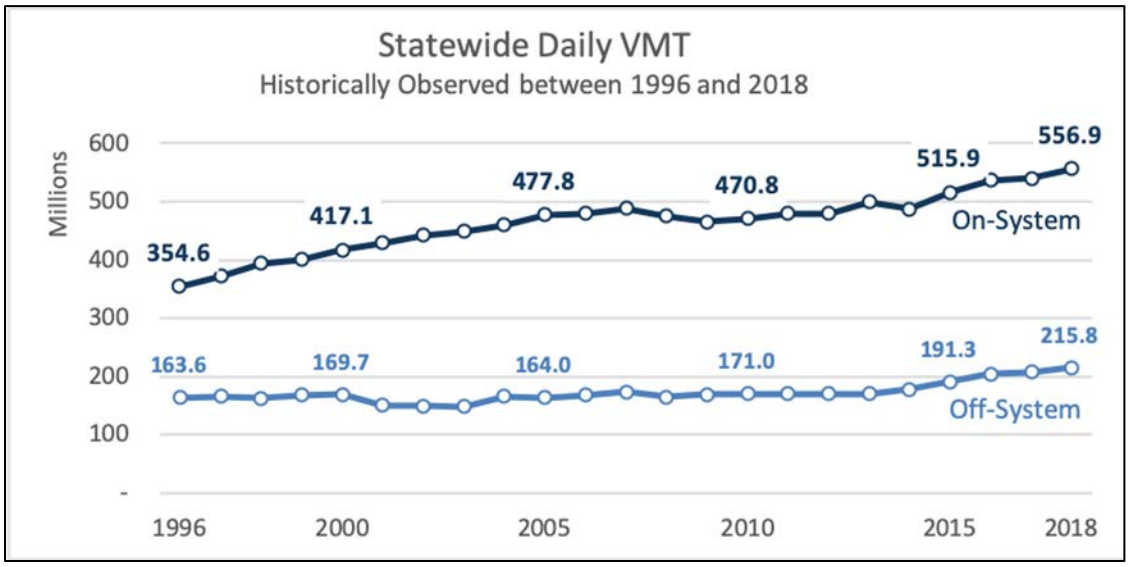
Source: Texas Department of Transportation (2018), Roadway Inventory Annual Reports 2018[76]

Note: A centerline mile is a mile of road, regardless of the number of lanes,[78] *while lane-miles measure the length of a single lane and are the result of multiplying centerline mileage by the number of lanes.*[79]

Between 1996 and 2018, total on-system VMT in Texas grew by 57% as compared to 32% for off-system roadways (Figure 4). This coincided with a 4.5% growth in on-system centerline miles and a 7.6% growth in off-system centerline miles.[76] Over the same timeframe, on-system roadways saw a 67% increase in truck VMT and the share of off-system roadway truck VMT increased from less than 0.1% to 12% of total truck VMT (Figure 5).

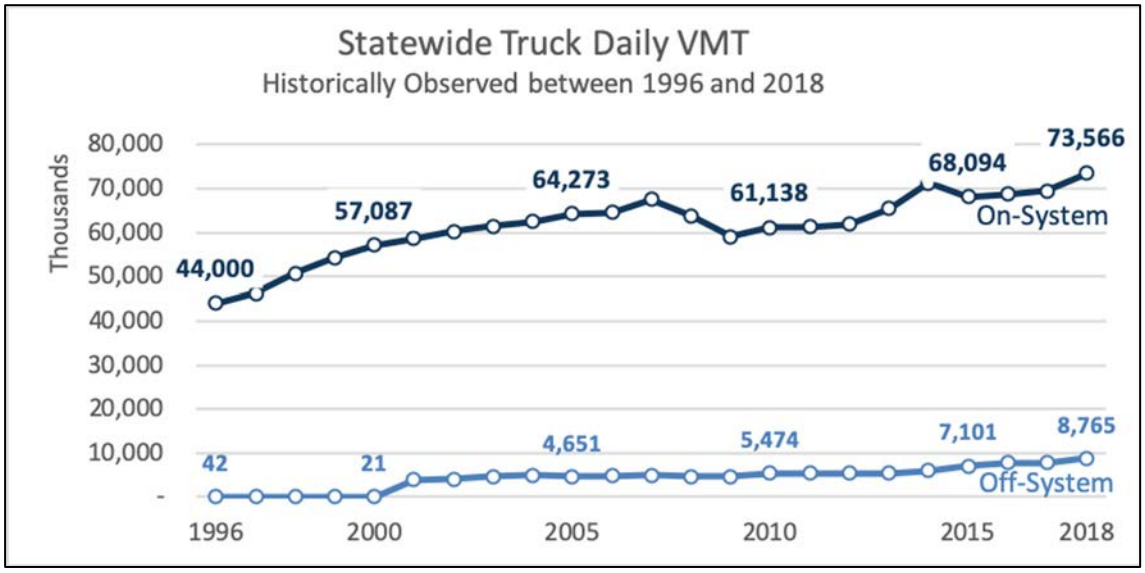
Vehicle trips in Texas have predominantly been made via SOV. Despite Houston, Dallas, Fort Worth, and Austin ranking among the 20 most congested cities in the country in terms of annual person-hours of traffic delay, between 75% and 80% of commuters chose an SOV (Table 7).[80]

Figure 4: Historical Total Daily Vehicle Miles Traveled in Texas



Texas Department of Transportation (2018), Roadway Inventory Annual Reports 2018[76]

Figure 5: Historical Truck Daily Vehicle Miles Traveled in Texas



Source: Texas Department of Transportation (2018), Roadway Inventory Annual Reports 2018[76]

Table 7: Commuter Mode Choice Profile

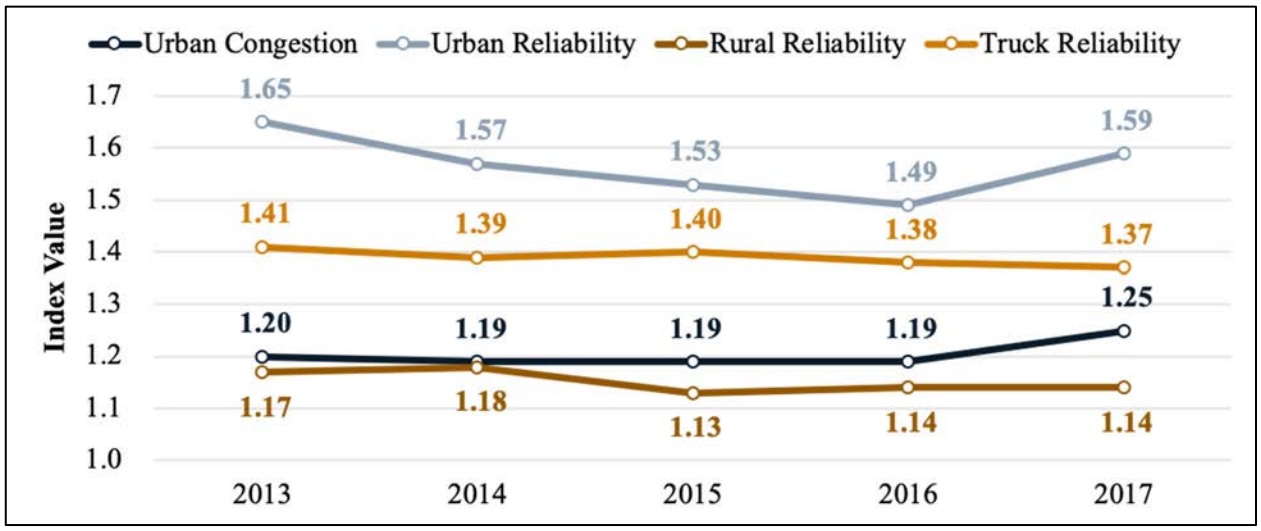
Mode Choice	Austin	Dallas	El Paso	Houston	San Antonio
Drive alone (car, truck, van)	73.8%	76.2%	80.3%	76.6%	79.0%
Carpooled (car, truck, van)	9.5%	11.3%	11.1%	11.3%	11.1%
Public transportation (excluding taxicab)	3.9%	4.2%	1.7%	3.9%	3.1%
Walked	2.3%	1.9%	1.6%	2.1%	1.7%
Other means	2.6%	1.8%	2.1%	2.4%	1.4%
Worked at home	7.9%	4.6%	3.2%	3.6%	3.7%

Source: U.S. Census Bureau, American Community Survey. 5-Year Estimates (2013-2017)[81]

4.2 Historic and Current Performance

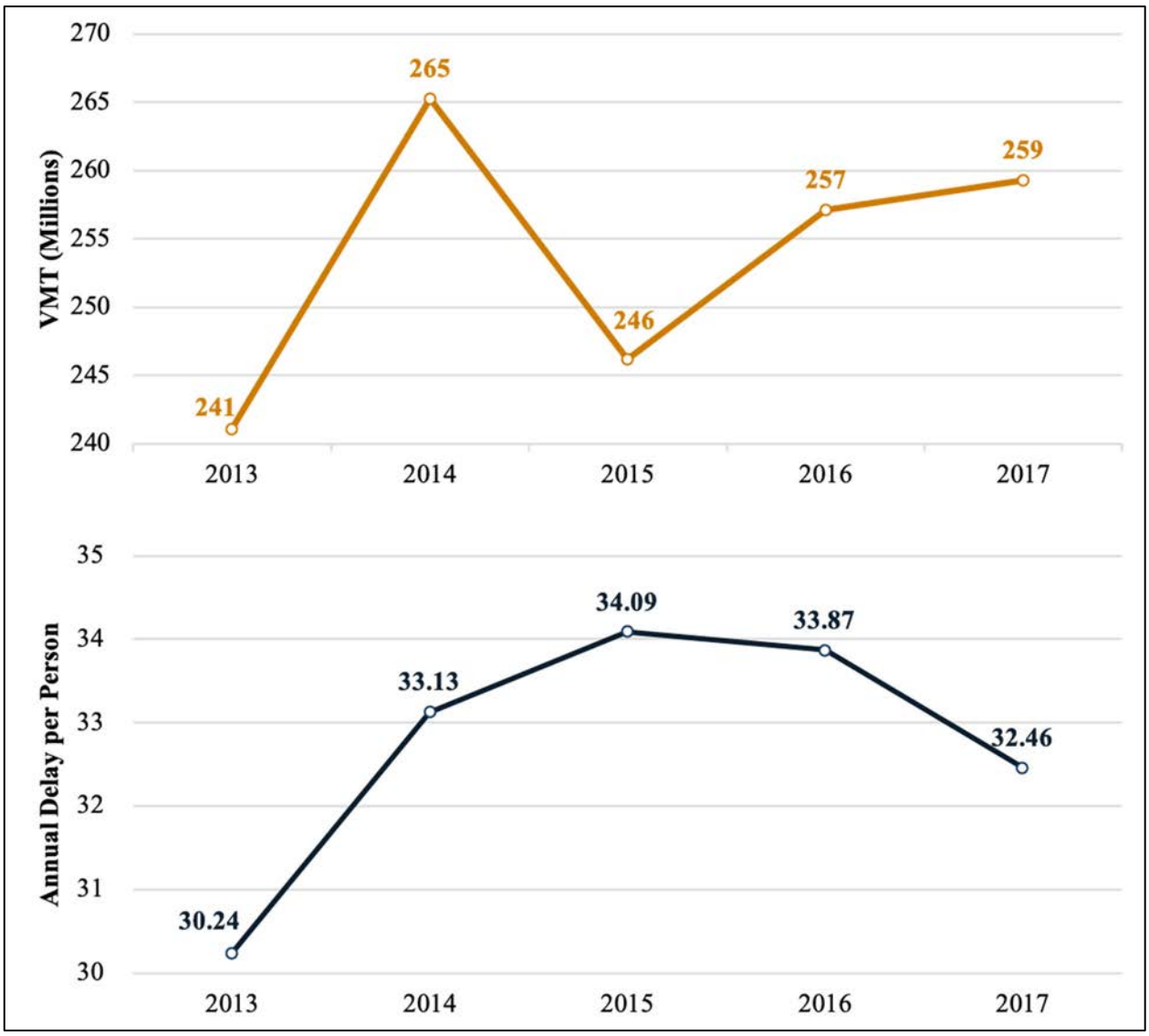
In the five-year period between 2013 and 2017, TxDOT investments have helped increase travel time reliability and slowed the rate of increase in congestion. As reported through the TxDOT Performance Dashboard, improvements were observed in all state travel time reliability indices in 2017 as compared to 2013 levels. Over the same time period however, there was a 4% increase in the urban congestion index (Figure 6),[82] as well as an annual delay per person increase by 7.3% as compared to a 7.5% increase in total VMT (Figure 7).

Figure 6: State Congestion & Travel Time Reliability Indices



Source: Texas Department of Transportation, TxDOT Performance Dashboard: Optimize System Performance

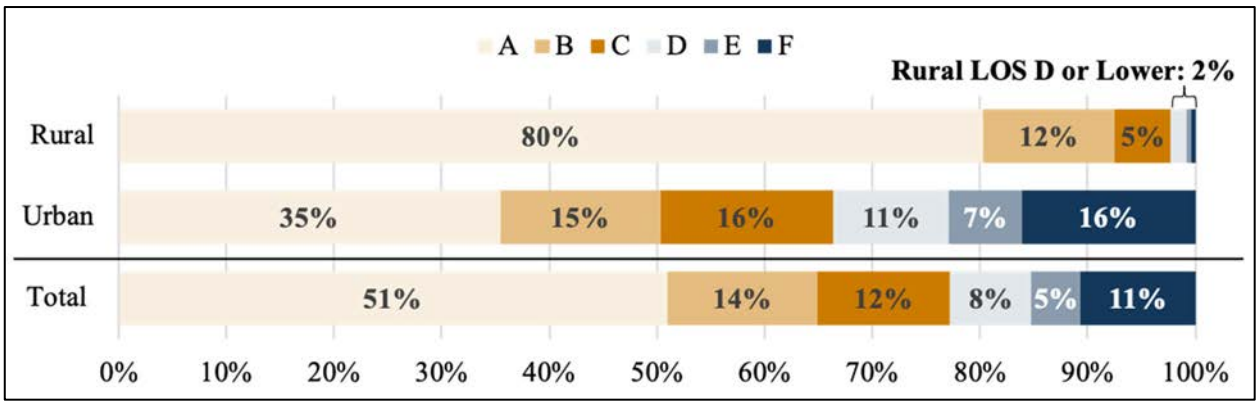
Figure 7: Statewide VMT and Annual Delay Per Person



Source: Texas Department of Transportation, TxDOT Performance Dashboard: Optimize System Performance

Forecasts of traffic volumes relative to highway capacity are often used by planners to understand future LOS. SAM-V4 is calibrated to observed traffic counts (where available) and impute estimates to a common analysis year. For the 2020 base year, 2% of rural roadways (LOS D or lower) and 23% of urban roadways (LOS E or lower) are estimated to be congested (Figure 8). Congestion is present mainly during the morning and evening rush hour periods in urban areas with 4% to 6% of system lane-miles experiencing a LOS of E or lower (Table 8).

Figure 8: 2020 Daily Percentage of VMT by Geography Type and Level of Service (LOS)



Source: SAM-V4 Statewide Travel Demand Model (Results for Base-Year 2020)

Table 8. 2020 Daily Percentage of Lane Miles by Time Period and Level of Service

LOS	Morning Rush Hour	Midday	Afternoon Rush Hour	Nighttime
A	84.4%	88.8%	81.3%	99.5%
B	4.9%	5.3%	5.5%	0.4%
C	3.6%	2.9%	4.4%	0.1%
D	2.2%	1.3%	2.8%	0.0%
E	1.5%	0.7%	1.8%	0.0%
F	3.3%	0.9%	4.1%	0.0%

Source: SAM-V4 Statewide Travel Demand Model (Results for Base-Year 2020)

5.0 TXDOT'S STEWARDSHIP

TxDOT provides stewardship in maintaining and improving highway mobility throughout the state by developing statewide and regional plans, leveraging analytical models to inform decision-making, coordinating with MPOs, and implementing projects designed to relieve congestion and connect Texas communities.

5.1 Plans and Programs

TxDOT and MPOs develop and periodically update a series of statewide and regional plans respectively that promote highway mobility. Each of the transportation plans shown in Table 5 presents one or more of the following topics related to highway mobility: mobility needs, prioritized/programmed projects, strategies, financial plans, and funding programs related to highway mobility. Regional and district-level planning documents are available on each MPO's website.

TxDOT leverages the UTP to effectively implement the objectives of the various statewide and regional mobility plans and studies. The UTP guides the development of transportation projects by authorizing the distribution of construction dollars expected to be available over the next 10 years.[83] Anticipated funding with direct benefits to highway mobility needs (namely Categories 2, 4, 5, 7, and 12) totals $45.24 billion for FY 2020 to 2029 (Table 9).[84]

Table 9: 2020 UTP Funding (FY 2020-2029)

Category	Description	Funding (Millions)
1	Preventive Maintenance	$13,926.30
2	Metro and Urban Corridors (MPOs)	$11,481.71
3	Non-Traditional Funds	$6,053.29
4	Statewide Connectivity	$11,220.55
5	Congestion Mitigation and Air Quality	$2,213.51
6	Bridge	$3,586.56
7	Metro Mobility (Large MPOs)	$4,588.13
8	Safety	$4,031.75
9	Federal Transportation Alternatives	$910.50
10	Supplemental Transportation	$571.58
11	District Discretionary	$3,233.38
12	Strategic Priority	$15,740.00
Total		**$77,557.26**

Source: Texas Department of Transportation (2020). Unified Transportation Program (UTP).[84]

5.2 Planning Tools

SAM-V4 is a statewide travel demand model that can forecast travel activity for current or future-years with outputs used to calculate state performance measures. TxDOT used SAM-V4 for the TTP 2050 to describe existing travel patterns and forecast future travel activity under different scenarios. The SAM-V4 model allows for the analysis of mobility and reliability performance for base and future years based on population and employment estimates from multiple socioeconomic data sources.

5.3 Needs Assessment

Highway mobility "needs" are often defined based on acceptable performance levels. However, this relies on a subjective determination of desired performance outcomes relative to requisite costs to achieve. To gather feedback on highway mobility performance, TxDOT typically conducts scenario analysis as part of the TTP development to gauge public feedback on alternative investment strategies (Table 10). The TTP 2040 found that a LOS C or better performance for all roadways could be achieved at a cost of about $10 billion annually.[35] Mitigating all LOS E or lower roads was

reported to cost around $7 billion to $8 billion annually in TTP 2040, with lower costs to maintain current congestion levels.

Table 10: Additional Lane-Miles and Costs to Achieve Varying Levels of Service through 2040

Rural LOS Achieved	Urban LOS Achieved	Additional Lane-Miles	Total Cost (Billions of 2014 Dollars)	Total Annual Cost (Billions of 2014 Dollars)
C	**C**	27,785	$297.76	$9.93
E	**E**	14,281	$207.24	$6.91
C	**E**	23,934	$220.02	$7.33
E	**C**	18,133	$285.00	$9.50
D	**C**	19,898	$287.37	$9.58
D	**E**	16,047	$209.61	$6.88
E	**D**	15,453	$232.84	$7.76
C	**Primary freight network: C, Other roads: D**	26,127	$270.78	$9.03
C	**D**	25,105	$245.62	$8.19
D	**D**	17,218	$235.21	$7.84

Source: Texas Department of Transportation, Texas Transportation Plan 2040

With respect to the Texas Highway Freight Network, the 2018 TFMP identified a need for 2,370 highway freight projects costing an estimated $64.7 billion in the Unconstrained Freight Investment Plan (Table 11).[13] This total includes $46 billion for mobility and reliability, $16 billion for alternative routes, $2 billion for asset preservation, $693 million for safety, and $159 million for technology.

Table 11: Planned Hwy Freight Projects (Unconstrained Freight Investment Plan by Priority & Funding Status)

	Partially Funded				Fully Funded			
Priority	Number of Projects	% of Projects	Cost (Millions)	% of Cost	Number of Projects	% of Projects	Cost (Millions)	% of Cost
High	259	32%	$28,540	63%	444	28%	$10,839	57%
Medium	412	50%	$13,830	30%	790	51%	$6,265	33%
Low	143	18%	$3,275	7%	322	21%	$1,909	10%
Total	**814**	**100%**	**$45,645**	**100%**	**1,556**	**100%**	**$19,013**	**100%**

Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018.[13]

The TTP 2040 and 2018 TFMP needs estimates for highway mobility did not account for the possible traffic impacts of emerging transportation technologies. Fully automated vehicles may induce greater vehicle demand by increasing mobility options for populations such as the elderly and people with disability, facilitating longer-distance travel, and increasing trip generation rates.[85] Increases in VMT will likely be partially offset by gained system efficiencies due to CV technology. A greater discussion of the impacts of emerging technology are included in the TTP 2050 Scenario Technical Memorandum.

6.0 MOVING FORWARD

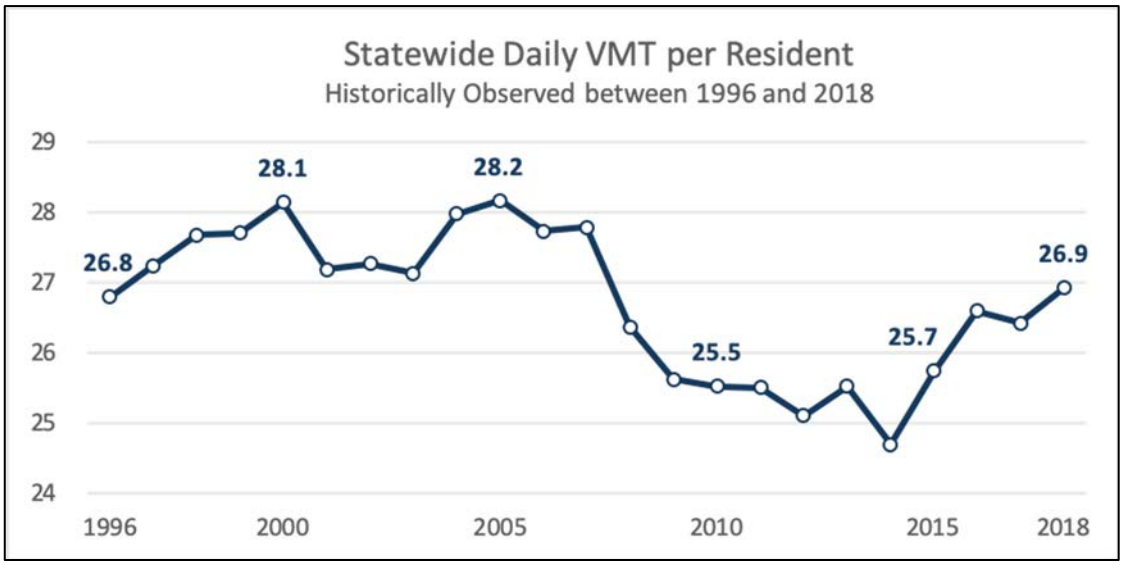
6.1 Trends and Impacts

This section describes trends, issues, and initiatives that will impact highway mobility in Texas during the planning period for the TTP 2050.

6.1.1 Population Growth

The Texas population is expected to increase from 29.7 million in 2020 to 47.4 million in 2050.[86] This forecasted population growth presents challenges for maintaining high levels of highway mobility by dramatically increasing travel demand. Additionally, more than 65% of the state's population resides in the major metropolitan areas of Austin, Dallas-Fort Worth, Houston, and San Antonio.[1] The population in these principal metropolitan areas is expected to grow from an estimated 19.2 million in 2019 to a projected 40.0 million in 2050.[87] A growing population stimulates new travel demand and could exacerbate roadway congestion.[88] In fact, historical data between 1996 and 2018 show that every new resident in Texas is associated with an average of approximately 27 addition VMT per day (Figure 9).

Figure 9: Historical Total Daily Vehicle Miles Traveled in Texas per Resident



*VMT Source: Texas Department of Transportation, 2018 Roadway Inventory Annual Report*76*;*
Population Source: U.S. Census Bureau

6.1.2 Aging Population

The 65 and older population in Texas is expected to more than double between 2020 and 2050, growing from 3.9 million to 8.3 million.[86] As a share of all Texans, the 65 and older demographic is expected to increase from approximately 13.2% in 2020 to 17.5% in 2050.[86] Growth in this older population may affect highway mobility due to having different travel patterns, preferred travel times, and modal preferences on average than younger adults.[89,90] This population may further lead to increased VMT as fully automated vehicles become commonplace.

6.1.3 Long-Term Resilience

Roadway flooding and storm surge can damage transportation infrastructure and disrupt highway movement sporadically or recurrently.[91] Today, Texas has 127,000 people at risk of coastal flooding. By 2050, an additional 117,000 people are projected to be at risk due to sea level rise.[92]

Following the devastation brought by Hurricane Harvey in 2017, a special state commission recommended improvements to "future-proof" Texas long-term resilience. These included improving the state's ability to withstand disasters through infrastructure projects.[93] The possibility of climate change includes potential disruptors to the Texas transportation system, such as sea level rise, increased hurricane intensity, storm surge, rainfall, and other extreme weather events like drought and extreme heat. [94,95] These increase the likelihood of wildfires and their damage to transportation infrastructure and risk to agricultural business.[96]

6.1.4 E-Commerce

Electronic commerce (e-commerce) is changing demand for trucking activity and its volume. For instance, e-commerce deliveries to home requires trucks to be accommodated in residential communities. Roads and highways around e-commerce distribution centers, which are prevalent in several Texas regions,[97] may also experience increases in truck traffic and congestion. [98]

6.1.5 Changes in Travel Preferences and Behaviors

Academic research, survey results, and government data suggest that transportation choices of young adults may differ from previous generations of young adults due to a combination of lifestyle preferences and external factors, such as debt.[99] Alternative transportation modes figures prominently in these changes,[100] as evidenced by a decrease in driver license applications over the past three decades.[99] This coincides with an increase in the use of mobile applications for ride hailing and real-time travel information and guidance for transit or active transportation usage.[99] The exact scope and durability of intergenerational differences in travel choices remains uncertain.[101,102] Generational changes may continue to affect how Texans travel due to generational displacement.

6.1.6 Emerging Transportation Technology

Emerging transportation technologies promise to change travel behavior, trip generation rates, mode choice, and even roadway capacity. For instance, CVs and AVs may encourage longer distance travel and more automobile travel[103] by facilitating the use of in-vehicle travel time for activities aside from driving.[104] Adoption of CVs and AVs may improve highway mobility through increasing roadway capacity in environments with very high adoption rates, while reducing highway mobility by inducing more travel.[105] Ride-hailing may also complement existing transit systems by facilitating first- and last-mile connections – particularly in more populous metropolitan areas[106] – although the research is still exploring the extent to which it serves as a transit complement or a transit replacement.[107] These technologies, along with others such as autonomous aerial delivery drones[108] are likely to become significant influencers on highway mobility as they are refined and adoption rates increase.

6.2 Policy Considerations and Initiatives

TxDOT has many initiatives in progress related to highway mobility. Through the current statewide and future district-level TSMO programs, TxDOT aims to incorporate TSMO planning practices into existing and upcoming program plans and activities. Further consideration of these initiatives for policy-level recommendations will help encourage and expedite the implementation of mobility strategies. Initiatives identified in the *TSMO Strategic Plan* include the following:[37]

- **Traffic Management Systems (TMS)** – TMS initiatives seek to enhance ITS along state roadways by encouraging the inclusion of TMS and operational improvements in construction and maintenance projects;
- **Texas Freight Mobility Plan (TFMP)** – TFMP updates seek to improve freight safety and mobility, and identify opportunities for TMS or ITS devices in freight projects;
- **Traffic Incident Management (TIM)** – The statewide TIM coordinator works with districts to establish incident response best practices and support TSMO collaboration;
- **Smart Work Zones** – TxDOT is developing work zone ITS standards and strategies related to advance traveler information, incident management, and speed monitoring;
- **Drive Texas** – Drive Texas is a travel information website (www.drivetexas.org) for the general public with up-to-date information regarding construction, traffic, and adverse weather;
- **TxDOT Information Management Division (IMD) initiatives** – IMD supports highway mobility through initiatives such as the development of a Traffic Information System Dashboard, fiber mapping and fiber asset management, and piloting automated traffic signal performance measures (ATSPM) in several districts;
- **Special Event Management** – Statewide standard operating procedures for the use of dynamic messaging for special events have been developed; and

- **Congestion Relief Initiative** – The Congestion Relief Task Force created Texas Clear Lanes (www.texasclearlanes.com) to identify primary relief congestion projects which account for local congestion relief priorities and the top 100 most congested roadways in the state.

Beyond adding capacity and implementing technology, congestion relief strategies may require varying levels of legislative guidance or regulation. TTI identified a series of actions that state and federal governments could implement, a sample of which are described as follows.[109]

- **State Employee Trip Reduction** – Programs seeking to reduce employee commute trips may include alternative work schedules, emergency ride home programs, and online matching programs among employees with similar commutes. Performance monitoring is a key implementation issue.
- **Truck Incentives and Use Restrictions** – Truck incentives and use restrictions seek to decrease the freight sector's contribution to congestion or unreliability on roadways by encouraging or requiring changes related to truck travel times or routes. Implementation issues can relate to the burden that truck restrictions and after-hour deliveries can place on local businesses and delivery companies.
- **Aggressive Incident Clearance** – Incident clearance moves roadway obstacles out of the roadway quickly. It has three steps: detection of obstruction, response (e.g., dispatching), and clearance. Implementation of aggressive incident clearance requires information sharing between public and private parties and an investment of resources across jurisdictions.
- **Dynamic Truck Restrictions** – With dynamic truck restrictions, the speed at which trucks may travel, or the lanes or routes that they may use, vary according to traffic flow or time of day. Legislative action may be required for implementation.

The solutions that TTI identifies to reduce congestion belong to several broad categories. These categories include measures to increase vehicle throughput through roadway design and engineering (e.g., intersection improvements, grade separation) and improvements in roadway operations (e.g., reversible traffic lanes, ramp flow controls). They also include measures to reduce automotive travel, particularly during periods of peak demand, through travel demand management (e.g., flexible work hours, carpooling), provision of alternative non-automotive modes (e.g., rural transit, cycle tracks), incentives (e.g., managed lanes, tolls roads), and promotion of land development patterns that minimize the number of new automobile trips added to nearby roadways. Although TxDOT does not control land use, there are policies and programs that TxDOT can take to support local initiatives that develop land in ways that minimize the amount of automotive travel activity generated from development.[110] "Smart growth" refers to a loosely defined set of transportation and land development approaches[111] that seek to facilitate non-automotive movement and minimize the number and length of trips that any land development generates for the highway network.[112]

TTI has proposed policies to support local smart growth initiatives and goals to help accomplish TxDOT transportation program objectives while better supporting community objectives and smart growth initiatives in Texas communities. An excerpt of proposed land use development related goals and policies to help Texas promote smart growth in the state are shown in Table 12.[110]

Table 12. Proposed Smart Growth Goals & Related Policies Identified by TTI for TxDOT

Proposed Smart Growth Goals	Proposed Smart Growth Policies
Preserve right of way to meet ultimate state and regional goals.	• Develop a long-range right-of-way plan that produces projects that meet state and local objectives. • Involve district and area offices in the local review of proposed plats for developments that impact state roadways to coordinate and assist in dedication and preservation of right of way.
Support local smart growth initiatives by participating in local and regional planning processes.	• Create outreach and cooperative programs in partnership with local communities to promote sustainable transportation and development. • Support and coordinate with communities on their smart growth plans and programs consistent with TxDOT's stated mission and programs.
Participate in local development review.	• Ensure that TxDOT interests are considered in developments along state facilities. • Ensure that TxDOT facilities are consistent with local and regional transportation and land-use plans and policies.
Encourage local entities to assume control of state highways that have been downgraded or replaced by new or parallel routes.	• Create a bypass policy to allow alternate routes to be used to carry traffic that would otherwise travel on existing at-grade state highways. • Work with local jurisdictions to allow for the designation of local function areas.
Incorporate smart growth concepts and principles into TxDOT projects and programs consistent with TxDOT goals, and use the transportation-land use relationships to support community objectives while addressing transportation needs.	• For local areas practicing smart growth, to the extent possible, incorporate smart growth concepts and principles consistent with TxDOT goals into TxDOT projects. • Incorporate local smart growth goals as one of the factors considered in the prioritization and selection of projects to the STIP and TIP.
Incorporate flexibility into TxDOT procedures, guidelines, criteria, and standards.	• Design arterials to safely accommodate all modes of travel. • Maintain current design standards for rural roadways and continue to develop and maintain roadways in rural areas that minimize disruption to the surrounding environment, preserve rural settings, and retain the physical and scenic character of these areas.

Proposed Smart Growth Goals	Proposed Smart Growth Policies
Adopt new commission rules as needed to achieve these goals.	• As needed, TxDOT should adopt new rules to support implementation of the policies described in this report.

Source: Texas A&M Transportation Institute (2004). Promoting Smart Growth Texas Style: Proposed Policies for TxDOT to Benefit from and Support Local Smart Growth Initiatives[110]

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Texas Transportation Plan (TTP) 2050

Technical Memo 5: Highway Safety Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 26, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

AV	Autonomous Vehicle
CFR	Code of Federal Regulations
CMF	Crash Modification Factor
CRIS	Crash Records Information System
CV	Connected Vehicle
DDSA	Data-driven Safety Analysis
DUI	Driving under the influence
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
HSP	Highway Safety Plan
HSIP	Highway Safety Improvement Program
MAP-21	Moving Ahead for Progress in the 21st Century Act
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
SHSP	Strategic Highway Safety Plan
TFMP	Texas Freight Mobility Plan
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
U.S.C.	United States Code
UTP	Unified Transportation Program
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps guide TxDOT's investment decisions over the long term, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide highway safety.

2.0 MODAL OVERVIEW

Texas Department of Transportation (TxDOT) oversees the largest highway network of any state in the country with more than 314,000 centerline miles of public road.[1,2] Promoting safety on the Texas transportation system is one of TxDOT's most important roles, and is factored into every project and decision that TxDOT makes. The TxDOT mission highlights safety as the first characteristic of the transportation system that it seeks to provide:

> *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*[3]

Working toward "**a future with zero traffic fatalities and serious injuries**,"[4] TxDOT constantly seeks ways to reduce the prevalence of crashes and related deaths and injuries. This modal profile describes TxDOT's role in highway safety planning efforts, current performance on the system, issues facing highway safety performance, data available for analyzing safety performance, as well as the tools and documents used by TxDOT to guide their current and future efforts toward eliminating traffic fatalities.

2.1 Strategic Importance

TxDOT's organizational emphasis on enhancing safety permeates all aspects of the agency's work. The first goal listed in TxDOT's *2019-2023 Strategic Plan* is to "Promote Safety." In support of this goal area, TxDOT identifies specific actions to reduce crashes and fatalities "through innovation, targeted awareness, and education" and to enhance occupational safety to reduce employee incidents.[5]

Security is intrinsically linked with the concept of safety. TxDOT plays a critical role in the security of Texas roadways against intentional disruption, as well as emergency response during natural disasters and disruptions, such as hurricanes, wildland fires, and snow and ice hazards.[6] Providing clear evacuations routes, a resilient transportation network, and emergency support enable TxDOT to help Texas residents and visitors remain safe.

2019-2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019-2023 Strategic Plan.

2.2 TxDOT's Role

TxDOT's role in promoting safety on Texas roads includes providing engineering solutions, educating the public on traffic safety, analyzing safety data, and supporting security, emergency operations, and law enforcement in matters related to traffic safety. TxDOT's planning, design, and construction efforts focus on the "on-system" network. TxDOT continuously identifies and implements targeted and systemic safety countermeasures for on-system roadways while promoting safety for all Texas roadways.

Key Definitions

- **NHS:** Roadways classified as important to the nation's economy, defense, and mobility including the Interstate Highway System.
- **Non-NHS:** All roadways not designated as on the NHS.
- **On-System:** All roadways under the jurisdiction, maintained, and operated by TxDOT.
- **Off-system:** All roadways not under the jurisdiction, maintained, and operated by TxDOT.

TxDOT educates and encourages the general public to travel more safely through promotional campaigns that highlight the importance of safe, sober, and undistracted driving. This includes conducting numerous campaigns such as public service announcements, placing memorial signs, and overseeing programs for young adults that aim to prevent impaired driving.[7] TxDOT's "End the Streak" campaign highlights the fact that the last day without a fatality on Texas roadways was in 2000.[8]

TxDOT also supports highway safety by collecting and analyzing crash data reports submitted by law enforcement officers.[9] TxDOT maintains records of crash location and characteristics in an automated database and publishes annual reports based on its analysis of the crash data as well as various analytics-oriented dashboards and heat maps.[10] Although TxDOT is not responsible for enforcing state safety laws, it does partner with the Texas Department of Public Safety on initiatives to improve traffic safety in Texas.[4]

TxDOT plays a role in emergency response operations for disasters and for infrastructure security. In the event of major weather incidents, such as hurricanes, TxDOT can direct the use of certain highway shoulders as evacuation travel lanes, increasing the available capacity for moving Texans out of potential areas of impact.[11] TxDOT further assists in response, recovery, and resiliency efforts during emergencies and maintains safety of the state transportation system for the traveling public through various activities, including:[11]

- Interagency coordination,
- State of Texas Assistance Requests,
- Wildfire support to fire departments,
- Winter weather maintenance,

- Evacuation route preparation during floods and hurricanes,
- Debris removal following emergency events, and
- Communicating emergency information via dynamic message signs.

2.3 Legislative Guidance

The Texas Transportation Code requires TxDOT to collect and analyze crash reports submitted by law enforcement officers.[9] This information in addition to other data driven analyses are used by the Texas Legislature to establish short-term performance targets for annual fatality rates every other year. For appropriation years 2019 and 2020, the Legislature has set a target of 1.47 and 1.40 fatalities per 100 million vehicle miles traveled (VMT), respectively. These targets and actual outcomes are publicly reported via: https://www.txdot.gov/inside-txdot/division/state-affairs/performance-results.html.

Federal rulemaking for the aforementioned national transportation safety measures is outlined in 23 Code of Federal Regulations (CFR) Part 490.207. TxDOT is responsible for setting and reporting a numeric statewide target for each of the required performance measures as detailed in the previous section.[4] TxDOT, along with other public and private entities, is further responsible for contributing vehicle-involved fatality data on public roads to the Fatal Analysis Reporting System (FARS) maintained by the National Highway Traffic Safety Administration (NHTSA). All motor vehicle related crashes that meet specific reporting criteria are included in the FARS database, which is used to inform state and national safety policies.

Per Section 148 of Title 23 of the United States Code (U.S.C.) and 23 CFR Part 924, states seeking federal funds must develop policies and identify strategies in support of the Highway Safety Improvement Program (HSIP) federal-aid program.[12] The HSIP requires states to develop plans and programs related to safety improvement, including a Strategic Highway Safety Plan (SHSP),[13] a state HSIP, and a Railway-Highway Crossing Program.[14] Additional requirements include a program for high-risk rural roads.[15]

2.4 Performance Measurement

TxDOT uses a variety of performance measures to track progress towards enhancing highway safety and system security (Table 1). The listed safety measures are publicly reported via the TxDOT Performance Dashboard, which further includes performance targets for the annual count and rate of fatalities. By 2028, TxDOT has set a target of having 3,708 or fewer fatalities and 1.16 or lower fatalities per 100 million VMT.[16]

Table 1: TxDOT Safety and Security Performance Measures

TxDOT Safety Measures	TxDOT Security Measures

Annual count and rate of fatalities on all public roads	Percentage of critical infrastructure identified and archived in the state critical infrastructure database
Annual counts of emphasis area fatalities on public roads involving: i) run off the road, ii) distracted driving, iii) driving under the influence, iv) intersections, v) pedalcyclist, and vi) pedestrians	Emergency response time
Annual count and rate of serious injuries on all public roads	Frequency of transportation security training and drills held among state, county, and city agencies
Annual employee injury rate	Percentage of state population that receive training and/or educational materials on transportation security response protocol

Sources: Texas Department of Transportation (2018). TxDOT Performance Dashboard – Promote Safety;[16] Texas Department of Transportation (2015). Texas Transportation Plan 2040.[17]

In addition to the agency measures in Table 1, TxDOT also tracks safety performance using national metrics mandated in the Moving Ahead for Progress Act in the 21st Century (MAP-21) and reaffirmed in the Fixing America's Surface Transportation (FAST) Act, both passed by the U.S. Congress. The acts and subsequent federal rules require TxDOT to report on the five-year-rolling average count and rate of fatalities/serious injuries and the combined number of fatalities and serious injuries of non-motorized users on Texas public roads.[11,18] Targets for each of these national measures are shown in Table 2.

Table 2: Baseline Condition and Targets for Federal Safety Performance Measures

National Safety Measure (Five Year Rolling Averages on All Public Roads)	2013-2017 Baseline	2015-2019 Target
Number of Fatalities	3,609	3,791
Fatality Rate (per 100 million vehicle miles traveled (VMT))	1.400	1.414
Number of Serious Injuries	17,235	17,751
Rate of Serious Injuries (per 100 million VMT)	6.684	6.550
Number of Non-motorized Fatalities and Serious Injuries	2,055	2,238

Federal Highway Administration (2019)[19]

3.0 DATA AVAILABILITY

3.1 Data Assessment

TxDOT makes use of an assortment of plans and reports, manuals, funding programs, and datasets to enhance transportation safety in Texas. Key documents reviewed during the development of the TTP 2050 are summarized in Table 3.

Table 3: Safety and Security Data Collected

Source (Publication Year)	Description
Plans and Reports	
Texas Highway Safety Plan (HSP) (FY 2020)[20]	The HSP annually reports crash trends and safety performance on Texas roadways and outlines how safety funding has been used to support safety strategies. The HSP uses an interdisciplinary group of stakeholders to provide input and feedback on targets, strategies, and safety data analysis. The HSP identifies emphasis areas that receive grant funding through the HSP program.
Texas Strategic Highway Safety Plan (SHSP) 2017-2022 (2020)[4]	The SHSP identifies emphasis areas, strategies to address the emphasis areas, and performance targets for the federally mandated safety performance measures. The Texas SHSP examines other relevant documents from TxDOT and other organizations, such as metropolitan planning organization (MPO) long-range transportation plans, the TxDOT long-range transportation plan, the Unified Transportation Program (UTP), other TxDOT safety plans, and Vision Zero plans.
Solutions for Saving Lives on Texas Roads, Texas Traffic Safety Task Force Report (2016)[21]	The *Solutions for Saving Lives on Texas Roads* report was developed by the multidisciplinary Texas Traffic Safety Task Force. The report provides analysis of various highway engineering and driver behavior countermeasures used to improve safety on Texas roadways in terms of return on investment. For example, with the addition of rumple strips on Texas roadways the report estimates between 170 and 180 lives could be saved per year with a return on investment ratio of 12:1 ($12 of potential return for every $1 spent). Potential inventories for improvement are included in each of the potential engineering countermeasures.
Texas Strategic Action Plan for Motorcycles 2013–2018 (2013)[22]	The *Texas Strategic Action Plan for Motorcycles 2013-2018* provides detailed analysis on crashes involving motorcycles. The plan identifies strategies to improve motorcyclist safety through countermeasures, intelligent transportation system (ITS) technologies, and outreach. The plan includes 73 countermeasures defined under 13 goals to reduce motorcycle crashes.
Texas Freight Mobility Plan (TFMP) (2018)[23]	The TFMP is a modal plan that includes data analysis on crashes involving commercial motor vehicles. The plan states that "improving the current traffic safety record in Texas is critical to the performance of the Texas Highway Freight Network." The plan then focuses analysis on the total number of crashes, fatal crashes, and incapacitating injury crashes involving commercial motor vehicles.
State of Texas Emergency Management Plan (2019)[24]	The Texas Department of Public Safety developed the *State of Texas Emergency Management Plan*. The plan outlines how the state prepares for, responds to, mitigates, and recovers from hazards to public health and safety. The plan also outlines operational approaches and responsibilities for the emergency management program, including the role of TxDOT.
Texas Homeland Security Strategic Plan (2015)[25]	The *Texas Homeland Security Strategic Plan* is the state's framework for homeland security priorities and organizes homeland security capability development. The plan includes risk identification, assessment, and actions for reducing risk.
Texas Motor Vehicle Crash Statistics (2018)[26]	TxDOT publishes statistics for crashes subdivided by severity type (e.g., fatality, serious injury), restraint use, urban or rural location, county, time of day, time of year, contributing factors, age of driver, and many other characteristics.

Source (Publication Year)	Description
Guidance and Manuals	
Maintenance Operations Manual (2018)[27]	The Emergency Operations chapter of the *Maintenance Operations Manual* contains information on TxDOT's role related to snow and ice control, emergency spill response, wildfire response, accidents and incidents, and homeland security.
Funding Programs	
Unified Transportation Program (UTP) (2020)[28]	The UTP "authorizes projects for construction, development, and planning activities."[29] It links the planning activities in the TTP, Metropolitan Transportation Plans, and Rural Transportation Plan to the Statewide Transportation Improvement Program and two-year Letting Schedule. It lists projects and programs that are planned to be constructed and/or developed within the first ten years of the TTP.
Highway Safety Improvement Program (HSIP) (2018)[30]	The HSIP is a core federal-aid program with components that include Texas multi-agency Strategic Highway Safety Plan, financially constrained TxDOT-supported projects, the High-Risk Rural Roads Program, Driver Education and Behavior, and the Railroad-Highway Crossing Program.[12,31]
Datasets	
Crash Records Information System (CRIS) (2018)[32]	Safety data is updated to the CRIS in real time using the Texas peace officer's crash report. The database includes information about each crash's time and location, details about the circumstances of the crash, the type of driver, and the severity of the incident. This data is submitted to the national Fatality Analysis Reporting System annually.
Fatality Analysis Reporting System (FARS) (2017)[33]	FARS is a nationwide census of "fatal injuries suffered in motor vehicle traffic crashes." [34]
TxDOT Roadway Network Characteristics GIS Database (2016)[35]	This dataset includes GIS shapefiles with information about vertical clearances, speed limits, reference markers, evacuation routes, and nonattainment areas. These databases provide insight into infrastructure's impact on safety emphasis areas. By overlaying crash data with geometric deficiency data, correlation can be better drawn between addressing such deficiencies and improvements in safety.

3.2 Data Quality

The CRIS data provides a comprehensive assessment of crashes, injuries, and fatalities at a highly disaggregate level, enabling a diverse range of analysis. The fundamental limitation of any safety dataset is the reliance on public reporting.[9] As such, less severe crashes may be undercounted. For instance, collisions between automobiles and bicyclists or pedestrians that do not cause an injury are less likely to be reported to law enforcement officers than those that do.[36] CRIS only includes reported crashes that involve a motor vehicle. For instance, single-bicycle crashes related to collisions with infrastructure or loss of control due to uneven road surfaces are not captured in the CRIS data.[37] [38] The vast majority of crash reports are entered into the database within 30 days, and trends suggest that 98.0% of crashes will be entered within 30 days by 2022,[39] up from 95.5% in 2018,[40] partially due to the decision by the Texas Legislature to require electronic submission of crash reports.

4.0 SYSTEM INVENTORY AND CURRENT PERFORMANCE

4.1 System Inventory

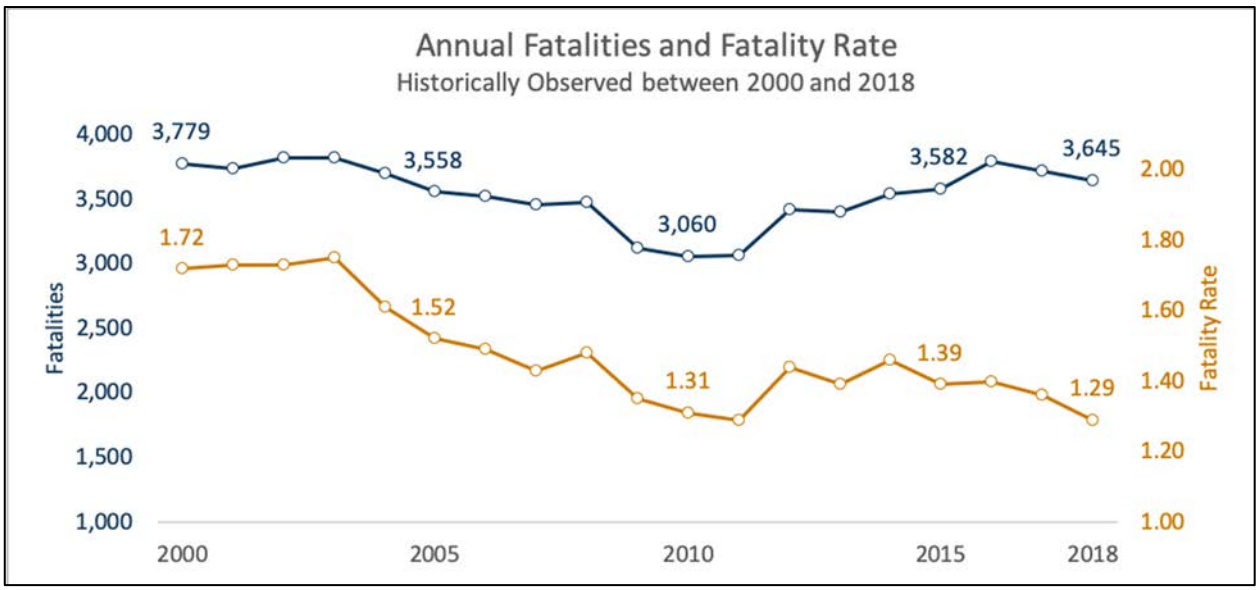
Federal regulations for performance measures determine the extent of the system that is considered in the evaluation of safety performance. For the purposes of safety, all public roads in Texas are included in the inventory of crashes.[2]

4.2 Historic and Current Performance

On average, 10 deaths and 41 serious injuries were reported every day in 2018 on Texas public roadways.[41] As of this writing, at least one death has been reported on Texas roads every day since 2000.[42]

Figure 1 shows the number and rate of fatalities in Texas between 2000 and 2018. After slightly climbing between 2000 and 2002,[43] Traffic fatalities trended downward between 2002 and 2010, at which point the number of fatalities reached its lowest point.[4] The trend reversed thereafter, and between 2010 and 2016 fatalities increased to the nearly the same level as the early 2000s. Both the count and rate of fatalities have declined each year between 2016 and 2018. In 2018, there were 3,645 fatalities on public roads in Texas, and the fatality rate was 1.29 fatalities per 100 million vehicle miles traveled (VMT). Although fatalities decreased by 3.7% between 2000 and 2018, the fatality rate fell by 33.3% over the same time period,[44] indicating that VMT growth can offset reductions in the fatality count.

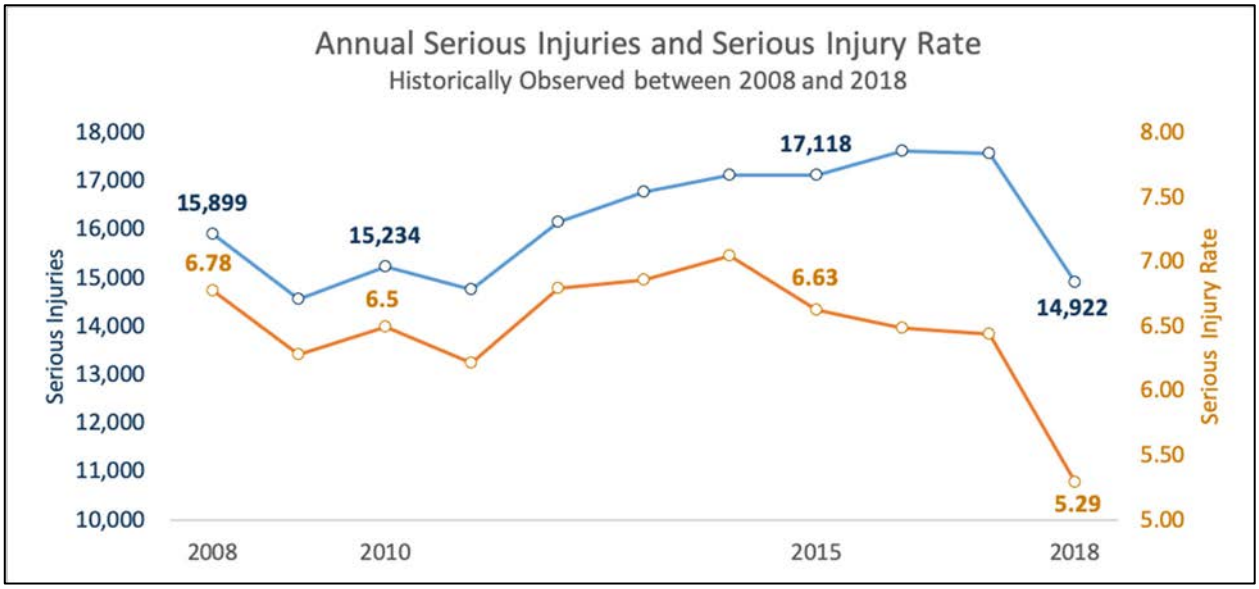
Figure 1: Historical Annual Fatalities and Fatality Rate



Sources: National Highway Traffic Safety Administration. NCSA Data Resource Website, Fatalities and Fatality Rates by State: Years 2000-2002.[45] *Texas Department of Transportation (2016). Comparison of Motor Vehicle Traffic Deaths, Vehicle Miles, Death Rates, and Economic Loss: Years 2003-2007*[44] *Texas Department of Transportation (2018). TxDOT Performance Dashboard – Promote Safety: Years 2008-2018.*[16]

Figure 2 shows the annual count of serious injuries and the annual serious injuries rate in Texas between 2008 and 2018. The annual number of serious injuries fell below 15,000 in 2018 for the first time since 2012. The serious injury rate for 2018 was 5.29 per 100 million VMT. The number of serious injuries has declined by 6.1% since 2008, the serious injury rate has fallen by 22.0% over the same period.[46] In fact, there were 2,613 fewer serious injuries on Texas roads in 2018 than in 2017, despite there being 9.0 billion more VMT in 2018.[47]

Figure 2: Annual Serious Injuries and Serious Injury Rate



Source: Texas Department of Transportation (2018). TxDOT Performance Dashboard – Promote Safety.[16]

TxDOT also tracks the number of fatalities by emphasis area. Emphasis areas are categories of crashes that are identified as contributing to fatal and severe crashes. The emphasis area categories include driver behaviors, system users, and crash types. Those tracked on the TxDOT Performance Dashboard include the following crash types: run off the road, distracted driving, driving under the influence (DUI), intersection, pedalcyclist, and pedestrian.[48] Table 4 provides the number of fatalities by emphasis area in 2018 and the percentage change since 2009. The SHSP, which also defines emphasis areas, projects the number of fatalities and serious injuries to increase due to increased population growth and economic activity in the state.[49]

Table 4: Fatalities by Emphasis Area in 2018

Emphasis Area	2018	Change since 2009
DUI	1,279	+10%
Run Off the Road	1,289	+4%
Intersections	702	-1%
Pedestrian	624	+75%
Distracted Driving	403	-14%
Pedalcyclist	72	+50%

Source: Texas Department of Transportation (2018). Performance Dashboard – Promote Safety.[16].

5.0 TXDOT'S STEWARDSHIP

5.1 Plans and Programs

TxDOT leverages the Texas SHSP to identify safety improvement strategies for each of the emphasis areas previously discussed. The Traffic Safety Division utilizes the SHSP, HSP, the TFMP, and other safety-related plans to identify candidate projects for the UTP, which guides project development over a ten-year period.[28] The TFMP specifically identifies safety-related projects on the Texas Freight Highway Network, which TxDOT developed to guide and prioritize transportation investment to support efficient freight movement.[50] Safety projects are primarily funded through UTP Category 8 ("Safety") with additional safety benefits deriving from spending in other categories, including Category 11 ("District Discretionary"). Between 2014 and 2018, TxDOT authorized approximately $1.06 billion in UTP Category 8 funds, or an annual average of more than $211 million.[51] [52] [53] [54] [55] Between 2016 and 2018, safety-related Category 11 funds totaled nearly $270 million.[53] [54] [55] The 2020 UTP increased funding in Category 8 to approximately $4.03 billion over 10 years.[28] Additionally, TxDOT will authorize an additional $300 million per year in Category 8 for FY 2020 and FY 2021 in support of its "Towards Zero Fatalities" performance vision.[56] [57] [58]

5.2 Planning Tools

CRIS and the CRIS Query tool[32] are important data sets and tools used by TxDOT for analyzing crash data. TxDOT maintains more than ten years of crash data dating back to January 1, 2010.[9] The CRIS Query tool allows users to query crash data by date, time, location, crash details, unit type (e.g., vehicle, bicycle), or person-level details. Crash-level details include a variety of factors that were determined to influence the crash which are also common safety emphasis areas, such as pedestrian-related crashes, restraint use, weather conditions, or age of drivers in crashes.

TxDOT provides several annual summary reports for crashes in the state. One of the summary reports is the *Texas Motor Vehicle Traffic Crash Facts*,[59] which provides a one-page primer on crash statistics for Texas. The most recent crash fact sheet is for the calendar year 2018.

Another tool used for reporting safety performance is the previously mentioned TxDOT Performance Dashboard.[60] This dashboard focuses on the performance measures included in the TxDOT strategic plan, namely annual fatalities, serious injuries, fatalities by emphasis areas, and employee injury rate.

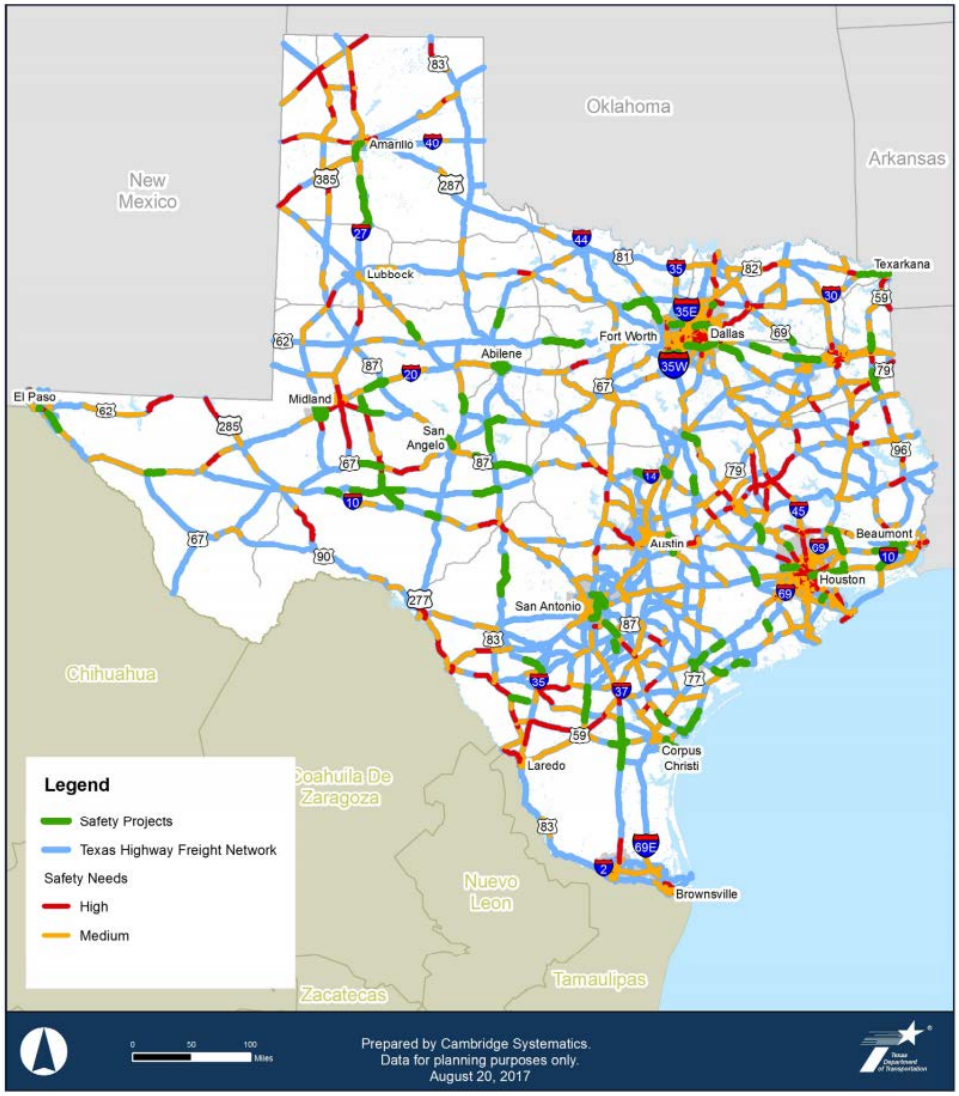
In addition, TxDOT Traffic Safety Division leverages the CRIS database to produce various dashboards including comprehensive safety dashboards, heat maps, and Crash Tree Analysis Dashboards. These visualization products encompass a myriad of emphasis areas, geographical locations, trend analysis, and crash rates at the micro level (e.g., control sections of highway).

The TxDOT Traffic Division leverages trend analysis derived from CRIS data with historic safety spending and safety performance measures to forecast future safety performance based on estimated funding levels. The performance of projects is based on crash modification factors (CMFs) of the identified improvement by work code and are included in the HSIP work codes table.[61] CMFs are identified during the safety project proposal process and are used to inform project selection based on forecasted safety benefits.[62]

5.3 Needs Assessment

The TFMP recently assessed highway safety needs on the state freight network. The plan categorizes needs as high, medium, or low depending on commercial vehicle related crash rates and severity. According to the plan, safety needs gaps are “more prevalent in rural areas,” although they are present throughout Texas. High and medium safety needs included in the TFMP are shown in Figure 3. The estimated unconstrained safety needs included in the TFMP total $693 million for 847 projects.[23]

Figure 3: Highway Safety Needs and Projects from the Texas Freight Mobility Plan



Source: Texas Department of Transportation (2018). Texas Freight Mobility Plan.[23]

6.0 MOVING FORWARD

This section highlights trends, issues, and initiatives that will impact highway safety in Texas through the 2050 planning timeframe.

6.1 <u>Trends and Impacts</u>

Several notable trends and issues have emerged relevant to safety that are of importance to the TTP 2050's development and are detailed as follows.

- **Connected Vehicles:** Connected vehicles (CVs) may change the transportation system by facilitating data collection for ITS analysis, permitting more efficient traffic operations,

and improving safety. As CVs are adopted into the vehicle fleet, safety-related technologies, such as in-vehicle warning systems from vehicle-to-vehicle and vehicle-to-infrastructure communication, will alert drivers to potential crash situations and eventually auto-correct to prevent a crash.[63]

- **Autonomous Vehicles:** Autonomous vehicles (AVs) have the potential to dramatically improve highway safety by reducing or eliminating driver error.[63] Studies have reported that AVs could substantially reduce the number of human error related crashes (representing ~95% of all crashes); one estimate suggests that fully automated vehicles could reduce crashes by 90%.[64]
- **Systemic Approach to Safety:** Several states have adopted a systemic approach to safety planning. This systemwide approach to safety does not necessarily target specific crash locations, but rather looks at the characteristics of the roadway system that pose a risk to highway traffic. One example of a systemic approach to safety is low-cost countermeasures at stop-controlled intersections, which have generated reductions in injury and fatality crashes.[65]
- **Data-Driven Safety Analysis (DDSA):** Currently, about 75% of states use DDSA to identify projects that will maximize safety benefits on the transportation system. DDSA uses predictive analysis to review crashes, roadway characteristics, and traffic volumes to determine the expected safety performance of new projects.[66] TxDOT uses DDSA and other data analysis to inform its safety decision making.[67] Additional data from connected and autonomous vehicles may allow data-driven approaches to expand by providing details about roadway conditions in real time.
- **Aging Population:** The magnitude and share of the population over 65 in Texas are both expected to increase through 2050. Approximately 17.5% of the Texas population will be over 65 years old in 2050, as compared to 12.5% in 2018.[68] Accordingly, "older road users" is one of the emphasis areas included in the SHSP. The mobility options for older road users is an important consideration for highway safety as older road users make up 12% of driver fatalities and 14% of pedestrian fatalities.[69]

6.2 Policy Considerations and Initiatives

A key policy consideration to be considered for the TTP 2050 is The Vision Zero initiative, which TxDOT formally enacted in May 2019. The Vision Zero initiative set ambitious goals to achieve zero deaths by 2050 with a midway goal to cut fatalities in half by 2035.[70]

TxDOT seeks to reinforce the role of safety in all aspects of its work by strengthening its safety culture. The TxDOT *2019-2023 Strategic Plan* outlines three actions to ensure TxDOT achieves the goal of promoting safety by championing a culture of safety.[5] The three actions are:

- Implement a performance-driven effort to strategically focus safety efforts to mitigate negative safety trends, with an initial focus on rising pedestrian fatalities;
- Systematically include more safety features on projects by drawing on those actions demonstrated to have the highest rate of return through the HSIP; and
- Continue proactive educational, training, and technological measures to further reduce incident rates for occupational and driver safety of TxDOT employees.

Continued implementation of the SHSP will shape safety and safety work. The SHSP outlines a variety of strategies and countermeasures to address the seven safety emphasis areas identified in the plan. Consideration of these strategies in the TTP 2050 may ensure that long-range planning aligns with highway safety priorities developed for the SHSP.

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Texas Transportation Plan (TTP) 2050

Technical Memo 6: Pavement Preservation Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 25, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

CFR	Code of Federal Regulations
DOT	Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FY	Fiscal Year
HPMS	Highway Performance Monitoring System
IRI	International Roughness Index
MAP-21	Moving Ahead for Progress in the 21st Century Act
NHS	National Highway System
PA	Pavement Analyst
PMIS	Pavement Management Information System
PSR	Present Serviceability Rating
TAMP	Transportation Asset Management Plan
TIGER	Topologically Integrated Geographic Encoding and Referencing
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
UTP	Unified Transportation Program
U.S.C.	United States Code
VMT	Vehicle Miles Travelled

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps guide TxDOT's investment decisions over the long term, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide pavement preservation planning.

2.0 MODAL OVERVIEW

Texas residents, businesses and visitors use the state's roads for numerous purposes, including commuting, recreation, freight and commerce. Texas has the largest highway network of any state in the country with more than 314,000 centerline miles of public road;[1,2] if these roads were placed end-to-end they would extend from the Earth to 75,000 miles beyond the Moon.[3] This section of the Profile explains the importance of preserving the Texas road system, describes TxDOT's roles and responsibilities, documents performance management practices and describes the state and federal legislation that shape TxDOT's pavement preservation work.

Key Definitions

- **NHS:** Roadways classified as important to the nation's economy, defense, and mobility including the Interstate Highway System.
- **Non-NHS:** All Highways not designated as on the NHS.
- **On-System:** All highways owned, maintained, and operated by TxDOT.
- **Off-system:** All highways not owned, maintained, and operated by TxDOT.

2.1 Strategic Importance

Maintaining good pavement condition makes traveling safer,[4,5] lowers vehicle operating costs due to reduced wear and tear,[6] and increases traveler comfort as a result of a smoother roadway surfaces.[7] In recognition of these benefits, TxDOT designated "Preserve Our Assets" as one of the strategic goals in its *2019-2023 Strategic Plan.*[8] TxDOT's aim is to "maintain and preserve system infrastructure to achieve a state of good repair and avoid asset deterioration."[9]

2.2 TxDOT's Role

TxDOT manages the inspection, evaluation, maintenance, preservation and restoration of the "on -system" network.[10] This network comprises over one-quarter of Texas centerline miles, which accounts for nearly three-quarters of vehicle miles-travelled in the state.[11,12] TxDOT additionally supports the "off-system" National Highway System (NHS) by contracting vendors to operate van-mounted 3-D cameras and lasers to collect performance information and inform federal reporting.

2.3 Performance Measures and Targets

TxDOT annually reports the percent of on-system pavement lane-miles in "good" or "better" condition,[13] which is one of the measures used to guide TxDOT's roadway preservation and maintenance strategies. TxDOT's definition of "good" or "better" is based on an overall statewide Pavement Condition Score, which is comprised of both a Ride Score and Distress Score that respectively account for the smoothness and deterioration of pavement surfaces (e.g., rutting, cracking, potholes, failures and patches) (Table 1). These scores are assigned for every half-mile of state-maintained roadway and are determined through semi-automated/automated methods.[14] TxDOT has set a target of 90% of the on-system network (measured in lane-miles) to have a Pavement Condition Score above 70.[13,15]

Table 1: Distress, Ride and Condition Score by TxDOT Descriptive Class

Descriptive Class	Distress Score	Ride Score	Condition Score
Very Good	90 – 100	4.0 – 5.0	90 – 100
Good	80 – 89	3.0 – 3.9	70 – 89
Fair	70 – 79	2.0 – 2.9	50 – 69
Poor	60 – 69	1.0 – 1.9	35 – 49
Very Poor	1 – 59	0.1 – 0.9	1 – 34

Source: Texas Department of Transportation (2018)[14]

In addition to these agency measures, TxDOT also tracks pavement performance using national metrics mandated in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reaffirmed in the Fixing America's Surface Transportation (FAST) Act, both passed by the U.S. Congress. The acts and subsequent federal rules require TxDOT to report on the share of interstate and non-interstate NHS pavement lane-miles in "good" or "poor" condition. "Good" and "poor" condition, using the federal definition, is evaluated based on ratings for International Roughness Index (IRI), cracking, rutting, faulting and/or the Present Serviceability Rating (PSR), depending on the pavement material, speed limit and state reporting practices.[16] TxDOT reports on these measures as part of its updated *Transportation Asset Management Plan (TAMP)*. Federal regulations also require states to set two- and four-year targets for "good" and "poor" condition share for interstates and non-interstate NHS,[16] which are shown in Table 2.

Table 2: Baseline Condition and Targets for Federal Performance Measures

National Pavement Measure	2018 Baseline	2020 Target	2022 Target
Percent of interstate pavement in "good" condition	NA	NA	66.4%
Percent of interstate pavement in "poor" condition	NA	NA	0.3%
Percent of non-interstate NHS pavement in "good" condition	54.5%	52.0%	52.3%
Percent of non-interstate NHS pavement in "poor" condition	14.0%	14.3%	14.3%

Note: Baseline condition are two-year targets are not required for interstate targets for the first performance period. Baseline non-interstate NHS condition was calculating using IRI only (or PSR for road sections with speed below 40 mph). Source: Federal Highway Administration (2018)[17]

2.4 Legislative Guidance

Both state and federal legislatures have established requirements for the performance management of Texas pavements. The Texas Legislature establishes performance targets every other year[15] for a set of routine system maintenance measures related to pavement condition (Table 3). For transparency purposes, a comparison of the observed and targeted outcomes for each appropriation year is posted on the TxDOT website: https://www.txdot.gov/inside-txdot/division/state-affairs/performance-results.html. One of the pavement-related measures corresponds with the previously mentioned 'percent of highway pavements in "good" or "better" condition,' and several relate to the pavement management program itself, such as the number of lane-miles contracted for resurfacing. Additionally, in accordance with the Texas Transportation Code Section 201.809, TxDOT reports progress toward each of the TTP goals annually, including for preservation goals based on progress in the percentage of lane-miles in "good" or "better" condition.[18]

Table 3: Measures and Targets for Pavement-Related Measures Established in the General Appropriations Act

Measure	Appropriation Year 2019 Result	Appropriation Year 2020 Target
Percent of highway pavements in "good" or "better" condition (pavement condition score > 70)	87.98%	90%
Statewide Maintenance Assessment Program condition score	77.98	76.00
Number of lane miles contracted for resurfacing	21,317	21,773
Number of highway lane miles resurfaced by state forces	6,587	7,900

Source: Texas Department of Transportation (2019)[15]

The performance management requirements established in MAP-21 and continued in the FAST Act also require specific actions from TxDOT related to pavement management. These include the establishment of two- and four-year performance targets related to pavement condition for the national measures. TxDOT reports these targets to Federal Highway Administration (FHWA) in its Baseline Performance Period Report (23 CFR § 490.107) and every four years through the TAMP (23 CFR § 515.13). At the middle and end of each four-year performance period, TxDOT submits a progress report detailing its progress toward achieving the targets and the effectiveness of its investment strategy among other topics. Lack of progress in achieving the targets requires the department of transportation (DOT) to describe actions that will be taken to achieve them.[16] TxDOT's funding flexibility is in part tied to the achievements of established targets.[16]

The TAMP describes management of the NHS to cost-effectively achieve asset condition targets while managing risks. Title 23 of the Code of Federal Regulations (23 CFR § 515) establishes a process for establishing the TAMP and related requirements, standards, and organizational integration practices.[14]

TxDOT also reports pavement condition data for the Highway Performance Monitoring System (HPMS) adhering to the standards set by FHWA under the authority documented in 23 CFR § 1.5. According to 23 CFR § 420.105 (b), state DOTs "must provide data that support the FHWA's responsibilities to the congress and the public," including data required to document the "condition and use of the Nation's transportation system." The HPMS includes inventory information for all public roads. States provide data annually following reporting requirements in the *HPMS Field Manual*.[19] HPMS requires states to report information on the extent of all public roads and condition data for some public roads. These data support reporting to Congress[20] and other applications.[21] Since TxDOT oversees and manages a portion of public roads in Texas, it coordinates with the towns, counties and municipalities that oversee the rest of the system to comply with HPMS reporting requirements.

3.0 DATA AVAILABILITY

Many plans, studies and reports, manuals, funding programs, forecasts and data sets support TxDOT's pavement management. The publications, data sets and tools in Table 4 were consulted in the development of the TTP 2050.

Table 4: Pavement and Road Asset Data Collected

Source (Publication Year)	Description
Plans and Reports	
Transportation Asset Management Plan (2019)[14]	A federally required risk-based report that focuses on the "strategic and systemic process of operating, maintaining and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost."[22]
Conditions of Texas Pavements Annual Report (2019)[23]	The report summarizes the condition of on-system pavements statewide.
Roadway Inventory Annual Reports (2018)[24]	This report presents statistics on the miles, lane-miles, daily vehicle miles travelled and truck vehicles miles travelled summarized at the county, district and state levels. It also includes data on the highway system's ownership, functional classification and NHS categories.
4-Year Pavement Management Plan (FY 2020-2023)[25]	The *4-Year Pavement Management Plan* provides the Legislative Budget Board and the Governor with a detailed plan for use of legislatively appropriated funds for pavement. It forecasts pavement condition in each district.
Guidance and Manuals	
Pavement Manual (2018)[26]	The *Pavement Manual* describes considerations related to materials, design, construction and maintenance for traditionally-let TxDOT projects.
Maintenance Operations Manual (2018)[27]	The *Maintenance Operations Manual* provides guidelines for routine and preventive pavement maintenance.
Funding Programs	
Unified Transportation Program (UTP) (2019)[28]	Includes basic description (i.e., project number, district, county, highway number, let year, category and category amount) for projects included in the 2019 UTP.
Maintenance Operations (2018)[14]	Maintenance operations is one of two funding programs for pavement projects (along with the UTP).
Forecasts	
Long-Range Revenue Forecast (2019-2043)[29]	TxDOT's Financial Division regularly forecasts long-range revenues from both federal and state funding sources with consideration of program requirements. Results inform longer-range planning and assessments of funding sustainability.

Source (Publication Year)	Description
Data Sets	
FHWA Highway Statistics (2017)[2]	The Highway Statistics provide tabular data on the national highway system (e.g., ownership, miles, lane-miles, vehicle miles travelled), with summarizes for all public roads and for various roadway categories.
TxDOT Inventory of Guardrail End Treatments (2018)[30]	Provides a point location and type of all guardrail end treatments along on-system highways.
FHWA Highway Performance Monitoring System (HPMS) (2011–2017)[31]	The HPMS is a national-level highway information system with data on the extent, condition, operating characteristics of highways.
TxDOT Road Inventory (2018)[32]	The TxDOT road inventory illustrates on-system roads.
Road Inventory from TxDOT's GIS portal (2017)[33]	This road inventory shapefile covers the full extent of Texas roads similarly to the TxDOT Road Inventory shapefile (see above), but also includes route prefix and road status.
Pavement Condition Data for On-system Roads (2018)[34]	This includes state-designated performance measures for on-system roads for Fiscal Year (FY) 2018 for half-mile road segments. It includes all road segments in Pavement Management Information System (PMIS).
Design and Construction Information System (2018)[35]	TxDOT's automated information system used for planning, programming and developing construction projects for contract letting. Project information includes work descriptions, funding requirements and dates for proposed activities.
U.S. Census Bureau's TIGER/Line Shapefile (2018)[36]	Primary and secondary roads (state level) and all roads (county level). Includes a few attributes beyond route type.
Tools	
Pavement Analyst (PA) (implemented in 2016)[14]	Pavement Analyst is TxDOT's pavement management tool, which serves as a repository for pavement condition data and as a tool for life cycle analysis. It forecasts pavement conditions, recommends optimized pavement work plans and allows for scenario analysis, among other functions.

3.1 Data Quality

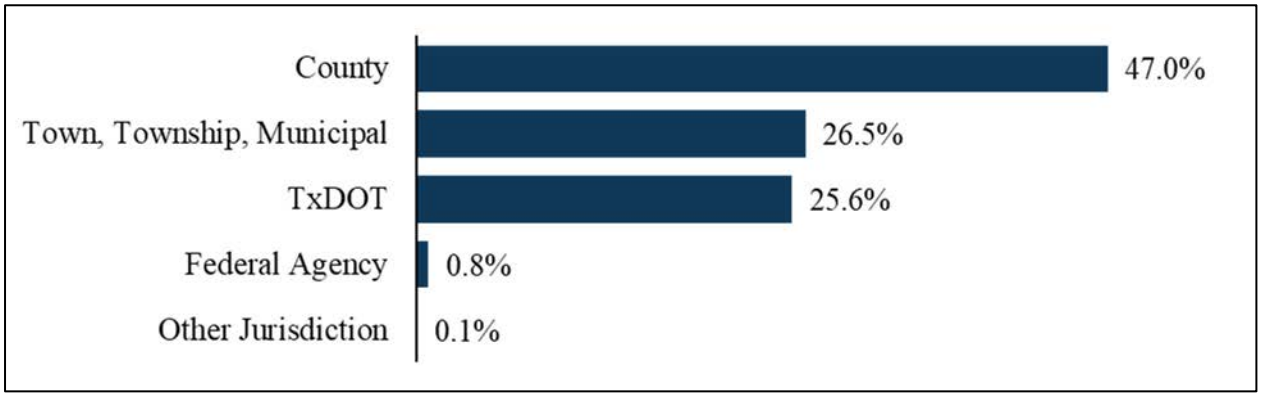
Prior to fiscal year (FY) 2019, TxDOT collected pavement condition data for all on-system highways. However, federal performance measures for pavement condition cover the entire NHS regardless of ownership. Accordingly, TxDOT expanded its data collection for FY 2019 to include the off-system NHS.[14,17]

4.0 SYSTEM INVENTORY AND PERFORMANCE

Texas has the country's largest public road network, with 314,000 centerline miles of road. It is 78% larger than California's public road network, which is the country's second largest.[37] Texas

alone accounts for 8% of the country's public road lane-miles.[37] TxDOT owns and maintains approximately a quarter of Texas roads (by centerline miles), which totals more miles than any other state DOT.[38] TxDOT's roads include some of the busiest in the state, with TxDOT roads accommodating 540 million vehicle miles travelled (VMT) daily, about 72% of the statewide total.[39] County governments own and maintain nearly half of the Texas road system, and municipal governments are responsible for most of the rest (Figure 1).[38]

Figure 1: Share of Public Road Ownership (Length by Centerline Miles)

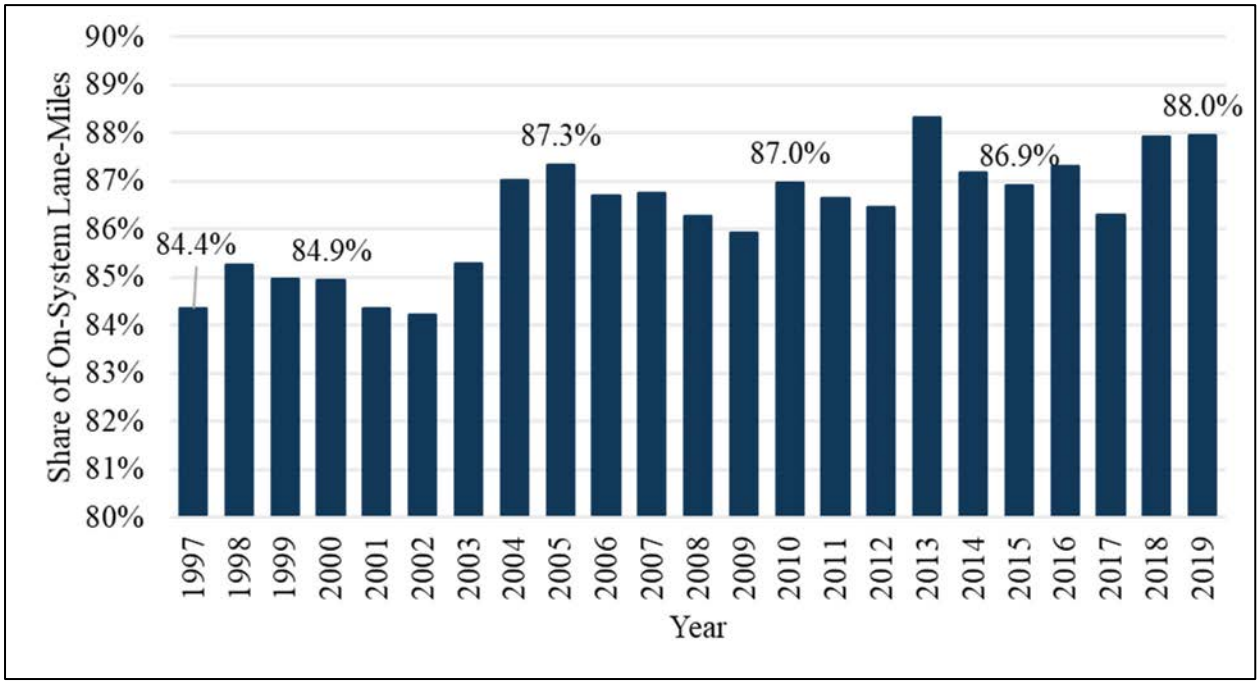


Source: High Street Consulting based on data from the Federal Highway Administration (2018)[38]

Eighty-eight percent of pavement on TxDOT's "on-system" road network is in "good" or "better" condition (i.e., a Condition Score of 70 or higher) as of 2019,[23] which represents an increase in "good" or "better" share of 3.6 percentage points since 1997 (Figure 2). TxDOT is aiming to continue improving the condition of on-system pavements, as demonstrated by its target for the percentage of lane-miles in "good" or "better" condition to be 90% by 2028.[13] There is some variation in pavement condition across the state; the district with the highest share of on-system pavement in "good" or "better" condition has a score that is 8 percentage points higher than the statewide average. and the district with the lowest share of pavement in "good" or "better" condition has a share that is six percentage points lower than the statewide average.[23] A small and fairly constant percentage of lane-miles are in "poor" or "very poor" condition (i.e., below a Condition Score of 70). Only 4.8% of on-system lane-miles are classified as being in "poor" or "very poor" condition in 2019, a share which had decreased by 0.06 percentage points as compared to four years previously.[23]

TxDOT also reports the performance of National Highway System (NHS) pavements using federally defined states of repair. The most recent calculation of federal pavement performance measures was reported in the *Texas Transportation Asset Management Plan* using 2017 data. Of the on-system NHS roadways, 49.5% are in "good" condition versus 11.1% that are in "poor" condition.[14] Approximately 0.1% percent of interstate highway lane-miles in Texas are in "poor" condition per the federal definition.[14]

Figure 2: Historical "Good" or "Better" On-System Pavement Lane-Miles



Sources: Adapted from TxDOT (2019).[23]

5.0 TXDOT'S STEWARDSHIP

5.1 Plans and Programs

The TAMP is TxDOT's primary mechanism for developing strategies to optimize pavement preservation investment. The TAMP details pavement condition data collection, describes state and federal pavement condition measures, characterizes the size of the roadway inventory, and the condition of on-system and off-system NHS pavement.[14] TxDOT also publishes the PMIS Annual Report, called *Condition of Texas Pavements*, which describes the condition of Texas pavements over the prior four-year period, using data on distress ratings and ride quality from the PMIS.[23] While it does not describe pavement condition, the Roadway Inventory Annual Reports include mileage of on-system roads, all public roads, and tolls roads with several ways of further disaggregating the data.[40] Finally, the *4-Year Pavement Management Plan* provides a forward-looking view of pavement with four-year forecasts of pavement condition by district.[41]

TxDOT uses its data on pavement condition along with planning tools allowing it to forecast pavement condition with different budgets and optimized work sets to identify candidate projects in coordination with TxDOT district offices. Both the Unified Transportation Program (UTP) and TxDOT's maintenance operations program fund pavement activities. NHS and non-NHS pavement projects on- and off-system are eligible to receive pavement funding from the UTP or the maintenance operations program.[14]

Funding Category 1 of the UTP is the primary source of funds for pavement rehabilitation and preventive maintenance activities. In the 2020 UTP, more than $13.9 billion was distributed to funding Category 1 for ten years' worth of preservation activities.[42] These funds are allocated to TxDOT districts for preventive maintenance based on system extent (i.e. on-system lane-miles, the pavement distress score, and on-system bridge deck area) and for rehabilitation based on distress scores, traffic volumes and equivalent single-axle load miles.[42] When factoring in other UTP funding categories, UTP pavement funding for FY 2020 is expected to be $2.3 billion, or a total of $15.0 billion between FY 2020 and 2027.[14] Maintenance operations funds related to TxDOT's maintenance program for more routine activities supplement the UTP and are expected to be $0.6 billion in FY 2020, or a total of $5.7 billion between FY 2020 and 2027.[14] Approximately 5% of all pavement funds are expended toward supporting off-system roadways.[14]

5.2 Planning Tools

In 2016, TxDOT implemented a new software solution to support pavement management at the division, district, area office and maintenance section levels. The system, called Pavement Analyst (PA),[14] forecasts pavement condition, performs scenario analysis and develops workplans consisting of preventive maintenance, light rehabilitation, medium rehabilitation, and heavy rehabilitation that are optimized to maximize network condition at given funding levels. PA also serves as a repository for pavement condition data and right-of-way images.[14] TxDOT uses PA to identify cost-effective capital activities at different investment levels. TxDOT has found that investing more in extensive maintenance strategies can reduce long-term costs by averting the need for more frequent heavier rehabilitation and reconstruction activities. For instance, applying an extensive maintenance strategy to a 10-mile stretch of four-lane interstate pavement can save $160 million over 40 years when compared to a no-maintenance strategy.[14]

The PA system informs several of TxDOT's other pavement plans. For instance, TxDOT used PA to break out funding for different types of improvements at the district level, which were included in the *4-Year Pavement Management Plan*.[41] TxDOT publishes the *4-Year Pavement Management Plan* at the end of each fiscal year, corresponding with the end of the four-year planning cycle in each year.[43] It forecasts how the proposed maintenance spending will impact pavement condition in each district.[41]

5.3 Needs Assessment

During the development of the TAMP, TxDOT leveraged PA to estimate performance at different investment levels with a base year of 2017. The effects on on-system pavement condition of 10-year funding between $17.74 billion and $19.51 billion were examined. Although none of the funding levels achieved the target share of lane-miles in "good" or "better" condition of 90.0%, spending of $19.5 billion came closest by achieving a "good" or "better" condition share of 89.0%.[14] Therefore, spending slightly above $1.95 billion per year is required to achieve the pavement condition target.

6.0 MOVING FORWARD

6.1 Trends and Impacts

TxDOT's spending related to pavement preservation will necessarily grow as the state highway system expands in conjunction with population and forecasted travel activity. New highways will require maintenance and preservation activities, just like the existing system. In a fiscally constrained environment, there may be tradeoffs between highway expansion and preservation.

To keep pace with a growing system, TxDOT will need to expand its data collection capabilities. With federal requirements, this includes expanding TxDOT's data collection efforts to the off-system NHS pavement.[14]

6.2 Policy Considerations and Initiatives

TxDOT has established programs and policies to efficiently manage its pavement and achieve pavement performance targets. Having an accurate, up to date, standardized and appropriately detailed data set of pavement condition underpins pavement management. TxDOT's decision to automate data collection and to expand to the entire NHS has produced a harmonized data set for pavement management. TxDOT already employs some innovative practices to evaluate pavement quality, such as the use of line laser scanners.[44,14] Researchers collaborating with TxDOT have also demonstrated the ability of unmanned aerial vehicles to assess several parameters of pavement distress,[45] which may in the future assist with data collection for pavement management and potentially improve the cost-efficiency of data collection.[46]

Adapting the design and construction of pavements to their expected users can prolong pavement life. In response to the potential for pavement damage related to heavy-truck traffic from the energy sector, TxDOT created the Energy Sector Corridor Improvement Program in 2016. The program reinforces pavements, adds shoulders to protect pavement edges and provides safety enhancements.[47] Continuation of this program and continued evaluation of pavement design or management practices can help mitigate heavy trucks' degradation of the state highway system.

Managing risks to pavement condition supports pavement preservation. By continuing to monitor environmental risks to infrastructure and analyzing historical data, TxDOT can comprehensively identify risks and adopt appropriate mitigating strategies to protect pavement assets. Mitigating strategies may include preventative maintenance activities or building for enhanced resistance to natural disasters, especially in coastal areas or in locations that are prone to flooding or storm surge. The TAMP describes TxDOT's risk management process and proposes mitigating strategies for identified risks. Periodically revisiting its risk management process to identify new risks and update and implement mitigating strategies will make risk management effective. Increasing asset resiliency can also provide critical access to disaster locations for lifesaving first responders.

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Texas Transportation Plan (TTP) 2050

Technical Memo 7: Bridge Preservation Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 17, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
BMIP	Bridge Maintenance and Improvement Program
BPM	Bridge Preventive Maintenance Program
FAST Act	Fixing America's Surface Transportation Act
HBP	Highway Bridge Program
MAP-21 Act	Moving Ahead for Progress in the 21st Century Act
NBI	National Bridge Inventory
NHS	National Highway System
SD	Structurally Deficient
TAMP	Transportation Asset Management Plan
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
UTP	Unified Transportation Program

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps inform TxDOT's investment decisions, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each of these individual documents provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide planning for bridges.

2.0 MODAL OVERVIEW

Bridges are key connectors for freight, commuter, commercial, recreational, and other traffic on Texas roadways. Texas has more bridges than any other state in the country with nearly 55,000 structures;[1] this represents about twice as many structures as Ohio, the next highest state.[2] The sections that follow explain the importance of cost-effectively maintaining the Texas bridge network, defines TxDOT's roles and responsibilities in preserving state bridges, describes current performance levels, provides an overview of planning tools and programs, and discusses trends and policy considerations for enhancing TxDOT's bridge management processes.

2.1 Strategic Importance

2019–2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019-2023 Strategic Plan.

Every second, bridges in Texas carry more than 6,000 motorized vehicles; state-maintained bridges support 86% of this traffic.[3] Preserving the structural integrity of bridges mitigates the need for timely and costly traffic diversions caused by posting load restrictions or needing to close bridges to traffic. Because of the importance to the traveling public and businesses, TxDOT identified "Preserve our Assets" as one of its seven *2019-2023 Strategic Plan* goals. Preserving Texas bridges protects the capital investment that taxpayers have made into the transportation system and extends the benefits that Texans and Texas businesses derive from its use.[4]

2.2 TxDOT's Role

TxDOT supports all bridges in the state regardless of ownership through the development of design standards, manuals, and guidelines, as well as supporting structural inspections and plan reviews.[5] TxDOT oversees the inspection of the nearly 55,000 Texas bridges open to public traffic to ensure their safety for use. Additionally, TxDOT oversees the planning, policy, maintenance, and construction of on-system bridges that encompasses more than 35,000 structures and approximately 450 million square feet of bridge deck area.[6]

2.3 Legislative Guidance

Every other year, the Texas Legislature works with TxDOT to establish a performance target for the percent of bridges rated in "good" or "better" condition (i.e., not structurally deficient, functionally obsolete, or substandard for load) for the Texas General Appropriations Act. For transparency purposes, a comparison of the observed and targeted outcomes for each appropriation year is posted

on TxDOT.gov by TxDOT's Government Affairs Division.[7] For the 2019 appropriation year, TxDOT targeted having 81.7% of state bridges in "good" or "better" condition, and the observed outcome exceeded this target with 82.16%. TxDOT is further held accountable by Texas Transportation Code § 201.809 which requires Texas to report progress toward each of the TTP goals annually.[8]

TxDOT is bound to the performance management requirements established by the Federal Highway Administration (FHWA) in the Moving Ahead for Progress in the 21st Century (MAP-21) Act and continued in the Fixing America's Surface Transportation (FAST) Act. This includes the establishment of two- and four-year bridge performance targets for the national measures reported as part of the quadrennial Transportation Asset Management Plan (TAMP) and through biennial reporting (Title 23 of the Code of Federal Regulations (23 CFR § 515)). TxDOT's funding flexibility is in part tied to the ability to achieve the established targets.

Key Definitions

- **NHS:** Highways classified as important to the nation's economy, defense, and mobility including the Interstate Highway System.
- **Non-NHS:** All highways not designated as on the NHS.
- **On-System:** All highways under the jurisdiction, maintained, and operated by TxDOT.
- **Off-system:** All highways not under the jurisdiction, maintained, and operated by TxDOT.

The calculation of the national bridge measures is supported through a consistent set of bridge inspection standards adhered to by all state transportation agencies. TxDOT follows the National Bridge Inspection Standards identified in Title 23 of the U.S. Code Section 144 (23 U.S.C. § 144). Bridge inspections are required to be conducted biannually, pending a FHWA approved exemption, for all public use structures longer than twenty feet. More frequent inspection cycles are often conducted for bridges operating at lower performance levels. TxDOT submits annual reports with the most recent set of bridge inspections to FHWA who compile state data from across the country to form the National Bridge Inventory (NBI) dataset. FHWA uses NBI data to inform the appropriation of national Highway Bridge Program (HBP) funds identified in 23 U.S.C. § 144. HBP funds in part go towards bridge replacements.

Since 2007, TxDOT requires the use of the American Association of State Highway and Transportation Officials (AASHTO) Load Resistance Factor Design Bridge Design Specifications for new and replaced bridges, per the June 28, 2000 FHWA Policy Memorandum.[9] This approach ensures structural integrity at the lowest possible cost. Unit costs for bridge replacements constructed with federal funds both on and off the National Highway System (NHS) must be submitted to FHWA annually. TxDOT leverages this cost and performance information to plan for future bridge investments.

2.4 Performance Measures and Targets

TxDOT tracks and reports performance of Texas bridges annually by way of a Bridge Condition Score.[10] This composite score reflects the overall "health" of publicly owned Texas bridge deck area based on the lowest performing component of each structure: deck, superstructure, substructure, or culvert. The Bridge Condition Score is calculated as the average score of individual bridges, weighted by bridge deck area (Table 1).

Table 1: Texas Bridge Condition Score Determination with Condition Group

Most Severe Component Rating	Letter Grade	Bridge Condition Score
7 or higher	A	95
6	B	85
5	C	75
3 or 4	D	65
2 or less	F	50

Source: TxDOT Maintenance Division (2018). Texas Transportation Asset Management Plan[6]

The TxDOT Performance Dashboard reports an overall, statewide Bridge Condition Score with additional breakouts for interstate, non-interstate NHS, and non-NHS bridge networks. TxDOT's goal is to achieve an average statewide Bridge Condition Score of at least 90 by 2028.[10]

The structural inspection data used to calculate the Bridge Condition Score is further used to quantify the percent of state system bridges in "good" or "better" condition. TxDOT defines a "good" or "better" structure as one that "is not structurally deficient, functionally obsolete, or substandard for load only." Bridges with any component rating of 4 or lower is considered structurally deficient, whereas, the functionally obsolete designation refers to bridges that have inadequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand. TxDOT's goal is to keep more than 80% of the state system bridges in "good" or "better" condition.[11]

Beyond these agency measures, TxDOT incorporates the national bridge performance metrics mandated by the FHWA in the MAP-21 Act and reaffirmed by the FAST Act into its planning processes and performance reporting.[12] Two measures are required to be tracked by TxDOT including the percent of NHS bridge deck area in "good" and "poor" condition. Using the federal definition, bridges in "poor" condition are those with a most severe component rating of 4 or lower, and bridges in "good" condition have a most severe component rating of 7 or higher.[13] TxDOT reports on these measures as part of its quadrennially updated TAMP. Federal regulations require states to set two- and four-year targets for each of these measures (Table 2).[14] Even though TxDOT sets targets for all bridges on the NHS, 9% of bridges on the NHS are off-system; they are owned by cities / municipalities, other state agencies, and local toll authorities.[3]

Table 2: Texas National Measure Targets

National Bridge Measure	2018 Baseline	2020 Target	2022 Target
Percent of NHS bridge deck area in "good" condition	50.7%	50.6%	50.4%
Percent of NHS bridge deck area in "poor" condition	0.9%	0.8%	0.8%

Source: Federal Highway Administration. 2018 Texas Biennial Performance Report.

3.0 DATA AVAILABILITY

3.1 Data Assessment

TxDOT's Bridge Division leverages a wide assortment of plans and reports, funding programs, guidance and manuals, forecasts, and data sets to manage the state network. The publications in Table 3 were consulted in the development of TTP 2050.

Table 3: Bridge Management Publications Leveraged During the Development of TTP 2050

Source (Publication Year)	Description
Plans and Reports	
Transportation Asset Management Plan (2019)[6]	A federally required risk-based report that focuses on the "strategic and systemic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation and replacement actions that will achieve and sustain a desired of good repair over the lifecycle of the assets at minimum practicable cost.[15]
Report on Texas Bridges (2018)[16]	Biannual report (annual until 2004) describes Texas publicly owned vehicular bridges and their condition.
Guidance and Manuals	
Roadway Design Manual (2018)[17]	Provides guidance in the geometric design of roadway facilities.
Bridge Project Development Manual (2018)[18]	Provides guidance and outlines uniform procedures and policies for administering and developing projects involving bridges.
Maintenance Management Manual (2017)[19]	Describes maintenance budgeting, contracting, purchasing, and agreements, defines appropriate maintenance levels of service, details management information systems, and identifies TxDOT's role and responsibilities with regards to emergency management and pits and quarry safety.
Bridge Design Manual (2018)[20]	Details the Load and Resistance Factor Design methodology that leverages load and resistance factors based on the known variability of applied loads and material properties.

Source (Publication Year)	Description
Bridge Inspection Manual[21]	Provides guidance for bridge inspection personnel, provides a reference for consultants, and helps to ensure consistency in bridge inspection, rating, and evaluation.
Maintenance Operations Manual[22]	Details policies, procedures and materials used in the maintenance of the state's bridges, moveable span bridges and ferries in order to assure uninterrupted, safe traffic flow and protection of investment.
Funding Programs	
Unified Transportation Program (UTP) (2020-2029)[23]	TxDOT's 10-year plan to guide transportation project development that links the planning activities in the TTP, Metropolitan Transportation Plans, and Rural Transportation Plan to the Statewide Transportation Improvement Program and two-year Letting Schedule. Contains a listing of projects and programs that are planned to be constructed and/or developed within the first ten years of the TTP.
Highway Bridge Program (HBP)[24]	Federal-aid program that provides funding to enable states to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
Bridge Maintenance and Improvement Program (BMIP)[25]	Serves as the primary funding source for TxDOT's bridge maintenance and repair and rehabilitation work on structures classified to be in a "fair" state-of-repair using the federal definition.
Bridge Preventive Maintenance Program (BPM)[26]	Supplements routine maintenance funding with an emphasis on preventive maintenance activities.
Forecasts	
Long-Range Revenue Forecast (2019-2043)[27]	TxDOT's Financial division regularly forecasts long-range revenues from both federal and state funding sources given their accompanying program requirements. Results are used to inform longer-range planning and potential need for more sustainable funding sources.
Data Sets	
FHWA Bridge Condition by Functional Classification (2017)[28]	Summarizes NBI inspection data for each state with breakouts by functional class for good, fair, and poor bridge count, length, deck area, and average daily traffic.
Bridge Unit Costs (2018)[29]	Provides the average replacement cost per square foot for different structure types and lengths of bridges both on and off the NHS.
TxDOT Bridge Inventory (2019)[30]	TxDOT's bridge inspection database contains inspection records for each bridge structure on public roadways in Texas, including those maintained by TxDOT, toll authorities, counties, municipality, and other jurisdictions.
Design and Construction Information System (2018)	TxDOT's automated information system used for planning, programming, and developing construction projects for contract letting. Project information includes work descriptions, funding requirements, and dates for proposed activities.[31]
FHWA NBI – Texas (1992-2018)[32]	FHWA maintains historical bridge inspection records from state transportation agencies. TxDOT leverages historical records to better understand bridge deterioration rates.

Source (Publication Year)	Description
National Oceanic and Atmospheric Administration – CONUS Climate Divisions[33]	Bridge deterioration varies by climate zones broadly classified as "wet" or "dry." State data maintained by the National Oceanic and Atmospheric Administration help TxDOT understand which climate a bridge may be located within.
Texas Highway Freight Network Geodatabase[34]	TxDOT maintains a geodatabase identifying primary and secondary freight routes. Bridges spanning these routes have unique design standards to accommodate increased truck traffic volumes.
National Highway System (NHS) Geodatabase[35]	Per federal legislation, separate performance reporting is required for structures on the NHS. TxDOT maintains a geodatabase identifying NHS routes.

4.0 SYSTEM INVENTORY AND CURRENT PERFORMANCE

4.1 System Inventory

TxDOT maintains nearly two-thirds of public bridges in Texas; these account for more than three-quarters of the state's bridge deck area. County, town/township, and city/municipal highway agencies own an additional 13% of the state's bridge deck area. The remaining 9% of bridge deck area is owned by other state, federal, local, and private organizations.

Table 4 shows the breakdown of the number of Texas bridges owned by TxDOT or by other public entities. Fewer than 1% of TxDOT bridges are classified as structurally deficient (SD) and 12% are classified as functionally obsolete.

Table 4: Number of Bridges by Condition

	TxDOT Ownership	Other Ownership
Not Deficient	30,380 (87%)	14,495 (71%)
Structurally Deficient	261 (1%)	524 (3%)
Functionally Obsolete	4,321 (12%)	5,379 (26%)

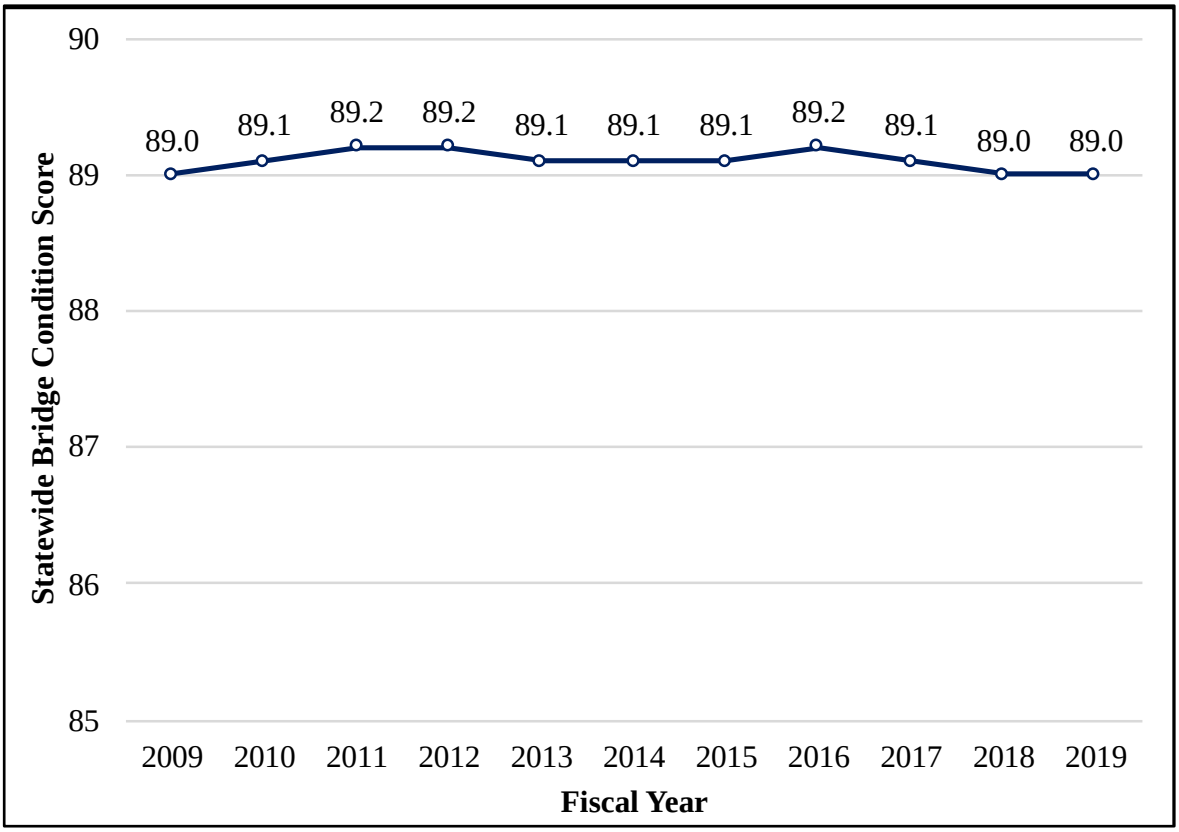
Source: Texas Department of Transportation TxDOT Bridges Dataset. Updated November 13, 2019.

4.2 Historic and Current Performance

From 2009 to 2018, the statewide average Bridge Condition Score remained consistently at a numeric score of 89 (Figure 1) despite a 20% increase in state bridge deck area. During the same period, the share of publicly owned bridges throughout the state that are in "good" or "better" condition increased by 3.5%, as shown in Figure 2. Consequently, the share of traffic on SD bridges has declined by nearly 50% between 2009 and 2018.[36] "Poor" bridge conditions are synonymous with SD bridges (as of the 2018 definition) which can necessitate posting bridges for

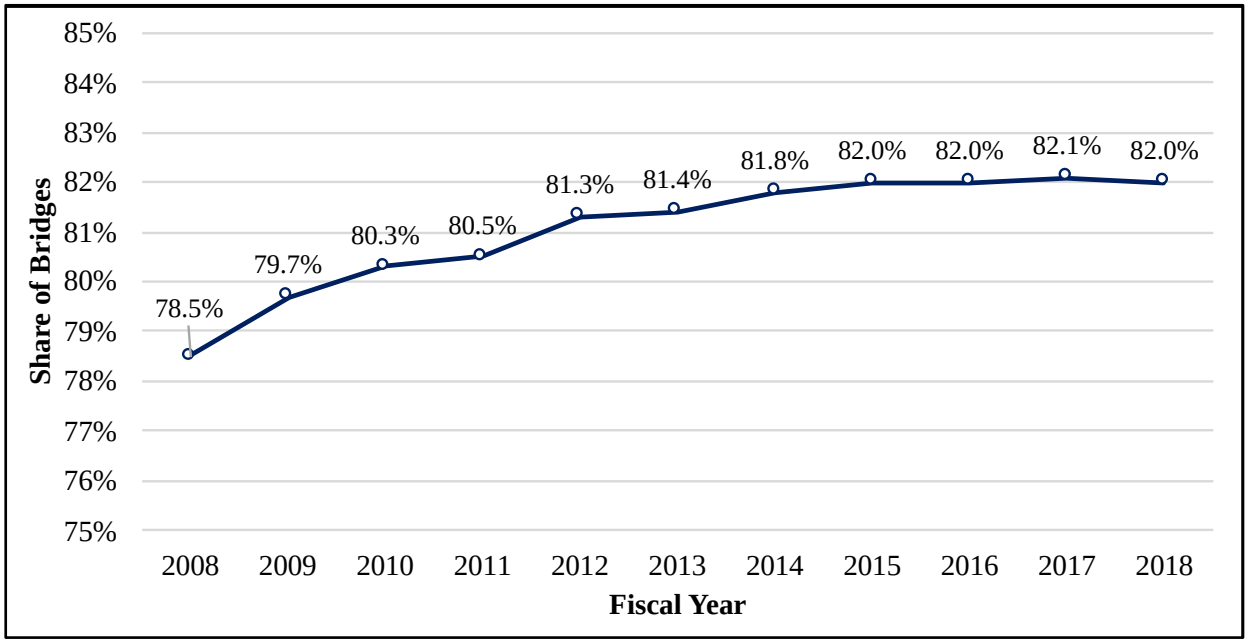
load restrictions. TxDOT policy emphasizes replacing SD bridges prior to considering replacements due to a functional deficiency.[6] Since 2009, SD bridge deck area in Texas has remained around 1%.[37]

Figure 1: Historical Statewide Bridge Condition Score



Source: Texas Department of Transportation, Performance Dashboard–Preserving Our Assets.

Figure 2: Historical Share of Texas Bridges in "Good" or "Better" Condition



Source: Texas Department of Transportation: Report on Texas Bridges as of September 2018.

5.0 TXDOT'S STEWARDSHIP

5.1 Plans and Programs

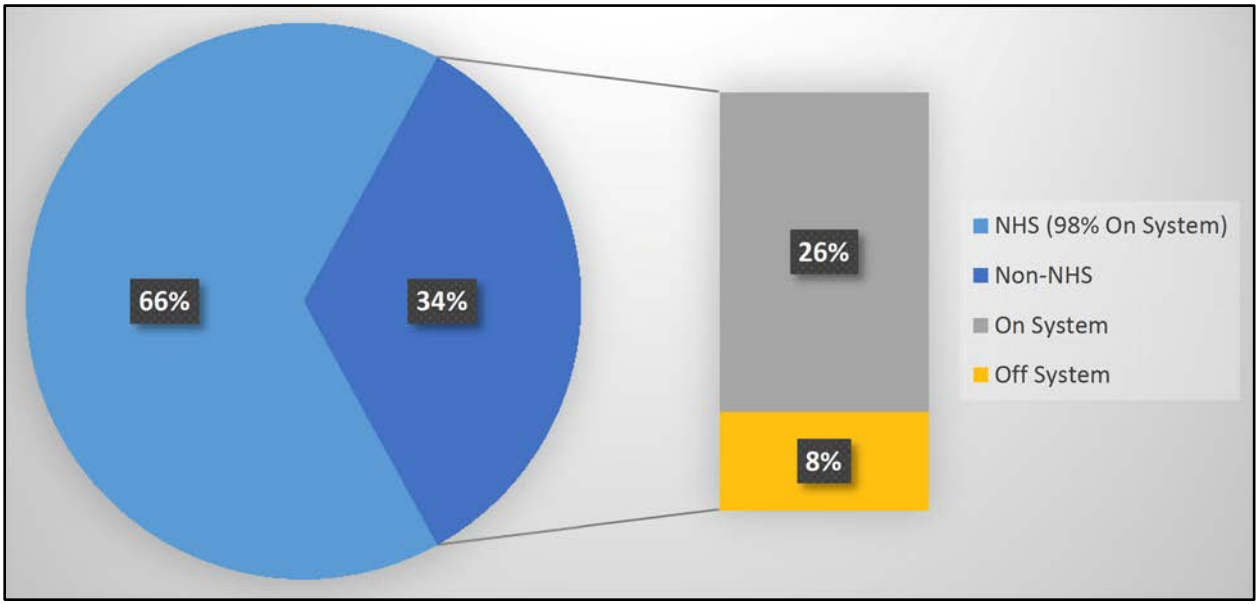
The TxDOT TAMP is the department's primary mechanism for planning and prioritizing strategies to optimize preservation investments and is updated at least once every four years. The TAMP details the data collection process for bridge condition, the size of the bridge inventory, and the condition of on-system and NHS bridges, in order to discuss state and federal performance measures of bridge condition.[6] Every other year TxDOT releases a Report on Texas Bridges, which further describes the inventory size, condition of publicly owned vehicular bridges in Texas, and funding sources.[38]

TxDOT leverages condition data to identify key corridors and candidate projects in coordination with the various TxDOT district offices. Bridge projects are funded through revenues allocated from the Unified Transportation Program (UTP) with maintenance operations covered by TxDOT's Maintenance Division's budget.[6] The UTP guides transportation projects over a ten-year period under 12 funding categories that each emphasize different types of work. UTP Funding Category 6 (Structure Replacement and Rehabilitation)[23] is the primary source of bridge construction funding that includes both the HBP and Bridge Maintenance and Improvement Program (BMIP), each with its own eligibility requirements. Annual allocations for the HBP and BMIP have typically totaled around $230 million and $45 million, respectively.[6] The BPM supplements UTP Funding Category 6 and has an annual allocation around $15 million.[6] In total,

Category 6 funding for the 2020 UTP averaged just under $360 million annually.[23] When considering other bridge-related spending, UTP spending has annually been around $530 million.[6] Beyond the UTP, TxDOT expends approximately $32 million annually on maintenance operations.[6]

Typically, TxDOT allocates 92% of bridge funding to the on-system network, with about two thirds of all funding going toward the NHS (Figure 3).

Figure 3: Typical Bridge Funding: NHS and Non-NHS, On- and Off-System



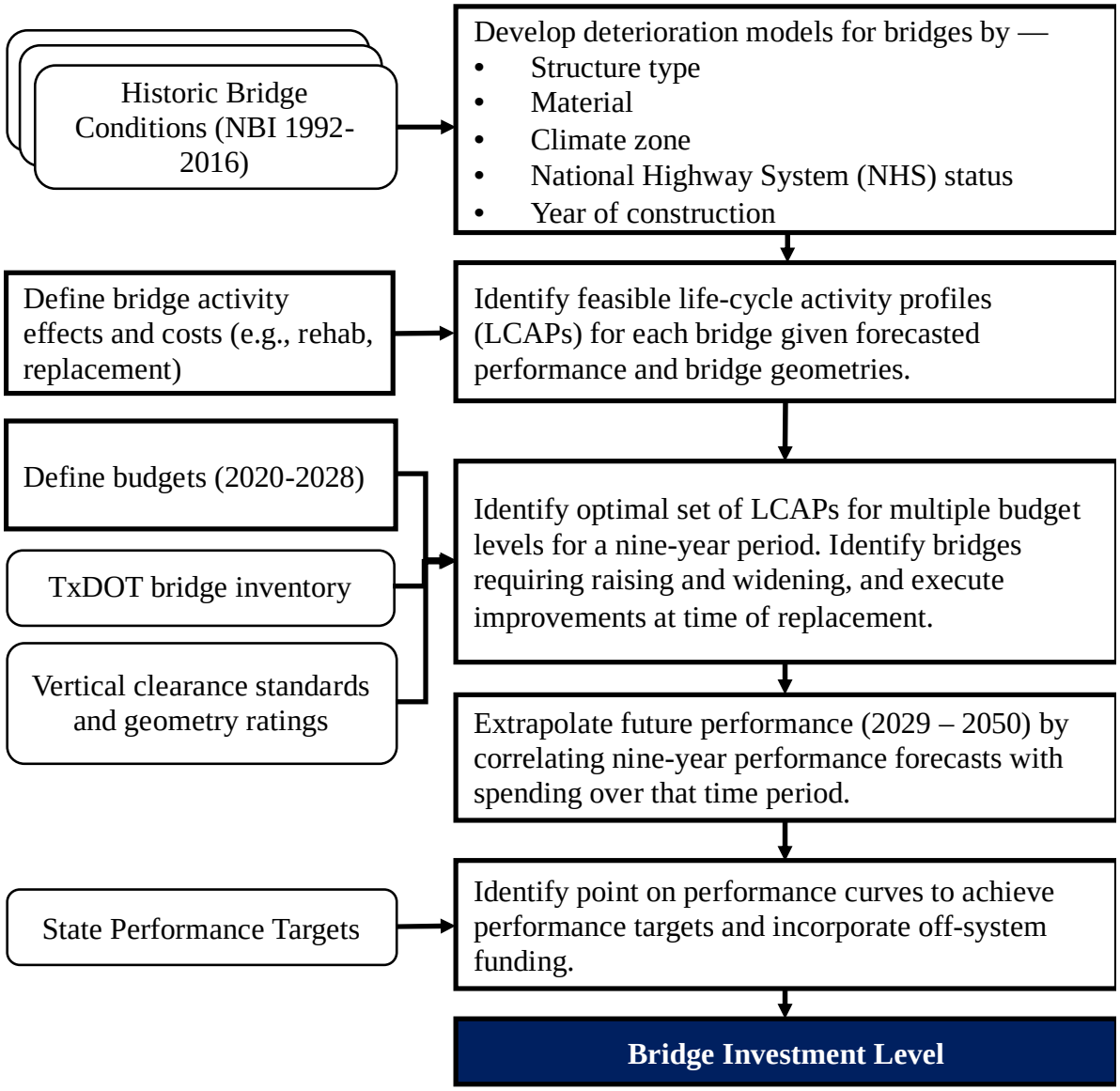
Source: Texas Transportation Asset Management Plan (2018)[6]

5.2 Planning Tools

TxDOT currently leverages trend analysis, state research institution expertise, and other transportation asset management best practice techniques to forecast possible bridge performance. In the future, TxDOT will use the AASHTOWare Bridge Management (BrM) software to forecast deterioration and identify candidate bridge work activities.

During the development of the TTP 2050, TxDOT applied a bridge asset management tool calibrated to historical TxDOT bridge inspection data per the steps detailed in Figure 4. Results of this analysis were characterized as high, medium, or low outcomes for public outreach with current investment levels generally found to be sufficient to maintain current performance levels.

Figure 4: Summary of Process for Estimating Bridge Funding Levels



6.0 MOVING FORWARD

6.1 Trends and Impacts

Several trends may complicate TxDOT's task of preserving bridge condition. The Texas economy and population are growing fast, and the bridge inventory is growing apace. In the decade following 2006, the overall number of bridges in Texas grew by 8% which increased the number of state-owned bridges by 9%.[39] The existing Texas bridge inventory is aging. The median age for state-owned bridges is approximately 50 years,[3,40] whereas the median age for state-owned bridges in 2000 was just 37 years[41] and 43 years in 2008.[42]

Additional funding may be needed to maintain performance levels as the bridge inventory continues to expand – due both to the construction of new bridges in new locations and to the widening of existing bridges.

6.2 **Policy Considerations and Initiatives**

TxDOT has multiple initiatives underway that will help achieve bridge performance targets. These include implementing a bridge management system, further investigating overall project costs and service life benefits of various preservation and rehabilitation activities, and implementing a robust risk management process. Having a bridge management system will enable TxDOT to better make predictions and track observed outcomes so as to improve future iterations.

TxDOT works with state research institutions to explore innovative designs, materials, and inspection and construction processes. For instance, TxDOT, is currently working with the Texas A&M Transportation Institute to develop a supplemental life-cycle planning tool to forecast bridge conditions. Additionally, TxDOT is working with various agencies on evaluating the efficacy of supplementing bridge inspections with traffic disruption-free robotic systems.[43] These two examples represent a small sampling of TxDOT's continuing commitment to researching ways to enhance its bridge management processes as detailed in the TxDOT Research Library, maintained by the University of Texas at Austin's Center for Transportation Research.[44]

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Texas Transportation Plan (TTP) 2050

Technical Memo 8: Public Transportation Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 17, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps inform TxDOT's investment decisions, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide Public Transportation.

The Texas A&M Transportation Institute (TTI) submitted the following technical memorandum (PTN: Texas Transportation Plan 2050: Updated Analysis Results Summary (TTI Memo)) on July 19, 2019, to TxDOT's Public Transportation Division. The TTI analysis results summary contributes to the Texas Transportation Plan (TTP) 2050, ensures that rural and state urban transit systems represent the TTP 2050, provides a needs assessment for transit asset maintenance and replacement, and addresses service gaps. The TTI Memo serves as the Technical Memo 5: Public Transportation Modal Profile for the TTP 2050.

List of Acronyms

A/CV	Autonomous and Connected Vehicle
AV	Autonomous Vehicle
BEV	Battery-Electric Vehicles
BG	Block Group
BRT	Bus Rapid Transit
CV	Connected Vehicle
FTA	Federal Transit Administration
GHG	Greenhouse-Gas
ICEV	Internal-Combustion Engine Vehicle
MPO	Metropolitan Planning Organization
NHSTA	National Highway Traffic Safety Administration
NTD	National Transit Database
PTMS	Public Transportation and Management System
PTN	Public Transportation Division
SAV	Shared Autonomous Vehicle
TDC	Texas Demographic Center
TTI	Texas A&M Transportation Institute
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
ULB	Useful Life Benchmark
USDOT	U.S. Department of Transportation
VMT	Vehicle Miles Traveled

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Technical Memorandum – Assistance for Texas Transportation Plan 2050

TO: Mark Sprick, TxDOT Public Transportation Division

FROM: James Cardenas, TTI Assistant Transportation Researcher
Shuman Tan, TTI Associate Transportation Researcher
Michael Walk, TTI Research Scientist
Jinuk Hwang, TTI Graduate Assistant - Research

DATE: July 19, 2019

SUBJECT: Texas Transportation Plan 2050: Updated Analysis Results Summary

Executive Summary

Texas A&M Transportation Institute (TTI) assisted the TxDOT Public Transportation Division (PTN) by analyzing data and organizing information for consultant teams preparing the 2050 Texas statewide transportation plan (i.e., Whitman, Requardt and Associates and High Street Consulting) to ensure rural and state urban transit systems in Texas are represented in the plan. The work performed produced findings that provide the following information:

1. The urban/rural population in study areas (state-funded transit districts) by the year 2050.
2. The change in distribution of people by county for urban and rural areas by 2050.
3. Public transportation funding needed to maintain current per capita funding levels through 2050.
4. Forecasted 2050 funding amounts to achieve a desired level of service based on findings from the Texas Transit Needs Assessment.
5. Current and future fleet replacement funding needs through 2050. This estimate considers replacements over the next 30 years to maintain a State of Good Repair and safety goals.
6. Forecasted amount of funding through 2050 required to replace, rebuild, or construct new facilities.

TTI's analyses included all transit agencies currently eligible for state transit formula funding except for City of Arlington, City of Grand Prairie, City of Mesquite, and Northeast Transportation Service. Financial forecasts are shown in current (2019) dollars unless where noted.

Population Demographic Changes: Transit Funding Implications

Changes in population demographics affect funding needs for transit districts. Transit districts use state and federal revenues to pay for a significant amount of transit expenses. As rural and urban populations change throughout the next several decades, state and federal revenue amounts will have to adjust proportionately in order for transit districts to maintain the same level of service. TTI used data from the Texas Demographic Center (TDC) to estimate the rural and urban growth in 2050. TTI used current MPO planning boundaries as the 2050 urbanized area boundaries. Since the population data from the TDC was at the county-level, TTI used a Census Block allocation method based on the proportion of 2010 population within each Census block. The urban population is expected to more than double from 5.4 million in 2010 to 12.5 million in 2050. The rural population is expected to decrease slightly from 5.9 million to 5.6 million.

To maintain the current state per capita allocation of funding for rural and urban areas, TTI calculated the current per capita dollar amount for rural and urban areas based on the 2019 biennium allocation. The 2019 biennium allocation for all transit districts is $69,982,134, or $34,991,067 per fiscal year. This is further divided into $13,559,374 for urban transit districts (both small urban and large urban) and $21,431,693 for rural transit districts. This equates to $10.16 per person living in an urban area and $8.99 per person living in a rural area. To maintain the same per capita funding levels for 2050, this annual total allocation grows to $51,953,606 ($31,542,532 for urban transit districts and $20,411,074 for rural transit districts). Table 1 shows the detailed breakdown. To capture the cumulative growth, TTI calculated a compound annual growth rate for each year during the 30-year time-span.

Table 1. Transit District State Revenue Estimate

Transit District	2019 Biennium Allocation	Annual Allocation	2050 Per Capita Annual Estimation
Large Urban	$7,000,000	$3,500,000	-
Small Urban	$20,118,748	$10,059,374	-
Rural	$42,863,386	$21,431,693	-
Total	$69,982,134	$34,991,067	$51,953,606
Urban	$27,118,748	$13,559,374	$31,542,532
Rural	$42,863,386	$21,431,693	$20,411,074

The 30-year cumulative cost of maintaining the transit district state funding allocation at current per-capita rates is **$1,330,943,078.**

State funded transit districts also receive federal revenue from various Federal Transit Administration (FTA) and other U.S. Department of Transportation (USDOT) grant programs, the most significant being FTA Section 5307 Urbanized Area Formula Program Grants, FTA Section 5311 Formula Grants for Rural Areas, and FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities. TTI calculated the per capita dollar amounts for all

USDOT federal funding applied in FY2018 to operating and capital expenses for both urban and rural districts based on 2010 populations. This per capita funding amount is assumed to remain constant for all years from 2020 to 2050. This estimation method should be assumed as approximate, since there are many factors that determine actual federal funding apportionments, such as urbanized and rural area populations and transit service operating statistics for each transit agency and the state. Additionally, federal apportionments will vary based on annual congressional appropriations and amounts authorized through transportation funding acts. Currently, the Fixing America's Surface Transportation (FAST) Act authorizes funding through 2020. Table 2 shows federal revenue applied by urban and rural transit districts and the resulting 2050 per capita annual estimation.

Table 2. Federal Revenue Estimate

Transit District	FY 2018 Federal Revenue[1]	2050 Per Capita Annual Estimation
Urban	$54,378,933	$126,499,146.64
Rural	$52,679,476	$50,170,777
Total	$107,058,409	$176,669,924

The 30-year cumulative cost of maintaining a consistent per-capital federal funding level for urban and rural transit districts is **$4,247,210,474.**

Transit Needs Assessment: Population Growth Adjustment

TTI updated assumptions from the Texas Transit Needs Assessment based on population changes for 2050. The service assumption was based on a 14-hour weekday and 8-hour Saturday service minimum. The needs assessment focused on three types of service gaps: span gaps, gaps outside transit districts (Type A) and gaps inside transit districts (Type B). The previous transit needs assessment analysis determined that the operational costs for bringing all transit districts up to the 14-hour weekday, 8-hour Saturday threshold is $43,010,000 per year. This amount is used for the Texas Transportation Plan 2050 and kept constant for all years from 2020 through 2050.

[1] This amount indicates federal revenue receive by transit districts in FY 2018. This may also include contracted Section 5310 dollars from other transit districts or metropolitan transit authorities. Federal revenue includes USDOT grant program revenue only and does not include any other federal revenue such as Medical Transportation Program (Medicaid) funding and funding from U.S. Department of Health and Human Services.

The population estimates for 2050 had more direct effects on the Type A and Type B gaps. This includes areas outside transit districts (Type A) and inside transit districts (Type B) without general public transit service. The operating cost of serving these areas was updated based on a per capita dollar amount for each transit district. A compound annual growth rate was applied to estimate annual growth between the dollar amount using the current population (based on the Texas Transit Needs Assessment) and the 2050 population numbers.

To estimate the cost of vehicle replacements from 2020 to 2050 for Type A and Type B gaps, an annual capital replacement cost was calculated for each year. This yearly total aims to replace the needed vehicles at 6-year increments. A compound annual growth rate was applied to grow the beginning yearly amount of $3,042,000 to the 2050 yearly amount of $4,329,000.

Total cumulative cost of updated transit needs addition: **$1,774,122,202**

Transit Asset Needs: Facility and Vehicle Impacts for 2050

The analysis for estimating transit needs included data from a web-based survey sent to all state-funded transit districts included in the analysis. The other dataset used is based on information from TxDOT's Public Transportation and Management System (PTMS).

Vehicle Replacement

TTI ran a cost forecast model starting from 2020 and ending in 2050. The replacement rate for each vehicle is determined based on the year of the vehicle and the associated useful life benchmark as documented in TxDOT's 2018 Transit Asset Management Plan. The purchase year is assumed to be the vehicle manufacture year. At the end of the vehicles useful life, a replacement is assumed. The associated costs are inflated to current dollars, or 2019 dollars based on an inflation rate using the U.S. Bureau of Labor Statistic's Consumer Price Index. The inflation rate (2.24%) is the compound annual growth rate from January 1994 to January 2019 (past 25 years).

Total Cumulative cost of replacing vehicles: **$1,378,460,103.**

Facility Replacement

TTI ran a cost forecast model, similar to the model used for vehicle replacement estimation. TTI combined the asset list from both the PTMS system and the web survey to create a comprehensive facility asset inventory. Using the FTA's asset classification schema, TTI reclassified facility assets based on the descriptions available or provided. This also allowed for measuring asset classifications by their corresponding useful life in years. Forecasting from 2020 to 2050, the model incorporates the facility assets lifespan (based on the year built) and introduces a new facility after the current facility has passed its useful life. A two percent annual maintenance cost is calculated annually based on the asset's build cost. Finally, all assets were inflated to reflect FY19 cost using the 2.24 percent compound annual inflation rate from the Consumer Price Index.

Total cumulative cost of replacing facility assets: **$331,005,303.**

Future Facility Needs

TTI gathered future facility asset inventory information from the web-based survey and from TxDOT's PTMS database. Future facility asset values were calculated using the cost provided by the transit district. The survey asked transit districts to enter a build cost and an annual maintenance cost. The survey also asked for a completion year when the facility would be built. The model used the anticipated build year and annual maintenance cost to estimate a cumulative total from 2020 to 2050. For missing data points, TTI estimated facility and maintenance costs using existing data averages. The median facility costs for all projects that recorded a facility cost was $1,000,000. The estimated annual maintenance cost of facilities without a specified maintenance was 2 percent of the total build cost. For facility entries without a completion year, TTI assumed 2022.

Total cumulative cost of future facility assets: **$342,197,920.**

Summary

Table 3 shows a summary table of the cumulative totals of transit funding needed from 2020 to 2050. The cumulative grand total includes the current federal and state funding levels, the needs assessment addition, total fleet and facility replacement costs, and future facilities costs.

Table 3. Cumulative Totals from 2020 to 2050 for State Funded Transit Districts

	Cumulative Total
Federal Funding	**$4,247,210,474**
State Funding	**$1,330,943,078**
Needs Assessment	**$1,774,122,202**
Span Gaps	$1,333,310,000
Type A Gaps	$250,105,904
Type B Gaps	$77,587,391
Fleet Replacement	$113,118,907
Total Fleet Replacement	**$1,378,460,103**
Facilities	**$331,005,303**
Future Facilities	**$342,197,920**
Cumulative Grand Total	**$9,403,939,081**

Background and Purpose

The Texas Department of Transportation (TxDOT) has engaged the services of a consulting team to assist them in updating the state's long-range transportation plan for 2020 to 2050. The long-range plan will include prioritized projects and analysis for all modes of transportation. Texas A&M Transportation Institute (TTI) assisted the TxDOT Public Transportation Division (PTN) to analyze and organize information for the consulting team to ensure rural and state urban transit systems in Texas are represented in the statewide transportation plan. The scope of services includes all transit agencies currently eligible for state transit funding except for City of Arlington, City of Grand Prairie, City of Mesquite, and Northeast Transportation Service. Financial forecasts are shown in current (2019) dollars. The work performed produced findings that provide the following information:

1. The urban/rural population in study areas (state-funded transit districts) by the year 2050.
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6. Forecasted amount of funding through 2050 required to replace, rebuild, or construct new facilities.

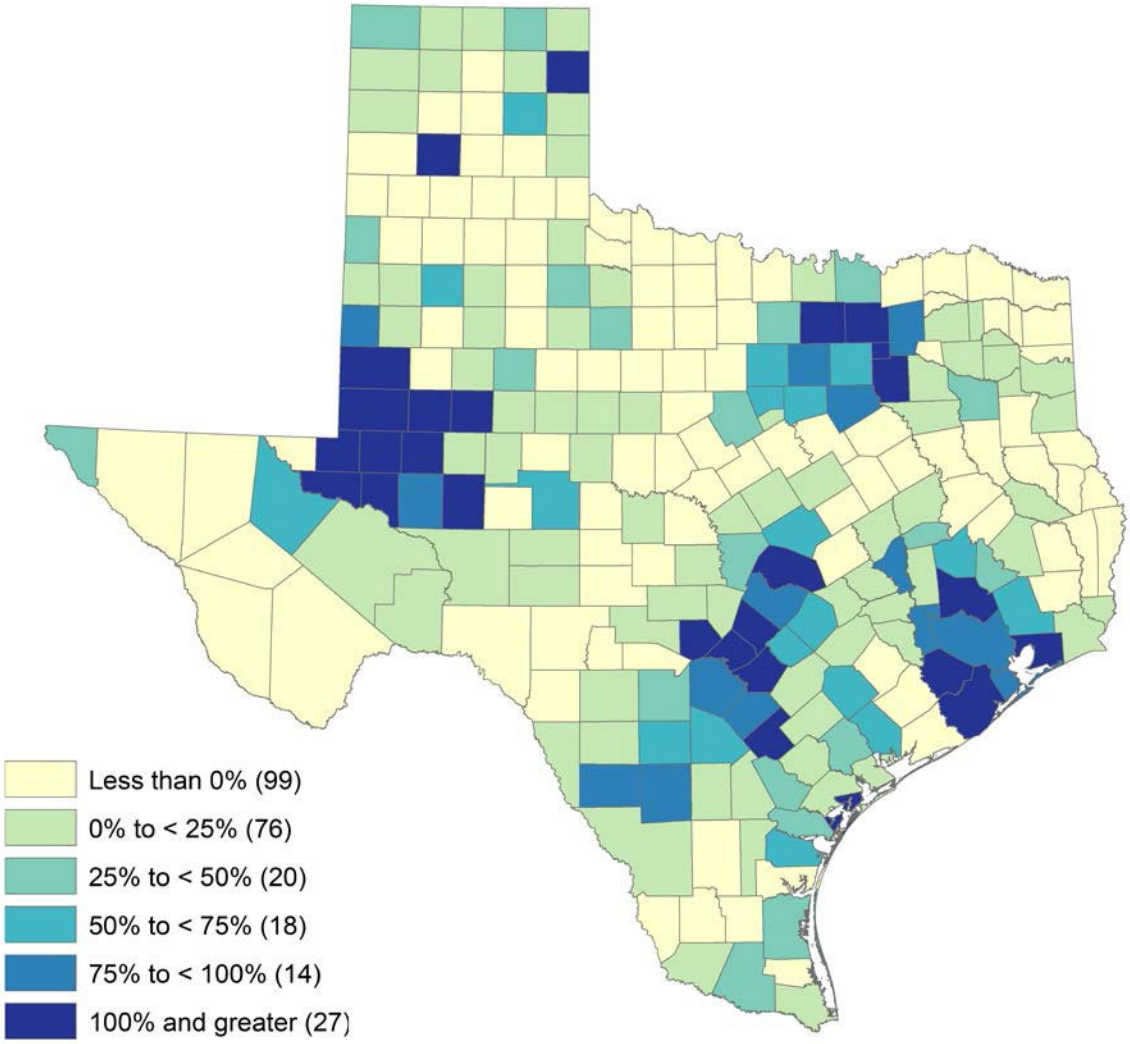
This memo documents the findings from TTI's analysis of population changes within the state of Texas going out to 2050. Current population trends show that Texas will continue to grow increasingly in urban areas. These population shifts will have an impact on funding, services needed, and coordination of services between rural and urban state-funded transit districts and well as metropolitan transportation authorities.

Impacts of Demographic and Transportation Changes

According to the U.S. Census, Texas has three of the top five fastest growing cities by numerical increase[2]. By percentage increase, Texas has five of the top ten cities. Looking out toward 2050, a growing population comes with growing transportation needs. Alongside the needs for infrastructure and connections are the needs for public transportation. According to the Texas Demographic Center, projections out to 2050 show a concentration of growth in the urban areas while rural areas see a decline in population[3]. The state map in Figure 1 illustrates this effect. To

[2] https://www.census.gov/newsroom/press-releases/2018/estimates-cities.html
[3] https://demographics.texas.gov/Resources/publications/2019/20190128_PopProjections Brief.pdf

analyze this effect from a transit perspective, TTI conducted a 2050 population analysis to assist in long-range planning efforts. This section outlines the methodology and results.



Sources: Texas Demographic Center

Figure 1. Projected Percent Population Change by County 2010 to 2050

2050 Population Analysis

To calculate the service needs for state-funded transit districts going out to 2050, TTI first conducted a population analysis based on population projections from the Texas Demographic Center (TDC). The growth in urbanized areas coupled with the overall growth in population

produces a trend that has been occurring for some time, resulting in a growing urban population ratio.

Future Urban Area Population Projections for 2050

TTI and PTN agreed upon using current Metropolitan Planning Organization (MPO) boundaries as fully urbanized areas in 2050. To accomplish this analysis, TTI forecasted MPO populations to 2050 based on the projections of county population from the TDC. Since an MPO boundary typically does not match with county boundaries, TTI proceeded with the following two steps:

1. disaggregate the population projected by TDC at the county level to the Census block level; and
2. reassemble the blocks into MPOs.

Step 1: Population Disaggregation

For the population disaggregation (step 1), TTI used the 2017 shapefiles of counties, block groups (BGs), and blocks produced by the U.S. Census TIGER.[4] Figure 1 illustrates the population disaggregation process.

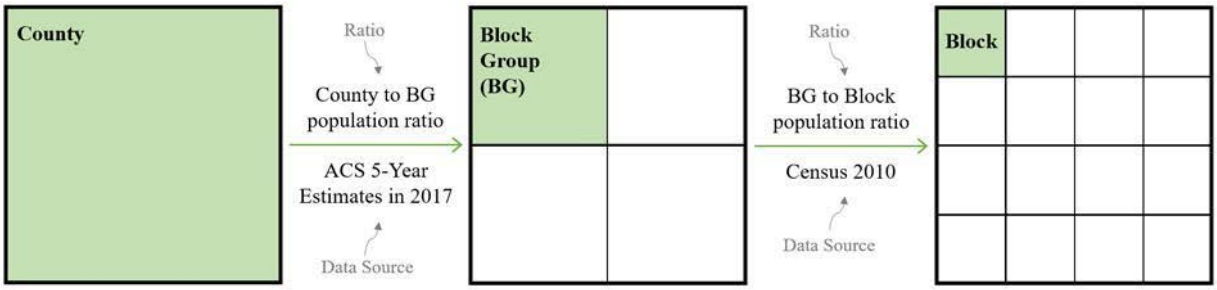


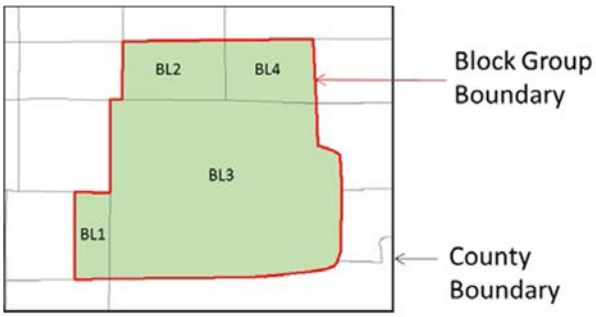
Figure 2. Population Disaggregation Process

First, TTI calculated the proportion of BG population to the county population, using the 2017 American Community Survey (ACS) 5-year estimates. TTI estimated the 2050 population of each BG by multiplying the value of 2017 population ratio with the 2050 population of county.

Next, TTI calculated the proportion of the block population to the BG population, using the 2010 decennial Census data. TTI estimates the 2050 population of each block by multiplying the value of the 2010 population ratio with the 2050 population of BG.

[4] https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-line-file.html

Figure 2 presents an example of the result of the population disaggregation.



Block ID	2050 County Population	2017 County Population	2017 BG Population	2017 Population Ratio of BG to County	2050 BG Population	2010 BG Population	2010 BL Population	2010 Population Ratio of BL to BG	2050 BL Population
BL1	104,305	70,818	1,824	0.025756	2,686	1,600	26	0.01625	44
BL2	104,305	70,818	1,824	0.025756	2,686	1,600	0	0	0
BL3	104,305	70,818	1,824	0.025756	2,686	1,600	1,574	0.98375	2,642
BL4	104,305	70,818	1,824	0.025756	2,686	1,600	0	0	0

Figure 3. Example of Population Disaggregation

Step 2: Reassembling Blocks into MPOs

TTI projected MPO populations by reassembling the 2050 population at block level. Given that MPO boundaries are used to represent urbanized areas in 2050, this step, therefore, is also to allocate population to urban and rural areas. TTI used the GIS shapefile of MPOs produced by TxDOT Transportation Planning and Programming Division for this step. Figure 3 describes the procedure of reassembling blocks into MPOs.

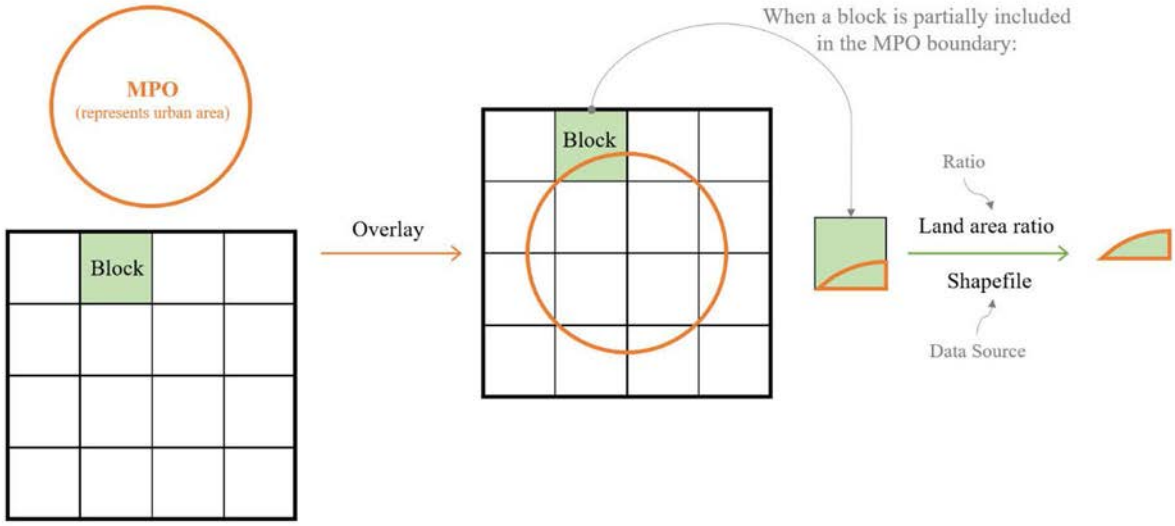


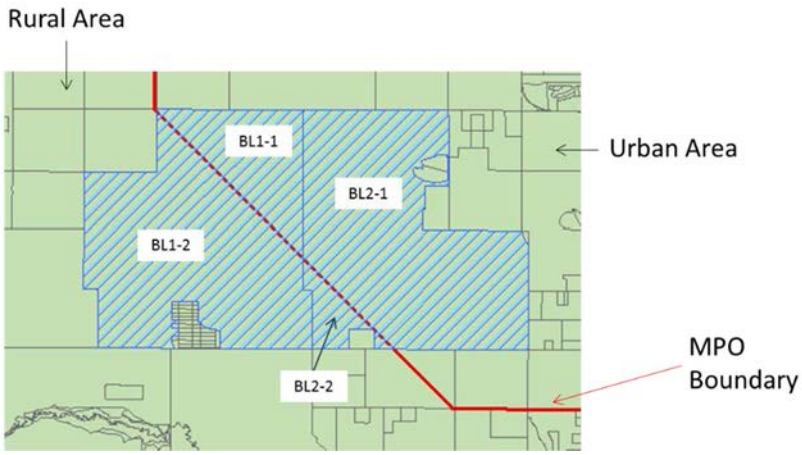
Figure 4. Population Urban-Rural Allocation Process

TTI estimated the 2050 population of urban areas by adding together the 2050 population of each block that makes up the MPO. In the same way, the 2050 population of rural areas was estimated by adding together the 2050 population of each block that makes up the rural areas (i.e., areas outside MPO boundaries). To accomplish this, TTI proceeded with the following steps:

1. Overlay the shapefiles of MPOs and the blocks.
2. Split the blocks into "urban block" and "rural block" using MPO boundaries (ArcGIS tool "Clip" was used for this step).[5]
   2.1. If a block is fully contained in an MPO boundary, the entire block is labeled "urban block;"
   2.2. If the block is partially included in the MPO boundary, the block is split into two parts. Only the part within the MPO boundary is labeled "urban block" and the part outside the MPO boundary is labeled "rural block."
3. Calculate the land area ratio of urban/rural part to the entire block.
4. Estimate the 2050 population of urban/rural blocks by multiplying the value of the land area ratio with the 2050 population of the entire block.
5. Add up the 2050 population of the labeled blocks to estimate the population of the urban and rural areas.

Figure 4 presents an example of the result of the population allocation to urban and rural areas.

[5] http://desktop.arcgis.com/en/arcmap/10.3/tools/analysis-toolbox/clip.htm



Block ID	Label	2050 Entire Block Population	Land Area Ratio	2050 Urban/Rural Block Population
BL1-1	Urban	230	0.237856	55
BL1-2	Rural	230	0.762144	175
BL2-1	Urban	707	0.925842	655
BL2-2	Rural	707	0.074158	52

Figure 5. Example of Population Allocation to Urban and Rural Areas

Transit District Population Projection for 2050

To estimate the 2050 population for each transit district, TTI assigned the blocks to each transit district using the 2018 state-funded transit district boundaries.[6] TTI defined the blocks within transit district boundaries as transit district blocks. All blocks outside transit district boundaries were labeled as "not available (N/A)." After labeling, TTI added up the 2050 population of the labeled blocks to estimate the population for transit districts.

Baseline Population in 2010

In general, TTI used the Census 2010 urban and rural data and the 2018 stated-funded transit district boundaries to build a baseline in 2010 for comparison of population growth between 2010 and 2050 in each transit district. The one exception is the City of Galveston. Urban population in this transit district was estimated using the Census 2010 urban and rural data based on the Census 2000 Galveston urbanized area boundary.

Population and Land Area Update for the Needs Assessments

TTI updated population and land area estimates for the coverage gaps identified in the previous Texas Transit Needs Assessment project (conducted in 2017). This update did not consider the

[6] https://www.texastransitdashboard.com/

change of transit service areas between 2017 and 2050, instead, focused on the change of demographics. TTI elaborated the methods used for gap analysis in the Texas Transit Geospatial Needs Assessment White Paper, thus briefly describes the process and data sources in the following section.

TTI joined the 2050 population projection results at the block level to the Census 2010 Blocks features (2017 version), added the block features to the ArcGIS software, and computed centroids for each census block. TTI assumes that the population and land areas of a census block concentrate at the polygon's mean center, therefore, population and land areas served by a transit district are a sum of attributes of centroids that are completely within the transit district's service area boundary.

TTI determined a transit district's coverage gap according to the geospatial data collected in 2017, including:

- General service area, including areas served under interlocal agreements and contracts;
- Bus routes, including local bus, flex bus, regional bus, and commuter bus routes; and
- Service area of demand-responsive service, including service for the general public and for limited eligibility riders (such as senior or people with disabilities).

Coverage gaps are those areas (1) in Texas but without a public transportation provider or (2) within the general service area of a transit district but do not have convenient access to transit service. TTI followed rules presented in Table 4 to generate a service area for each transit mode and then for each transit district.

Table 4. Rules and Data Sources Applied to Generate Service Area for Each Transit Mode

Transit Mode	Service Area	Geospatial Data Source
Trolley-Replica Bus Service	¼ mile buffer along the bus route	TTI 2017 shapefiles
Local Bus Service	¼ mile buffer along the bus route	TTI 2017 shapefiles
Flexible Transit Service	Transit district's definition	TTI 2017 shapefiles
Regional Bus Service	¼ mile buffer along the bus route	TTI 2017 shapefiles
Commuter Bus Service	¼ mile buffer along the bus route	TTI 2017 shapefiles
General-Public Demand-Response Service	Transit district's definition	• U.S. Census Bureau 2016 County, 2016 Place, 2010 Urbanized Area shapefiles • The latest other boundaries, such as 2014 Brownsville MPO boundary
Limited-Eligibility Demand-Response Service	Transit district's definition	U.S. Census Bureau 2016 Place shapefile

2050 Population Estimate Results

The completed analysis showed increases in total population and urban population. Urban populations are projected to increase by 133 percent in 2050 and the total population of the state

is projected to increase by 61 percent. The rural population is projected to decrease by 5 percent. This is due to both the decreases in population and the growth of urban area boundaries. Table 5 summarizes this analysis.

Table 5. Population Estimation Summary

	Population 2010	Percent	Population 2050	Percent	Percent Change
Urban	5,352,544	48%	12,451,371	69%	133%
Rural	5,857,789	52%	5,578,830	31%	-5%
Total	11,210,333	100%	18,030,200	100%	61%

Population Demographic Changes: Transit Funding Implications

The change in population demographics has effects on the state funding needs for transit districts. Transit districts use state and federal revenues to pay for a significant amount of transit expenses. As rural and urban populations change throughout the next several decades, state and federal revenue amounts will have to adjust proportionately for transit districts to maintain the same level of service. TTI used data from the Texas Demographic Center (TDC) to estimate the rural and urban growth in 2050. To maintain the current per capita allocation of funding for rural and urban areas, TTI calculated the per capita dollar amount for rural and urban areas. The 2019 biennium allocation for all transit districts is $69,982,134 or $34,991,067 per fiscal year. Table 6 shows the detailed breakdown.

Table 6. FY19 Transit District Allocation

Transit District	2019 Biennium Allocation	Annual Allocation	2050 Per Capita Annual Estimation
Large Urban	$7,000,000	$3,500,000	-
Small Urban	$20,118,748	$10,059,374	-
Rural	$42,863,386	$21,431,693	-
Total	$69,982,134	$34,991,067	$51,953,606
Urban	$27,118,748	$13,559,374	$31,542,532
Rural	$42,863,386	$21,431,693	$20,411,074

Using these numbers and the population numbers from 2010, we get an annual per capita number of $2.53 per person living in an urban area and $3.66 per person living in a rural area. For the population totals in 2050, the total annual amount needed to maintain current funding levels in FY19 dollars is $51,953,606. To calculate a cumulative annual cost, TTI applied a compound annual growth rate from 2020 to 2050.

The 30-year cumulative cost of maintaining the transit district state funding allocation at current per-capita rates is **$1,330,943,078.**

State funded transit districts also receive federal revenue from various Federal Transit Administration (FTA) and other U.S. Department of Transportation (USDOT) grant programs, the most significant being FTA Section 5307 Urbanized Area Formula Program Grants, FTA Section 5311 Formula Grants for Rural Areas, and FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities. TTI calculated the per capita dollar amounts for all USDOT federal funding applied in FY2018 to operating and capital expenses for both urban and rural districts based on 2010 populations. This per capita funding amount is assumed to remain constant for all years from 2020 to 2050. This estimation method should be assumed as approximate, since there are many factors that determine actual federal funding apportionments, such as urbanized and rural area populations and transit service operating statistics for each transit agency and the state. Additionally, federal apportionments will vary based on annual congressional appropriations and amounts authorized through transportation funding acts. Currently, the Fixing America's Surface Transportation (FAST) Act authorizes funding through 2020. Table 7 shows federal revenue applied by urban and rural transit districts and the resulting 2050 per capita annual estimation.

Table 7. Federal Revenue Forecast

Transit District	FY 2018 Federal Revenue[7]	2050 Per Capita Annual Estimation
Urban	$54,378,933	$126,499,146.64
Rural	$52,679,476	$50,170,777
Total	$107,058,409	$176,669,924

Similar to the process for estimating state revenue, TTI used the applied federal revenue and the population numbers from 2010 to get an annual per capita number of $10.16 per person living in an urban area and $8.99 per person living in a rural area. For the population totals in 2050, the total annual amount needed to maintain current funding levels in FY19 dollars is $176,669,924. To calculate a cumulative annual cost, TTI applied a compound annual growth rate from 2020 to 2050.

[7] This amount indicates federal revenue receive by transit districts in FY 2018. This may also include contracted Section 5310 dollars from other transit districts or metropolitan transit authorities. Federal revenue includes USDOT grant program revenue only and does not include any other federal revenue such as Medical Transportation Program (Medicaid) funding and funding from U.S. Department of Health and Human Services.

The 30-year cumulative cost of maintaining a consistent per-capital federal funding level for urban and rural transit districts is **$4,247,210,474**.

Texas Transit Needs Assessment: Population Growth Implications

TTI updated assumptions from the Texas Transit Needs Assessment based on population changes for 2050. This includes changes in population for two types of coverage gaps: those inside transit districts and those outside transit districts. The operating costs for span gaps were left constant at $43,010,000 per year.

To maintain funding levels at 14-hour weekday, 8-hour Saturday service span, TTI used a per capita dollar amount for each coverage gap. The total cost of service increased or decreased based on the population change within each coverage gap. In addition to operating costs, capital costs are also considered for new vehicles. TTI estimated vehicle counts using a regression model on the new 2050 funding amounts to calculate vehicle needs for each coverage gap. There are two exceptions to this; if the land area of the coverage gap was smaller than 5 square miles, then no vehicles were assigned to the gap. The other exception is that vehicle counts were kept consistent for all coverage gaps if the population decreased. In other words, vehicle counts did not decrease if population decreased (operating cost would decrease as they are based on per capita figures).

To estimate the cost of vehicle replacements for these gaps from 2020 to 2050, an annual capital replacement cost was calculated for each year. This yearly total aims to replace the needed vehicles at 6-year increments. A compound annual growth rate was applied to grow the beginning amount of $3,042,000 to the 2050 yearly amount of $4,329,000. The total cumulative fleet replacement costs for gap areas from 2020 through 2050 is $113,118,907. Appendix A provides a comparison table of the 2016 Texas Transit Needs Assessment costs and adjusted 2050 costs.

Table 8 shows the cumulative totals of transit funding for the needs assessment from 2020 to 2050. The cumulative total includes the operational funding for span gaps, Type A gaps, Type B gaps, and fleet replacement funding for the coverage gaps.

Table 8. Cumulative Totals from 2020 to 2050 for Texas Transit Needs Assessment

	Cumulative Total
Needs Assessment	**$1,774,122,202**
Span Gaps	$1,333,310,000
Type A Gaps	$250,105,904
Type B Gaps	$77,587,391
Fleet Replacement	$113,118,907

The total fleet replacement and facilities estimations are discussed in the following section.

Transit Asset Needs: Facility and Vehicle Impacts for 2050

Throughout the long-range plan horizon, transit districts will need to prepare for vehicle turnover and facility repair or replacement costs. To estimate the needs for facilities and vehicle replacement, TTI obtained vehicle and facility data from PTN's Public Transportation Management System (PTMS). Additionally, TTI developed a survey instrument to gather more information on current facilities and ask about future facilities that may be constructed within the 30-year time frame. The following section details the methodology and results from this analysis.

Vehicle Assets

The main data source for vehicle assets is the PTMS download obtained from TxDOT-PTN. TTI treated this set of vehicle assets as complete for the purposes of the long-range plan. In addition to the list of vehicle assets, TTI obtained a definitions document from TxDOT-PTN describing the different asset categories for the "TxDOT Type" codes. With this information, TTI assigned the National Transit Database (NTD) class codes for each vehicle.

Vehicle Type	Altoona Age	TxDOT ULB
Heavy Duty Large Bus (35' to 40' and articulated buses)	12 years or 500,000 miles	14 years 600,000 miles
Heavy-Duty Small Bus (30' to 35')	10 years or 350,000 miles	12 years 420,000 miles
Medium-Duty and Purpose-Built Bus (25' to 35')	7 years or 200,000 miles	9 years 260,000 miles
Light-Duty Small Bus and Cutaways (20' to 25')	5 years or 150,000 miles	7 years 210,000 miles
Light-Duty Van, Modified Van, Automobiles (16' to 20')	4 years or 100,000 miles	6 years 150,000 miles

Source: TxDOT Transit Asset Management Plan 2018

Figure 6. TxDOT Useful Life Benchmark

One differentiation between the NTD codes and the TxDOT Type codes is the definition of cutaways (CU) and buses (BU). TxDOT has a more detailed asset category list, whereas NTD assigns vehicle types more generally. TTI decided to use TxDOT's useful life benchmark based on the latest Transit Asset Management Plan for consistency purposes. Figure 6 shows the useful life benchmarks for each category. TTI reclassified the existing TxDOT Type vehicles based on the updated Transit Asset Management (TAM) plan in 2018. Table 9 shows the results of the reclassification.

Table 9. Reclassification of TxDOT Type Useful Life

TxDOT Type	*Vehicle Type*	*TxDOT ULB (Years)*
1	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
2	Light-Duty Small Bus and Cutaways (20' to 25')	7
3	Light-Duty Small Bus and Cutaways (20' to 25')	7
3	Light-Duty Small Bus and Cutaways (20' to 25')	7
4	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
5	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
6	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
7	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
8	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
9	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
10	Light-Duty Van, Modified Van, Automobiles (16' to 20')	6
11	Light-Duty Small Bus and Cutaways (20' to 25')	7
11	Light-Duty Small Bus and Cutaways (20' to 25')	7
12	Medium-Duty and Purpose-Built Bus (25' to 35')	9
14	Heavy Duty Small Bus (30' to 35')	12
15	Heavy Duty Small Bus (30' to 35')	12
15	Heavy Duty Small Bus (30' to 35')	12
16	Heavy Duty Large Bus (35' to 40' and articulated buses)	14
16	Heavy Duty Large Bus (35' to 40' and articulated buses)	14

TxDOT Type	*Vehicle Type*	*TxDOT ULB (Years)*
17	Heavy Duty Large Bus (35' to 40' and articulated buses)	14

Missing Data

Some of the records from the PTMS download were either missing the year, cost data, or the type of vehicle. To correct for this, TTI used the following methods to supplement the data:

1. For entries missing the purchase year, the year 2010 was used. 2010 represents the average purchase year for all vehicles in which there was a recorded purchase year.
2. For entries missing cost data, TTI used the average cost data based on vehicle type.
3. For entries with missing vehicle type data, TTI assumed a light duty van and assumed a TxDOT ULB of 6 years.

2050 Cost Forecast

TTI ran the cost forecast model starting from 2020 to 2050 (30-year span). The replacement rate for each vehicle is determined based on the year of the vehicle and the associated useful life benchmark. The purchase year is assumed to be the vehicle manufacture year. At the end of the vehicles useful life, a replacement is assumed. This results in an average replacement rate between 2 and 7 times, based on the useful life benchmark and the age of the vehicle starting in 2020. The associated costs are inflated to current dollars, or 2019 dollars based on an inflation rate using the U.S. Bureau of Labor Statistic's Consumer Price Index. The inflation rate (2.24%) is the compound annual growth rate from January 1994 to January 2019 (past 25 years).

Total Cumulative cost of replacing vehicles: **$1,378,460,103.**

Facility Assets

TTI gathered facility data from PTN via the PTMS system. To supplement this data, TTI developed a web-based survey to send out to all state-funded transit districts. Key information gathered by the survey included current facility assets, future anticipated facilities and cost information.

Web-based Survey

TTI developed and sent out the survey on February 20, 2019 and left open for four weeks. Survey recipients were sent an initial email, a follow up email and a final reminder email to fill out the survey. A total of 19 transit districts filled out a survey. Combined with the PTMS facility information, TTI was able to estimate the cost for facility needs out to 2050. A full list of questions contained in the survey is available in Appendix B.

Facility Asset Estimation

To estimate facility needs, TTI utilized the facility type categories specified by the Federal Transit Administration's (FTA's) TERM-Lite model. Currently, FTA does not have an updated (64-bit) version of the TERM-Lite Access program. TTI obtained a beta version by reaching out to FTA, but the application did not successfully generate a result. TTI may continue investigating this model if desired.

TTI ran a cost forecast model, similar to the model used for vehicle need estimation. TTI combined the asset list from both the PTMS system and the web survey to create a comprehensive facility asset inventory. Using the FTA's asset classification schema, TTI reclassified facility assets based on the descriptions available or provided. This also allowed for measuring asset classifications by their corresponding useful life in years. Forecasting from 2020 to 2050, the model incorporates the facility assets lifespan (based on the year built) and introduces a new facility after the current facility has passed its useful life. A 2 percent annual maintenance cost is calculated annually based on the asset's build cost. Finally, all assets were inflated to reflect FY19 cost using the 2.24 percent compound annual inflation rate from the Consumer Price Index.

Total Cumulative cost of replacing facility assets: **$331,005,303**

Future Facility Assets

TTI gathered future facility asset inventory information from the web-based survey and from TxDOT's PTMS database. Future facility asset values were calculated using the cost provided by the transit district. The survey asked transit districts to enter a build cost and an annual maintenance cost. The survey also asked for a completion year when the facility would be built. The model used the year build and annual maintenance cost to estimate a cumulative total from 2020 to 2050. For missing data points, TTI estimated facility and maintenance costs. The median facility costs for all projects that recorded a facility cost was $1,000,000. The estimated annual maintenance cost of facilities without a specified maintenance was 2 percent of the total build cost. For facility entries without a completion year, TTI assumed 2022.

Total Cumulative cost of future facility assets: **$342,197,920**

Summary

Table 10 shows a summary table of the cumulative totals of transit funding needed from 2020 to 2050. The cumulative grand total estimate is **$9,403,939,081.** The cumulative grand total includes the current federal and state funding levels, the needs assessment addition, total fleet and facility replacement costs, and future facilities costs.

Table 10. Cumulative Totals from 2020 to 2050 for State Transit Funding

	Cumulative Total
Federal Funding	**$4,247,210,474**
State Funding	**$1,330,943,078**
Needs Assessment	**$1,774,122,202**
Span Gaps	$1,333,310,000
Type A Gaps	$250,105,904
Type B Gaps	$77,587,391
Fleet Replacement	$113,118,907
Total Fleet Replacement	**$1,378,460,103**
Facilities	**$331,005,303**
Future Facilities	**$342,197,920**
Cumulative Grand Total	**$9,403,939,081**

Impacts of Autonomous and Connected Vehicle Technology on the Public Transit Industry

Autonomous and connected vehicle (A/CV) technology is quickly becoming one of the most transformational technologies in the transportation industry. Several European cities have already completed a pilot project. One example, CityMobil2, uses low-speed fully automated vehicles in several European cities, including Oristano (Italy), La Rochelle and Sophia Antipolis (France), Lausanne (Switzerland), Vantaa (Finland), Trikala (Greece), and San Sebastian (Spain) (*1*). Local officials in Texas have also stepped up efforts to promote autonomous vehicle projects. In 2009, Google began its autonomous vehicle projects, and in 2015, their vehicle successfully drove a person with visual impairments on the public road in Austin (the project was renamed Waymo in 2016) (*2*). Since 2016, Drive.ai has begun testing a ride-hailing service using an autonomous vehicle in Frisco and Arlington. In 2017, the Texas Legislature passed a bill that allows public and private sectors to test autonomous vehicles on the state's roads and highways without a driver behind the wheel. Local and regional Texas authorities are also preparing policy for the new era of A/CVs (*3–5*). The City of Arlington launched the Milo autonomous shuttle service from 2017 to 2018 within the designated district (*6*). Given the potential impacts of A/CVs on people's mobility, the transit industry should be prepared for the technological transformation and the deployment of A/CVs in the near future.

A/CV Technologies: What are they and when are they available?

Generally, the National Highway Traffic Safety Administration (NHTSA) defined automated vehicles (or autonomous vehicles or "self-driving" vehicles) as "those in which at least some aspects of a safety-critical control function (e.g., steering, throttle, or braking) occur without direct driver input" (*7*). While there are multiple definitions for various levels of automation, the NHTSA has adopted the SAE International (SAE) definitions for levels of automation to aid clarity and consistency (*8*). The SAE classifies vehicles into six levels as presented in Figure 1

(*9*). The realization and broad-scale deployment of the highest level of automation may conceivably rely on connected vehicle technology, which enables vehicles to communicate with other vehicles on the road (vehicle-to-vehicle [V2V]), infrastructure (vehicle-to-infrastructure [V2I], or everything (vehicle-to-everything [V2X]) (*7*, *10*, *11*).

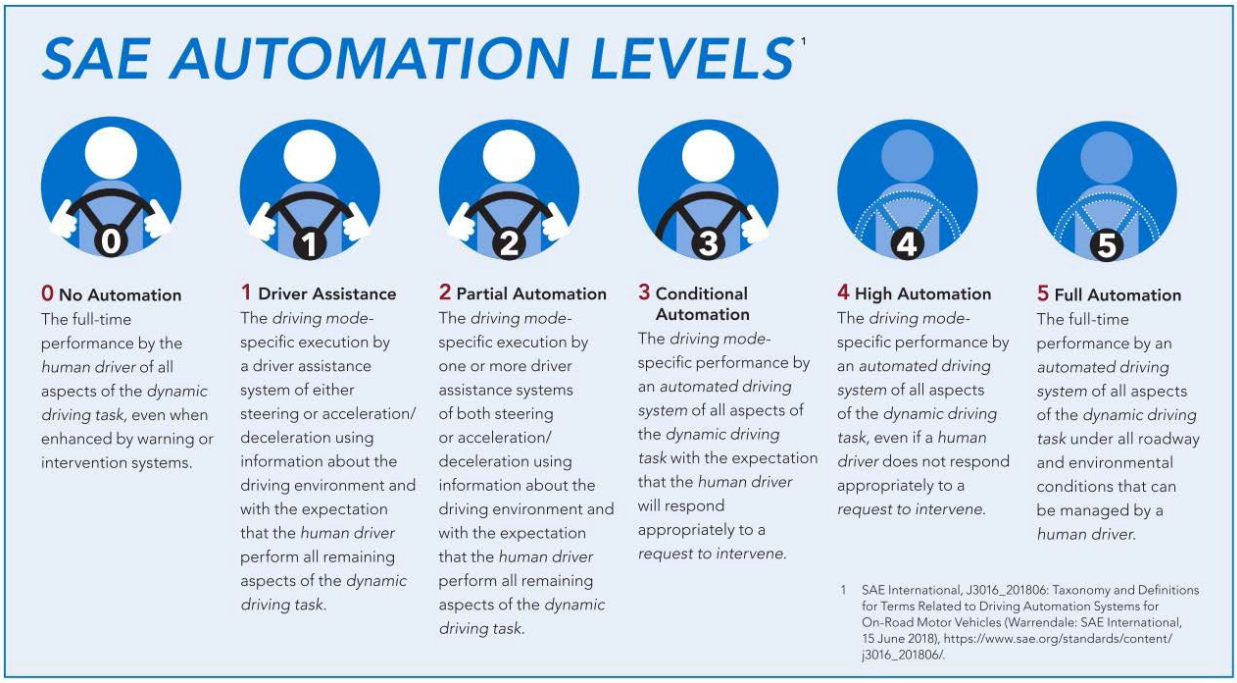


Figure 7. SAE Automation Levels (*9*)

The United States Department of Transportation (USDOT)'s Intelligent Transportation Systems (ITS) provides a roadmap for the pilot program to combine CV and mobile device technologies (Figure 2). According to ITS, equipment manufacturers have the capacity to supply "readily available, mass-produced, internal components for a V2V device approximately 2.5 to 3 years after NHTSA moves forward with some type of regulatory action," and General Motors has already installed CV technology in select 2017 Cadillac models (*12*).

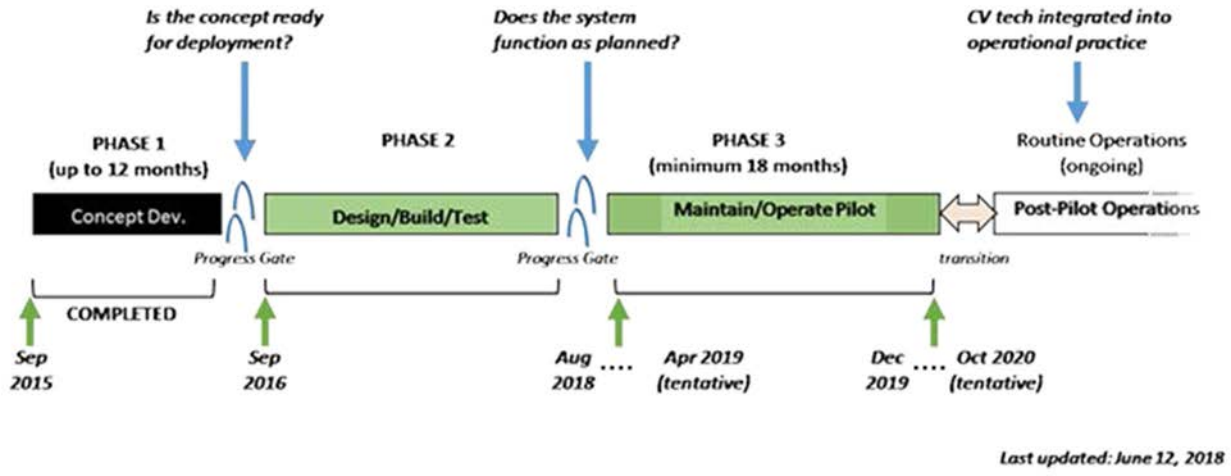


Figure 8. The CV Pilots Deployment Program Schedule (*13*)

Although it is difficult to say when autonomous vehicles will be available in a local dealership because of several technological, legal, and policy-related challenges, NHTSA anticipates that vehicles will be equipped with partially automated safety features (e.g., lane keeping assist, adaptive cruise control, the traffic jam assist, and self-park) by 2025, and fully automated safety features (e.g., highway autopilot) will be available after then (*14*).

The Impacts of A/CV on Public Transit Systems

Prospective Benefits and Concerns

A/CVs are anticipated to have a variety of impacts throughout public transit systems. Lutin (2018) listed three specific areas that A/CV technology is expected to have the greatest potential benefit to the transit industry. These include: 1) collision avoidance and emergency braking, 2) bus platooning, and 3) improved services for passengers with disabilities (*15*).

A/CVs are expected to reduce collisions, fatalities, injuries, and insurance costs because of their advanced driving systems (*16*). According to NHTSA, in 2016, an average of 102 Americans were killed each day due to motor vehicle accidents (*17*), and another survey revealed that 94% of car accidents were caused by human driver errors (e.g., driver's inattention, driving too fast, a false assumption of other's action, etc.) (*18*). In this context, many scholars anticipated that A/CVs could remove or mitigate such human errors (*19*, *20*).

Another potential benefit of A/CVs is that they could improve the efficiency of fixed-route transit systems. With cost-efficient driving systems, such as steering/lane keeping, bus platooning, and intelligent prioritization, fixed-route systems using A/CVs could operate the increased level of service and a higher density of the network, which allows a more flexible design of public transit services (*21*). For example, combining with mass transportation modes (e.g., rail or bus) in urban areas, A/CVs would allow the operation of the first and last mile connection, which would reduce generalized costs (*21*).

The disability community would be one of the greatest beneficiaries when A/CVs are adopted in public transit systems. According to a national survey conducted by the U.S. DOT, about 25.5 million Americans aged 5 and older self-reported that they have travel-limiting disabilities in 2017 (*22*). Also, people with disabilities, regardless of age, make fewer trips and less frequently use personal vehicles when compared to people without disabilities (*22*). Another survey revealed that the top two reasons for people with disabilities facing mobility challenges were 1) having limited or no access to public transit and 2) not having a personal vehicle (*23*). Despite improvements in accessibility and quality of transit systems, current paratransit systems are still often inconvenient, unreliable, and expensive (*15*). Given the expected benefits of A/CVs, such as cost efficiency and effective operation, the deployment of A/CVs could dramatically improve paratransit service (*15*).

However, there are also several issues to be addressed before applying A/CV technology to public transit systems. Without appropriate policies or regulations, the deployment of A/CVs could just increase the demand for single-ride personal car trips, while reducing the demand for public transit (*21*). Although the prevalence of personal A/CVs may not occur initially, considering the initial purchase costs, they have a potential to dramatically increase vehicle miles traveled (VMT) by allowing people to enjoy more convenient use of automobile trips. Many scholars estimate an increase in annual VMT because currently underserved populations, who travel far less than their counterparts due to their inability to drive, would travel at the same rate as current drivers by using AVs (*24–26*).

Aside from anticipated new riders, the increased VMT could be associated with the inherent characteristics of AVs. For example, even if AVs are operated as shared-mobility modes (also known as shared autonomous vehicles [SAVs]), they would need to wander or deadhead until they find next passengers to take on after dropping off their passengers (*27*). Also, for the case of private AVs, they may still need to find cheaper parking spots outside the downtown area or go back to the owner's home after dropping off riders (*28*, *29*). These unoccupied trips would increase VMT. Some scholars warned that increased VMT means more automobile trips, thereby decreasing the demand for public transit or non-motorized trips, such as walking and bicycling. The improved safety and productivity of riders in a vehicle, the increased number of areas for pick-up and drop-off along the streets, and free flow intersections would possibly encourage more use of automobiles instead of public transit and non-motorized modes (*3*, *30*).

Also, we should be wary of overly bright expectations about A/CVs. Litman (2018) warned that some communities may misunderstand or overrate the optimistic predictions of AVs, undercutting support for public transit services and other mobility options for non-drivers (*31*). However, despite claims by several advocates that AVs would eliminate demand for existing public transit services, researchers stress that high capacity transit should be maintained for major travel corridors to serve people who cannot afford or access AVs (*31*, *32*). Another potential side effect of A/CV's is that they may induce a worrisome demand cycle for public transit services: first lowering the demand for public transit due to a modal shift, causing revenues and system losses, then in the longer run, lessening level of service, and finally lowering the demand for public transit again (*21*).

Potential Approaches to A/CV Integration

Overall, when A/CVs are deployed, they could be a transformational technology for the public transit systems. More efficient driving technologies, enhanced safety, and improved quality of service for the underserved population are the three most expected benefits from A/CVs. However, unless public transit planners and researchers devise appropriate policies and programs, the benefits could turn into disadvantages due to a modal shift toward private vehicles which could dramatically reduce the demand for public transit services. Although the majority of regional planners takes a reserved stance because of the uncertainty in the timing of the deployment and the impacts of A/CVs, some of them are already beginning to consider AVs for their metropolitan planning areas by developing planning scenarios, modeling travel behavior, and testing new transportation technologies (*5*).

Several researchers suggest SAV systems, which provide ride- or car-sharing service using AVs, to not only reduce the initial purchase price but also mitigate the adverse effects of private AVs (*33–35*). SAVs are expected to be a more efficient alternative for the first and last mile services (*36*). Burns et al. (2013) estimated that personal travel costs can be reduced by 80 percent using SAV fleets, compared to owning a conventional vehicle when driven 10,000 miles per year (*37*). Additionally, in some cases, A/CVs with the advanced driving technology could produce a BRT-type service that can be an alternative to current mass transportation service (e.g., rail) with significantly less cost in some cases (*15*).

Additionally, if the systems operate battery-electric vehicles (BEVs) instead of conventional internal-combustion engine vehicles (ICEVs), SAVs will have a positive effect on air quality and energy consumption in the long-term period. Greenblatt & Saxena (2015) projected that autonomous taxi operated by BEVs could reduce the U.S. per-mile greenhouse-gas (GHG) emissions in 2030 up to 94% relative to current ICEVs (*38*). Also, Igliński & Babiak (2017) reported that "appropriately programmed AV will be able to fully take advantage of the principles of eco-driving throughout a journey, reducing fuel consumption by as much as 20% and reduce the emissions of GHGs to a similar extent" (*39*).

Given the wide range of influences that A/CVs will bring, the agenda-setting should not be a consideration from the area of transportation planning alone, but rather multi-sectoral cooperation will be required service (*40*). For example, establishing infrastructure for the operation of A/CVs and developing profit models require partnerships from various sectors. To enable A/CVs to contribute to the efficiency and safety of public transit systems, policymakers may need to govern public-private partnership environment that allows the provision of complementary service rather than competing service (*33*).

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Appendix A. Comparison Table of 2016 Transit Needs Assessment and 2050 Update

		2016 Inputs and Results					2050 Inputs and Results					Percentage Change		
	Area / Transit District	**2016 Population**	**2016 Gap Fill Cost**	**2016 Vehicles Required**	**2016 Vehicle Purchase Cost**	**2016 Annual Capital Replacement**	**2050 Population**	**2050 Gap Fill Cost**	**2050 Vehicles Required**	**2050 Vehicle Purchase Cost**	**2050 Annual Capital Replacement**	**% Change Population**	**% Change Gap Fill Cost**	**% Change Vehicles Required**
Type A (No Transit District)	Archer	1,118	$423.13	0	$0	$0	895	$339	0	$0	$0	-20%	-20%	
	Bowie	7,807	$4,378.32	3	$234,000	$39,000	7,360	$4,128	3	$234,000	$39,000	-6%	-6%	0%
	Brazoria	72,722	$44,893.31	4	$312,000	$52,000	140,633	$86,817	5	$390,000	$65,000	93%	93%	25%
	Caldwell	4,742	$2,917.29	0	$0	$0	6,850	$4,214	0	$0	$0	44%	44%	
	Chambers	37,592	$483,318.43	10	$780,000	$130,000	77,273	$993,495	17	$1,326,000	$221,000	106%	106%	70%
	Collin	342,908	$1,892,743.67	28	$2,184,000	$364,000	979,127	$5,404,472	75	$5,850,000	$975,000	186%	186%	168%
	Comal	59,889	$20,046.00	4	$312,000	$52,000	192,951	$64,584	5	$390,000	$65,000	222%	222%	25%
	Dallas Rural gap	11,691	$137,987.00	5	$390,000	$65,000	17,588	$207,589	7	$546,000	$91,000	50%	50%	40%
	Dallas Urban gap	205,346	$116,527.74	5	$390,000	$65,000	315,794	$179,204	6	$468,000	$78,000	54%	54%	20%
	Denton Rural gap	341	$6,570.42	0	$0	$0	1,402	$27,016	0	$0	$0	311%	311%	
	Denton Urban gap	102,660	$91,711.40	5	$390,000	$65,000	335,652	$299,855	8	$624,000	$104,000	227%	227%	60%
	Ector	28,143	$15,083.11	4	$312,000	$52,000	90,705	$48,613	5	$390,000	$65,000	222%	222%	25%
	Galveston	29,578	$53,310.29	4	$312,000	$52,000	55,198	$99,486	5	$390,000	$65,000	87%	87%	25%
	Gregg	14,581	$9,644.25	4	$312,000	$52,000	14,571	$9,638	4	$312,000	$52,000	0%	0%	0%
	Guadalupe	81,614	$24,265.78	4	$312,000	$52,000	203,588	$60,532	5	$390,000	$65,000	149%	149%	25%
	Hardin	12,306	$12,896.10	4	$312,000	$52,000	12,226	$12,812	4	$312,000	$52,000	-1%	-1%	0%
	Harris Rural gap	23,152	$457,295.97	9	$702,000	$117,000	42,824	$845,851	15	$1,170,000	$195,000	85%	85%	67%
	Harris Urban gap	691,396	$619,661.15	12	$936,000	$156,000	1,236,032	$1,107,789	19	$1,482,000	$247,000	79%	79%	58%
	Harrison	1,271	$1,075.59	0	$0	$0	1,280	$1,084	0	$0	$0	1%	1%	
	Hays	63,710	$24,178.64	4	$312,000	$52,000	275,207	$104,444	5	$390,000	$65,000	332%	332%	25%
	Lubbock	12,195	$7,608.04	4	$312,000	$52,000	20,557	$12,825	4	$312,000	$52,000	69%	69%	0%
	McLennan	20,460	$12,777.09	4	$312,000	$52,000	25,626	$16,003	4	$312,000	$52,000	25%	25%	0%
	Midland	9,734	$5,820.25	4	$312,000	$52,000	47,649	$28,491	4	$312,000	$52,000	390%	390%	0%
	Montgomery	69,267	$14,997.64	4	$312,000	$52,000	202,396	$43,823	5	$390,000	$65,000	192%	192%	25%
	Newton	14,612	$403,528.50	9	$702,000	$117,000	10,725	$296,184	9	$702,000	$117,000	-27%	-27%	0%
	Potter	7,495	$3,451.41	3	$234,000	$39,000	7,262	$3,344	3	$234,000	$39,000	-3%	-3%	0%
	Randall	1,794	$1,216.61	0	$0	$0	4,035	$2,736	0	$0	$0	125%	125%	
	San Patricio	15,962	$5,054.57	3	$234,000	$39,000	20,621	$6,530	4	$312,000	$52,000	29%	29%	33%
	Smith	35,407	$18,215.70	4	$312,000	$52,000	46,679	$24,015	4	$312,000	$52,000	32%	32%	0%
	Tarrant Rural gap	18,329	$391,641.84	9	$702,000	$117,000	29,870	$638,238	12	$936,000	$156,000	63%	63%	33%
	Tarrant Urban gap	194,773	$376,908.89	8	$624,000	$104,000	319,986	$619,212	12	$936,000	$156,000	64%	64%	50%
	Taylor	2,317	$2,210.71	0	$0	$0	2,909	$2,776	0	$0	$0	26%	26%	
	Travis Urban gap	151,222	$58,515.28	4	$312,000	$52,000	243,302	$94,146	5	$390,000	$65,000	61%	61%	25%
	Upshur	3,498	$1,891.76	0	$0	$0	4,205	$2,274	0	$0	$0	20%	20%	
	Webb	1,618	$170.61	0	$0	$0	2,390	$252	0	$0	$0	48%	48%	
	Wichita	12	$77.81	0	$0	$0	8	$53	0	$0	$0	-32%	-32%	
	Williamson	252,785	$47,385.78	4	$312,000	$52,000	853,725	$160,035	6	$468,000	$78,000	238%	238%	50%

		2016 Inputs and Results					2050 Inputs and Results					Percentage Change		
	Area / Transit District	**2016 Population**	**2016 Gap Fill Cost**	**2016 Vehicles Required**	**2016 Vehicle Purchase Cost**	**2016 Annual Capital Replacement**	**2050 Population**	**2050 Gap Fill Cost**	**2050 Vehicles Required**	**2050 Vehicle Purchase Cost**	**2050 Annual Capital Replacement**	**% Change Population**	**% Change Gap Fill Cost**	**% Change Vehicles Required**
Type B (Inside a Transit District)	El Paso, County of	101126	$212,295	6	$468,000	$78,000	130,136	$273,197	8	$624,000	$104,000	29%	29%	33%
	South Padre Island, City of	164	$609	0	$0	$0	157	$582	0	$0	$0	-4%	-4%	
	West Texas Opportunities, Inc.	128	$531	0	$0	$0	0	$0	0	$0	$0	-100%	-100%	
	City of Brownsville	53506	$72,019	4	$312,000	$52,000	39,699	$53,435	4	$312,000	$52,000	-26%	-26%	0%
	City of Laredo	2853	$439	0	$0	$0	3,388	$521	0	$0	$0	19%	19%	
	City of Longview	8072	$5,857	4	$312,000	$52,000	8,763	$6,359	4	$312,000	$52,000	9%	9%	0%
	City of Port Arthur	1520	$33,743	4	$312,000	$52,000	1,408	$31,265	4	$312,000	$52,000	-7%	-7%	0%
	City of Tyler	8354	$3,567	3	$234,000	$39,000	11,649	$4,974	4	$312,000	$52,000	39%	39%	33%
	City of Wichita Falls	6481	$9,952	4	$312,000	$52,000	8,145	$12,507	4	$312,000	$52,000	26%	26%	0%
	Texarkana Urban Transit District	6042	$2,182	3	$234,000	$39,000	5,661	$2,044	3	$234,000	$39,000	-6%	-6%	0%
	Brazos Transit District	235521	$1,091,262	18	$1,404,000	$234,000	241,940	$1,121,003	19	$1,482,000	$247,000	3%	3%	6%
	Concho Valley Transit District	8108	$4,393	3	$234,000	$39,000	12,309	$6,669	4	$312,000	$52,000	52%	52%	33%
	Gulf Coast Center	835	$446	0	$0	$0	1,710	$914	0	$0	$0	105%	105%	
	Lower Rio Grande Valley Development Council	490160	$927,770	16	$1,248,000	$208,000	595,802	$1,127,727	19	$1,482,000	$247,000	22%	22%	19%
	Capital Area Rural Transportation System	1980	$867	0	$0	$0	8,017	$3,509	0	$0	$0	305%	305%	
Grand Total		**3,528,897**	**$7,736,332**	**234**	**$18,252,000**	**$3,042,000**	**6,917,886**	**$14,157,604**	**333**	**$25,974,000**	**$4,329,000**	**96%**	**83%**	**42%**

Appendix C. Texas Transportation Plan 2050 Survey Instrument

Texas Transportation Plan 2040 - Small Urban & Rural Data

Background and Purpose

The Texas Department of Transportation (TxDOT) has engaged the services of a consulting team to assist them to update the state's long-range transportation plan for 2015 to 2040. The long-range plan includes prioritized projects and analysis for all modes of transportation. Texas A&M Transportation Institute (TTI) is helping TxDOT to gather information about small urban and rural transit agencies' plans for major new services between now and 2040 and existing major facilities.

What is a major new service?
A few examples of major new services include new multi-modal facilities, park & rides, additional flexible or fixed route services, and etc. If in doubt about whether your agency's plans qualify as "major" or "new", please go ahead and assume so and tell us about them.

What is an existing major facility?
A facility that at time of construction cost $25,000 or more. Some examples are maintenance facilities, park & rides, transit centers, fueling stations, and etc.

The questionnaire will probably take about 15-20 minutes of your time. Should you have any questions you may contact Jonathan Brooks of TTI at (713)613-9206 or j-brooks@ttimail.tamu.edu.

*Contact Information

Agency:

Name:

Title:

Email:

Phone number:

*Does your agency have a planned or anticipated major new service to implement between 2015 and 2040?

- Yes
- No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Planned or Anticipated Major New Service - No 1

Please tell us about a planned or anticipated major new service

***** Name and description of major new service:
(include assets purchased or constructed)

***** Category of project?

- Major new service
- Enhancement of existing service
- Service expansion

***** Status of major new service?

Potential = need has been identified but no approved plans
Planned = well defined or approved plan but no funding committed
Programmed = funding committed and approved

- Potential
- Planned
- Programmed

***** Costs to implement the new service?
(may be approximate dollars, may or may not include both capital and operating costs)

One-time Capital Costs:

Annual Operating & Maintenance Costs:

Funding source(s)?
(if any already identified)

***** Timeframe to implement new service

	Year
Approximate year of expenditure (designed/constructed/purchased)?	
Approximate service opening year?	

* How will the new service impact your agency? Please describe the anticipated benefits and impacts.

For example, your agency may plan to start the new service to increase ridership by xx%, reduce deadhead miles by xx%, affect span of service hours, or open up service to a new part of your service area.

Feel free to be creative and share how your agency will measure success for the new service.

* Do you have another planned or anticipated major new service to tell us about?

○ Yes

○ No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Planned or Anticipated Major New Service - No 2

Please tell us about another planned or anticipated major new service

***** Name and description of major new service:
(include assets purchased or constructed)

***** Category of project?

- Major new service
- Enhancement of existing service
- Service expansion

***** Status of major new service?

Potential = need has been identified but no approved plans
Planned = well defined or approved plan but no funding committed
Programmed = funding committed and approved

- Potential
- Planned
- Programmed

***** Costs to implement the new service?
(may be approximate dollars, may or may not include both capital and operating costs)

One-time Capital Costs:

Annual Operating & Maintenance Costs:

Funding source(s)?
(if any already identified)

***** Timeframe to implement new service

	Year
Approximate year of expenditure (designed/constructed/purchased)?	
Approximate service opening year?	

* How will the new service impact your agency? Please describe the anticipated benefits and impacts.

For example, your agency may plan to start the new service to increase ridership by xx%, reduce deadhead miles by xx%, affect span of service hours, or open up service to a new part of your service area.

Feel free to be creative and share how your agency will measure success for the new service.

* Do you have another planned or anticipated major new service to tell us about?

○ Yes

○ No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Planned or Anticipated Major New Service - No 3

Please tell us about another planned or anticipated major new service

***** Name and description of major new service:
(include assets purchased or constructed)

***** Category of project?

- Major new service
- Enhancement of existing service
- Service expansion

***** Status of major new service?

Potential = need has been identified but no approved plans
Planned = well defined or approved plan but no funding committed
Programmed = funding committed and approved

- Potential
- Planned
- Programmed

***** Costs to implement the new service?
(may be approximate dollars, may or may not include both capital and operating costs)

One-time Capital Costs:

Annual Operating & Maintenance Costs:

Funding source(s)?
(if any already identified)

***** Timeframe to implement new service

	Year
Approximate year of expenditure (designed/constructed/purchased)?	
Approximate service opening year?	

* How will the new service impact your agency? Please describe the anticipated benefits and impacts.

For example, your agency may plan to start the new service to increase ridership by xx%, reduce deadhead miles by xx%, affect span of service hours, or open up service to a new part of your service area.

Feel free to be creative and share how your agency will measure success for the new service.

* Do you have another planned or anticipated major new service to tell us about?

○ Yes

○ No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Planned or Anticipated Major New Service - No 4

Please tell us about another planned or anticipated major new service

***** Name and description of major new service:
(include assets purchased or constructed)

***** Category of project?

- Major new service
- Enhancement of existing service
- Service expansion

***** Status of major new service?

Potential = need has been identified but no approved plans
Planned = well defined or approved plan but no funding committed
Programmed = funding committed and approved

- Potential
- Planned
- Programmed

***** Costs to implement the new service?
(may be approximate dollars, may or may not include both capital and operating costs)

One-time Capital Costs:

Annual Operating & Maintenance Costs:

Funding source(s)?
(if any already identified)

***** Timeframe to implement new service

	Year
Approximate year of expenditure (designed/constructed/purchased)?	
Approximate service opening year?	

* How will the new service impact your agency? Please describe the anticipated benefits and impacts.

For example, your agency may plan to start the new service to increase ridership by xx%, reduce deadhead miles by xx%, affect span of service hours, or open up service to a new part of your service area.

Feel free to be creative and share how your agency will measure success for the new service.

* Do you have another planned or anticipated major new service to tell us about?

○ Yes

○ No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Planned or Anticipated Major New Service - No 5

Please tell us about another planned or anticipated major new service

***** Name and description of major new service:
(include assets purchased or constructed)

5
6

***** Category of project?

- Major new service
- Enhancement of existing service
- Service expansion

***** Status of major new service?

Potential = need has been identified but no approved plans
Planned = well defined or approved plan but no funding committed
Programmed = funding committed and approved

- Potential
- Planned
- Programmed

***** Costs to implement the new service?
(may be approximate dollars, may or may not include both capital and operating costs)

One-time Capital Costs:

Annual Operating & Maintenance Costs:

Funding source(s)?
(if any already identified)

***** Timeframe to implement new service

	Year
Approximate year of expenditure (designed/constructed/purchased)?	
Approximate service opening year?	

* How will the new service impact your agency? Please describe the anticipated benefits and impacts.

For example, your agency may plan to start the new service to increase ridership by xx%, reduce deadhead miles by xx%, affect span of service hours, or open up service to a new part of your service area.

Feel free to be creative and share how your agency will measure success for the new service.

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities

Thank you for sharing information about your agency's future plans for major new services - if any. Now, please take a few minutes to tell us about important facilities at your agency.

What makes a facility major?
- Construction cost $25,000 or more
- Critical to your agency's continued success

* Does your agency have any existing major facilities?

- Yes
- No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 1

Please answer as many of the questions about each facility as possible.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- ☐ General purpose
- ☐ Administrative office
- ☐ Maintenance
- ☐ Vehicle storage
- ☐ Bus yard
- ☐ Other functions (please specify):
- ☐ Transit center
- ☐ Transit station
- ☐ Terminal/garage
- ☐ Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- ○ Agency owned
- ○ Rented or leased
- ○ Other (please specify):

***When was the facility constructed?**

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

***Do you have another existing major facility to tell us about?**

Yes

No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 2

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- ☐ General purpose
- ☐ Administrative office
- ☐ Maintenance
- ☐ Vehicle storage
- ☐ Bus yard
- ☐ Other functions (please specify):
- ☐ Transit center
- ☐ Transit station
- ☐ Terminal/garage
- ☐ Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- ○ Agency owned
- ○ Rented or leased
- ○ Other (please specify):

***** When was the facility constructed?

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

***** Do you have another existing major facility to tell us about?

- Yes
- No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 3

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- ☐ General purpose
- ☐ Administrative office
- ☐ Maintenance
- ☐ Vehicle storage
- ☐ Bus yard
- ☐ Other functions (please specify):
- ☐ Transit center
- ☐ Transit station
- ☐ Terminal/garage
- ☐ Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- ○ Agency owned
- ○ Rented or leased
- ○ Other (please specify):

***** When was the facility constructed?

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

***** Do you have another existing major facility to tell us about?

- Yes
- No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 4

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- ☐ General purpose
- ☐ Administrative office
- ☐ Maintenance
- ☐ Vehicle storage
- ☐ Bus yard
- ☐ Other functions (please specify):
- ☐ Transit center
- ☐ Transit station
- ☐ Terminal/garage
- ☐ Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- ○ Agency owned
- ○ Rented or leased
- ○ Other (please specify):

*When was the facility constructed?

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

*Do you have another existing major facility to tell us about?

Yes

No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 5

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- [ ] General purpose
- [ ] Administrative office
- [ ] Maintenance
- [ ] Vehicle storage
- [ ] Bus yard
- [ ] Other functions (please specify):
- [ ] Transit center
- [ ] Transit station
- [ ] Terminal/garage
- [ ] Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- Agency owned
- Rented or leased
- Other (please specify):

***When was the facility constructed?**

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

***Do you have another existing major facility to tell us about?**

- Yes
- No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 6

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- [ ] General purpose
- [ ] Administrative office
- [ ] Maintenance
- [ ] Vehicle storage
- [ ] Bus yard
- [ ] Other functions (please specify):
- [ ] Transit center
- [ ] Transit station
- [ ] Terminal/garage
- [ ] Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- ○ Agency owned
- ○ Rented or leased
- ○ Other (please specify):

***When was the facility constructed?**

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

***Do you have another existing major facility to tell us about?**

Yes

No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 7

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- ☐ General purpose
- ☐ Administrative office
- ☐ Maintenance
- ☐ Vehicle storage
- ☐ Bus yard
- ☐ Other functions (please specify):
- ☐ Transit center
- ☐ Transit station
- ☐ Terminal/garage
- ☐ Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- ○ Agency owned
- ○ Rented or leased
- ○ Other (please specify):

***** When was the facility constructed?

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

***** Do you have another existing major facility to tell us about?

Yes

No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 8

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- ☐ General purpose
- ☐ Administrative office
- ☐ Maintenance
- ☐ Vehicle storage
- ☐ Bus yard
- ☐ Other functions (please specify):
- ☐ Transit center
- ☐ Transit station
- ☐ Terminal/garage
- ☐ Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- ○ Agency owned
- ○ Rented or leased
- ○ Other (please specify):

*When was the facility constructed?

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

*Do you have another existing major facility to tell us about?

Yes

No

Texas Transportation Plan 2040 - Small Urban & Rural Data

Existing Major Facilities - No 9

Please tell us about another existing major facility at your agency.

* Facility Name and Location

Facility Name:

Street Address:

City:

Zip Code:

* Please mark all the functions that apply to this facility:

- [ ] General purpose
- [ ] Administrative office
- [ ] Maintenance
- [ ] Vehicle storage
- [ ] Bus yard
- [ ] Other functions (please specify):
- [ ] Transit center
- [ ] Transit station
- [ ] Terminal/garage
- [ ] Park & ride

Please describe the size/capacity of this facility by filling in one or more of the following:

Square footage:

Number of maintenance bays:

Number of fleet parking spaces:

Approximate land acreage:

Number of car parking spaces:

Other (please describe):

Please indicate facility ownership:

- Agency owned
- Rented or leased
- Other (please specify):

*When was the facility constructed?

	Year
Year constructed or put into operation:	
Year of last major renovation (if any):	

What was the cost of the facility at time of construction?
(approximate dollars okay if exact cost unknown)

Please rate the present condition of the facility:

1 - Bad	2 - Poor	3 - Fair	4 - Good	5 - Excellent

Texas Transportation Plan 2040 - Small Urban & Rural Data

Last Page, Comments?

Please share any comments, feedback, or questions you may have:

Thank you for participating in this important planning process!

Should you have any questions you may contact Jonathan Brooks of TTI at (713)613-9206 or j-brooks@ttimail.tamu.edu.

You're finished. Click on "Done" and enjoy the rest of your day!

Texas Transportation Plan (TTP) 2050

Technical Memo 9: Ferry Operations Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 25, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

FY	Fiscal Year
SH	State Highway
SHF	State Highway Fund
TxDOT	Texas Department of Transportation
TTP	Texas Transportation Plan

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps guide TxDOT's investment decisions over the long term, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide ferry operations.

2.0 MODAL OVERVIEW

Ferry operations help improve accessibility to key services and attractions by supplementing the Texas roadway system. The following sections discuss the role of TxDOT's Maritime Division in operating two ferry routes and their importance to Texas transportation.

2.1 Strategic Importance

Ferry services enhance connectivity to emergency services and recreational and economic opportunities while alleviating congestion on Texas roadways. Ferries enable residents and tourists additional travel options to reach their destination, which reduces travel time and fuel consumption to optimize system performance. The optimization of system performance aligns directly with TxDOT's *2019-2023 Strategic Plan* Goals.

2019–2023 Strategic Plan Goals

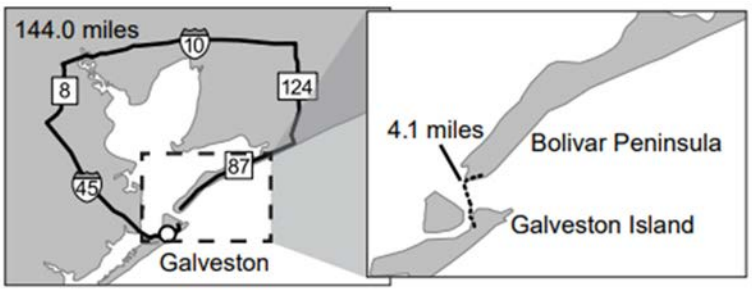
- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019–2023 Strategic Plan.

2.2 TxDOT's Role

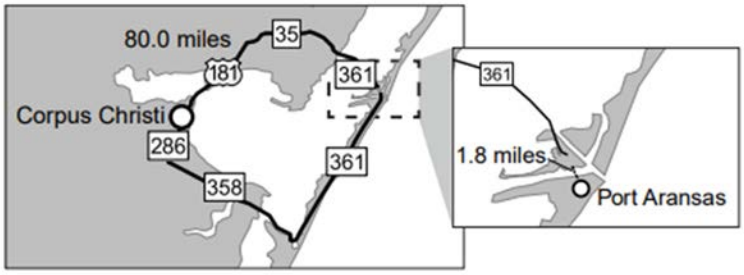
TxDOT operates two ferry routes that provide a shorter travel distance than existing roads from Port Aransas to Harbor Island and from Galveston to Port Bolivar (Figure 1 and Figure 2). The two routes operate 24 hours a day, 365 days a year, weather permitting.[1] In 2018, more than 8.3 million passenger trips and 3.4 million vehicle trips were taken on the two ferry routes.[2]

Figure 1: Port Bolivar to Galveston Highway Route Compared to Ferry Route, April 2018



Source: Legislative Budget Board Staff (2019). Overview of State Ferry System Operations

Figure 2: Aransas Pass to Port Aransas Highway Route Compared to Ferry Route, April 2018



Source: Legislative Budget Board Staff (2019). Overview of State Ferry System Operations

2.3 Legislative Guidance

Every other year, TxDOT submits a report to the Governor's Office of Budget, Planning, and Policy and the Legislative Budget Board detailing the needs of the ferry system. Pending approval, TxDOT uses money from the State Highway Fund (SHF) for ferry operations per the *Texas Transportation Code*, Section 342.001. The Legislative Budget Board conducted a 2019 report, *Overview of State Ferry System Operations*, to discuss maintenance, funding, and opportunities for the two ferry routes. The overview informed this modal profile.

In order to supplement State funding, TxDOT often seeks competitive federal grant money administered by the Federal Highway Administration through the Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP).[3] This program was established through the Moving Ahead for Progress Act in the 21st Century and reauthorized as part of the Fixing America's Surface Transportation Act. The FBP supports State transportation agencies in designing and constructing ferry boats and terminal facilities, as well as acquiring right-of-way for these terminal facilities. Funded ferry boats and terminal facilities are required to serve vehicular travel on non-interstate highways and provide fixed route transit service.

3.0 SYSTEM INVENTORY

The Galveston Ferry provides the only direct connection between Galveston Island and the Bolivar Peninsula, connecting two segments of SH 87 in just 2.7 miles, as compared to the 144-mile land route around Galveston Bay. These approximately 18-minute ferry rides yield travel time savings for commuters who otherwise would spend approximately 2 hours and 20 minutes traveling on the overland route.[1] From 2016 to 2018, the Galveston Ferry averaged 5.1 million passengers and 1.6 million vehicles, which in turn helped alleviate congestion on regional roadways.[4] To support this demand, the Galveston Ferry fleet consists of six vessels, each capable of carrying 500 passengers and 70 vehicles.[5]

Galveston Ferry (Source: TxDOT)

Port Aransas Ferry (Source: TxDOT)

The Port Aransas Ferry connects Mustang Island to the mainland via Harbor Island through Aransas Pass. This 8.2-mile ferry connection provides an alternative to the 58.9-mile land route, resulting in average daily travel time savings of 45 minutes to one hour for commuters.[6] From 2016 to 2018, the Port Aransas Ferry averaged 3.6 million passengers and 2 million vehicles.[2] The Port Aransas Ferry fleet consists of five vessels, each capable of carrying 149 passengers and 28 vehicles[7] and three vessels, each capable of carrying 120 passengers and 20 vehicles. [2]

4.0 TXDOT STEWARDSHIP

4.1 Plans and Programs

The fiscal year (FY) 2020 total State operating budget for the two ferry routes is $53.8 million, which represents a slight increase from the $41.7 million and $48.3 million expended by TxDOT through the SHF in FY 2018 and FY 2019, respectively.[8] Renovations over the past three years in support of the Galveston Ferry included adding working docks and repairs to the existing bulkhead, which led to increases in the overall operating budget each FY.[4]

During the period of FYs 2015-2016, TxDOT received a total of $11 million in competitive grants in support of the Port Aransas Ferry from the Federal Highway Administration's Construction of Ferry Boats and Ferry Terminal Facilities Formula Program.[3] TxDOT leveraged these funds to support the construction of two of the three planned new 28-car passenger vessels, which are now in operation.[9,10] Additionally, TxDOT acquired property to construct a new vehicle staging area on the Harbor Island Landing side to increase capacity. Work began on this $9 million, 18-month project in September 2019.[11]

Neither passengers nor vehicles pay a fee to ride the ferry. Texas is the only state with a ferry operation that does not charge its users.

5.0 MOVING FORWARD

5.1 Trends and Impacts

The following are the emerging trends that will impact Texas ferry operations over the next 30 years:

- **Increased coordination between TxDOT and state port authorities** – Due to their proximity, operations at the Port of Corpus Christi can impact the Port Aransas Ferry. As

the Port of Corpus Christi deepens and widens its ship channel, potentially more ship traffic may occur along the waterway that the Port Aransas Ferry serves. Increased coordination and planning would be required between TxDOT and state port authorities.

- **Increased maritime traffic** – Maritime traffic is expected to rise due to an increase in cruise and maritime freight operations. This may require further strategic planning to accommodate the added traffic.
- **Increased coordination with the ports and staging area** – Since TxDOT acquired additional property to expand the vehicle staging area and increase overall capacity at the Port Aransas Ferry at the Harbor Island Landing side, added coordination is vital to effectively support this expansion.

5.2 Policy Considerations and Initiatives

To ensure the efficiency of ferry operations in Texas, TxDOT has identified the need to:

- **Improve coordination with port authorities and other freight providers, stakeholders, and regional planning entities** – As traffic increases on roadways and at ports, enhanced coordination and planning will support the increased use of Texas' transportation system; and
- **Maintain a modern fleet** – For efficient ferry operations, preservation of the fleet is critical. Funding to support updates and maintenance, such as bulkhead restoration, fleet expansion, and landside staging area acquisition, will enable TxDOT to maintain operational schedules.

6.0 REFERENCES

[1] Legislative Budget Board Staff (2019). *Overview of State Ferry System Operations* [Staff Report 4830]. Austin, Texas. Retrieved from http://www.lbb.state.tx.us/Documents/Publications/Staff_Report/2019/4756_FerrySystemOperation.pdf.

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[5] James, P. R. (2017) Revamped Ferry Maintenance Facility. *Structure Magazine, July 2017* Retrieved from https://www.structuremag.org.

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[10] Kris 6 News (2018, August 24). TxDOT holds dedication for new ferry in Port Aransas. Retrieved from https://kristv.com/news/local-news/2018/08/24/txdot-holds-dedication-for-new-ferry-in-port-aransas/

[11] Acosta, T. (2019, September 3). Texas Department of Transportation to start work improving Port Aransas ferry traffic. *Caller Times*. Retrieved from https://www.caller.com.

Texas Transportation Plan (TTP) 2050

Technical Memo 10: Passenger Rail Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 3, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

CSI	Customer Satisfaction Index
EIS	Environmental Impact Statement
FRA	Federal Railroad Administration
FY	Fiscal Year
HSR	High-Speed Rail
OTP	On-Time Performance
PRIIA	Passenger Rail Investment and Improvement Act of 2008
RRD	Rail Division
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps inform TxDOT's investment decisions, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide passenger rail planning.

2.0 MODAL OVERVIEW

Passenger rail services provide both longer-distance linkages in the transportation network and alternatives to congested roadways. These services are generally divided into two categories:

- **High-speed Rail (HSR)** – Rail operating at speeds of at least 125 mph non-stop or with limited stops between cities, provides transportation that is faster than automobile travel.
- **Intercity Passenger Rail** – Rail serving multiple cities over long distances, operating at slower speeds than HSR, and with more frequent stops.[1]

In the 1990s, the Texas High-Speed Rail Authority was tasked with determining whether high-speed rail was in the public interest. It awarded a private company the right to build a service connecting Dallas to Houston, but the effort dissolved due to the inability to secure funding and opposition from various parties.[2]

Despite the false start, Texas is presently a likely setting for the first true HSR service in North America. A private sector project promoted by Texas Central Partners, LLC is in the final stages of design and approval for their Dallas-Houston line. The 240- mile railroad will use the Japanese Shinkansen technology and tracks will not be shared with other services (Peter Espy, *TTP 2050 Passenger Rail*, November 12, 2019). Because no HSR services currently operate in Texas however, the remainder of this profile primarily focuses on intercity passenger rail.

2.1 Strategic Importance

Passenger rail offers a safe, high-capacity transportation option for Texas travelers that helps to reduce roadway congestion and improve air quality. Passenger rail connects rural Texas communities with urban centers and facilitates interstate travel. It provides economic development and tourism opportunities by linking Texans to destinations like cities, historical sites, parks, and employment centers. These attributes support the *2019–2023 Strategic Plan* goals, specifically, "Promote Safety" and "Optimize System Performance."[3]

2019–2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019–2023 Strategic Plan.

2.2 TxDOT's Role

Amtrak, the National Railroad Passenger Corporation, provides intercity passenger rail service in Texas. Except for some station areas and trackage in the Dallas/Fort Worth area, Amtrak operates entirely over trackage owned and operated by Class I freight railroads. While TxDOT does not directly oversee passenger rail service in Texas, the agency provides limited support for services and has a role in long-term planning, monitoring service quality, and facilitating and advocating for passenger rail improvements in the state.

2.3 Legislative Guidance

The areas of law discussed in this section provide TxDOT with guidance on federal and state requirements pertaining to passenger rail statewide planning. The information presented here serves only as a guide and may not be exhaustive.

2.3.1 Federal

The Federal Railroad Administration (FRA) requires states to develop a statewide rail plan that meets the requirements of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). The plan must be updated at least every five years and may either be published as a stand-alone document or as an element of the state's long-range transportation plan.[4] TxDOT publishes a stand-alone plan, which includes a description of the Texas rail system inventory, potential freight and passenger rail improvements and investments, rail-specific goals and objectives, and an overview of outreach efforts. A draft of the 2019 Texas Rail Plan was released in October 2019.

The PRIIA also requires both Texas and Oklahoma to contribute to the annual operation of the single daily round-trip service provided by the Heartland Flyer, which services both states. Per PRIIA, states are required to bear a higher percentage of operating costs for intercity passenger rail routes of less than 750 miles.[1]

2.3.2 State

Texas Senate Bill 312, Section 201.6013 was enacted during the 2017 legislative session. This law requires that the long-term plan for statewide passenger rail include a description of existing and proposed passenger rail systems. The bill further stipulates that the statewide passenger rail system plan must contain an analysis of potential interconnectivity difficulties and ridership projections for proposed passenger rail projects.[5]

2.4 Performance Measurement

Amtrak publishes the Monthly Performance Report, which provides state-level information on operating earnings and capital expenditures as well as indicators such as ridership, customer satisfaction, and on-time performance (OTP). Results are reported at the overall system and route level.[6] OTP and the customer satisfaction indicator may be of particular relevance to Texas statewide planning and are briefly described below.

Amtrak defines OTP as the total number of trains arriving on time at a destination, divided by the total number of trains operated on that route. A train is considered on time if it arrives at its destination within an allowed time buffer known as tolerance. Endpoint OTP measures the frequency at which a train reaches its *final* destination within a prescribed window of allowable lateness. All-station OTP measures how often trains are on time at each station within 15 minutes of the published, scheduled arrival time.[7] This metric is a more accurate reflection of whether or not customers reach their destinations on time and affects the attractiveness of rail service for potential passengers.

The Customer Satisfaction Index (CSI) is measured through a customer survey process and is made up of six broad customer service categories. These categories are as follows:

- Overall Service
- Amtrak Personnel
- Information Given
- On-Board Comfort
- On-Board Cleanliness
- On-Board Food Service

CSI scores measure a passenger's satisfaction with a particular aspect of a trip and are recorded on an 11-point scale.[1]

The *2019 Texas Rail Plan* provides more detail on the state's Amtrak service performance, including recent on-time performance data and CSI scores. TxDOT does not report any passenger-rail-related performance measurements or targets at this time.

3.0 DATA AVAILABILITY

Passenger rail data collected to inform TTP 2050 came from three sources. First, Amtrak provides publicly available information and data on ridership, revenue, and on-time performance by route and station (TxDOT recently used this data to support development of the 2019 Texas Rail Plan update). Additionally, the Amtrak Five Year Service Plans provides information on needed investments. TxDOT also reviewed planning documents prepared for potential future HSR service (Dallas to Houston/Texas Central Railway and the Texas-Oklahoma Passenger Rail Study corridor), along with associated environmental impact statement (EIS) documents. Lastly, information supplied by TxDOT's Rail Division (RRD) complemented the other data sources, including but not limited to data for the 2019 Texas Rail Plan update.

3.1 Data Assessment

Data collected for TTP 2050 passenger rail analyses are summarized in Table 1.

Table 1: Passenger Rail Data Collected for TTP 2050

Data Source (Publication Year)	Description
Heartland Flyer Performance Reports (2017–2018)[8]	Amtrak data in PDF format for state-supported routes, including ridership, revenue, and on-time performance details
Amtrak Monthly Performance Reports (2013–2019)[9]	Corridor-level data on ridership, revenue, load factor, and on-time performance reported by fiscal year (FY)
Amtrak Five-Year Service Plans (2017–2019)[10,11,12]	Amtrak Service Plan FY 2017–2021 includes forecasted ridership data by route, as well as general discussion of planned improvements; Amtrak Service Plan FY 2018–2023 and FY 2020–2024 include general discussion of planned improvements
Amtrak Fleet Strategy (2012)[13]	Fleet life and replacement needs by vehicle type (not corridor-specific)
Amtrak Capital Investment Plan for State Corridor Service (2017)[14]	Capital improvement plan for state-supported corridors

Data Source (Publication Year)	Description
Texas Central–Dallas to Houston High-Speed Rail Draft Environmental Impact Statement (EIS) (2017)[15]	Planning-level information on alignment, costs, and ridership
Texas-Oklahoma Passenger Rail Study Combined Service-Level Final EIS and Record of Decision[16]	Planning-level information on alignment alternatives and impacts
Texas Rail Plan Update (2016)[17]	Data on rail system inventory, performance and needs
Texas Rail Plan Draft Executive Summary (2019)[18]	Information on rail system inventory, goals, objectives, and planned passenger rail improvements and investments
Texas Rail Plan (2019)[1]	Data on rail system inventory, performance, and needs
TxDOT Educational Series Memo, "Rail" (2019–2020)[19]	Information on TxDOT funding for passenger rail services
"Transportation Funding in Texas," TxDOT (2019 Edition)[20]	Information on projected expenditures for passenger rail services

4.0 SYSTEM INVENTORY AND PERFORMANCE

4.1 System Inventory

As illustrated in Figure 1, Amtrak operates three passenger routes in Texas:

- **The Heartland Flyer** – Operates daily between Fort Worth and Oklahoma City, this service is partially supported by state funds from both Oklahoma and Texas;
- **The Texas Eagle** – Operates daily between Chicago and San Antonio via Dallas, with triweekly connecting service to Los Angeles.

In fiscal year (FY) 2018, these routes accommodated a total of 381,615 boardings and alightings in Texas, down 3% from FY 2017. Station-by-station data are available on the Amtrak Fact Sheet for the State of Texas.[21]

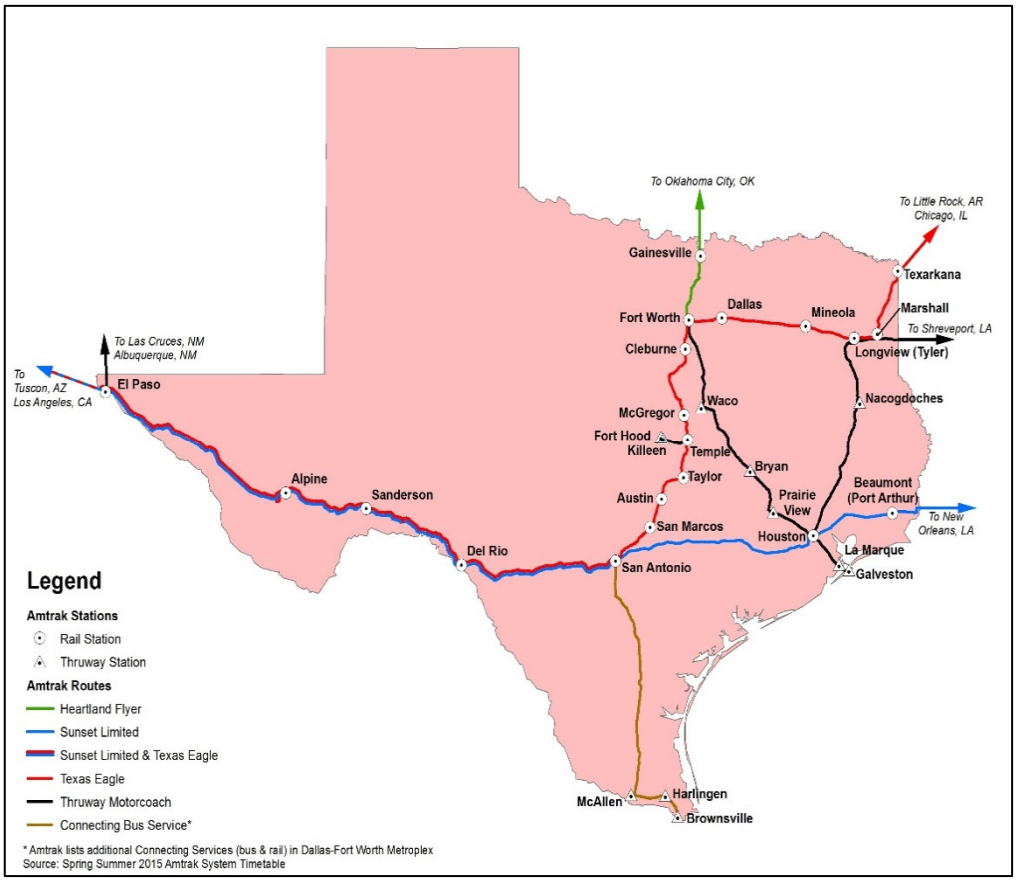
In addition to the three intercity passenger trains, Texas has **four commuter rail operations**, three in the Dallas/Fort Worth region and one in Austin. These operations are planned, managed, and funded by local/regional transit agencies.

Texas also has **six light rail streetcar transit operations** – in Dallas, Houston, Galveston, and El Paso – and six tourism railroads.

Because TxDOT has no funding role and minimal oversight, there is limited inclusion of these services in this memo.

Source: Texas Department of Transportation (2019). 2019 Texas Rail Plan

Figure 1: Amtrak Texas Intercity Passenger Rail Routes



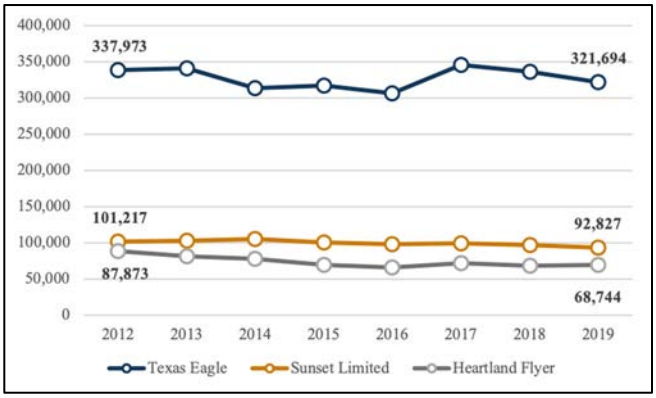
Source: Texas Department of Transportation (2019). 2019 Texas Rail Plan

4.2 Historic and Current Performance

Amtrak ridership has been roughly steady across its three Texas lines since 2012. All three Amtrak passenger trains serving Texas reported ridership increases in FY 2017 over FY 2016, although it decreased considerably in FY 2018. Ridership continued to decrease for the Sunset Limited and Texas Eagle in FY 2019, but was up slightly for the Heartland Flyer (Figure 2). Amtrak's all-station on-time performance in Texas has varied widely in recent years, from a high of 85% for the Heartland Flyer in FY 2017 to a low 27% for the Texas Eagle in FY 2015, dropping significantly in 2018 (Figure 3). Similarly, Amtrak's endpoint OTP on all three Texas routes has also varied over the last few years, and also dropped significantly from 2017–2018 (Table 2).

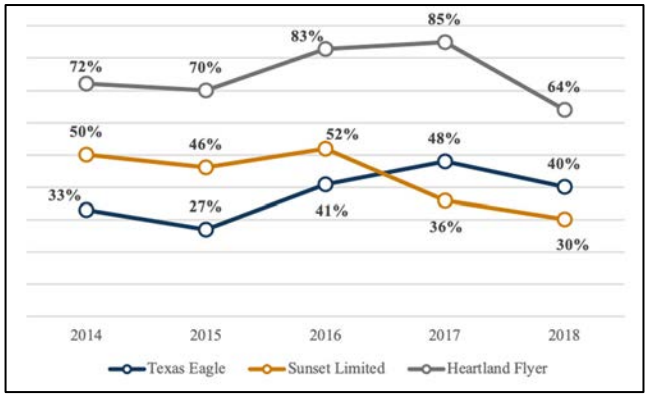
Operating on active freight lines tends to harm on-time performance. Host railroads are statutorily required to give preference to Amtrak trains over freight transportation; however these requirements are frequently ignored. Amtrak's short-term service goals for its lines in Texas include improving on-time performance, improving the fleet, and working with state governments to increase frequency on state-supported routes.[10]

Figure 3: Combined Boardings and Alightings for All Routes Serving Texas by Fiscal Year



Sources: Amtrak Ridership and Revenue Fact Sheets (FY 2015-2019), 2016 Texas Rail Plan Update, 2019 Texas Rail Plan

Figure 4: All-Station On-Time Performance for Routes Serving Texas



Sources: 2019 Texas Rail Plan and Amtrak State Fact Sheet, FY 2018, State of Texas

Table 2: Endpoint On-Time Performance, Routes Serving Texas, FY 2014–2018

Route	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Heartland Flyer	48.8%	53.9%	71.8%	78.1%	43.7%
Year over Year Change (percentage points)	-3.3	5.1	17.9	6.3	-34.4
Texas Eagle	46.8%	36.7%	50.8%	60.7%	46.4%
Year over Year Change	-30.0	-10.1	14.1	9.9	-14.3
Sunset Limited	62.0%	58.8%	72.3%	68.3%	49.4%
Year over Year Change	-15.2	-3.2	13.5	-4.0	-18.9

Sources: Texas Department of Transportation 2019 Rail Plan; YTD September FY 2018 Amtrak Monthly Performance Report

5.0 TXDOT'S STEWARDSHIP

RRD oversees the department's involvement in both freight and passenger rail-related policies. With respect to passenger rail, the division implements studies, develops plans, and fosters communication among partners about rail needs and solutions. These partners include rail providers, local governments, regional agencies, and Texans. The following sections summarize TxDOT's passenger rail planning and programming activities.

5.1 Plans and Programs

As discussed earlier, TxDOT is responsible for updating the Texas Rail Plan at intervals established by the FRA and the state of Texas. This plan reflects the latest rail projects in Texas and fulfills federal funding eligibility requirements. TxDOT just released the 2019 Texas Rail Plan.

High-speed rail has been studied in Texas since the 1980s as a means to address increased demand for intercity travel as well as the increasing transportation needs associated with strong population and economic growth. The Texas Central Railway Initiative, a privately-funded project to develop high-speed passenger rail service between Dallas and Houston, is the most recent effort.[22] No state or federal funds are being used for the study, nor is it anticipated that state or federal funds would be used for potential project development. Construction could potentially begin following the release of the FRA's Final EIS and Record of Decision, expected in spring 2020. The estimated construction costs for this project are approximately $16 billion.[23]

> Potential ridership for the Texas Central Railway Initiative is estimated at nearly 6 million annual passengers by 2029 and more than 13 million annual passengers by 2050.
>
> *Source: Texas Central Railway*[22]

In June 2017, the FRA released a service-level final EIS for a passenger rail corridor between Oklahoma City and the Texas-Mexico border entitled the Texas-Oklahoma Passenger Rail Study. The study evaluated potential corridor and mode alternatives, including conventional and HSR options. Additional analysis is needed to refine the corridor and service types, and no plans are currently underway for development. Potential rail service on this corridor would also be funded through private-sector initiatives.

5.2 Needs Assessment

TxDOT has had a limited financial role supporting Amtrak's Heartland Flyer service, with similar support coming from the Oklahoma Department of Transportation. Since FY 2015, TxDOT has contributed approximately $2.5 million (nominal dollars) annually to support Heartland Flyer operations.[19] Funding is not guaranteed past each state legislative session and is subject to change based on federal requirements.

6.0 MOVING FORWARD

The Texas population is predicted to increase by about 60% over the TTP 2050 planning horizon. This growth will be coupled with higher demand on the Texas roadway system. Intercity passenger rail services could offer additional safe, reliable alternatives to driving for travelers. For example, such a rail option could reduce demand on the already-congested I-35 corridor.

6.1 Trends and Impacts

Several notable trends and issues relevant to travel by passenger rail may be of particular importance to TTP 2050 development. These include, but are not limited to, the following:

- **Reliable Funding** – Consistent and reliable sources of funding for rail improvements at the state or federal level is a challenge. TxDOT can maximize its limited role in passenger rail through continued collaborations with private and local stakeholders and the identification and support of important projects.
- **Demand –** Passenger rail ridership has fluctuated over the past several years. Amtrak ridership grew in 2017 after declines in 2015 and 2016, but declined again in 2018 and 2019.
- **Increasing Congestion –** Roadway congestion will increase as the state's rapid population and economic growth continues.
- **On-time Performance –** OTP is poor across all three Texas routes. Delay is mainly due to host railroads prioritizing freight over passenger rail trains.
- **Safety –** On average, ten people are killed every day on Texas roads.[24] Passenger rail services offer a safer alternative, which will become increasingly important as more and more people move to Texas.

6.2 Policy Considerations and Initiatives

As described earlier, passenger rail needs within Texas are primarily determined by Amtrak. The agency regularly conducts internal studies and works with TxDOT and surrounding states on ideas for potential improvements to rail services in Texas. Expansion and improvement ideas considered in recent years by Amtrak include:

- **Heartland Flyer –** Extending service from Oklahoma City to Newton, Kansas; introduction of a new daytime Fort Worth-Oklahoma City-Kansas City train.[25]
- **Heartland Flyer Service Improvements –** Implementing a second round-trip between Fort Worth-Oklahoma City; introducing lower-cost equipment options; and installing wireless internet access onboard passenger rail cars.
- **Sunset Limited –** Improvement to daily (instead of triweekly) service, along with potential restructuring of the Sunset Limited to serve a shorter New Orleans-Houston-San Antonio route, with the Texas Eagle operating a long-distance Chicago-Dallas/Fort Worth-San Antonio-El Paso-Los Angeles route.

The costs associated with these expansions and improvements (whether the responsibility of the Amtrak or states) can be found in the *2019 Texas Rail Plan*.

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Texas Transportation Plan (TTP) 2050

Technical Memo 11: Aviation Modal Profile

April 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on April 10, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

ACIP	Aviation Capital Improvement Program
AFDP	Aviation Facilities Development Program
AIP	Airport Improvement Program
FAA	Federal Aviation Administration
FY	Fiscal Year
MET	Meteorological Evaluation Tower
NPIAS	National Plan of Integrated Airport Systems
RAMP	Routine Airport Maintenance Program
TASP	Texas Airport System Plan
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
UAS	Unmanned Aerial Systems

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps guide TxDOT's investment decisions over the long term, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

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Key Definitions

- **Commercial Service Airports:** publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service.
- **Primary Airports:** commercial service airports that have more than 10,000 passenger boardings each year.
- **General Aviation Airports:** public-use airports that do not have scheduled service or have less than 2,500 annual passenger boardings.
- **Reliever Airports:** airports designated by the FAA to relieve congestion at commercial service airports.

Source: Federal Aviation Administration (2020), Airport Categories

2.0 MODAL OVERVIEW

TxDOT's Aviation Division manages the planning, funding, and project delivery across the statewide aviation network. This section of the Profile explains the economic importance of aviation in Texas, the role TxDOT plays, and the state and federal legislation that impacts Texas aviation.

2.1 Strategic Importance

Texas is served by a robust airport system that enables the efficient movement of people and goods. Given the geographic scale of Texas and distance between population centers, airports play a pivotal role in connecting communities and improving business operating efficiencies to maintain economic competitiveness. Texas airports generate more than $94.3 billion in economic output and contribute more than $30.1 billion in payroll across nearly 780,000 jobs.[1] More than 86 million

passenger boardings occurred at Texas airports in 2018, marking a 6.4% increase in airport travel from the previous year.[2] Texas had the third highest number of revenue passenger boardings in the country in 2018, behind only California and Florida, respectively.[2] The optimization of system performance and promoting safety across the statewide airport system aligns directly with TxDOT's *2019-2023 Strategic Plan* Goals.

2019-2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019-2023 Strategic Plan.

2.2 TxDOT's Role

TxDOT supports general aviation facilities throughout the state, which encompasses most civilian flights outside of scheduled commercial service. General aviation airports are classified as those that do not have regularly scheduled commercial service or have less than 2,500 annual passenger boardings.[3] More than 5.7 million general aviation flight operations occur in Texas each year.[4] These operations range from emergency response to the direct transportation of people and freight to other applications such as agricultural spraying, aerial surveying, and energy exploration.[4] Local, state, and federal law enforcement agencies use general aviation airports for easier access to airspace, and many general aviation airports provide flights to patients in need of critical medical care. Many general aviation functions cannot be economically supported at primary commercial service airports.[5]

TxDOT's Aviation Division supports Texas cities and counties in obtaining and disbursing federal and state funds for general aviation and reliever airports identified in the *Texas Airport System Plan* (TASP).[6] TASP airports and heliports are a subset of more than 1,600 landing facilities in the state that are considered to have an essential role in the economic and social development of Texas.[7] During the development of the TASP, TxDOT worked with airport sponsors and

community leaders to identify improvements over a 25-year planning period; cost estimates are developed for the first five years of general aviation and reliever airport improvements.[7]

The TxDOT Aviation Division is organized into the following three sections to ensure a high level of service for statewide general aviation:

- **The Planning and Programming Section** – Works directly with airports to develop and implement projects that meet their 25-year development needs;
- **The Grant Management and Administration Section** – Develops, executes and manages all grants and design and construction contracts associated with TxDOT's Aviation Capital Improvement Program (ACIP); and
- **The Engineering and Project Management Section** – Oversees and guarantees project delivery to meet the Federal Aviation Administration's (FAA) standards and the airport sponsor's satisfaction.[4]

TxDOT is further supported by the Texas Aviation Advisory Committee, which provides input on aviation development programs and works with members of the Texas Legislation on issues important to the Texas aviation community.

2.3 Legislative Guidance

A subset of TASP airports are included in the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS) due to being considered of strategic national importance.[8] Eligibility for NPIAS status is based on the number of airport operations, based aircraft (meaning operational and airworthy aircraft), enplanements, and location relative to other NPIAS airports. To qualify for federal funding, NPIAS airports are required to have a pavement maintenance and management program that meets the following standards:

- A pavement inventory which shows the dimensions, locations, and maintenance history of all paved surfaces;
- A prescribed inspection schedule that includes detailed annual assessments and monthly drive-by observations;
- Recordkeeping that documents inspection dates, findings, locations of distress, and remedial actions scheduled and performed; and
- A method of data retrieval which would permit a comprehensive presentation of pavement management methods performed upon request.[9]

In addition to pavement management programs, general aviation and reliever airports are recommended to participate in TxDOT's Routine Airport Maintenance Program (RAMP) or have a similar maintenance program locally to ensure that the airport is adequately maintained, a requirement to be eligible for federal funding.[10] All TASP airports are eligible for RAMP funding

with state legislated reporting of administered grants, as well as other aviation or aviation capital improvement grants, per *Texas Transportation Code*, Title 6, Subtitle A, Chapter 201, Subchapter J, Section 201.805.[11] The RAMP program uses TxDOT resources to assist local governments in providing needed airport maintenance such as the maintenance of parking lots, fencing, airfield pavement and markings, vegetation control, and other airside and landside needs.[10] Local use of grants must comply with the provisions of *Texas Transportation Code*, Title 3, Chapter 21.[12]

Funding for eligible aviation capital projects are administered by TxDOT through the Texas Aviation Facilities Development Program (AFDP) as required by *Texas Transportation Code* §§21.106, 21.107, and 21.109 under advisement from the Texas Aviation Advisory Committee.[13] The AFDP, namely through the TASP, must identify i) requirements for aviation facilities, ii) the location of aviation facilities, iii) the timing of aviation facilities, iv) eligibility for funding, and v) the investment necessary for the program.[14]

Senate Bill 2050 (SB 2050) was considered as an amendment to the *Texas Transportation Code*. As of May 2019, SB 2050 was adjourned sine die, meaning adjourned indefinitely but may be considered at a later time.[15] If passed, SB 2050 would create the aviation development account as a separate account within the general revenue fund. This bill would enable TxDOT to provide grant funding to political subdivisions to meet the needs of statewide aviation facilities. Any funds left in the account at the end of each fiscal year (FY) remains in the account.[16]

3.0 DATA AVAILABILITY

3.1 Data Assessment

The publications and programs included in Table 1 were consulted in the development of TTP 2050.

Table 1: TTP 2050 Aviation Data Assessment Summary

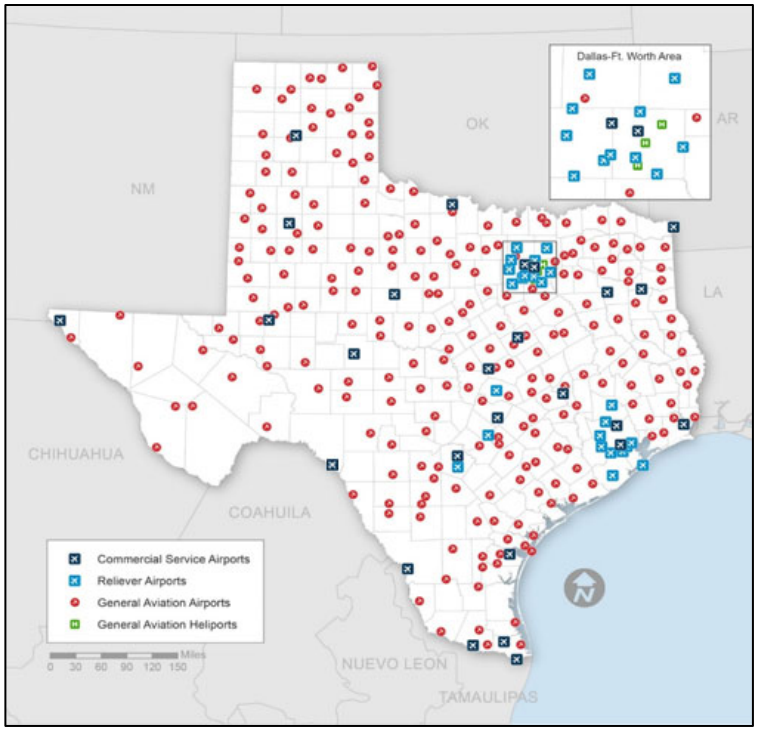
Source (Publication Year)	Description
Plans and Reports	
Texas Airport System Plan (2010)	Identifies airports and heliports that perform an essential air transportation role in the economic and social development of Texas.[7]
Texas Aviation Economic Impact Study[17] (2018)	Examines the impact and relationship of airports in Texas with the statewide economy.[1]
National Plan of Integrated Airport Systems (NPIAS) (2018)	Identifies existing and proposed airports included in the national airport system, the roles they currently serve, and the amounts and types of airport development eligible for federal funding under the Airport Improvement Program (AIP) over the next 5 years.[8]

Source (Publication Year)	Description
Funding Programs	
Federal Aviation Administration (FAA) Airport Improvement Program (AIP)	Distributes federal grants to public agencies, private owners, and entities for the planning and development of public-use airports that are included in the NPIAS.[18]
Aviation Capital Improvement Program (ACIP) (2019)	Provides a tentative three-year schedule of federal and state airport development projects categorized by objective.[19] The ACIP is developed by the TxDOT Aviation Division.
FAA State Block Grant Program	Implements a federal improvement program for general aviation airports that is administered by TxDOT Aviation Division on behalf of the FAA.[20]
Interim Update to the *Texas Airport System Plan* – Development Snapshot (March 13, 2019)	TxDOT annually updates the TASP which includes a listing of five-year unconstrained eligible capital projects and their estimated costs.[21]
Omnibus Airport Improvement Program (2018)	Includes an additional $1 billion for airport infrastructure improvements at certain general aviation airports and small or non-hub commercial service airports.[22] The Omnibus Airport Improvement Program is non-recurring.
Routine Airport Maintenance Program (RAMP)	Matches local government grants up to $50,000 for maintenance to airfield pavements, fencing, and other airside and landside needs.[23]
Texas Aviation Facilities Development Program	Distributes state funding by TxDOT for ACIP projects at TASP general aviation and reliever airports.
Datasets	
FAA Enplanements at All Airports (Primary, Non-Primary Commercial Service, and General Aviation) by State and Airport (2018)	Passenger (enplanement) and cargo data are extracted from the Air Carrier Activity Information System (ACAIS), a database that contains revenue passenger boarding and all-cargo data. The database supports the FAA's Airport Improvement Program (AIP) apportionment formula calculations.[24]

4.0 SYSTEM INVENTORY

The Texas Airport System, as shown in Figure 1, is made up of 26 commercial services and 278 general aviation airports, all of which are available for use by the public.[24,25] There are 24 primary airports in Texas with more than 10,000 boardings annually,[24] six of which are in the top 50 airports nationally by a number of boardings (Table 2).[26]

Figure 1: Map of Non-Military Texas Airport System Locations



Source: Texas Department of Transportation (2018). Texas Aviation Economic Impact Study[28]

Table 2: Texas Airports in the Top 50 Nationally by Number of 2018 Boardings

Top 50 by Boardings Primary Airports in Texas	Millions of Boardings in 2018 (National Ranking)
Dallas-Fort Worth International	32.9 (#4)
George Bush Intercontinental/ Houston	21.2 (#14)
Dallas Love Field	8.0 (#32)
Austin-Bergstrom International	7.7 (#33)
Houston William P. Hobby	7.1 (#35)
San Antonio International	4.8 (#43)

Source: FAA (2019). Commercial Service Airport (Rank Order), Air Carrier Activity Information System[26]

Twenty-four general aviation airports serve as federally designated reliever airports.[27] Reliever airports are found in metropolitan areas which provide alternatives to congested commercial service airports. With such an extensive airport system, Texas has more registered aircraft than any other state. These nearly 25,400 aircraft account for 9% of all U.S. registered aircraft.[28]

5.0 TXDOT'S STEWARDSHIP

TxDOT remains committed to investing in the state's aviation network to continually improve air travel, support tourism, and economic development, and increase the quality of life in Texas. The sections that follow summarize TxDOT's aviation plans and programs and describe associated needs identified through recent planning efforts.

5.1 Plans and Programs

As mentioned in Section 2.2, TxDOT's Aviation Division develops the TASP, which identifies airports and heliports that perform an essential air transportation role in the economic and social development of Texas.[7] The TASP provides guidelines to help TxDOT Aviation Division Staff and airport sponsors identify what capital improvements would best serve the state's aviation needs and how to maximize the economic benefit and return on investment to the state, local communities, counties, and cities from development of the airport system.[7]

A tentative three-year schedule of financially constrained general aviation and reliever airport improvement projects is annually developed and updated through TxDOT's Aviation Capital Improvement Program (ACIP).[29] The ACIP includes the following federal and state funding sources alongside a local match:

- Federal funding from the FAA AIP – primarily from the AIP State Block Grant Program – is administered by TxDOT for ACIP projects at NPIAS general aviation and reliever airports;[30,18]
- State funding is distributed by TxDOT for ACIP projects at TASP general aviation and reliever airports through the Texas AFDP;[31] and
- Local funding is provided by way of a local match. In 2018, TxDOT was able to leverage the 2018 Omnibus Airport Improvement Program to cover local cost shares on NPIAS general aviation and reliever airports.[22]

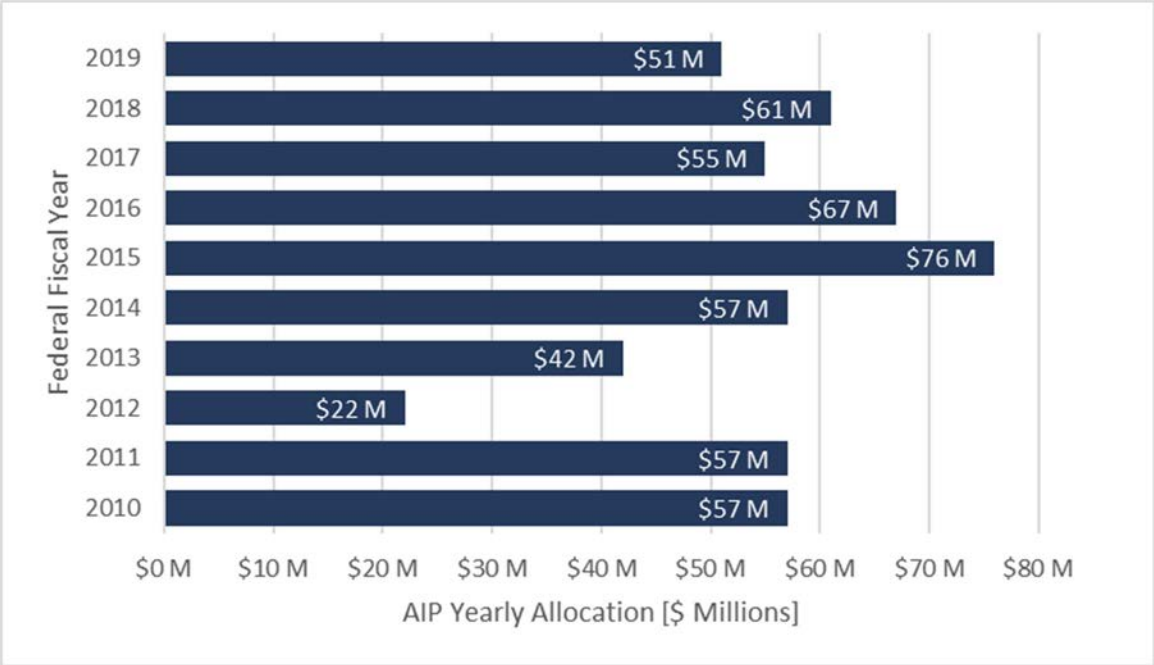
The FY 2020-2022 TxDOT ACIP averaged approximately $76 million annually (Table 3). However, as shown in Figure 2, federal funding for airports can fluctuate significantly from year to year.

Table 3: FY 2020-2022 ACIP Funding Amounts (in nominal dollars)

Fiscal Year	Federal	State	Local	Total
2020	$60,730,000	$29,078,000	$10,735,000	**$100,543,000**
2021	$53,229,000	$11,035,000	$7,283,000	**$71,547,000**
2022	$45,070,000	$5,122,000	$6,252,000	**$56,444,000**
Subtotal	**$159,029,000**	**$45,235,000**	**$24,270,000**	**$228,534,000**

Source: Texas Department of Transportation. ACIP FY2020-FY2022 (All figures rounded to the nearest thousand)[31]

Figure 2: 2010–2019 FAA Airport Improvement Program – State Block Grant Funding for Texas



Source: Federal Aviation Administration Annual AIP Grant Reports (2010-2019)[32]

TxDOT further supports general aviation and reliever airports through the administration of the RAMP, which helps airports provide timely development and maintenance repairs, a requirement to receive FAA AIP funding. To help ensure successful implementation of the ACIP and RAMP towards meeting TASP needs, TxDOT supports airport sponsors with vendor recommendations, technical assistance, compliance, and project reviews.[10] A state match (up to $50,000) is available each fiscal year for eligible maintenance repairs performed at TASP general aviation and reliever airports.

5.2 Needs Assessment

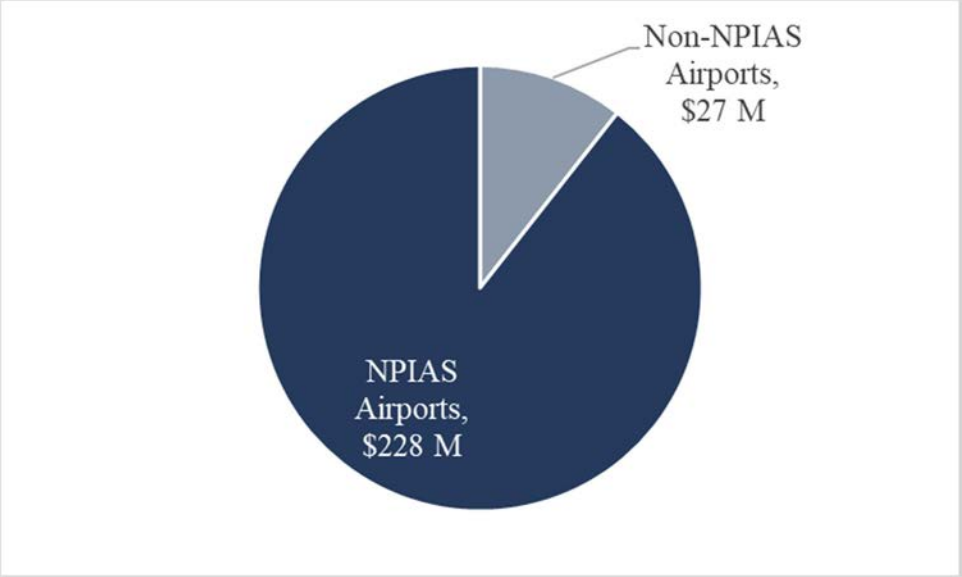
TxDOT is in the process of developing an update to the TASP. A set of preliminary five-year improvement projects developed by TxDOT and local partners to meet at least one of the following project programming priorities:

- **Safety** – the project is required to make the facility safe for aircraft operations;
- **Preservation** – the project preserves the functional or structural integrity of the facility;
- **Standards** – the project is required to bring the facility up to current design standards;
- **Upgrade** – the project is required to accommodate larger aircraft and longer flight distances at the facility;
- **Capacity** – the project is required to accommodate more aircraft or higher activity levels;
- **New Access** – a new facility providing new air access to a previously unserved area; and

- **New Capacity** – a new facility adding capacity or relieving congestion at other area airports.[33]

As of March 2019, the current TASP update contains more than $1.2 billion worth of five-year improvements; on an average annual basis, this translates to more than $255 million (in 2020 dollars, estimated using a 4% discount rate) worth of required improvement projects.[21] Nearly 90% of the preliminary five-year improvement project costs are for airports in the NPIAS, which represents two-thirds of general aviation and reliever airports on the Texas Airport System (Figure 3).[27]

Figure 3: Average Annual Statewide Aviation Needs (2020 Constant Dollars)



Source: Texas Department of Transportation (2019), Texas Airport System Plan.[21]

6.0 MOVING FORWARD

6.1 Trends and Issues

Several notable trends and issues have emerged relevant to aviation that are of importance to the development of the TTP 2050. These include:

- **Unmanned Aerial Systems (UAS)** – UAS technology is of special interest to TxDOT for several reasons, including the potential to reduce roadway congestion, the promise of faster delivery service in underserved areas, the risk of airspace congestion, and the need for UAS regulation. Several regulatory challenges need to be met in order to ensure that UAS operate effectively and safely in Texas, including certification and technology standards, air space regulation and management, integration with ground-based connected and autonomous vehicles and systems, and procedures to collect and analyze safety data.[34]

- **Increased Economic Impact of Aviation Activity** – As population and employment grows, so too does the demand for airline travel, air cargo shipments, recreational flying, and other aviation-related activities. In 2018, TxDOT studied the relationship of airports in Texas with the statewide economy. The 2018 *Texas Aviation Economic Impact Study* found that the economic impact of aviation-related activity was significantly higher since it was last measured in 2011. Texas general aviation airports exhibited strong growth across all measures, with employment rising 54%, payroll up 65%, and output increasing 47% since the previous study.[17] This trend of increased economic impact of aviation-related activity is expected to continue along with rapid economic and population growth.

6.2 Policy Considerations and Initiatives

As with all transportation modes at TxDOT, safety is paramount. This extends from providing guidance to unmanned aircraft system operators to illuminating Meteorological Evaluation Towers (MET). TxDOT initiatives to improve aviation safety include:

- **Developing an Unmanned Aircraft Systems (UAS) Flight Operations and User's Manual** – In July 2019, TxDOT lifted a moratorium on departmental use of UAS and authorized contractors and approved service providers to operate UAS on a six-month trial basis in support of TxDOT operations. In doing so, the TxDOT Aviation Division also created a *UAS Flight Operations and User's Manual* to provide guidance for UAS operations. This document defines UAS flights of a routine nature and indicates that such flights shall be approved by the TxDOT District Engineer. This document also stipulates several requirements for ground and air operations related to flight crews, flight planning, project risk assessments, in-flight emergency plans, accident reporting, aircraft registration, and appropriate liability insurance. By creating this document, TxDOT ensures that departmental use of UAS is conducted in the safest manner possible and in compliance with all statutory requirements;[34] and
- **Registering Meteorological Evaluation Towers (METs)** – The National Transportation Safety Board and the FAA have grown concerned about the increasing number of METs, which are used to evaluate locations for future wind turbines. Therefore, the 84th Texas Legislature added *Texas Transportation Code* Section 21.071, which requires painting and marking of certain METs to make them more visible, in order to establish a safer flying environment. The code also requires TxDOT to provide a mechanism for any person who owns, operates, or intends to erect a MET to notify and to register with the TxDOT Aviation Division.[35]

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Texas Transportation Plan (TTP) 2050

Technical Memo 12: Bicycle and Pedestrian Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 17, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

ADA	Americans with Disabilities Act
AASHTO	American Association of State Highway and Transportation Officials
BAC	Bicycle Advisory Committee
BTTS	Bicycle Tourism Trails Study
CRIS	Crash Records Information System
DES	Design Division
FHWA	Federal Highway Administration
FY	Fiscal Year
GIS	Geographic Information System
GRID	Geospatial Roadway Inventory Database
HCR	House Concurrent Resolution
HSIP	Highway Safety Improvement Program
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NACTO	National Association of City Transportation Officials
NHTSA	National Highway Transportation Safety Administration
PTN	Public Transportation Division
SHSP	Strategic Highway Safety Plan
STBG	Surface Transportation Block Grant
TA	Transportation Alternatives
TRF	Traffic Safety Division
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
U.S. DOT	United States Department of Transportation
UTP	Unified Transportation Program

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps inform TxDOT's investment decisions, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide bicycle and pedestrian planning.

2.0 MODAL OVERVIEW

Bicycle and pedestrian networks include facilities that enable safe and efficient walking, cycling, and use of other human-powered, non-motorized transportation devices (e.g., skateboards and wheelchairs), as well as micro-mobility technologies (e.g., electric scooters and hoverboards). The Texas bicycle and pedestrian network is comprised of a mix of infrastructure types. Among these are shared-use trails and paths, sidewalks, sufficiently wide roadway shoulders, and designated roadway bicycle lanes that are accommodated both in state right-of-way and on local facilities. The sections that follow explain why investment in non-motorized modes are important, define TxDOT's roles and responsibilities in bicycle and pedestrian planning, and describe current plans and programming relevant to non-motorized travel.

Key Definitions

- **On-System:** All roadways under the jurisdiction of, maintained, and operated by TxDOT.
- **Off-system:** All roadways not under the jurisdiction of, maintained, and operated by TxDOT.

2.1 Strategic Importance

Statewide investments in non-motorized travel and micro-mobility technologies are important for several reasons. Active transportation, including walking and bicycling, encourages physical

activity which has been linked to a reduction in the risk of chronic disease and health care costs, and thus improves overall human health and quality of life.[1] Continued investment in safe

infrastructure also helps decrease traffic-related bicycle and pedestrian injuries and fatalities. Indeed, investments in bicycle and pedestrian infrastructure have been shown to make roadways safer for all users. Finally, multimodal networks attract tourists, connect people to parks and other destinations, and create unique economic development opportunities in cities and towns across the state. These benefits support TxDOT's *2019-2023 Strategic Plan* goals, specifically Promote Safety and Optimize System Performance.[2]

2019-2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees

Source: Texas Department of Transportation (2018). 2019-2023 Strategic Plan.

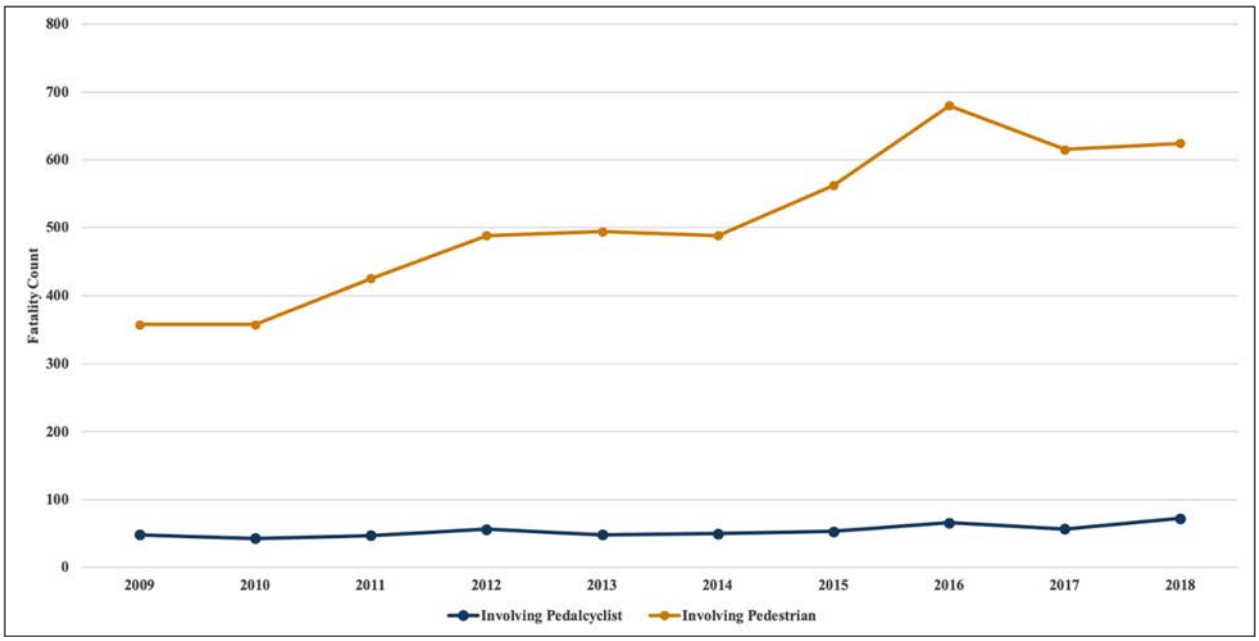
2.2 TxDOT's Role

TxDOT plays a multifaceted role in both improving the Texas bicycle and pedestrian network and in supporting regional and local entities to safely provide active forms of transportation. This role includes supporting local projects and programs through the allocation of state and federal funding and other resources, as well as requiring TxDOT design engineers to consider bicycle and pedestrian accommodation on all roadway construction and reconstruction projects on the state system, consistent with federal policy. TxDOT provides design guidance for bicycle and pedestrian facilities like bicycle lanes and pedestrian separations and ramps.[3] TxDOT also works to improve and promote safe bicycle and pedestrian behavior, evaluates how bicycle and pedestrian facilities need to connect with other transportation modes, and integrates bicycle and pedestrian needs into the department's planning processes.

2.3 Performance Measurement

TxDOT reports non-motorized fatalities within the Promote Safety goal on its Performance Dashboard.[4] The two metrics are 1) the number of deaths involving pedalcyclists and motor vehicles on Texas roadways; and 2) the number of deaths involving pedestrians and motor vehicles on Texas roadways. Data for these two metrics are collected from Texas Peace Officer's Crash Reports. Non-motorized serious injuries and fatalities sustained on TxDOT roadways are also included in the total number and rate of serious injuries involving a motor vehicle. Figure 1 shows 2008-2018 fatalities by the pedalcyclist and pedestrian emphasis areas. It is important to note that these numbers only include pedalcyclist and pedestrian fatalities involving a motor vehicle. TxDOT updates the analysis on these data annually.

Figure 1: TxDOT Performance Dashboard Data for Annual Fatalities Involving Pedalcyclists and Pedestrians



Source: TxDOT Performance Dashboard, Promote Safety Goal Area, Fatality Emphasis Areas, 2009-2018[4]

While additional data is in the process of being gathered and analyzed, at this time TxDOT does not publicly report any other performance measures specific to bicycle and pedestrian travel.

2.4 Legislative Guidance

Federal and state laws pertaining to bicycle and pedestrian transportation primarily focus on providing safe and convenient infrastructure and accessibility to the system on public rights-of-way. The areas of law discussed in this section provide TxDOT with guidance on federal and state requirements relevant to planning for non-motorized travel. It is important to note that this information serves only as a guide and that other laws and regulations that govern bicycle and pedestrian transportation may exist beyond what is included in this document.

2.4.1 Accessibility

Public rights-of-way and facilities are required to be accessible to people with disabilities under ADA and the Rehabilitation Act of 1973 (Section 504). TxDOT must construct or alter pedestrian projects in ways that are accessible to all users based on ADA Standards. These standards, developed by the United States Access Board, establish design requirements for the construction and alteration of transportation facilities.[5] The Board is developing new guidelines that cover access to bicycle and pedestrian public rights-of-way such as sidewalks and shared use paths.[6]

Accessibility Resources

- New ADA Guidelines for Public Rights-of-Way and Shared Use Paths
- ADA Standards for Transportation Facilities
- FHWA Accessibility Guidance on the Recreational Trails Program
- Architectural Barriers Texas Accessibility Standards
- About the ADA Standards
- TxDOT's ADA Accessibility Program 2018/2019 Accomplishments and Goals Report
- TxDOT's ADA/504 Accessibility Program – FY 2018

Further, the Elimination of Architectural Barriers Chapter (469) of the Texas Government Code is intended to ensure that buildings and facilities are accessible and functional for people with disabilities. The standards adopted under this chapter apply to buildings or facilities used by the public and that are constructed using state, county, or municipal funds.[7] Such facilities include walking surfaces like sidewalks. The Texas Department of Licensing and Regulation publishes the Architectural Barriers Texas Accessibility Standards and other resources that explain the full scoping requirements of the law. These were last updated in 2012.

Bicycle and Pedestrian Planning and Design Resources

- U.S. DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
- 2011 TxDOT Memo implementing the U.S. DOT policy
- AASHTO 2012 Guide for the Development of Bicycle Facilities, 4th Edition
- NACTO Urban Bikeway Design Guide
- FHWA Bicycle and Pedestrian Program Publications

2.4.2 Safety and Convenience

In March 2010, the US Department of Transportation (U.S. DOT) released a federal policy on Bicycle and Pedestrian Accommodations Regulations and Recommendations, which encourages the incorporation of safe and convenient walking and bicycling facilities into transportation

projects. The policy is meant to establish well-connected walking and bicycling networks that foster safer, more livable communities, promote physical health, and reduce vehicle emissions. U.S. DOT encourages state DOTs (among other entities) to adopt similar policies. Shortly after the policy statement was signed, TxDOT sent a memo to district engineers stating that such facilities shall be considered during TxDOT's project scoping process and that public input as well as city and metropolitan planning organization (MPO) plans shall be considered where applicable.[8]

3.0 DATA AVAILABILITY

TxDOT has made significant strides toward collecting bicycle and pedestrian data since the completion of TTP 2040. The most notable progress stems from the creation of a statewide clearinghouse of all known bicycle and pedestrian count data, the identification of a candidate network of long-distance bicycle trails and spurs, and the acquisition of statewide Strava data. The creation of an inventory of on-system pedestrian and bicycle facilities is also underway.

3.1 Data Assessment

Table 1 lists the bicycle and pedestrian datasets collected for TTP 2050 development along with a brief description of each one.

Table 1: Bicycle and Pedestrian Data Collected

Source (Publication Year)	Description
Strava (2017-2019)[9]	Strava is a mobile device application used to track and analyze activity data such as walking and bicycling. TxDOT purchased Strava data for the state and now has two full years of bicycle sample data from January 2017 through January 2019.
Crash Records Information System (CRIS) (2018)[10]	Crash data is available through TxDOT's Crash Query Tool.
On-System Bicycle Facility Inventory (2015)[11]	Shapefiles from a TxDOT initiative to develop a complete Geographic Information System (GIS) inventory and map of bikeways on state-maintained roadways include the bicycle facility inventory on state-maintained roads.
TxDOT Outside & Inside Shoulder Use / GRID (2018)[12]	TxDOT's Outside Shoulder Use and Inside Shoulder Use datasets indicate when outside roadway shoulders are meant for bicycle use (dataset also includes other uses). These datasets are maintained in the Geospatial Roadway Inventory Database (GRID) and are updated bi-annually. Data can be downloaded as a spreadsheet, shapefile, or KML file.
TxDOTCONNECT (2019)[13]	TxDOT's complete database of projects is available through the Project Tracker online tool.
Bicycle Tourism Trails Study (BTTS)	This shapefile developed for the BTTS shows the "Example Network" segments resulting from the study. The Example Network routes were derived from both

Source (Publication Year)	Description
Example Network (2018)[14]	qualitative and quantitative criteria. Inputs include shoulder widths, heavy trucks per lane, speed limit, and annual average daily traffic (AADT) per lane.
Texas Bicycle and Pedestrian Count Exchange (2017)[15]	The Texas Bicycle and Pedestrian Count Exchange, or "Clearinghouse," reflects all known bicycle and pedestrian counts across the state. Data is gathered with cooperation from regional and local agencies.

TxDOT's Public Transportation (PTN), Design (DES) and Traffic Safety (TRF) divisions further tracks historical federal funding level data for the Surface Transportation Block Grant (STGB), funding requests for the Transportation Alternatives (TA) Program, the Americans with Disabilities Act (ADA)/Pedestrian Mobility, Accessibility, and Safety Program, and the Highway Safety Improvement Program (HSIP).

3.2 Data Quality Considerations

Despite the improved availability of bicycle and pedestrian data in Texas, significant gaps remain to support objective, performance-based analysis and decision making. Specific issues include:

- **Bicycle and Pedestrian Count Data** – Count information is still sparsely available and urban-centric, thus there is still insufficient information, especially for on-system roadways and rural areas. Good, consistent information on how many bicyclists there are in Texas and where they ride is not available. This data is important for non-motorized travelers' safety since it could help inform TxDOT about the potential for crash exposure.
- **Facility Inventories** – Accurate inventories of bicycle and pedestrian infrastructure need to be continuously invested in and updated regularly.
- **Spending Data** – Information on TxDOT bicycle and pedestrian infrastructure spending is difficult to discern as many of these facilities are completed in conjunction with other roadway projects.
- **Safety Data** – Crash data from Crash Records Information System (CRIS) includes bicycle and pedestrian crashes involving a motor vehicle but omits bicycle crashes that occur due to pavement deterioration or other roadway obstacles.
- **Strava Data** – Strava data is sample data and is therefore, a broad, but not comprehensive dataset indicating bicycle ridership patterns, locations, and densities of Strava users. It can indicate trends, but has not been shown to reflect ridership trends of non-Strava bicyclists. It does not replace on-the-ground counts.

4.0 SYSTEM INVENTORY AND PERFORMANCE

Local governments and MPOs are responsible for planning, maintaining, and analyzing most of Texas bicycle and pedestrian networks. Nonetheless, TxDOT has expanded its data on active transportation in recent years and taken many steps to make active transportation safer.

Currently, Texas is in the middle of the pack among states for bicycle friendliness at 27th.[16] About 0.3% of Texas commuters ride a bicycle to work, whereas about 1.6% walk.[17] In 2017, pedalcyclist fatalities were 1.6% of total traffic fatalities in Texas.[18]

Texas Bicycle and Pedestrian Performance

- Texas is currently ranked 46th in the country for percentage of commuters who walk or ride a bicycle to work.[17]
- Texas had a bicyclist fatality rate of 2.08 per million residents in 2017, slightly below the US average of 2.4.[18]
- From 2013-2018 pedestrian and bicyclist traffic fatalities have been rising along with statewide vehicle miles traveled.[4]

Sources: The Alliance for Bicycling and Walking, NHTSA, TxDOT

More commuters in large metropolitan regions use active transportation than in the state as a whole. Nationwide, Austin and Houston have the 20th and 30th highest rates, respectively, of use of active transportation, with San Antonio, El Paso, and Dallas close behind.[19] College Station ranked 23rd nationally for U.S. cities with the highest share of bicyclists. Arlington demonstrated a particularly large increase in bicycle traffic of 201% between 2011 and 2016.[20]

5.0 TXDOT'S STEWARDSHIP

TxDOT remains committed to investing in the state's bicycle and pedestrian network to continually improve active transportation mobility and safety, support tourism and economic development, and increase quality of life in Texas. The following sections summarize TxDOT's bicycle and pedestrian plans and programs and describes associated needs identified through recent department planning efforts.

5.1 Plans and Programs

Although TxDOT supports significant investment in bicycle and pedestrian facilities, project planning is typically conducted by the state's cities, counties and MPOs. For facilities not located in state right-of-way, local governments implement projects and maintain the infrastructure. Local agencies also can propose bicycle and pedestrian projects located in state right of way (using local, state, and/or federal funds), with project implementation and maintenance responsibilities determined in cooperation with TxDOT.

5.1.1 Planning

Working with the Bicycle Advisory Committee (BAC), the volunteer body that advises TxDOT on bicycle issues, the department recently completed the 2018 Texas Bicycle Tourism Trails Study (BTTS). This study identified an 8,318 mile "Example Network" of off-road paths and roadway upgrades that is intended to connect the state's regions to long-distance bicycle destinations with safer bikeways.[21] The cross-state portions of the "Example Network" may be good candidates for eventual designation as U.S. Bicycle Routes. In addition, TxDOT developed *The Strategic Direction Report: Opportunities for TxDOT's Bicycle Program* (approved by the BAC), that identifies the following focus areas to guide the state's bicycle and pedestrian investment activities:

Find more information on local and regional bicycle and pedestrian planning on city, county, and MPO websites as well as through each MPO's Metropolitan Transportation Plan (MTP). The MTP is an MPO's long-range, multimodal transportation plan.

- Expand the bikeway network;
- Build safer and better bicycle accommodations;
- Provide training for engineers, planners, and construction staff;
- Educate the public on safer driving, bicycling, and walking;
- Encourage people to walk and bicycle;
- Develop statewide management systems for bicycle and pedestrian information; and
- Fund bicycle and pedestrian projects.

5.1.2 Programs

TxDOT uses three federal funding sources for bicycle and pedestrian improvements: the TA Program; the ;j/Pedestrian Mobility, Accessibility, and Safety Program; and the HSIP. These programs are managed by TxDOT's PTN, DES and TRF divisions at the statewide level, in partnership with TxDOT's 25 district offices, and regional and local governments. Each of the programs are described below. Also included are current funding levels and a brief needs assessment, all presented in constant 2020 dollars, unless otherwise noted.

Learn more about TxDOT's bicycle and pedestrian goals and planning efforts:

- **Strategic Direction Report: Opportunities for TxDOT's Bicycle Program**
- **Texas Bicycle Tourism Trails Study**

5.1.2.1 *Transportation Alternatives*

The Texas Transportation Commission, through a call for projects administered by PTN, selects bicycle and pedestrian infrastructure projects that are funded through the Federal Highway Administration (FHWA) STBG set-aside for TA. These resources fund locally-sponsored bicycle and pedestrian infrastructure investments in non-urban and small-urban areas with populations of less than 200,000 through a TxDOT-administered competitive selection process. In large urbanized areas with populations of more than 200,000, TA funds are directly distributed to MPOs to administer based on their own needs, priorities, and competitive selection processes. The majority of the FHWA TA funds are awarded to off-system projects and are distributed by MPOs in large urban areas. Eligible TA activities include the following:

- Bicycle infrastructure improvements
- Shared-use paths
- Sidewalk improvements
- Infrastructure-related projects to improve safety for non-motorized transportation[22]

Current annual TxDOT and MPO TA allocations are $45.5 million. Over the past two years, Texas TA allocations have only been sufficient to fund an average of about 46% of total statewide requests (Table 2).[23]

Table 2: FHWA Transportation Alternatives Funding History

TA Annual Report: State of Texas	2018	2017	Total
Total TA Project Applications Received	102	275	377
State Aggregate Cost of TA Project Applications	$65,183,724.00	$269,186,984.48	$334,370,708.48
Total TA Projects Selected	20	103	123
State Aggregate Cost of All Selected TA Projects	$5,611,553.00	$148,472,632.02	$154,084,185.02
Percent Funded	**8.6%**	**55.2%**	**46.1%**

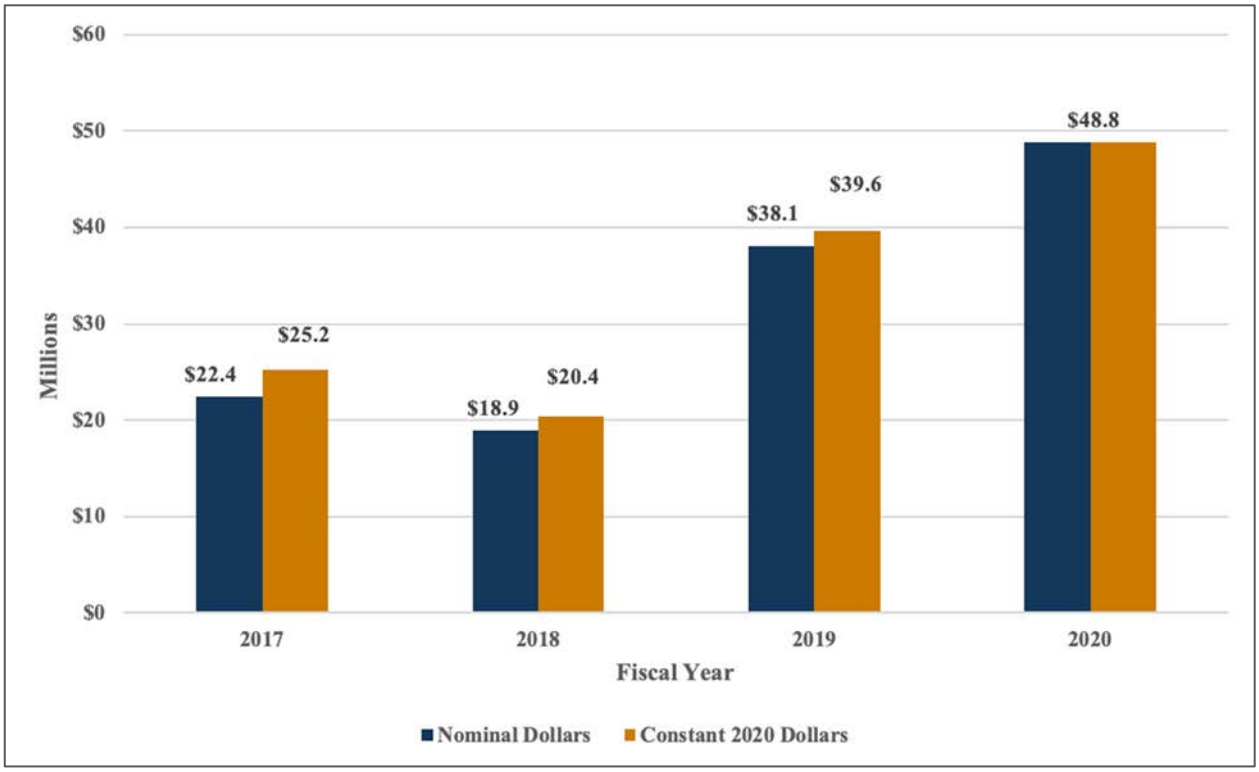
Note: No TA projects were submitted or selected in Texas for FY 2016.
Data Source: FHWA Transportation Alternatives Annual Report FY 2016-2018[23]

5.1.2.2 *ADA/Pedestrian Mobility, Accessibility, and Safety Program*

The Americans with Disabilities Act of 1990 is a civil rights law that mandates equal opportunities to people with disabilities. In terms of transportation, it ensures that people with disabilities have access to the built environment and public right-of-way without discrimination. Any federally funded

transportation project, including bicycle and pedestrian projects, must be constructed in compliance with ADA. DES selects on-system pedestrian projects to receive ADA/Pedestrian Mobility, Accessibility, and Safety funding. Projects are selected based on the conditions of sidewalk curb ramps or locations of intersections without sidewalk ramps[24] and help ensure that the walking environment throughout Texas is accessible to everyone. Since Fiscal Year (FY) 2017, TxDOT has funded between $18.9 million and $38.1 million per year (figures in nominal dollars) in program projects, with a significant increase in FY 2019 due to the March 2017 update to the Unified Transportation Program (UTP).[25] Anticipated FY 2020 spending for the program is $48.8 million (Figure 2).

Figure 2: TxDOT's Annual ADA/Pedestrian Mobility, Safety, and Accessibility Funding 2017-2020



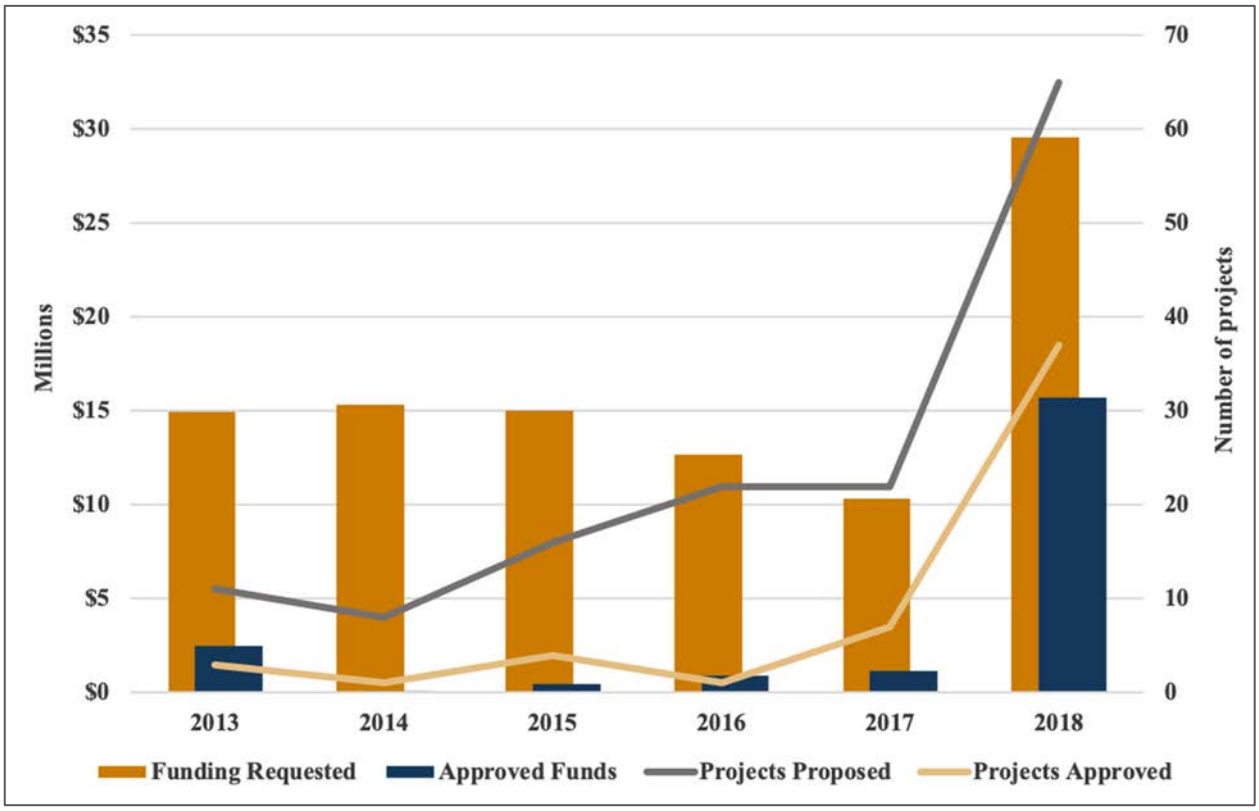
Note: The 2020 funding amount is projected.
Data Source: Category 10 funding data for ADA/Pedestrian Mobility, Safety, and Accessibility 2017-2020, TxDOT Design Division

5.1.2.3 ***Highway Safety Improvement Program***

The HSIP is a Federal-aid program aimed at reducing traffic fatalities and serious injuries on both on-system and off-system roads. TxDOT develops a Strategic Highway Safety Plan (SHSP) through a data-driven planning effort that identifies the emphasis areas of greatest concern (e.g., distracted driving, speeding, and pedestrian safety) and guides the use of TxDOT HSIP resources. TRF manages HSIP calls-for-projects that fund both on- and off-system pedestrian-related projects that are consistent with the strategies and countermeasures identified in the SHSP.

Annual HSIP funding for pedestrian-related projects varied between $0.5 million and $2.5 million between 2013 and 2017. Spending increased significantly in 2018 to $15.7 million, after the Pedestrian emphasis area was added to the SHSP in 2017. With pedestrian-related fatalities increasing, the 2018 HSIP program call received a significant increase in pedestrian-related construction project requests (Figure 3).

Figure 3: Highway Safety Improvement Program Pedestrian Request History 2013-2018 (Nominal Dollars)



Data Source: HSIP pedestrian project funding data 2013-2018, TxDOT Traffic Safety Division

5.2 Needs Assessment

The cost to fully fund bicycle and pedestrian project requests and / or meet needs identified through recent TxDOT planning efforts include:

- **TA** – TxDOT and Texas MPOs received $269.2 million in project funding requests in 2017 and $65.2 million in 2018.[23]
- **ADA / Pedestrian Mobility, Accessibility, and Safety Funding** – TxDOT DES and PTN estimate future annual spending needs at about $50.0 million.
- **HSIP** – TxDOT receives more requests for HSIP funding than it can fulfill. Between 2013 and 2017, TRF was only able to fund an average of 20% of HSIP proposals, and just over 50% in 2018. Districts use a data-driven approach to determine their submission candidates;

based on that information, pedestrian infrastructure needs may exceed more than $10 million annually.

- **Construction Costs for Long-Distance Bicycle Routes** – The "Example Network" of bicycle trails for tourism includes spine routes (connect with other states, key destinations, and major urban areas), spurs (connect major urban areas, state/national parks, and other destinations), and regional routes (loop nearby or between mid-sized or smaller population centers).[21] The cost to develop cross-state spines (upgrade segments to meet design criteria) totals $1.09 billion. The cost to develop the connecting spurs and regional routes, would require an additional investment of $3.87 billion. It is assumed that development of these routes would be accomplished through local, regional, and state partnerships over the long term.

6.0 MOVING FORWARD

As the Texas population continues to increase, the state's roadway system will experience more and more demand, especially in larger urban areas. Consequently, TxDOT's investment in non-motorized travel modes may become increasingly important as a way to address congestion, environmental, and human health issues associated with a reliance on automobile transportation. TxDOT will thus need to monitor bicycle and pedestrian travel across the state to ensure successful multimodal planning and to help combat existing and future transportation-related challenges.

6.1 Trends and Impacts

Several emerging trends and issues related to non-motorized travel that may be particularly worth noting for the TTP 2050 development. Some of these issues are listed below:

- **Safety** – Both bicycle and pedestrian fatalities in Texas[26] and nationwide[27] increased between 2017-2018.
- **Micro-mobility** – With the introduction of rentable electric scooters in 2018, micro-mobility has boomed in Texas cities.[28] In Austin, riders took 7.2 million trips (totaling 7.7 billion miles) on shared micro-mobility devices between April 2018 and December 2019.[29] Scooters have also been introduced in Dallas, Lubbock, Plano, San Antonio, El Paso, and Abilene.[30]
- **Health** – Adult obesity prevalence in Texas was 33.6% in 2015-2016[31]; the national average was 39.8%.[32]
- **Air Quality** – Three metro areas of Texas are considered to be "non-attainment" and six additional areas are classified as "near-nonattainment" according to the Clean Air Act.[33]
- **Legislative Policy** – Legislation such as House Concurrent Resolution (HCR) 64 encourage TxDOT to develop and support bikeway networks. HCR 64 was filed to the Texas House of Representatives in February 2019, and was approved by the Transportation Committee. It was

sent on for a full House vote via the Calendars Committee.[34] Action ended there; the bill will have to start over in a new session to move forward.[35]

6.2 Policy Considerations and Initiatives

TxDOT PTN is currently streamlining the bicycle and pedestrian project selection process that it uses to allocate federal TA funding. PTN recently initiated a project that builds upon the BTTS and explores the prioritization of example network segments based upon data-driven criteria. TxDOT has made significant strides in acquiring data to use for statewide and local network planning, including Strava activity, bicycle and pedestrian counts, and GIS files of the example statewide bicycling network generated by the BTTS. In 2019, TxDOT PTN and the BAC initiated a policy and programmatic analysis of how bicycle and pedestrian infrastructure needs are incorporated into the roadway project development process. While this process is still on-going, it has already yielded BAC process improvement recommendations with which TxDOT concurred. Recommended actions are currently being implemented. Detailed recommendations for bicycle and pedestrian implementation strategies are found in TTP 2050 Technical Memo 19: Implementation Strategies.

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Texas Transportation Plan (TTP) 2050

Technical Memo 13: Intelligent Transportation System Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on March 25, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

AVI	Automatic Vehicle Identification
AVL	Automatic Vehicle Location
CAV	Connected and Autonomous Vehicles
CCTV	Closed-Circuit Television
CNS	Connectivity Network Strategy
DMS	Dynamic Message Signs
FNTOP	Freight Network Technology and Operations Plan
GPS	Global Positioning System
HAR	Highway Advisory Radios
HERO	Highway Emergency Response Operator
ITD	Information Technology Division
ITS	Intelligent Transportation Systems
LCS	Lane Control Signs
LiDAR	Light Detection and Ranging
RITA	Research and Innovative Technology Administration
TFMP	Texas Freight Mobility Plan
TMC	Traffic Management Center
TMFN	Texas Multimodal Freight Network
TFMP	Texas Freight Mobility Plan
TMS	Traffic Management Systems
TRF	Traffic Safety Division
TSMO	Transportation Systems Management and Operations
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
UAS	Unmanned Aerial Systems
USDOT	United States Department of Transportation
WIM	Weight-in-Motion

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps guide TxDOT's investment decisions over the long term, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide intelligent transportation systems (ITS).

2.0 MODAL OVERVIEW

ITS include the devices, facilities, communications media, and systems that support Traffic Management Systems (TMS) and transportation network operations. By collecting and processing large amount of data, ITS enables TxDOT to more effectively manage State transportation infrastructure and coordinate incident response activities. ITS provides tools to improve transportation reliability, mobility, and safety, and informs data-driven decisions associated with project identification and prioritization. Although considered a standalone investment area, ITS deployment and implementation support the reliability of all transportation modes. The sections that follow explain why investment in ITS is important define TxDOT's roles and responsibilities for ITS and describe relevant plans and programs.

2.1 Strategic Importance

ITS provides incident management, traffic control, emergency management, and assists in major evacuation efforts. By deploying ITS in high-accident locations and areas of high congestion, ITS enables TxDOT to make progress towards TxDOT's *2019-2023 Strategic Plan* goals, namely to "Promote Safety" and "Optimize System Performance."[1] ITS services can be leveraged to provide travel-demand management capabilities and assist with the operation of strategic corridors and regions, including the efficient movement of freight and goods along strategic, high-volume freight corridors, including border crossings.

2019–2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019-2023 Strategic Plan.

2.2 TxDOT's Role in ITS

TxDOT owns and maintains thousands of ITS devices deployed along the on-system network. TxDOT strives to incorporate ITS into every aspect of the department's traffic management activity. TMS initiatives are led by TxDOT's Information Technology Division (ITD) in collaboration with TxDOT's Traffic Safety Division (TRF) to enhance ITS along state roadways.[2] TxDOT's Rail Division and Transportation Planning and Programming Division further coordinate on ITS deployment strategies for specific modal purposes, such as incorporating smart technology at rail crossings and for managing the Texas Multimodal Freight Network (TMFN).

Key Definitions

- **On-System:** All roadways under the jurisdiction, maintained, and operated by TxDOT.
- **Off-system:** All roadways not under the jurisdiction, maintained, and operated by TxDOT.

TxDOT also plays a key role in ITS deployment beyond the state system by providing advocacy and technical assistance, performing oversight for federally funded projects, and by establishing standards that can be used by local governments. As detailed in the following sections of this Profile, TxDOT leads numerous activities and initiatives that incorporate ITS into planning.

2.3 Objectives and Performance Measurement

TxDOT's *ITS Strategic Plan 2013* built on the agency goals of the *2013-2017 Strategic Plan* by providing concise ITS objectives for TxDOT. The *ITS Strategic Plan 2013* provides targets based on the ITS National Framework that are summarized in Appendix A: Goals and Targets from the TxDOT ITS Strategic Plan.

In 2018, the *Texas Freight Mobility Plan* (TFMP) established the objective of supporting "the deployment of innovative technologies to enhance the safety and efficiency of the TMFN,"[3] outlining technology performance measures to guide the development and deployment of an integrated statewide ITS program:

- Number of dynamic messaging signs – hard-wired/permanent and temporary;
- Percent of Texas Highway Freight Network covered by ITS technologies; and
- Percent of weigh stations on the Texas Highway Freight Network with weigh-in-motion (WIM) devices.[3]

3.0 DATA AVAILABILITY AND SYSTEM INVENTORY

TxDOT leverages a wide assortment of plans, reports, and documented guidance to manage on-system ITS devices. The publications in Table 1 were consulted in the development of TTP 2050.

Table 1: ITS Related Publications Leveraged During the Development of TTP 2050

Source (Publication Year)	Description
Plans and Reports	
2019-2023 Strategic Plan (2019)[1]	Presents TxDOT's mission, values, vision, goals, action plan, and budgetary structure that will guide the department over the next five years.
TxDOT Transportation Systems Management and Operations (TSMO) Statewide Strategic Plan (2018)[2]	Sets the framework and guidelines for how TSMO will be conducted throughout the state. Outlines how centralized support will be provided to the districts to develop and maintain their TSMO programs.
Texas Freight Mobility Plan (2018)[3]	Identifies challenges, investment strategies, policies, and data needed to enhance freight safety and mobility across all modes; to provide efficient, reliable, and safe freight transportation; and to improve the state's economic competitiveness.
TxDOT ITS Strategic Plan 2013 (2014)[4]	Provides a framework to guide the development and deployment of an integrated statewide program for ITS.
Texas Transportation Plan 2040 Tech Memo 3.6: Intelligent Transportation Systems (2014)	Describes a long-range cost analysis for all ITS devices located in each district of the Texas Department of Transportation to assist with the long-range statewide planning.
Emerging Transportation Technology Plan (ETTP) Technical Memo 2: State-of-the-Practice in Incorporating Emerging Technology (2019)[5]	Presents a summary of the relevant plans, programs, initiatives, and studies related to emerging transportation technology now underway or recently completed by TxDOT, its peers, and other transportation agencies in Texas.

Source (Publication Year)	Description
Concept of Operations and Policy Implications for Unmanned Aircraft Systems Use for Traffic Incident Management (2017)[6]	Provides high-level, agency-agnostic, and location-independent guidance for using unmanned aircraft systems as an ITS tool for improved traffic incident management (UAS-TIM).
Guidance and Manuals	
Statewide Procedures for Traffic Management Systems (2017)[7]	Establishes statewide procedures for future implementation and upgrades to traffic management systems, which includes ITS and traffic signal operations on the state on-system roadways.
TxDOT Statewide TSMO Strategic Plan Rollout, Leadership Objectives (2019)[8]	Presents the structure, contracts, and scope of work to implement TxDOT's TSMO Statewide Strategic Plan.

As part of the 2013 *ITS Strategic Plan*, TxDOT developed an inventory of ITS devices that are deployed in support of the on-system transportation network. Other devices located in Texas that are not included in the inventory are typically owned and maintained by local agencies. The inventory includes technologies such as:

- Surveillance cameras;
- Portable and permanent Dynamic Message Signs (DMS);
- Detectors (loops, microwave, video, Bluetooth, etc.);
- Weather stations;
- Flood, ice, and fog detection systems;
- Closed-loop, central, or adaptive signal controls;
- Computer-aided dispatch for transit and emergency vehicles;
- Security cameras, Automatic Vehicle Location devices, data terminals;
- Global Positioning Systems on buses;
- Mobile data terminals and AVL devices on transit and emergency vehicles;
- Traffic signal preemption;
- Wired (including fiber) and wireless (Wi-Fi and radio-based) communications;
- Weigh-in-motion stations;
- Highway advisory radio;
- Warning systems (signal ahead, speed on curves, and school zones);

A table listing deployed TxDOT ITS assets by TxDOT district is provided in Appendix B: TxDOT ITS Asset Inventory.[4]

TxDOT is currently taking steps to update the 2013 ITS inventory and incorporate any newly deployed ITS technology. In April 2017, TxDOT's chief engineer issued a policy memorandum,

titled "Statewide Procedures for TMS,[7]" which implements a mandate for Dallas, Fort Worth, Houston, Austin, San Antonio, and El Paso Districts to submit semi-annual reports describing existing TMS coverage — including ITS infrastructure — to TRF. The TMS coverage reports provide TxDOT with an understanding of what portion of on-system roadways are covered with ITS equipment and communications and identify where coverage needs to be expanded. The reports also include the respective district's TMS expansion and upgrade plans for the subsequent twelve months, and a listing of TMS projects included in the TxDOT Unified Transportation Program.[8]

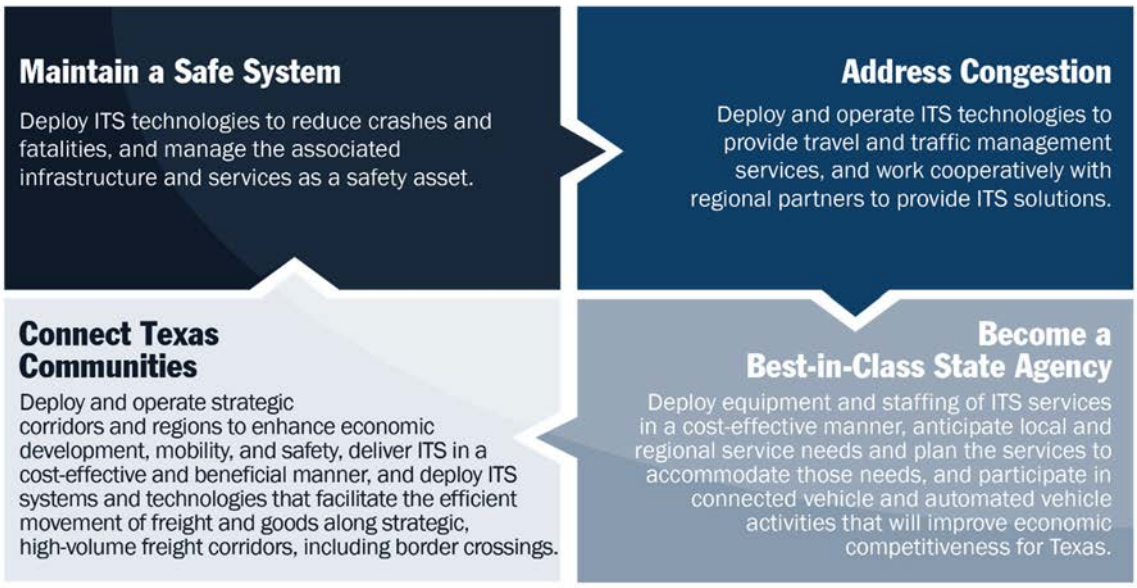
4.0 TXDOT'S STEWARDSHIP

Operating and managing the transportation system has become a core attribute of the statewide planning process, and ITS offers opportunities to better manage congestion and traffic incidents. TxDOT will continue to preserve devices, implement and enhance TMS, and upgrade devices to improve mobility and safety.

4.1 Plans and Programs

The TxDOT *ITS Strategic Plan* provides a framework to guide the development and deployment of an integrated statewide ITS program and defines TxDOT's role in deploying ITS solutions across the state system. Specifically, it provides a set of four objectives aligned with broader TxDOT strategic goals; as these objectives continue to be implemented, they help TxDOT meet its broader agency vision (Figure 1).

Figure 1: ITS Strategic Plan Goals



Source: Texas Department of Transportation (2014), ITS Strategic Plan 2013

4.1.1 Plans Under Development

TxDOT's *Emerging Transportation Technology Plan*, currently under development, identifies implementation strategies to integrate emerging transportation technology into state planning practices. Implementation strategies include data management, program and project development, business processes, and update cycles.[5]

The *Texas-Mexico Border Transportation Master Plan*, being developed in partnership with the Border Trade Advisory Committee, will identify border-crossing challenges associated with moving people and goods, with an emphasis on emerging transportation technology issues such as cross-border driverless trucks and applications for communicating about and reducing cross-border wait times. The Master Plan will include a prioritized list of transportation investment strategies that support binational, state, regional, and local economic competitiveness and improve the impacts of cross-border trade and transportation.

The *Texas Freight Network Technology and Operations Plan* (FNTOP) will build on a recommendation in the TFMP to develop and implement a statewide, technology-based freight safety and operations program. As such, the plan will serve as TxDOT's overall multimodal plan for the future of freight movement in Texas – the first such plan created by any state department of transportation. The goals of the FNTOP are to analyze the state's freight network from a multimodal perspective and anticipate technological and operational challenges and opportunities. The FNTOP seeks to create a coordinated statewide system for regional freight operations including construction management, DMS, and traffic management center (TMC) operations.

4.2 Needs Assessment

4.2.1 Statewide Needs from TTP 2040

The ITS needs estimates from the TTP 2040 relied on TxDOT district ITS deployment plans, which provided lists of ITS projects and associated costs for the time period between 2005 and 2013.[9] The TTP 2040 plan anticipated that approximately $1.11 billion (updated to 2020 dollars) was needed through 2040 to maintain and replace existing ITS devices. The cost required to deploy, operate, and maintain new ITS devices was projected to exceed $8.79 billion (updated to 2020 dollars) through 2040 (included application of a 6% contingency). The clear majority of needs (89% of the total) were associated with the capital costs required to implement new ITS technology.[10]

4.2.2 Statewide Needs for Freight

TxDOT's TFMP reviewed freight ITS needs by identifying 27 projects over five years that leverage ITS technology such as WIM and route planning systems. These projects will improve traffic operations without requiring significant construction, resulting in quicker implementation

and less disturbance to ongoing operations. The estimated costs for these projects total $178.4 million, or approximately $36 million per year.[3] These needs are not additive to the ITS needs estimated in the TTP 2040.

5.0 MOVING FORWARD

As rapid population and economic growth continues throughout the 2050 timeframe, innovative ITS solutions will need to be explored and implemented by TxDOT. A strategy of continuously adding roadway capacity is costly and could be offset by optimizing traffic efficiency on the existing system. The deployment of ITS devices will have an increasing benefit on the efficiency of the transportation system as well as traffic safety and environmental impacts.

5.1 Trends and Impacts

Several notable trends and issues have emerged relevant to ITS that are of importance to the development of the TTP 2050. These include:

- **Connected Vehicles** – Connected vehicles are expected to dramatically reduce the number of fatalities and serious injuries caused by accidents on our roads and highways. The national trend is shifting focus from helping people survive crashes to preventing crashes from happening in the first place, particularly through connected technology.[11]
- **Autonomous Vehicles** – Automated vehicle systems transfer some amount of vehicle control from the driver to the vehicle. Automation technologies offer tremendous possibilities for enhancing safety, mobility, and the environment, but also pose new policy challenges related to security, ownership, liability, and insurance.
- **Connected Freight Corridor Planning** – The TMFN is foundational to the state economy, and trends in emerging transportation technology will impact freight demand and operations, including autonomous vehicles, alternate delivery systems, and increasing demand for same-day delivery.[5]
- **Enterprise Data** – The proliferation of data captured from stationary sensors, mobile devices, and connected vehicles will expand into research activities involving the development of mechanisms for storing, sharing, analyzing, transporting, and applying those data for improved safety and mobility across all modes of travel.[12]
- **Broadband Connectivity** – Fiber optic broadband connectivity will provide the on-the-ground foundation for many connectivity-related technologies. Although TxDOT is not a telecommunications provider, there is a growing appreciation for the agency's role in facilitating the expansion of broadband infrastructure, particularly by coordinating with broadband service providers to expand communication networks across Texas. TxDOT has more than 2,420 miles installed to date and continues to expand its own traffic fiber

network statewide.[5] This provides a backbone that will allow adequate bandwidth as the amount of data increases with innovative technology deployed to the field. [5]

- **Transportation Systems Management and Operations (TSMO)** – TSMO encompasses a range of strategies to improve the operations of the existing transportation system without expanding physical capacity. TSMO strategies are closely related to ITS applications such as advanced traveler information, ramp metering, incident response programs, TMCs, wrong-way driver notification, and work zone management.[5]
- **Unmanned Aerial Systems (UAS)** – UAS technology has potential to improve incident response rates, incident monitoring, and clearance of traffic incidents. Research from the Texas A&M Transportation Institute found that DOTs could use UAS as an effective tool to assist with recurring congestion from traffic incidents; however, significant research questions remain about both operating UAS over live traffic and using it to support real-time traffic incident management.[6]

5.2 Policy Considerations and Initiatives

To ensure Texas remains a leader in ITS innovation, the Texas Technology Task Force, authorized in 2013 by Texas 83rd Legislature, supports TxDOT in the form of a core knowledge group and network of subject experts who:

- Identify emerging technologies and analyze potential engineering, economic, and policy impacts; and
- Develop key strategies to integrate and advance critical technologies.[13]

TxDOT also has numerous initiatives focused on key trends and issues related to ITS, including connected and autonomous vehicles (CAV), transportation systems management and operations, broadband connectivity, and UAS. These are described in the following subsections.

5.2.1 Connected and Autonomous Vehicle Initiatives

The CAV Workgroup is TxDOT's central forum to facilitate efforts related to CAV planning. It is comprised of representatives from a range of TxDOT divisions and districts. The working group provides agency leadership and staff with a coordinated source of information on CAVs, including research, grant applications, deployments, resources, and recommendations for long-term CAV strategies. Additionally, TRF is developing a Cooperative and Automated Transportation (CAT) Strategic Plan.[5]

5.2.2 Transportation Systems Management and Operations Initiatives

Both TRF and ITD activities related to CAVs include Light Detection and Ranging data sharing with original equipment manufacturers, managing TxDOT's GPS enhancement network,

advanced network strategies, exploring 5G and dedicated short-range communications (DSRC) technology deployments, and supporting the Texas Connected Freight Corridors (TCFC) project through investment in cellular modems.[5]

The Network Monitoring and Asset Management system will standardize the management of traffic signals and ITS assets with advanced IT asset management tools. This system provides a single online portal where it is possible to view among other items a troubleshooting record, download new configurations, uptime, and firmware statistics. There also is a valuable security component in which all passwords and access are maintained through this system.[5]

5.2.3 Broadband Connectivity

The Connectivity Network Strategy (CNS) will provide the basis for TxDOT's strategic approach to connectivity. The CNS is building on efforts related to the TxDOT Right of Way Division's Small Cell Node Telecom Pilot Program, which sought to place small cell nodes along TxDOT right of way to broaden the availability of broadband.[5] The goal of the CNS is to expand on this work to investigate and pilot new agreements with private telecommunications providers through either revenue-based or in-kind agreements. In the future, the CNS will allow TxDOT to build fiber optic duct banks that the agency can own and lease by building them into the network during expansion, maintenance work, or as new projects.[5]

5.2.4 Unmanned Aerial Systems (UAS) Flight Operations and User's Manual

In July 2019, TxDOT lifted a moratorium on departmental use of UAS and authorized contractors and approved service providers to operate UAS on a six-month trial basis in support of TxDOT operations. In doing so, the TxDOT Aviation Division created a *UAS Flight Operations and User's Manual* to guide UAS operations.[14] This document defines UAS flights of a routine nature and indicates that such flights shall be approved by the TxDOT district engineer.[5]

6.0 APPENDIX A: GOALS AND TARGETS FROM THE TXDOT *ITS STRATEGIC PLAN*

Goal Area: Maintain a Safe System	
Objective: Deploy ITS technologies to reduce crashes and fatalities, and manage the associated infrastructure and services as a safety asset.	**Targets:** • Reduce incident notification time. • Reduce incident clearance time. • Increase the number of ITS-related assets. • Increase the number of road miles that ITS cover. • Reduce crashes at intersections. • Reduce crashes due to road weather conditions.
Goal Area: Address Congestion	
Objective: Deploy and operate ITS technologies to provide travel and traffic management services, and work cooperatively with regional partners to provide ITS solutions.	**Targets:** • Decreasing the seconds of control delay per vehicle on arterial roads. • Reducing delay associated with incidents. • Reducing the time needed for responders to arrive on-scene after notification. • Reducing the person-hours (or vehicle hours) of delay associated with traffic incidents. • Reducing carbon dioxide emissions. • Ensuring that HOV lanes carry a targeted number of persons. • Reducing the buffer index on the freeway system during peak and off-peak hours, etc.
Goal Area: Connect Texas Communities	
Objective: Deploy and operate strategic corridors and regions to enhance economic development, mobility, and safety, deliver ITS in a cost-effective and beneficial manner, and deploy ITS technologies that facilitate the efficient movement of freight and goods along strategic, high-volume freight corridors, including border crossings asset.	**Targets:** • Reducing the person-hours (or vehicle hours) of delay. • Providing freight operators with traveler alerts and alternate routes. • Decreasing average crossing times at international borders. • Reducing the average monetary cost of congestion per capita.
Goal Area: Become a Best-in-Class State Agency	
Objective: Deploy equipment and staffing of ITS services in a cost-effective manner, anticipate local and regional service needs and plan the services to accommodate those needs, and participate in connected vehicle and automated vehicle activities that will improve economic competitiveness for Texas.	**Targets:** • Deploy equipment and staffing of ITS services in a cost-effective manner. • Deploy ITS in a responsible manner that includes innovative services and technologies. • Anticipate customer service needs and plan the services to accommodate those needs.

Source: Texas A&M Transportation Institute (2014). TxDOT ITS Strategic Plan 2013 [0-6672-2-Vol-2].

7.0 APPENDIX B: TXDOT ITS ASSET INVENTORY

Texas ITS Asset Inventory (2013)

District	DMS	CCTV	CCTV Wireless	LCS	Radar Detection	Loops	HAR	Ramp Meter	AVI Site	Flood Warning	Weather Sensor	Total	RITA
Abilene (West Central TX)	4	-	-	-	-	-	-	-	-	-	-	4	4
Amarillo	13	16	-	-	-	-	1	-	-	-	-	30	29
Atlanta	10	-	14	-	-	-	-	-	-	-	2	26	-
Austin	49	168	-	389	35	2720	6	-	-	-	-	3367	301
Beaumont	19	-	30	-	-	-	-	-	-	-	-	49	19
Brownwood (West Central TX)	3	-	4	-	-	-	-	-	-	-	-	7	7
Bryan (Brazos Valley Region)	3	6	2	-	-	-	-	-	-	-	-	11	11
Childress	-	-	-	-	-	-	-	-	-	-	-	0	0
Corpus Christi	22	40	-		5	-	-	-	-	-	-	67	57
Dallas	92	193	118	24	250							677	657
El Paso	50	112	-	206	281	-	13	-	-	-	-	662	264
Ft Worth	71	81	98	-	141	-	-	-	-	0	-	391	465
Houston	181	636	75		165	-	11	86	158	24	23	1359	1149
Laredo (Laredo/Del Rio/Eagle Pass)	18	23	12	64	14	64	-	-	-	-	-	195	48
Lubbock	4	15	6	-	4	-	-	-	-	3	-	32	25
Lufkin	-	-	-	-	-	-	-	-	-	-	-	-	-
Odessa (Permian Basin TxDOT)	4	-	6	-	-	-	-	-	-	-	1	11	10
Paris	4	-	-	-	-	-	-	-	-	-	-	4	-
Pharr (Lower Rio Grande Valley)	16	1	-	-	-	-	-	-	-	-	-	17	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-	-	-
San Antonio	216	147	19	263	149	1025	1	-	-	19	-	1839	720
Tyler	2	-	-	-	-	-	-	-	-	-	-	2	-
Waco	6	2	2	-	-	-	-	-	-	-	-	10	7
Wichita Falls	4	-	9	-	-	22	-	-	-	1	8	44	13
Yoakum	6	-	-	-	1	-	-	-	-	-	-	7	-
STATEWIDE	797	1440	395	946	1045	3831	32	86	158	47	34	8811	3786

Notes:
AVI: Automatic Vehicle Identification
CCTV: Closed-Circuit Television
DMS: Dynamic message sign
HAR: Highway Advisory Radios
LCS: Lane Control Signs
RITA: Research and Innovative Technology Administration

Source: Texas A&M Transportation Institute (2014). Texas Department of Transportation (2014) ITS Strategic Plan 2013 [0-6672-2-Vol-2]

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Texas Transportation Plan (TTP) 2050

Technical Memo 14: Freight Modal Profile

March 2020

This document is released for the purposes of interim review under the authority of the Transportation Planning and Programming Division (TPP) on April 30, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

BTS	Bureau of Transportation Statistics
CFR	Code of Federal Regulations
CFS	Commodity Flow Survey
CRFC	Critical Rural Freight Corridors
CUFC	Critical Urban Freight Corridor
EIA	U.S. Energy Information Administration
FAF	Freight Analysis Framework
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
GIWW	Gulf Intracoastal Waterway
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARAD	USDOT Maritime Administration
MPO	Metropolitan Planning Organization
NHFN	National Highway Freight Network
NMFN	National Multimodal Freight Network
NHS	National Highway System
PHFS	Primary Highway Freight System
SAMv4	Statewide Analysis Model Version 4
TASP	Texas Airport System Plan
TFMP	Texas Freight Mobility Plan
THFN	Texas Highway Freight Network
TMFN	Texas Multimodal Freight Network
TPM	Transportation Performance Management
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
U.S. DOT	U.S. Department of Transportation
WIM	Weigh in Motion

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the department's long-range, multimodal transportation planning document that provides strategic direction for the next 24+ years. The TTP helps guide TxDOT's investment decisions over the long term, ensuring continued progress toward the goals and priorities that matter most to Texas residents, businesses, and travelers. The current plan update is the TTP 2050, which envisions the state's transportation future over the 30 years between 2020 and 2050.

The Modal Profiles are a crucial element of the TTP 2050. Each document provides a comprehensive overview, information on data availability, a summary of existing system conditions and performance, information on current spending levels and needs identified through TxDOT analyses, and a discussion of future considerations for each of the travel modes or cross-discipline technical areas in which TxDOT plays a role. The information relevant for each Profile offers targeted strategic guidance and assists TxDOT with the complex decision-making intrinsic to planning for a transportation system with diverse investment options. This Profile focuses on statewide planning for freight.

2.0 OVERVIEW

The freight topic area covers infrastructure, policies, and programs that support the efficient and safe movement of goods in Texas on the state's multimodal freight transportation system. This system includes the newly designated Texas Multimodal Freight Network (TMFN), which consists of key roadways (the Texas Highway Freight Network), railroads, ports and waterways, airports, and international border crossings. Although pipelines are not included in the TMFN and are not under the purview of TxDOT, they are a critical element of the Texas freight transportation system and economy and are therefore briefly discussed in this Profile.

2.1 Strategic Importance

TxDOT's agency goals and objectives include facilitating the movement of freight and international trade. In tandem with facilitating the safe movement of people, the reliable flow of goods is a critical component for the Texas economy and the quality of life for the state's residents. According to the 2018 Texas Freight Mobility Plan (TFMP), 20 tons of freight per household and 12,700 tons of freight per business was delivered via the Texas transportation system in 2016.[1] This freight volume is associated with a $215 billion economic impact and $49 billion in tax revenue.[1] In addition, the freight transportation industry in Texas is a large employer, supporting an estimated 2.2 million full-time jobs and $145 billion in wage income in highways, railroads, air, pipelines, ports/waterways, and other areas.[1]

The scale of Texas industrial output is vast: in terms of global ranking, it is the tenth-largest economy in the world, and Texas is by far the largest primary energy-producing state in the nation for fossil fuels, contributing more than twice as much energy as Wyoming - the next-highest state.[2] Texas has the third-largest agriculture sector in the country,[3] produces $250 billion in manufacturing output,[1] contains 13 military installations,[4] and is home to three of the top 10 ports in the nation – including the Port of Houston, the busiest port in the United States in terms of foreign tonnage.[5]

The Texas population is projected to grow 60% between 2020 and 2050, with an estimated 47.4 million residents by 2050.[6] The magnitude of this expected population growth emphasizes the importance to the state of maintaining an efficient and reliable freight transportation system. Freight movement is one indicator of a growing economy. To ensure continued opportunity for all Texans, an infrastructure that enables economic development and supports commerce is essential to remain competitive both nationally and globally. This will require significant ongoing investment in the freight transportation system.

2019-2023 Strategic Plan Goals

- **Promote Safety -** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018). 2019-2023 Strategic Plan.

2.2 TxDOT's Role

TxDOT is responsible for the planning, development, funding, construction, and management of the on-system Texas Highway Freight Network (THFN). For other elements of the TMFN, TxDOT collaboratively works with private-sector entities, regional and local planning authorities, and other authorities conducting transportation planning efforts to collaborate on project development and funding strategies. To ease communications, TxDOT oversees several committees to guide freight planning and policymaking throughout the state of Texas (Table 1).

Key Definitions

- **NHS:** Roadways classified as important to the nation's economy, defense, and mobility including the Interstate Highway System.
- **Non-NHS:** All roadways not designated as on the NHS.
- **On-System:** All roadways under the jurisdiction, maintained, and operated by TxDOT.
- **Off-system:** All roadways not under the jurisdiction, maintained, and operated by TxDOT.

Table 1: Key TxDOT Freight-related Committees

Committee	Description
Texas Freight Advisory Committee	The committee advises TxDOT on freight issues, priorities, projects, and funding needs for freight improvements. The committee elevates freight transportation as a critical component of the state's economic vitality and competitiveness.
Port Authority Advisory Committee	The committee provides a broad perspective on ports and transportation-related matters for TxDOT policies concerning the Texas port system. The committee also prioritizes projects for any state funding and identifies landside connectivity needs in coordination with TxDOT's Maritime Division.
Border Trade Advisory Committee	The committee advises TxDOT in defining and developing a strategy and makes recommendations to the Texas Transportation Commission and the Governor for addressing the highest priority border trade transportation challenges.
Corridor Committees	These committees assist TxDOT in corridor-specific planning and development initiatives. Usually composed of citizens, community leaders, and business owners, they guide how to improve safety, mobility, and economic development along a specific corridor. Examples include the I-69 Advisory Committee and the Ports-to-Plains Advisory Committee.

Source: Texas Department of Transportation (2018). Texas Freight Mobility Plan 2018

Table 2 summarizes TxDOT's role and responsibilities for each of the various modal focus areas of freight transportation in Texas.

Table 2: TxDOT Freight Roles and Responsibilities

Focus Area	TxDOT's Role
Highways	TxDOT oversees highway construction, maintenance, and operation of the state highway system. Highways are the predominant mode of transportation for moving freight goods across the state and provide critical first and last-mile connections to rail facilities, ports, and airports. In 2016, trucking accounted for almost 58% of the total freight tonnage moved in Texas.[7]
Rail	The TxDOT Rail Division oversees rail planning and safety in Texas. It applies for and administers federal grants for state railway projects and improvements and manages the South Orient Railroad, which was purchased by the state in 2001.[8] The division also is charged with carrying out the Texas Rail Plan, updated in 2019.[9] The plan stakes out a broad, statewide vision for freight and passenger rail.
Ports and Waterways	The TxDOT Maritime Division promotes the development and intermodal connectivity of Texas ports, waterways, and marine infrastructure and operations. It also serves as a resource to increase the use of the Gulf Intracoastal Waterway and promote waterborne transportation to maintain Texas economic competitiveness.[10]
Air Cargo	TxDOT provides road access to primary commercial airports which, as of 2018, includes seven of the top 51 cargo airports in the nation in terms of landed weight: Dallas/Fort Worth International, George Bush Intercontinental/Houston, San Antonio International, Fort Worth Alliance, El Paso International, Laredo International, and Austin-Bergstrom International.[11] The TxDOT Aviation Division helps cities and counties obtain and disburse federal and state funds for reliever and general aviation airports included in the Texas Airport System Plan (TASP), which further supports the movement of smaller cargo throughout Texas.[12]
Pipelines	The Railroad Commission of Texas is the state agency directly responsible for pipelines. The Railroad Commission regulates the oil and gas industry, natural gas utilities, pipeline safety, the natural gas and hazardous liquid pipeline industry, and surface coal and uranium mining. However, TxDOT coordinates with the Railroad Commission on permitting matters.
Interstate Commerce and International Trade	TxDOT has an extensive role in coordinating planning around interstate freight movement facilitating international trade through Texas border ports of entry with Mexico. Related activities include participating in the Alliance for I-69 Texas, the Ports-to-Plains Alliance, the Texas Border Trade Advisory Committee, and multistate corridor studies. The TxDOT Freight, Trade, and Connectivity Section of the Transportation Planning and Programming Division supports TxDOT's roles in facilitating multistate and cross-border communication on freight matters. TxDOT coordinates with the Texas Border Trade Advisory Committee, a forum for agency decisions affecting international freight movement overseen by the Texas Secretary of State.

2.3 **Legislative Guidance**

The Fixing America's Surface Transportation (FAST) Act establishes and sets policies for the National Multimodal Freight Network (NMFN). These are routes that are important to the national economy and eligible for federal funding. FAST Act provisions relevant to freight transportation:

- Establishes a National Multimodal Freight Policy that includes national goals to guide decision-making;
- Requires the development of a National Freight Strategic Plan to implement the goals of the new National Multimodal Freight Policy;
- Creates a new discretionary freight-focused grant program for states and sub-state entities that will invest $4.5 billion over five years;
- Establishes a National Highway Freight Program;
- Includes new authorities and requirements to improve project delivery and facilitate innovative finance: and
- Collects data to support performance measures for leading U.S. maritime ports.[13]

As part of the FAST Act, The U.S. Department of Transportation allocated additional miles to each state based on their Primary Highway Freight System (PHFS) mileage to add to the National Highway Freight Network – the highway component of the NMFN. These miles are eligible for National Highway Freight Program (NHFP) funds, along with the PHFS, and classified as:

- **Critical Urban Freight Corridors (CUFCs)** – Key highway freight facilities in urbanized areas (as defined by the U.S. Census Bureau); and
- **Critical Rural Freight Corridors (CRFCs)** – Key highway freight facilities located outside of urbanized areas.

Texas is allowed to designate a maximum of 372.78 miles as CUFCs and a maximum of 745.55 miles as CRFCs (10 and 20% of the state's Primary Highway Freight System mileage, respectively).[1] Other notable federal regulations relating to freight are listed in Table 3.

Beyond the formation of the Freight Advisory Committee (Texas Administrative Code Title 43 Part 1 Chapter 1 Subchapter F § 1.85),[14] the Texas Legislature has adopted several sections of the Transportation Code pertinent to freight:

- Title 2 of the Transportation Code sets forth the duties and liabilities of common carriers, the sale of unclaimed goods, connecting carriers, and protections for the movement of commerce;
- Title 4 includes the Texas Coastal Waterway Act and the Texas Deepwater Port Procedures Act;
- Title 5 declares that TxDOT has regulatory authority over railroads not pre-empted by federal law, and sets forth general provisions around railroads, their powers, and duties,

establishes freight rail districts, and contains legislative provisions regarding structures and materials near railroads, permits for engineers and train operators, hazardous materials, and provision of utilities by railroad corporations; and

- Title 7 Subtitle E contains legislative provisions on vehicle size and weight, and Title 7 Subtitle F pertains to motor vehicles' identifying markings, registration, and safety standards. This subtitle also contains legislation on unified carrier registration, motor transportation brokers, motor transportation of migrant agricultural workers, and foreign commercial motor transportation.[15]

Table 3: Notable Freight-related Federal Regulations by Mode

Mode	Overview of Freight-Related Federal Regulations
Highways	Federal size and weight regulations apply to all motor carriers operating on federal-aid highways. The principal federal regulations are 23 Code of Federal Regulations (CFR) Part 657 (Certification of Size and Weight Enforcement)[16] and 23 CFR Part 658 (Truck Size and Weight, Route Designations – Length, Width and Height Limitations).[17] In addition, 49 CFR Part 395 establishes hours of service for commercial motor vehicle drivers and regulatory guidance concerning off-duty time.[18]
Rail	Freight railroads are overseen and regulated by the Federal Railroad Administration. 23 CFR Parts 200 to 272 provide comprehensive standards, guidelines, rules of practice, and enforcement procedures for passenger and freight service.[19]
Ports and Waterways	Federal navigation and port regulations are codified in Title 33 of the CFR, which is a compendium of federal navigation and navigable waters regulations. Inland navigation rules are in 33 CFR Parts 83 through 90, and regulations pertaining to ports and waterways safety are in 33 CFR Parts 161-169.[20]
Air Cargo	Federal regulations associated with air commerce are codified in 19 CFR Part 122 and cover a wide variety of topics, such as classes of airports, private aircraft, landing requirements, entry documents, electronic manifests, international traffic permits, clearance and permission to depart, procedures for residue cargo and stopover passengers, transportation in bond and merchandise in transit, accompanied baggage, and smuggling prevention. Requirements for air cargo transportation are found in Part 122.117.[21]
Pipelines	The U.S. Department of Transportation (USDOT) Pipeline and Hazardous Materials Safety Administration regulates the safe and secure movement of hazardous materials to industry and consumers by all modes of transportation, including pipelines. Safety regulations for hazardous materials are in 49 CFR Parts 100-185,[22] and pipeline safety regulations are in 49 CFR Parts 190-199.[23]

2.4 Performance Measurement

TxDOT's freight performance measures are regularly established and refreshed through updates to the TFMP. Given the extensiveness of the TMFN and its multi-faceted needs, freight measures for all TxDOT Strategic Plan goal areas, excluding "Value Our Employees," are included in the 2018 TFMP (Table 4).

Table 4: TxDOT Freight Performance Measures

Strategic Plan Goals	2018 TFMP Measures
Promote Safety	• Truck-related crashes per truck-miles traveled on the THFN • Percent of all fatal motor vehicle crashes involving trucks on the THFN • Number of rail-related crashes • Number of at-grade highway/rail crossing closures or grade separations • Number of injuries and fatalities from rail-related crashes • Number of crashes at at-grade highway/rail crossings • Incident clearance time on the Texas Highway Freight Network
Optimize System Performance	• Annual hours of truck delay on the THFN and Interstates • Number of airport cargo-access issues addressed • Number of port-access issues addressed • Volume of international cross-border freight moved by rail • Number of projects addressing freight bottlenecks on the THFN annually • Reduction in average wait times at international commercial border crossings • Truck Travel Time Reliability index on the THFN • Percent of lane-miles at a level-of-service D or higher on the THFN • Percent of weigh stations on THFN with Weigh in Motion (WIM) • Percent of THFN covered by ITS technologies
Preserve our Assets	• Percent of pavement lane-miles in good repair on the THFN • Percent of intermodal connectors in fair or better pavement condition • Number of load restricted bridges on the THFN • Percent of bridges with vertical clearance less than 16.5 feet on the THFN • Percent of bridges in poor condition on the THFN • Number of dynamic messaging signs – hard wired/permanent and temporary
Deliver the Right Projects	• Completion of annual freight project prioritization • Number of workshops/meetings held with non-TxDOT agencies responsible for freight system investment • Percent of design / construction projects on the THFN delivered on time and within budget
Focus on the Customer	• Completion of annual update of educational materials related to freight by TxDOT
Foster Stewardship	• Amount of net new funding made available for freight projects • Percent of annual state and federal revenue projections met • Number of public private partnerships for freight investments • Percent of transportation budget invested on the Texas Multimodal Freight Network (TMFN) annually • Percent of freight funding spent • Percent growth in freight export value • Percent of gross state product in strategic freight supply chain industries

Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018 Appendix[24]

In addition to the TFMP measures, TxDOT is required to track and set targets for federal performance measures in exchange for federal funding on the TMFN. The Transportation Performance Management (TPM) framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reaffirmed through the FAST Act requires state transportation departments to establish two- and four-year targets for various performance measures on the National Highway System (NHS). The performance measure most closely aligned with freight performance is the Interstate Highway Truck Travel Time Reliability Index; these targets, along with those established in the TFMP are listed in Table 5.

Table 5: Baseline Condition and Targets for Freight Performance Measures

Measure	2018 Baseline	2020 Target	2022 Target	2025 Target
Truck Travel Time Reliability Index – Statewide (Urban / Rural)	1.54 (2.09 / 1.13)	N/A	N/A	1.65 (2.31 / 1.16)
[National Measure] Interstate Highway Truck Travel Time Reliability Index	1.40	1.70	1.79	N/A
Annual Million Hours of Interstate Truck Delay – Statewide (Urban / Rural)	17.3 (13.8 / 3.5)	N/A	N/A	20.5 (16.3 / 4.2)

Source: Federal Highway Administration, Transportation Performance Management – State Highway Reliability Report[25] *and Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018*[1]

3.0 DATA AVAILABILITY

Numerous freight transportation data sources published by TxDOT, various agencies of the U.S. DOT, and the private sector were reviewed during the development of the TTP 2050. The TxDOT Annual Roadway Inventory, Federal Highway Administration (FHWA)/Bureau of Transportation Statistics (BTS) Freight Analysis Framework, and IHS Markit TRANSEARCH are exhaustive sources of information published and updated regularly; other sources vary in timeliness and comprehensiveness. Table 6 summarizes notable freight transportation data sources.

Table 6: Freight Transportation Data Sources

Source (Publication Year)	Description
Plans and Reports	
Texas Freight Mobility Plan (TFMP) (2018)[26]	The TFMP provides a blueprint for facilitating economic growth potential in Texas through a solid but flexible strategy for addressing freight transportation needs throughout the state.
FHWA Office of Highway Policy Information Highway Statistical Abstracts[27]	The Highway Statistics Series consists of annual reports containing analyzed statistical information on motor fuel, motor vehicle registrations, driver licenses, highway user taxation, highway mileage, travel, and highway finance. This information is presented in tables and as selected charts through the FHWA website.

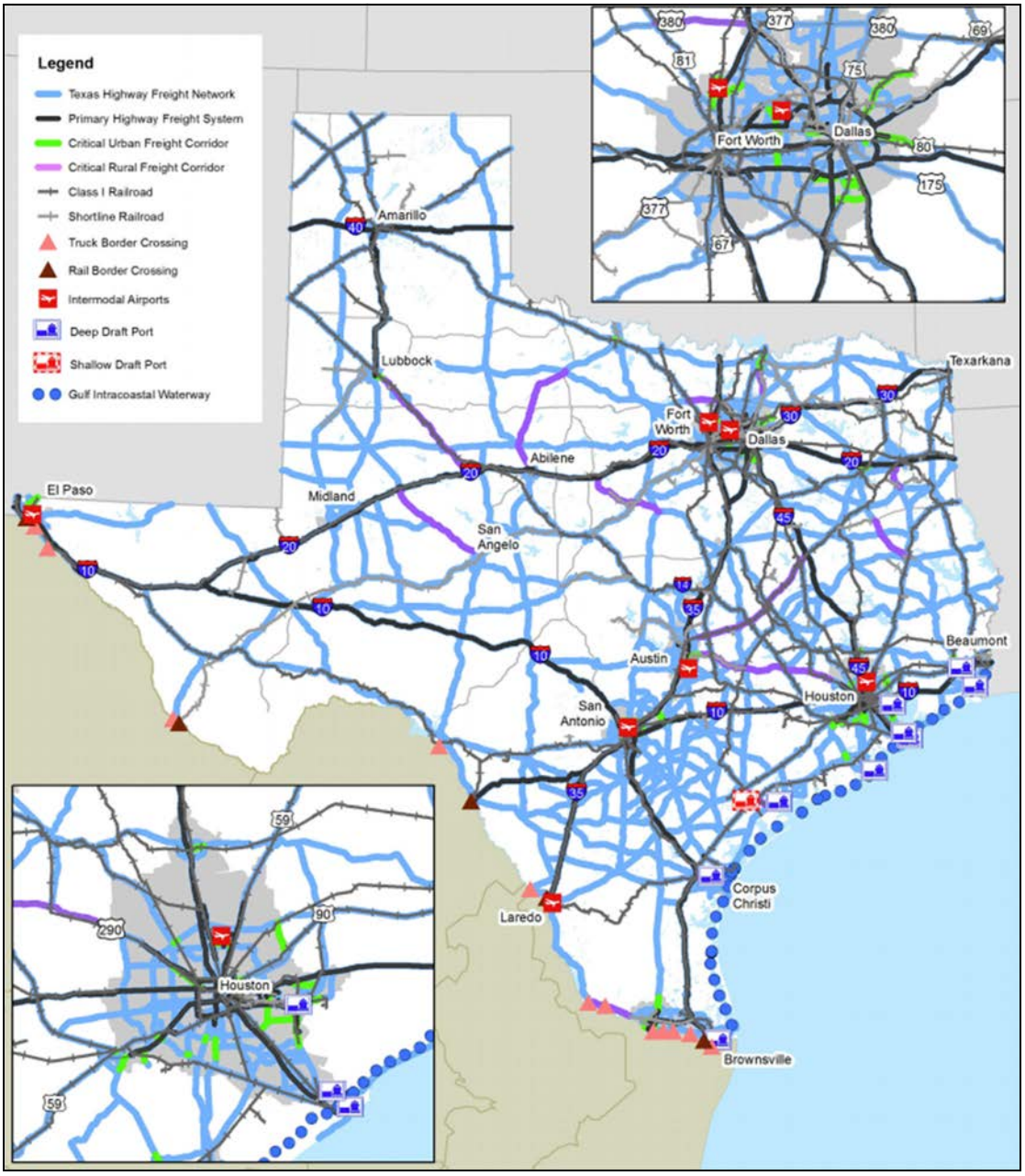
Source (Publication Year)	Description
Maritime statistics published by the USDOT Maritime Administration (MARAD)[28]	MARAD's Office of Policy and Plans publishes statistical and economic analyses and reports on a variety of maritime transportation topics. Published data are used as indicators for the health of the U.S. flag maritime industry. The Office regularly tracks the number of large, self-propelled, ocean-going ships registered under U.S. flag, and other statistics on U.S.-international trade and vessel activity at U.S. ports.
Data Sets and Data Inventories	
TxDOT Annual Roadway Inventory[29]	Data are published in a variety of GIS and tabular formats and are also available as a Microsoft Excel document with data spanning 2005-2018. Data fields relevant to freight include truck average daily vehicle mileage of travel by year and by county and TxDOT district. Additionally, the TxDOT roadway inventory enables users to view highway-related data by county/TxDOT district and by year, as well as by population classification, route classification, highway system, functional classification, on-system route, and metropolitan planning organization (MPO).
FHWA/BTS Freight Analysis Framework (FAF)[30]	The FAF provides a comprehensive accounting of all modes of freight movement among states and major metropolitan areas. This includes both historical and recent data (less than a year old) as well as projections for 2020, 2025, 2030, 2035, 2040, and 2045. The FAF data tabulation tool allows users to create custom tables with filters for domestic/import/export flows, year, origin, destination, distance bands, commodity types, transportation mode, and measure of freight movement (tons, ton-miles, and dollar value).
The Commodity Flow Survey (CFS)[31]	A component of the U.S. Census in partnership with the BTS. CFS data are used by policymakers and transportation planners in various federal, state, and local agencies for assessing the demand for transportation facilities and services, energy use, and safety risk and environmental concerns.
Monthly pipeline statistics published by the U.S. Energy Information Administration (EIA)[32]	The EIA publishes monthly statistics on a national and regional level with respect to supply and disposition of crude oil and petroleum products, natural gas processing, refinery operations, and state of entry/country of origin of crude oil imports.
Rail waybill data published by the Surface Transportation Board[33]	This is a stratified sample of carload waybills for all U.S. rail traffic submitted by those rail carriers terminating 4,500 or more revenue carloads annually.
Transborder freight data published by the BTS[34]	Web-based dashboards include interactive data on the value and weight of shipments by U.S. trade with Canada and Mexico by commodity and U.S. port of entry or exit, origin or destination state of U.S exports and imports by commodity, and the origin or destination state of U.S exports and imports by port.
Waterborne commerce statistics published by the U.S. Army Corps of Engineers.[35]	Information includes waterborne commerce cargo data, trips data, comprehensive lists of vessel companies and related vessel data, origin and destination of commodity movements by region and state, and waterborne commerce of the United States by region and national summaries.
TRANSEARCH (2015)[36]	The TRANSEARCH information service developed by IHS Markit is a planning tool to predict U.S. freight flows over 30 years by origin, destination, commodity, and transportation mode.

4.0 SYSTEM INVENTORY AND CURRENT PERFORMANCE

4.1 System Inventory

TxDOT works with private sector industries, communities, agencies, metropolitan planning organizations (MPOs), and other transportation stakeholders and partners to ensure that freight can move safely and reliably across the TMFN (Figure 1). The TMFN includes nearly 22,000 miles of highway, more than 10,000 miles of rail, ten deepwater and shallow draft ports, 379 miles of

Figure 1: Texas Multimodal Freight Network



Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018[1]

waterway, seven airports, and 20 commercial international border crossings.[1] The designation of the facilities on the TMFN incorporated input from the Texas Freight Advisory Committee, stakeholder workshops, webinars with MPOs, and TxDOT districts.

4.1.1 **Highways**

The FAST Act directed the FHWA Administrator to establish a National Highway Freight Network (NHFN).[37] The NHFN includes:

- The Primary Highway Freight System (PHFS), a network of 37,436 centerline miles of Interstate and 4,082 miles of non-interstate roads identified as the most critical highway portions of the U.S. freight transportation system – nearly 9% of the nation's PHFS is in Texas;
- 9,511 centerline miles of interstate not designated as part of the PHFS; per 23 U.S.C. 167 (i)(3), as a "high primary highway freight system mileage" state Texas is precluded from allocating NHFP funds to its non-PHFS interstate facilities;[38] and
- Critical urban and rural freight corridors that provide access and connection from the PHFS and interstate with ports or other intermodal facilities.[1,39]

The Texas portion of the NHFN serves as the foundation of the Texas Highway Freight Network (THFN).[40] The THFN includes the Texas Highway Trunk System, a network of rural highways designated by the Texas Transportation Commission, limited to a total of 11,500 miles that are designed to:

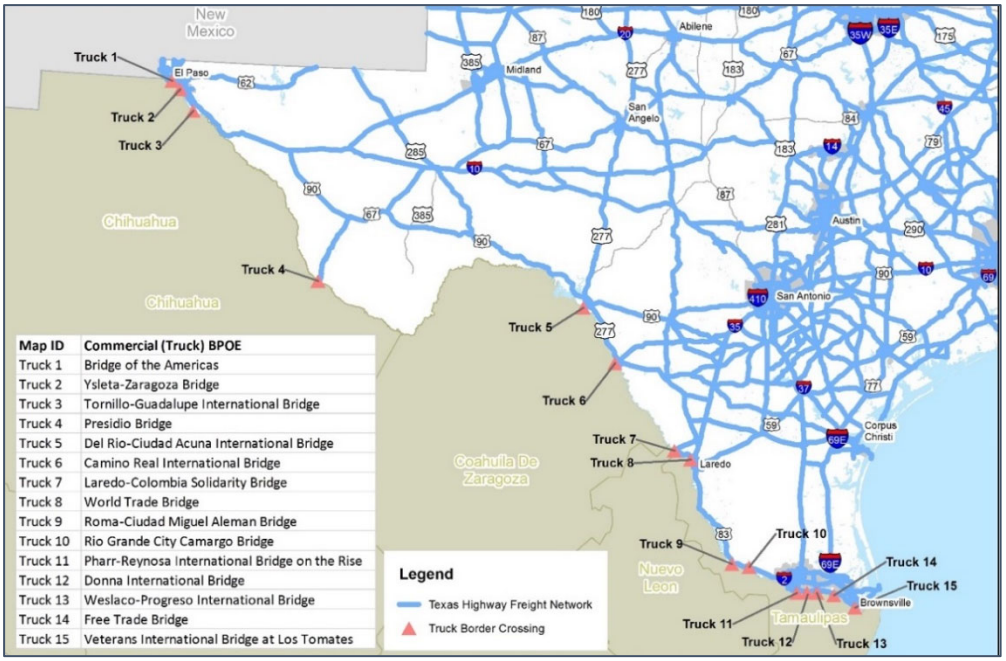
- Maximize freight use of existing four-lane divided highways;
- Minimize circuitous or indirect routing;
- Connect to principal roadways in adjacent states;
- Connect with deep-water ports;
- Connect with Mexican ports of entry;
- Serve significant military or national security installations;
- Serve tourism or recreational areas;
- Comprise major truck routes;
- Be located within 25 miles or less of cities with populations of 10,000 or greater;
- Close gaps in the existing state highway system; and
- Provide system connectivity.[1]

The THFN includes 15 commercial vehicle crossings that connect to Mexico's transportation systems (Figure 2).[1] Goods moving across the border travel on 14 international bridges, which accommodate 68% of all trucks coming from Mexico into the U.S.[1] Additionally, a 15th facility, the Donna International Bridge, serves empty containers moving across the border.[1] TxDOT is

currently working on completing the *Texas-Mexico Border Transportation Master Plan*, which will contain more detailed information on border crossings.[40]

During development of the 2018 TFMP, stakeholders identified the need for more coordinated border crossing management, shorter and more predictable border wait times, and mitigation of freight bottlenecks at border crossings.

Figure 2: Texas-Mexico Commercial Vehicle Border Crossings



Map ID	Commercial (Truck) BPOE
Truck 1	Bridge of the Americas
Truck 2	Ysleta-Zaragoza Bridge
Truck 3	Tornillo-Guadalupe International Bridge
Truck 4	Presidio Bridge
Truck 5	Del Rio-Ciudad Acuna International Bridge
Truck 6	Camino Real International Bridge
Truck 7	Laredo-Colombia Solidarity Bridge
Truck 8	World Trade Bridge
Truck 9	Roma-Ciudad Miguel Aleman Bridge
Truck 10	Rio Grande City Camargo Bridge
Truck 11	Pharr-Reynosa International Bridge on the Rise
Truck 12	Donna International Bridge
Truck 13	Weslaco-Progreso International Bridge
Truck 14	Free Trade Bridge
Truck 15	Veterans International Bridge at Los Tomates

Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018[1]

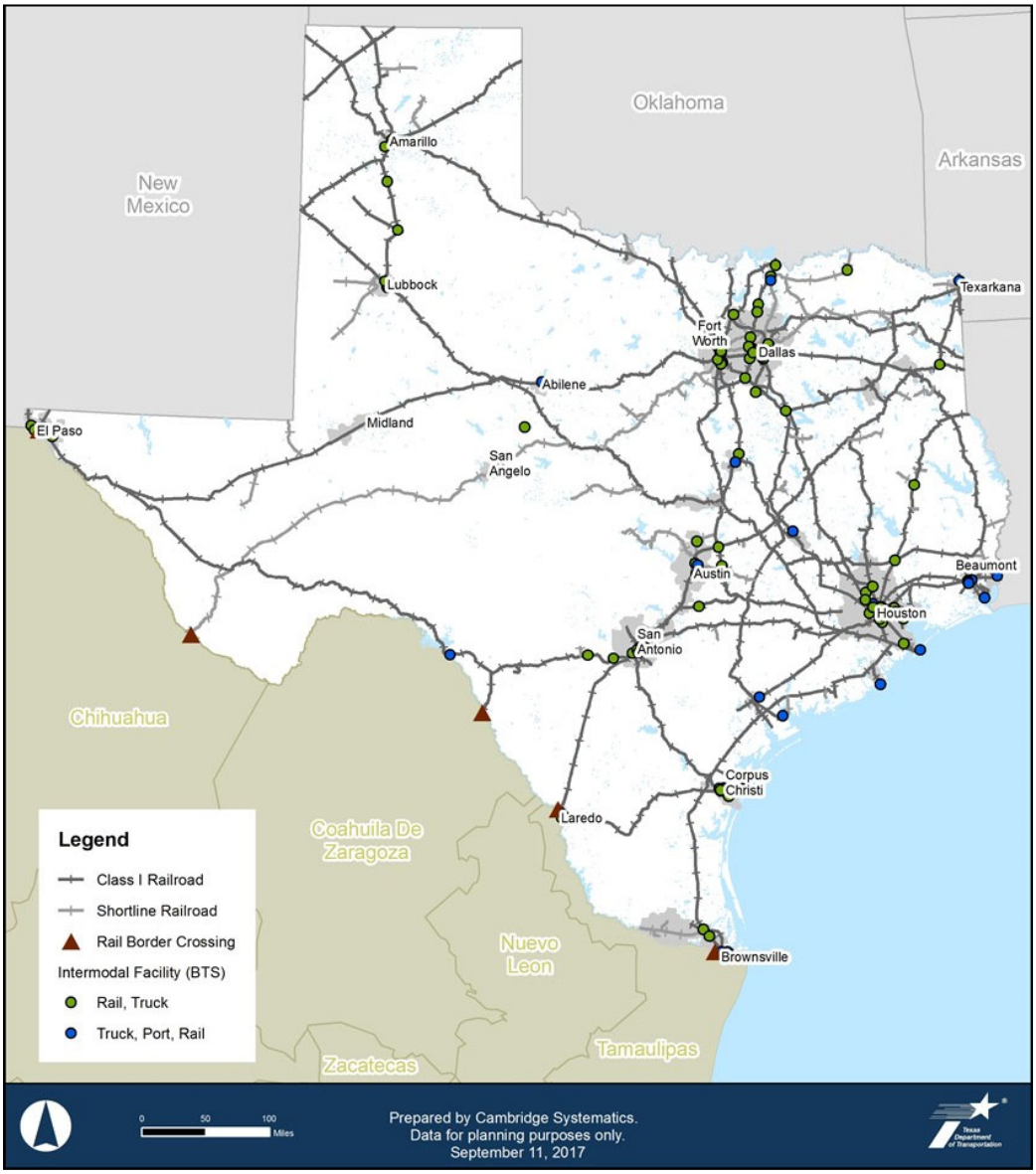
4.1.2 **Rail**

Freight Rail

With more than 10,500 track miles, Texas has more miles of rail than any other state.[41] Three major (Class I) railroad companies operate within Texas: BNSF Railway, Kansas City Southern, and Union Pacific.[1] Additionally, there are 49 shortline railroads that serve as important first- and last-mile connections for the Class I railroads, Texas ports, and numerous industries.[1] In total, rail accounted for just more than 20% of the tonnage moved to Texas in 2016, which equated to 440 million tons.[7]

Texas is home to five of the seven rail border crossings between the U.S. and Mexico: The West Rail Bypass International Bridge in Brownsville, Bridge of the Americas in El Paso, Texas Mexican Railway International Bridge in Laredo, and the Camino Real International Bridge in Eagle Pass.[1] In addition, the Presidio Rail Bridge is expected to reopen within the next five years. The Texas Rail Network is shown in Figure 3.[1]

Figure 3: Railroads on the Texas Multimodal Freight Network



Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018[1]

4.1.3 Ports and Waterways

Texas has 12 deep draft and nine shallow draft commercial ports.[40] A deep draft port is defined as a port having a channel depth greater than 30 feet.[40] The ports are connected by the Gulf Intracoastal Waterway (GIWW), which runs from Texas to Florida and was designated as Marine Highway 69 in 2016.[1] In 2016, 86 million tons were transported along the Texas portion of the GIWW.[1] Cargo carried on the GIWW helps reduce congestion and wear and tear on the state's highway and rail systems, which decreases maintenance costs and extends the lifespan of inland infrastructure. Furthermore,

transporting goods on the GIWW is the most fuel-efficient mode of transportation, producing the smallest amount of air pollutants per ton of cargo carried when compared to air, train, or truck.[42]

Ports and waterways on the TMFN handled more than 476 million tons of freight or approximately 22% of the total tonnage for all modes in 2016.[7] As of 2018, six Texas ports ranked in the top 50 ports in the U.S. for total tonnage; the Port of Houston had the second-highest tonnage of any port in the nation.[43] The NMFN includes all U.S. ports handling two million or more short-tons of cargo annually; TxDOT adopted the same criteria in designating facilities for the TMFN.[1] The national ranking for the top-ranking ports by tonnage included on the TMFN and a map of all other the ports can be found in Table 7and Figure 4, respectively.

Table 7: Tonnage of Top 50 U.S. Water Ports in Texas Reported in 2018

Port	National Rank	Total Tons (Millions)
Houston	2	268.9
Beaumont	4	100.2
Corpus Christi	5	93.5
Texas City	15	42.7
Port Arthur	17	39.9
Freeport	28	25.4

Source: U.S. Army Corps of Engineers[43]

Figure 4: Ports on the Texas Multimodal Freight Network

Source: Texas Department of Transportation (2018) Texas Freight Mobility Plan 2018[1]

There are currently five congressionally authorized ship channel improvement projects, four of which will enable the ports to accommodate larger ships.[44] This has implications for the ports as well as the rail, roadways, pipelines, and waterways that are used to transport cargo to and from the port. All Texas ports depend on U.S. and state highways for access to their facilities. Of the 12 major Texas ports – Beaumont, Brownsville, Calhoun, Corpus Christi, Freeport, Galveston, Houston, Orange, Port Arthur, Port Isabel, Texas City, Victoria – ten are served by at least one of three interstate highways: I-10, I-45 and I-69.[1] Land usage near the ports can also affect port operations, often inhibiting the efficient movement of trucks due to incompatible land uses.[45] Additionally, larger ships will require increased air drafts over waterways. This means that some of the lower-draft clearance bridges must be replaced with bridges with a higher clearance like what is currently being done in Corpus Christi with the Harbor Bridge.[45]

4.1.4 **Air Cargo**

In 2018, Texas was home to six of the top 50 cargo airports in the U.S.: Dallas/Fort Worth International, George Bush Intercontinental/Houston, San Antonio International, Fort Worth Alliance, El Paso International, and Laredo International (Austin Bergstrom International Airport is ranked #51).[11] Air cargo tonnage is expected to grow at a higher rate than any other mode due to the proliferation of e-commerce paired with expectations of one- or two-day shipping among other market changes.[1] In 2016 air cargo accounted for more than 1.1 million tons of landed weight in Texas.[7]

Landed weights for airports included in the TMFN have been increasing in recent years, as presented in Figure 5. All six Texas intermodal airports saw growth in landed weight of at least 25 percent between 2013 and 2018, led by Laredo International Airport at 71.6 percent.[11,46]

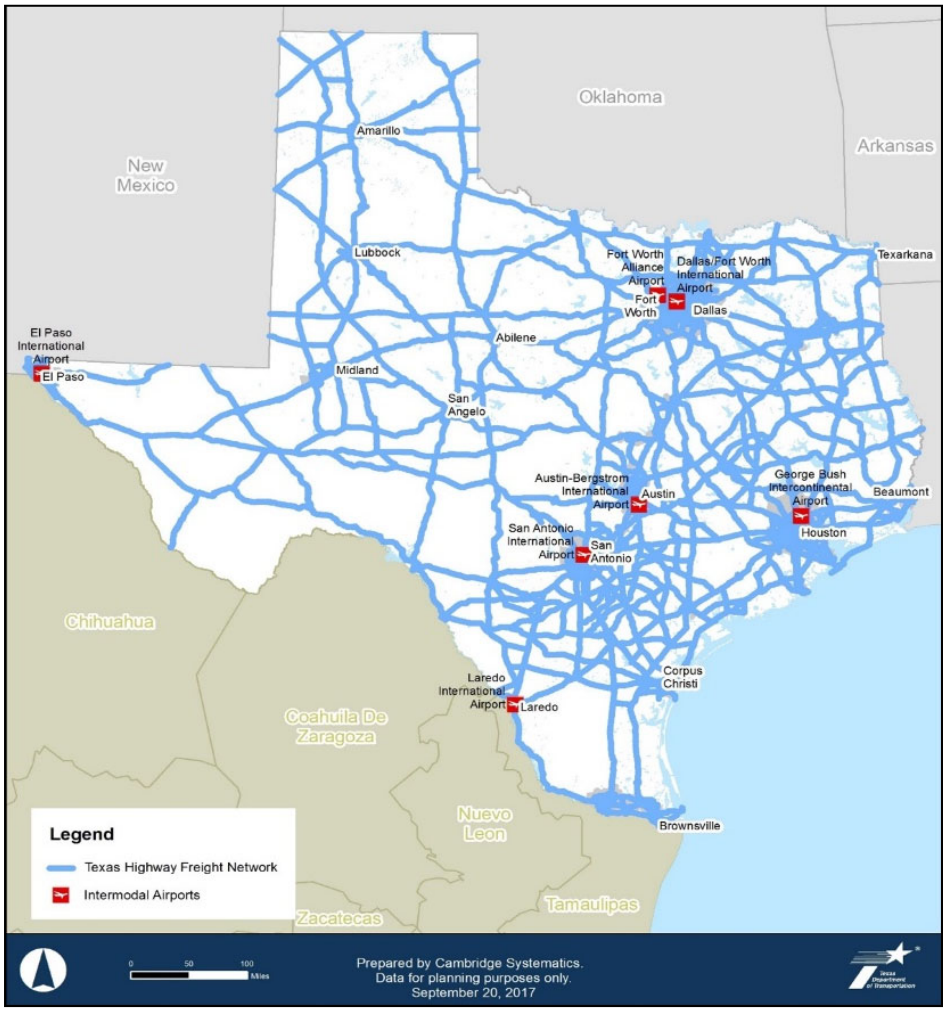
Airport connectivity to the surrounding transportation network and built environment enables goods to move to their final destinations. Successful air cargo operations require freight-supportive facilities (e.g., cold storage, warehousing) within proximity to facilitate multi-modal freight movement. Transportation infrastructure, such as arterial and local roadways, which provide "first-mile/last-mile" connections to the main freight network, are also crucial for air cargo movement. Table 8 summarizes the growth in landed weight at Texas intermodal airports and Figure 5 displays their location in relation to the THFN.

Table 8: Airports on the Texas Multimodal Freight Network with Highest Landed Weight (2013-2018)

Airport Name	Landed Weight (in millions of pounds)		
	2013	2018	% Change 2013-2018
Laredo International	393.0	674.3	71.6%
El Paso International	480.6	700.7	45.8%
Fort Worth Alliance	636.9	922.6	44.9%
Dallas-Fort Worth International	3,062.5	4,303.6	40.5%
George Bush Intercontinental/Houston	1,704.2	2,198.0	29.0%
San Antonio International	737.3	922.8	25.1%

Source: Federal Aviation Administration (2019), All-Cargo Data for U.S. Airports.[11]

Figure 5: Texas Airports on the Texas Multimodal Freight Network

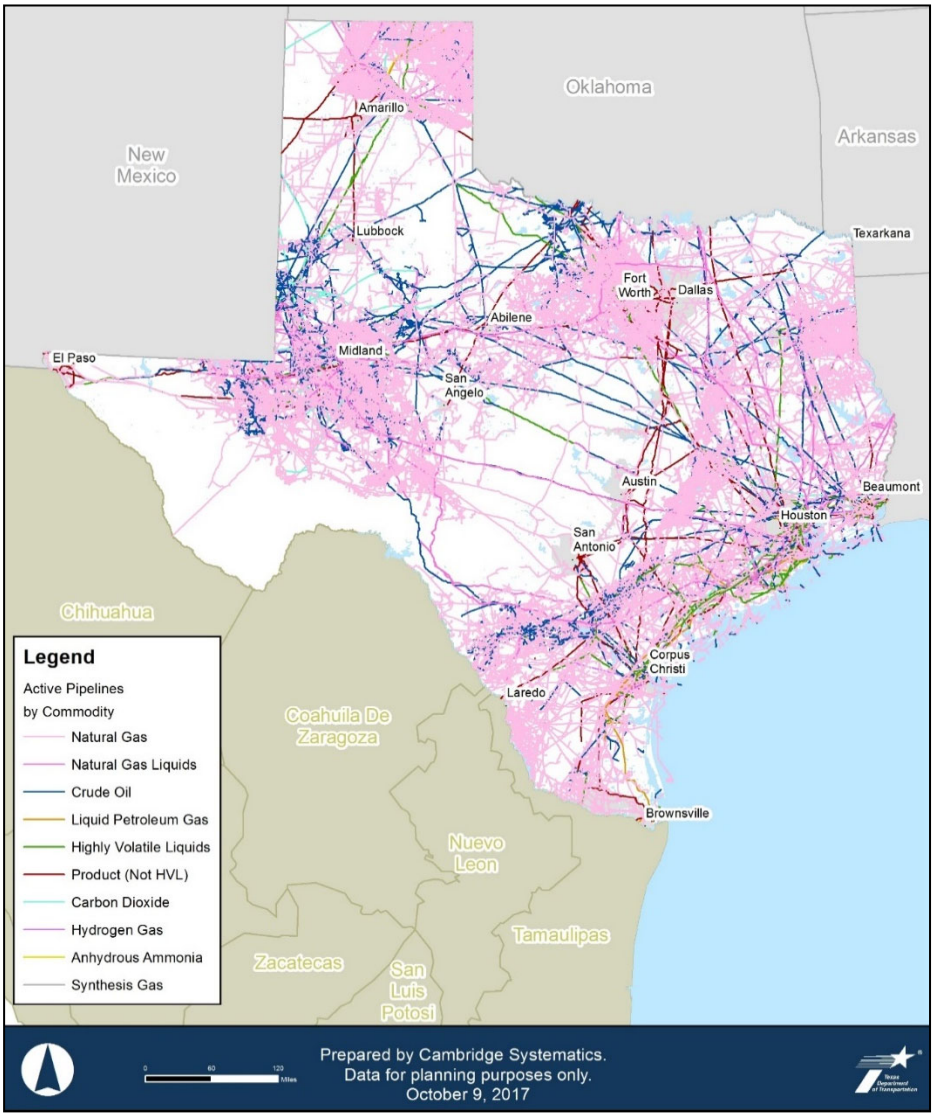


Source: Texas Department of Transportation (2018). Texas Freight Mobility Plan 2018[1]

4.1.5 **Pipelines**

Pipelines play a critical role in moving crude oil, natural gas, petroleum products, chemicals, and a variety of other fluid commodities. Texas has a total of 448,446 miles of pipelines, which carried more than 826 million tons of cargo in 2016.[40] These pipelines are privately owned and managed by more than 1,280 companies.[1] The extent of the Texas pipeline network is shown in Figure 6.

Figure 6: Texas Pipelines, 2017



Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018[1]

Pipelines in Texas are operated at or near their capacity levels to meet the growing demand for oil, natural gas, and other commodities.[1] The scale and speed with which the energy industry has grown in Texas, particularly within the Barnett Shale Formation, Permian Basin, and Eagle Ford Shale regions, has challenged many pipeline companies to respond quickly.[1] Improvements to the privately owned pipeline infrastructure will be critical to performance of the Texas Multimodal Freight Network as the role of pipelines grows.

4.2 **Historic and Current Performance**

Roadway congestion negatively affects freight movement in Texas in terms of increased operational costs and lost productivity for drivers, which in turn result in higher costs for

shipments, supply chains, and finished products. In recent years, congestion costs have increased significantly for the trucking industry, particularly in urban areas. Between 2013 and 2016, statewide truck congestion costs have increased by $5 billion, with the Houston area alone experiencing a tripling of annual congestion costs to more than $1.3 billion.[47,48]

Freight bottlenecks are specific locations on the highway network where frequent traffic congestion has a significant impact on truck operations. Bottlenecks are typically located in urban areas and may occur at highway interchanges and merges/diverges, locations where the number of lanes drops, or other sites where roadway design or the volume of vehicles leads to a localized area of congestion. As shown in Table 9, seven of the top 50 freight bottlenecks nationwide are located in Texas, as identified in 2020 by the American Transportation Research Institute for FHWA. [49]

Table 9: Texas Freight Bottlenecks in the Top 50 Nationwide

Location	2020 Ranking
Houston, TX: I-45 at I-69/U.S. 59	4
Houston, TX: I-10 at I-45	14
Austin, TX: I-35	16
Houston, TX: I-45 at I-610 (North)	17
Dallas, TX: I-45 at I-30	18
Houston, TX: I-10 at I-610 (West)	23
Dallas, TX: U.S. 75 at I-635	43

Source: American Transportation Research Institute (2020), Top 100 Bottlenecks — 2020[49]

5.0 TXDOT'S STEWARDSHIP

TxDOT provides stewardship in maintaining and improving the state's freight infrastructure by conducting freight planning efforts and developing tools that facilitate freight planning.

5.1 Plans

The 2018 TFMP is the state's most recent comprehensive multimodal freight plan and focuses on facilitating and improving the efficient and safe movement of freight. The plan is an evolution from the 2016 Freight Plan, which identified challenges, investment strategies, policies, and data needed to enhance freight safety and mobility across all modes.[40] Key components of the TFMP include:

- Outlining high-, medium-, and low-priority plans for freight investments and planning activities;
- Identifying freight transportation facilities that are critical to economic growth and goods movement and updating the TMFN through a comprehensive, data-driven, stakeholder-informed process;

- Providing strategies to enhance economic growth and competitiveness by focusing on key freight intensive industries throughout the state and improvements on the TMFN;
- Updating the economic impact of all freight modes on Texas and its economy;
- Validating and expanding policies and investment strategies to enhance the Texas freight transportation system;
- Ensuring consistency with neighboring states and federal goals and objectives; and
- Providing a realistic implementation plan focused on immediate and robust strategies to ensure prioritized needs will be addressed within a reasonable timeframe.[40]

Due to new requirements in the FAST Act, the 2018 TFMP was adopted two years after the 2016 Freight Plan. Going forward, it is expected that the TFMP will be updated every five years.

5.2 Planning Tools

TxDOT leverages a wide assortment of tools to assess and forecast performance levels on the TMFN with a focus on the highway network. Beyond various in-house analytical spreadsheets and data processing tools, TxDOT applies the following predictive software.

- **Statewide Analysis Model Version 4 (SAMv4)** – Texas statewide multimodal travel demand model that provides forecasts for both highway passenger travel and freight transport, while factoring in intercity and high-speed passenger rail ridership, freight tonnage and train forecasts, and forecasts of air passenger travel to and from Texas airports.
- **Pavement Analyst** – TxDOT's pavement management tool, which serves as a repository for pavement condition data and as a tool for identifying and evaluating the predicted performance benefits of cost-effective work activities. It forecasts pavement conditions, recommends optimized pavement work plans, and allows for scenario analysis, among other functions.

This collection of in-house tools and predictive software, such as TxDOT's Crash Records Information System (CRIS) and data from TxDOT's Bridge Division, enables TxDOT to understand likely future traffic volumes and speeds, pavement conditions, as well as possible crash totals and bridge sufficiency. These performance levels are used as a guide during the development of unconstrained projects in support of TFMP goals and objectives.

5.3 Needs Assessment

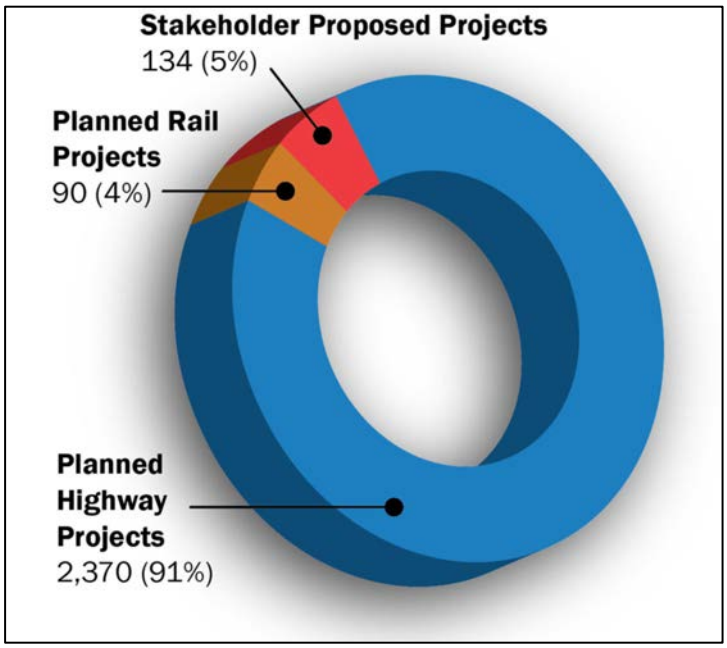
Chapter 10 of 2018 TFMP presents an in-depth discussion of freight transportation needs on the THFN, including safety, mobility and reliability, alternative routes/frontage roads, highway asset preservation, and rural highway needs.

The TFMP includes an Unconstrained Freight Investment Plan which contains project listings identified as supporting freight mobility.[40] As of 2018, 2,594 projects totaling $66 billion are in the plan, including:

- Projects in the 2018 Unified Transportation Program and TxDOT Project Tracker including both partially and fully funded projects;
- Private-sector rail projects identified by the railroads and public-sector partners regardless of funding status; and
- Projects proposed by stakeholders that are not yet in any TxDOT plans.[40]

Figure 7 shows the proportion of highway, rail, and stakeholder-proposed projects in the Unconstrained Freight Investment Plan. Planned highway projects will improve mobility for the traveling public as well as for freight transportation.

Figure 7: Summary of Projects in the Unconstrained Freight Investment Plan



Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018

MOVING FORWARD

Freight transportation is a ubiquitous component of a modern economy. It will both affect and be affected by broader state, national, and international trends and issues. Policy considerations and initiatives will play an important role in evolving Texas freight transportation system to meet the state's needs.

The stakeholder input process around the 2018 TFMP included exhaustive brainstorming sessions around trends, issues, and policy considerations and initiatives. The results of those discussions are summarized in this section.

5.4 Trends and Impacts

Chapter 4 of the 2018 TFMP contains an in-depth discussion of trends and issues likely to affect freight transportation in Texas in the future. Exhibit 4-1 in the TFMP, reproduced here as Table 10, summarizes key trends.

Table 10: Key Trends Impacting Freight Transportation in Texas

Categories	Trend Areas
Trade and Employment	• Effects of key international trade markets
	• Impacts of the Panama Canal expansion
	• Employment and industry trends
Demographics	• Significant population growth
	• Importance of mega-regions
Energy	• Expanding Texas oil and gas production
	• Increased use of renewable energy production
	• Increased use of alternative transportation fuels
Technology	• Widening use of Intelligent Transportation Systems
	• Advent and growth of autonomous freight vehicles
	• Availability of alternate delivery systems
Business and Consumer Practices	• Sourcing trends
	• Advances in manufacturing
	• Increased growth of e-commerce

Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018[1]

5.5 Policy Considerations and Initiatives

Chapter 11 of the 2018 TFMP contains a list of policy recommendations, summarized in Table 11.

Table 11: Summary of Texas Freight Mobility Plan 2018 Policy Recommendations

Topic	Recommendation
TxDOT Freight Planning Capacity and Activities	The state should continue to support and expand freight planning capacity and activities.
Freight Network Designation and Investment	TxDOT should use the adopted Texas Multimodal Freight Network as the strategic framework for statewide transportation investment decisions.
Texas Highway Freight Network Design Guidelines and Implementation	TxDOT should review and modify design standards on the Texas Highway Freight Network to facilitate safe and efficient movement of people and goods.
Multimodal Freight Planning, Programming and Implementation	TxDOT should implement multimodal freight planning, programming and implementation guidelines for integrating freight into the TxDOT investment decision-making process.
Multimodal Connectivity	The state should invest in strategies and solutions that link the different freight transportation modes.
Urban Freight Movement	The state should continue to address freight transportation issues critical to the urban areas in Texas that support mobility and economic growth.
Rural Connectivity	The state should continue to address freight transportation issues critical to the rural areas in Texas that support economic development.
Economic Development and Economic Competitiveness	The state should align investments in the transportation system with the state's vision for economic growth and global competitiveness.
Texas as a Global Trade and Logistics Hub and Gateway	The state should invest in strategic transportation solutions to ensure Texas is the leader in North American trade and a top international trade gateway and national logistics hub.
Safety, Security and Resiliency of the Freight Transportation System	TxDOT should identify and implement strategies that will improve safety, security and resiliency on the Texas Multimodal Freight Network.
Freight Transportation Asset Preservation	TxDOT should continue to invest and pursue innovative strategies in asset preservation on the Texas Highway Freight Network.
Freight-Based Technology Solutions and Innovation	TxDOT should develop and implement innovative transportation technologies, techniques, research and methods.
Stewardship and Project Delivery	TxDOT should continue to identify and adopt strategies to improve the management of freight transportation resources and promote accountable, transparent decision-making.
International Border Crossings	The state should invest in transportation strategies to improve freight mobility across international border crossings.
Energy Sector Development Transportation	TxDOT and the state should continue to identify and address current and future energy freight transportation needs and impacts.

Topic	Recommendation
Rail Freight Transportation	TxDOT should continue to work with the private-sector rail industry and other stakeholders to identify strategies that expand rail capacity, improve rail fluidity and ease traffic congestion to accommodate projected growth in imports and exports.
Port and Waterway Freight Transportation	TxDOT should continue to work with the Texas ports through the Texas Port Authority Advisory Committee, Texas Port Association, the U.S. Army Corps of Engineers and other stakeholders to pursue strategies to strengthen and improve maritime freight operations and efficiencies.
Air Cargo Transportation	TxDOT should integrate air cargo needs into state planning activities, initiatives and project development.
Pipeline Infrastructure	TxDOT and the Texas Railroad Commission should work with the public and private sectors in support of strategies that address pipeline needs.
Funding and Financing	The state should investigate additional options for funding and financing flexibility for transportation projects that impact freight movement.
Institutional Coordination and Collaboration	TxDOT should coordinate with international, national, state, regional and local agencies and private sector stakeholders.
Public Education and Awareness	In partnership with the public and private sectors, TxDOT should lead education and communication efforts that build awareness of the importance of efficient freight movement to the state's economy and quality of life.

Source: Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018[1]

In addition, Chapter 11 contains several freight program recommendations, summarized in Table 12.

Table 12: Summary of Texas Freight Mobility Plan 2018 Freight Program Recommendations

Topic	Recommendation
TxDOT Multimodal Freight Planning	The state should continue to develop and administer a comprehensive and multimodal TxDOT Freight Planning Program, focused both on developing strategies, policies and methodologies for improving the freight transportation system and linking transportation investments to the state's economic development goals.
Freight Movement Education and Public Awareness	The state should develop a Freight Movement Public Education and Awareness Program to educate the public, elected officials, policymakers and other stakeholders on the economic benefits of freight and safety-related issues.
Freight-Based Technology and Operations	The state should develop and implement a statewide Freight Technology-Based Solutions Program focused on enhancing freight transportation system safety, management, operations and asset preservation.

Topic	Recommendation
Texas Border-Crossing Transportation and Trade	The state should continue to work with the Border Trade Advisory Committee to enhance international border coordination strategies to improve freight transportation safety, mobility and efficiency and to facilitate trade and travel without compromising security, through the adoption of a Border Strategic Transportation Blueprint and a Border Master Plan.
Highway Development and Improvement	The state should continue to advance safety and mobility on the Texas Highway Freight Network through the development of a Texas Highway Freight Network Safety Program, a Freight Network Bridge Reconstruction and Replacement Program, an Interchange Reconstruction Program, and a Statewide Construction Management and Coordination Program.
Rail Development and Improvement	The state should continue to update its Texas State Rail Plan, prepared in accordance with federal regulations and through the involvement of passenger and freight railroad stakeholders.
Port and Waterway Development and Improvement	The state should continue working with Texas ports and other stakeholders to identify strategies that expand port and waterway capacity and improve waterway infrastructure through the Texas Port Authority Advisory Committee, through its Maritime Ports Strategic Mission Plan and biennial Texas Ports Capital Program.
Aviation-Air Cargo Development and Improvement	The state should develop a comprehensive Air Cargo Development and Improvement Program focused on working with Texas airports and other stakeholders to identify strategies that expand air cargo capacity and improve air cargo transportation infrastructure.

Source: Texas Department of Transportation (2018), Texas Freight Mobility Plan 2018[1]

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Texas Transportation Plan (TTP) 2050

Technical Memo 16: Revenue Forecast

May 2020

This document is released for the purposes of interim review under the authority of TxDOT's Transportation Planning and Programming (TPP) division on May 14, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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List of Acronyms

AIP	Airport Improvement Program
AFV	Alternative Fuel Vehicle
CRE	Comptroller's Certification Revenue Estimate
EV	Electric Vehicle
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GARB	General Airport Revenue Bond
GF	General Fund
GIWW	Gulf Intracoastal Waterway
GO	General Obligation
HTF	National Highway Trust Fund
MBUF	Mileage-Based User Fee
MTA	Metropolitan Transit Authority
PFC	Passenger Facility Charges
RUC	Road Use Charge
SH	State Highway
SHF	State Highway Fund
SWCAP	Statewide Cost Allocation Program
TA	Transportation Alternatives Set-Aside Program
TEMPO	Association of Texas Metropolitan Planning Organizations
TERP	Texas Emissions Reduction Plan
TMF	Texas Mobility Fund
TTI	Texas Transportation Institute
TRENDS	Transportation Revenue Estimator and Needs Determination System
TxDMV	Texas Department of Motor Vehicles
TxDOT	Texas Department of Transportation
USDOT	U.S. Department of Transportation
UTP	Unified Transportation Plan
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

To understand the magnitude of the challenge of developing and maintaining the Texas transportation system, it is important to understand the many sources of revenue to TxDOT and how these revenue sources are projected to change over time. The amount of funding received by TxDOT through its major revenue sources is a function of several economic and demographic variables, which are projected from a variety of source data and methodologies.

Combined with a quantification of future Texas transportation system investment needs and opportunities, the revenue forecast yields a projection of whether current transportation funding sources will be adequate to fund the construction, maintenance, and operation of the transportation system needed to sustain Texas population and economy. A forecast that reflects the complex structure of TxDOT's funding sources and that portrays a consistent story of how these sources generate revenue over time is necessary to be able to align investment priorities with anticipated revenue and evaluate potential performance outcomes.

Note that unless otherwise indicated, all figures are presented in 2020 constant dollars. The annual discount/inflation rate used to adjust future revenue figures to 2020 dollars is 4.0%. The numbers presented here do not incorporate potential new funding sources beyond a continuation of current funds. The applied inflation rate is higher than recently observed, such that actual purchasing power could end up being greater than the forecast.

2.0 FORECASTED TXDOT REVENUE

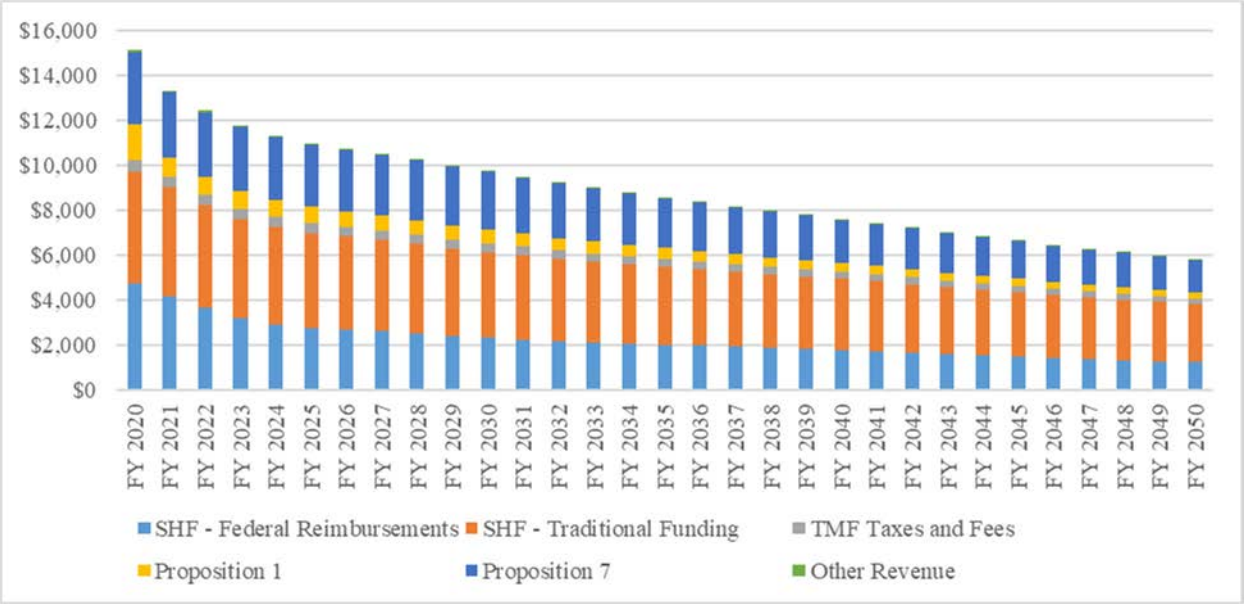
Total TxDOT revenue for the TTP 2050 planning timeframe is projected to be $276.6 billion, with the majority of funding coming by way of the State Highway Fund (SHF). Included in the SHF is the portion of the national Highway Trust Fund (HTF) allocated to Texas. The HTF is the primary federal funding source for highways and mass transit, with revenues coming primarily from federal taxes on gasoline and diesel fuel.

The sources included in the forecasted TxDOT revenue are:

- SHF – Federal Reimbursements (includes funding from the HTF);
- SHF – Traditional Funding (e.g. state motor fuels tax, vehicle registration fees);
- Texas Mobility Fund (TMF) – Taxes and Fees (e.g. driver's license and vehicle inspection fees);
- Proposition 1 (portion of oil and natural gas production tax);
- Proposition 7 (sales and use tax, state motor vehicle sales and rental tax); and
- Other Revenue (e.g. interest, toll revenue).

TxDOT's forecasted annual revenues by source is presented in Figure 1.

Figure 1: Forecasted Annual TxDOT Revenue by Source FY 2020–FY 2050 (in millions of constant 2020 dollars)



Source: TTP 2050 Revenue Forecast Analysis

The TTP 2050 revenue forecast is based on the TxDOT annual Long-Range Revenue Forecast.[1] TxDOT's annual forecast covers a 25-year timeframe and is informed by the following:

- The Transportation Revenue Estimator and Needs Determination System (TRENDS) Model developed with the Association of Texas Metropolitan Planning Organizations (TEMPO). TRENDS is an interactive website co-designed by TxDOT and the Texas Transportation Institute (TTI) to provide transportation planners, policy makers and the public with a tool to forecast revenues and expenses for TxDOT;
- Texas projected contributions to, and allocations from, the HTF;
- The Comptroller's Certification Revenue Estimate (CRE);
- Historic growth rates/trends; and
- Projected cash balances (used for interest revenue).

A major difference between the TTP 2050 revenue forecast and that of TxDOT's annual long-range forecast is that the TTP 2050 revenue forecast assumes funding provisions for both Proposition 1 and Proposition 7 (the details of which will be covered in a subsequent section) will continue throughout the planning timeframe. TxDOT's annual long-range forecast reflects the legislated expirations of those Propositions.

Of the $276.6 billion in forecasted TxDOT revenue, $137.7 billion is anticipated to be transferred out or used for non-letting expenditures such as engineering, right-of-way, non-letting maintenance, administration, debt service, non-highway programs (e.g. public transportation, aviation), and other programs for which TxDOT serves as a pass-through. The remaining $138.9

billion is forecasted to be available for projects that will go through TxDOT's Unified Transportation Program (UTP), which is covered in a subsequent section. This annual breakdown is shown in Figure 2.

Figure 2: Forecasted Annual TxDOT Revenue Letting vs. Non-Letting FY 2020–FY 2050 (in millions of constant 2020 dollars)

Source: TTP 2050 Revenue Forecast Analysis

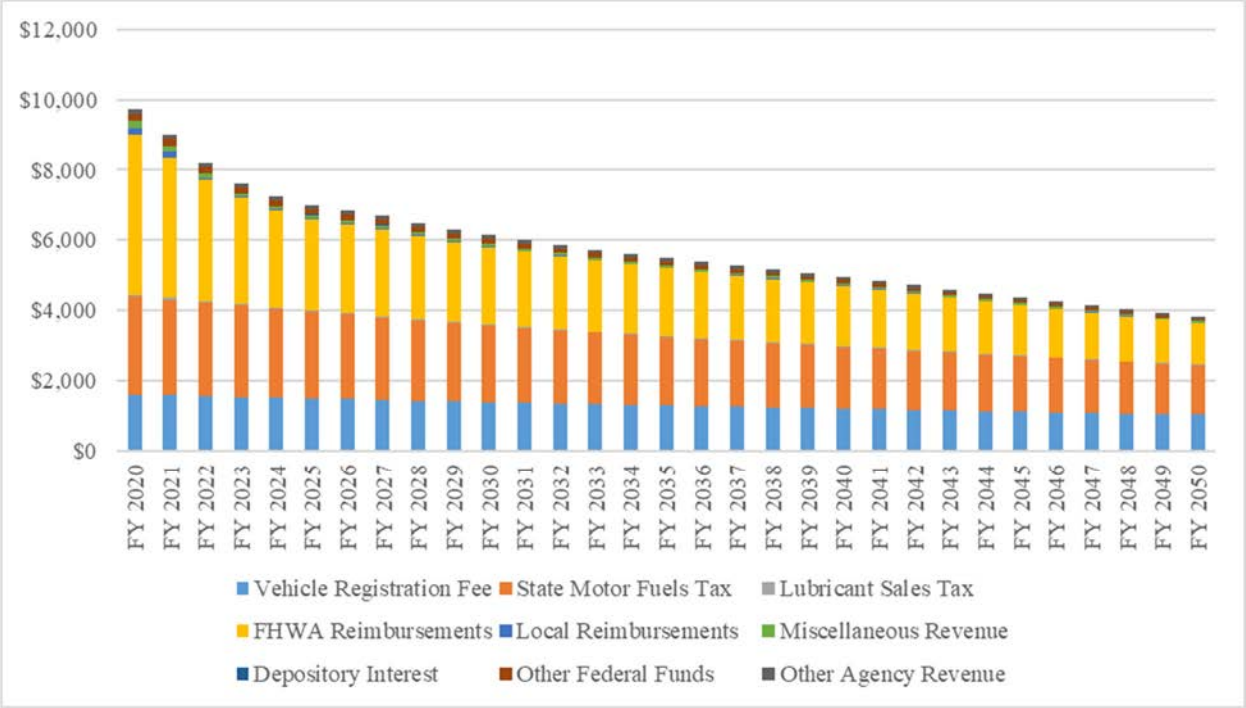
3.0 REVENUE SOURCES

3.1 State Highway Fund

The State Highway Fund (SHF) is TxDOT's primary funding source. The SHF has a main account and subaccounts, the latter being for Propositions 1 and 7 funding, and other funds reserved for specific purposes. For the purposes of this memo, SHF refers to the main account.

The SHF is forecasted to receive $179.0 billion for the TTP 2050 planning timeframe. Certain revenue sources in the SHF are constitutionally dedicated for public roadways and cannot be spent on other modes of transportation. The SHF receives traditional transportation funding sources such as state motor fuel taxes and motor vehicle registration fees. The annual forecasted SHF revenues by source are shown in Figure 3.

Figure 3: Forecasted Annual SHF Revenue by Source FY 2020–FY 2050 (in millions of constant 2020 dollars)



Source: TTP 2050 Revenue Forecast Analysis

The SHF includes Federal Highway Administration (FHWA) reimbursements which come primarily from the federal taxes on gasoline and diesel deposited into the Highway Trust Fund (HTF). The U.S. Congress transferred approximately $141 billion in general revenues to the HTF to maintain spending on transportation programs from 2008 to 2015. However, it is anticipated that after 2021, there will be a gap between forecasted HTF revenues and spending.[2]

State revenue into the SHF primarily comes from state motor fuel tax and vehicle registration fees, the forecasts for which used projected growth rates blended with the TRENDS Model. The TRENDS model incorporates data and assumptions on items such as changes in fuel efficiencies, population growth rates, inflation rates, taxes, fees, and other state economic factors. The TRENDS model divides annual vehicle miles traveled for both personal and commercial vehicles by the projected average fleet-wide MPG for each to determine gallons of fuel used annually.

Other major funding sources included in the SHF forecast are:

- Lubricant sales tax based on the CRE;
- Local reimbursements projected at the amount of match typically required each year plus any remaining reimbursements on projects that have already been awarded. Local funds beyond the required match in future years are added to the forecast at the time of the letting and are not reflected here;

- Other federal funds, which include reimbursement programs for aviation and public transportation;
- Depository interest based on projected cash balances;
- Miscellaneous revenue, which includes all taxes and fees to the SHF not specifically broken out in the previous sources; and
- Other agency revenue, which is primarily related to the Special Vehicle Permit fees and Motor Vehicle Certificates collected by the Texas Department of Motor Vehicles (TxDMV). Most Other Agency Revenue that had been deposited to the SHF was moved to the General Revenue Fund in FY 2016.

Of the $179.0 billion in forecasted SHF revenue, $108.6 billion is anticipated to be transferred out or used for non-letting expenditures. Major non-letting expenditures from the SHF include debt service on Proposition 14 revenue bonds, administration, aviation, engineering, maintenance, public transportation. The appropriations in 2019 House Bill 1 (the 2020-21 General Appropriations Act) are the basis for calculating the $108.6 billion in non-letting expenditures for the TTP 2050 timeframe.[1] The remaining $70.4 billion is forecasted to be available for projects that will go through the UTP.

3.2 **Texas Mobility Fund Taxes and Fees**

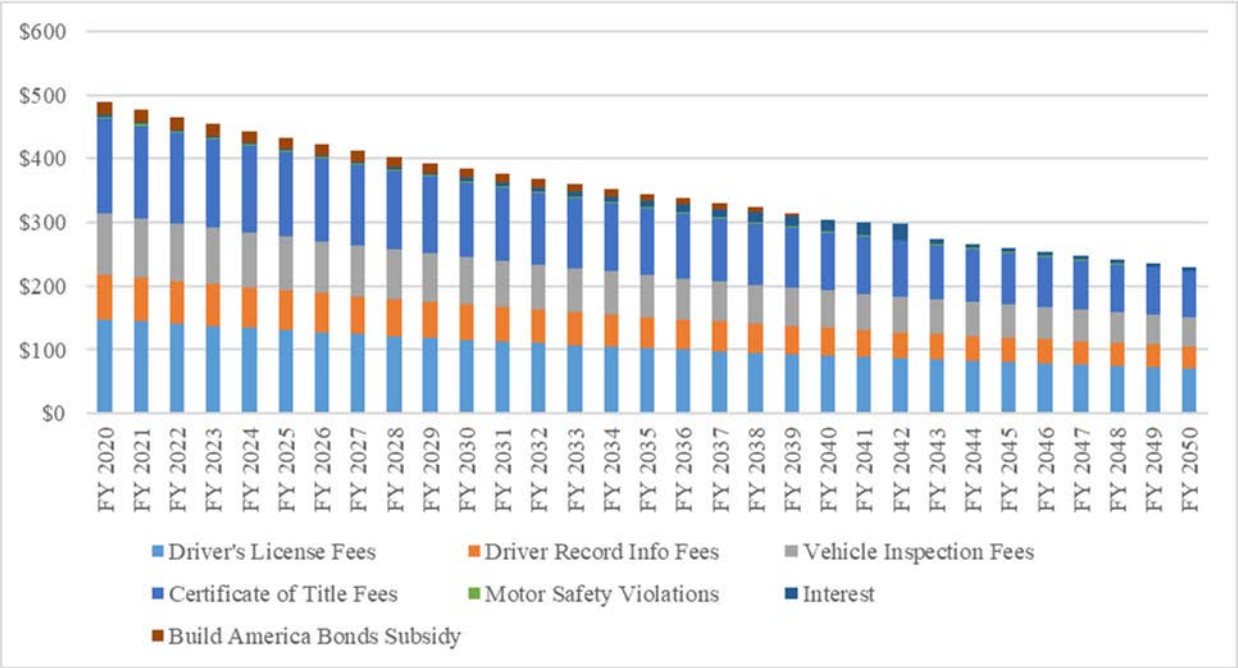
Over time, traditional funding from gas tax revenues has proven to be insufficient to meet the needs of the Texas highway system. To address this, the Texas Legislature provided TxDOT with various debt financing tools to allow projects to move forward that otherwise would have stalled and been subject to substantial inflation if TxDOT had been required to pay on a cash basis.[3] The TMF was one of the financing tools provided. The bonds issued through the TMF are secured by revenue sources that include driver's license fees and vehicle inspection fees (the "TMF Taxes and Fees"). The TMF taxes and fees are forecasted to generate $10.8 billion in revenue for the TTP 2050 planning timeframe. The annual forecasted TMF revenues by source are shown in Figure 4. The decline in overall funds is consistent with the potential loss of purchasing power resulting from compounding inflation.

Annual TMF taxes and fees are forecasted to be in excess of the annual TMF debt service payments. However, a minimum TMF cash balance must be maintained in the event that future revenues do not meet forecasted amounts. Maintaining that minimum balance is critical as the TMF bonds are pledged with the state's full faith and credit; i.e. if the TMF revenues are insufficient, general revenue will be used to pay TMF debt service.

While a portion of the TMF taxes and fees in excess of debt service are projected to be allocated to project development (e.g. right of way and engineering), it is assumed that no TMF taxes and fees will be available for letting for the purposes of forecasting revenue for the TTP 2050 planning

timeframe. The bond proceeds from the debt financing tools have been fully allocated to existing projects and all bonding opportunities from those tools have been exhausted or suspended.

Figure 4: Forecasted Annual TMF Revenue by Source FY 2020-FY 2050 (in millions of constant 2020 dollars)



Source: TTP 2050 Revenue Forecast Analysis

3.3 **Proposition 1 and Proposition 7**

The most recent non-traditional funding sources provided to TxDOT by the Legislature are not bond programs, but rather allocations to TxDOT of existing state revenue streams. In 2014, Texas voters approved the ballot measure known as Proposition 1. Proposition 1 allocates a portion of oil and natural gas production tax revenue towards "constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads."[3]

In 2015, voters approved Proposition 7, which consists of two funding provisions.[4] The first requires that up to $2.5 billion of annual net revenue from state sales and use tax in excess of the first $28 billion collected by the state be used to fund the state's highway system. The second provision requires that 35% of the amount of annual state motor vehicle sales and rental tax in excess of $5 billion also be used to support the highway system.[4] The annual dollar thresholds in Propositions 1 and 7 are in constant dollars and do not adjust for inflation.

Proposition 1 was initially set to expire in FY 2025; a bill to extend it through FY 2035 was signed into law in June 2019. The first and second provisions for Proposition 7 are set to expire in FY 2032 and FY 2029, respectively. However, the TTP 2050 revenue forecast assumes that the funding provisions for both Proposition 1 and Proposition 7 will continue throughout the planning timeframe.

Proposition 1 revenue is forecasted to remain constant from FY 2021 through FY 2050. Proposition 7 revenue is forecasted to increase at a rate based on projected growth in revenue from the motor vehicle sales tax. These assumptions would result in Proposition 1 and Proposition 7 providing $16.9 billion and $69.0 billion, respectively, to TxDOT over the TTP 2050 planning timeframe. A portion of those amounts are anticipated to go towards project development costs and debt service. After accounting for those costs, it is anticipated that Proposition 1 will have $13.0 billion available for letting, while Proposition 7 will have $53.7 billion available.

3.4 **Other Revenue**

Other revenue consists primarily of the interest and toll revenue TxDOT collects from users of toll highways such as State Highway (SH) 121 and SH 130. Included in other revenue are funds related to the Build America Bond (BAB) Subsidy program; however, those funds are available only for debt service. Other revenue is forecasted to contribute $1.0 billion to TxDOT for the TTP 2050 planning timeframe, of which $0.7 billion is anticipated to be available for letting.

3.5 **Revenue Uses**

Table 1 is reproduced from the Funding section of the TxDOT FY 2019-20 Educational Series as a guide to clarify the funding restrictions of its various funding sources and financing tools.[5] The chart includes non-highway transportation needs such as for rail, transit, aviation and port projects.

Table 1: Statutorily Authorized Uses of Funding Streams

Funding Source	Project Type						
	Non-Tolled Highways	Tolled Highways	Rail - Passenger	Rail - Freight	Transit	Aviation	Ports
Proposition 1 Funds	✓	-	-	-	-	-	-
Proposition 7 Funds	✓	-	-	-	-	-	-
State Highway Fund - Dedicated	✓	✓	-	-	-	-	-
Texas Mobility Fund - Revenue	✓	✓	✓	-	✓	-	-
State Highway Fund - Non-Dedicated	✓	✓	✓	✓	✓	✓	✓
Regional Subaccounts	✓	✓	✓	✓	✓	✓	✓

Source: Texas Department of Transportation (2019), Transportation Funding in Texas, 2019 Edition[4]

"State Highway Fund-Dedicated" includes state motor fuel and lubricant taxes and motor vehicle registration fees. It includes federal reimbursements that are not reflected in the table above as a small amount of them may be used for other modes of transportation. TMF revenues in excess of funds required to pay TMF debt service are prohibited to pay for toll expenditures as part of 2015 legislation. "State Highway Fund - Non-Dedicated" includes limited revenue sources. An annual transfer of approximately $150 million goes to the Texas Emissions Reduction Program (TERP) Fund.[5]

3.6 Unified Transportation Program (UTP) Process

TxDOT's UTP links its long-range transportation plan with specific projects and programs over a ten-year timeframe. The revenues available for projects after transfers and non-letting expenditures are allocated through the UTP process.

The UTP process distributes the forecasted amounts available for letting among TxDOT's twelve funding categories, the majority of which fund highway improvements. Percent allocations from the 2019 UTP were used to project the annual amounts in the TTP 2050 revenue forecast. Since the time of this analysis and preparation of the TTP 2050 outreach materials, TxDOT has released the 2020 UTP. Allocations did not differ enough from the 2019 figures to impact the TTP 2050 revenue forecast analysis (Table 2).

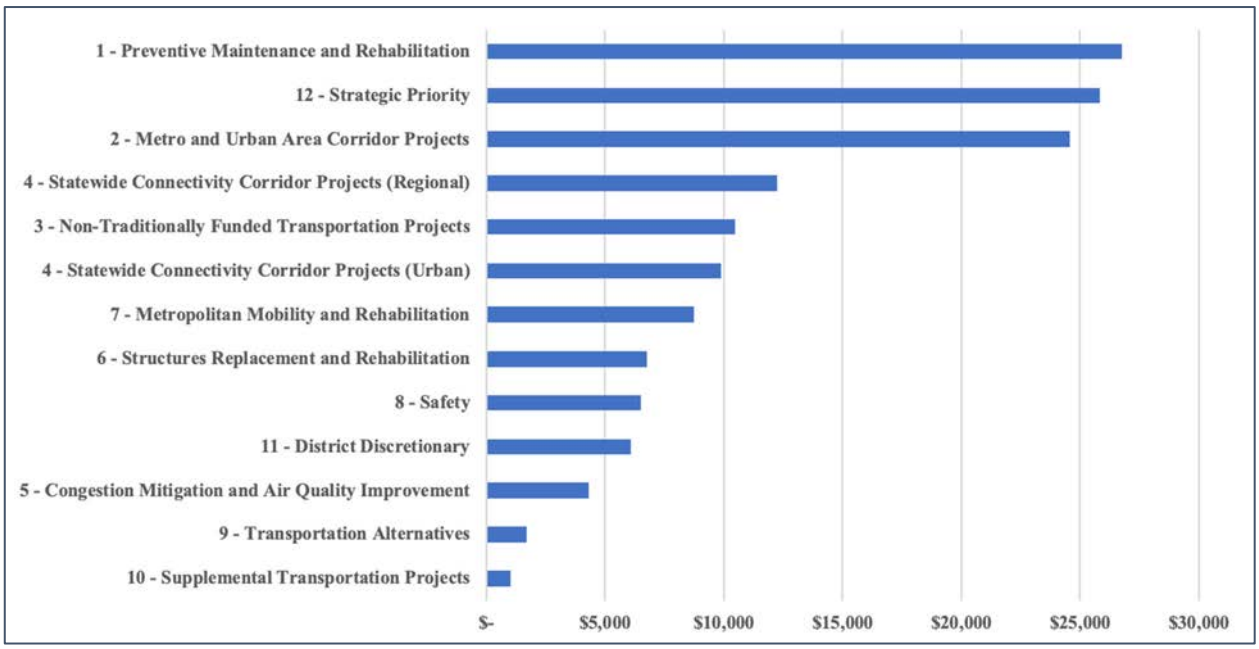
Table 2: 2019-2028 Unified Transportation Program Allocations

Funding Category	2019 UTP Funding	2020 vs. 2019 UTP % Allocation
1 - Preventive Maintenance and Rehabilitation	18.3%	↓ 0.3%
2 - Metropolitan and Urban Area Corridor Projects	16.8%	↓ 2.0%
3 - Non-Traditionally Funded Transportation Projects	7.2%	↑ 0.6%
4 - Statewide Connectivity Corridor Projects	16.1%	↓ 1.6%
5 - Congestion Mitigation and Air Quality Improvement	2.9%	↓ 0.1%
6 - Structures Replacement and Rehabilitation	4.6%	--
7 - Metropolitan Mobility and Rehabilitation	6.0%	↓ 0.1%
8 - Safety	4.4%	↑ 0.8%
9 - Transportation Alternatives	1.2%	--
10 - Supplemental Transportation Projects	0.7%	--
11 - District Discretionary	4.2%	--
12 - Strategic Priority	17.7%	↑ 2.6%
TOTAL	**100% ($75.4 Billion)**	**-- (+$2.2 Billion)**

Source: Texas Department of Transportation, 2019[6] and 2020[7] Unified Transportation Programs

Figure 5 illustrates how total forecasted revenues available for letting during the 2050 timeframe would be allocated given the balanced investment approach of the 2019 UTP, which aims to keep TxDOT performance dashboard measures – pertaining to highway safety, preservation, and mobility – at acceptable or better levels.[8] For the FY2020-2021 biennium, TxDOT was provided with an additional $300 million per year in support of its "Towards Zero Fatalities" performance vision.[9] For forecasting purposes, the continuation of this allocation level was assumed to extend throughout the 2050 timeframe for the "Safety" category. Note that the "Safety" category reflects the specific safety program, however safety is incorporated into all areas of programming.

Figure 5: Total Projected Allocations through 2050 by UTP Category (in millions of constant 2020 dollars)



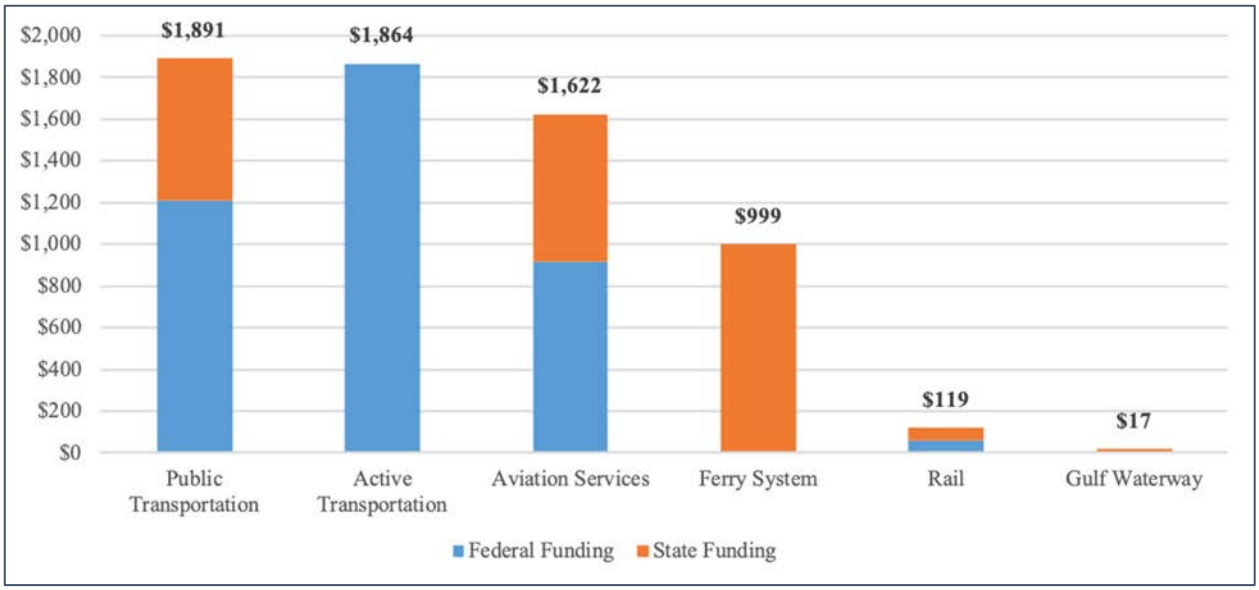
Source: TTP 2050 Revenue Forecast Analysis

The annual amounts in the TTP 2050 revenue forecast may differ from those in the UTP Planning Scenario forecast. While the TTP 2050 revenue forecast is essentially an accrual-based projection of when revenues are made available to TxDOT, the UTP incorporates cash management strategies to better account for cash available for any given year.

3.7 **Revenue Allocated for Non-Highway Modes**

While the majority of TxDOT revenue is spent on highways, certain revenue amounts are allocated towards non-highway modes of transportation. Those allocated revenues come from a combination of federal and state funds. The breakdown of TxDOT revenue allocated to non-highway modes is shown in Figure 6.

Figure 6: Forecasted TxDOT Revenues for Non-Highway Mode, FY 2020-FY 2050 (in millions of constant 2020 dollars)



Source: TTP 2050 Revenue Forecast Analysis

3.7.1 **Public Transportation**

Federal reimbursements to TxDOT and revenue from the SHF are used in funding public transportation in Texas, with approximately $1.9 billion projected for public transportation for the TTP 2050 planning timeframe. The federal reimbursements come from various Federal Transit Administration (FTA) grant programs that go towards items such as planning, capital expenses, and maintenance.

3.7.2 **Active Transportation**

The UTP includes a funding category for the federal Transportation Alternatives (TA) program, which focuses primarily on active transportation facilities that benefit pedestrians, bicyclists, and other non-motorized forms of transportation (Category 9).[7] Further, a portion of Category 10 includes funding in relating to the Americans with Disabilities Act (ADA), used to make on-system intersections more accessible for people with disabilities.[7] Funding from these two categories make up the Active Transportation amount from Figure 6. Based on the forecasted revenue available for projects, it is anticipated that nearly $1.9 billion will be available for active transportation projects for the TTP 2050 planning timeframe.

3.7.3 **Aviation**

Texas has 210 airports and heliports that are included in the National Plan of Integrated Airport Systems (NPIAS) a federal inventory of aviation facilities that are significant to the national air transportation system.[10] These airports qualify for funding from the Federal Aviation

Administration (FAA)'s Airport Improvement Program (AIP), which provides grant funding for airport planning and development projects.[11] AIP funding is projected to be $915 million for the TTP 2050 timeframe. TxDOT is projected to allocate $625 million in funding for aviation through the SHF. Additionally, TxDOT is projected to allocate around $82 million of revenue from interagency contracts for the operation of the fleet used by state officials and employees. In total, $1.62 billion in TxDOT revenue is projected to go towards aviation for the TTP 2050 planning timeframe.

3.7.4 Ferry System

Approximately $1.0 billion is projected to be allocated from the SHF to support the operation of ferry systems in Port Aransas near Corpus Christi and Galveston-Port Bolivar. Rail

TxDOT is projected to allocate approximately $55.1 million from the SHF for planning, design, and management to support the systematic preservation and expansion of the state's freight and passenger rail transportation systems. An additional $3.7 million in SHF revenues and $60.4 million in federal reimbursements is projected for professional services work such as preliminary design, construction, environmental engineering, surveying, and mapping. This results in projected revenue available for rail for the TTP 2050 planning timeframe of $119.1 million.

3.7.5 Maritime - Gulf Waterway

Approximately $17.1 million of SHF revenues is expected to be allocated towards supporting the main channel of Gulf Intercoastal Waterway (GIWW), a shallow-draft, man-made, protected waterway for which TxDOT serves as the non-federal sponsor.

3.7.6 State Revenue from Biennium Legislative Appropriation

Given the limitations of the SHF, particularly as it relates to constitutionally dedicated revenues, TxDOT will on occasion make funding requests from the State's general revenue fund in support of priority multimodal projects, programs, and other expenditures that are in line with TxDOT's mission of providing a safe and reliable transportation system. These requests are submitted on a biennium basis to the State legislature for consideration during legislative appropriations. For the TTP 2050 revenue forecast, the approved request levels from the FY2018-FY2019 biennium were presumed to continue throughout the 2050 timeframe.[12] Examples of funded requests from the FY2020-FY2021 biennium include South Orient Railroad rehabilitation projects and financial support for the Amtrak Heartland Flyer for a two-year total of $29.3 million.[4]

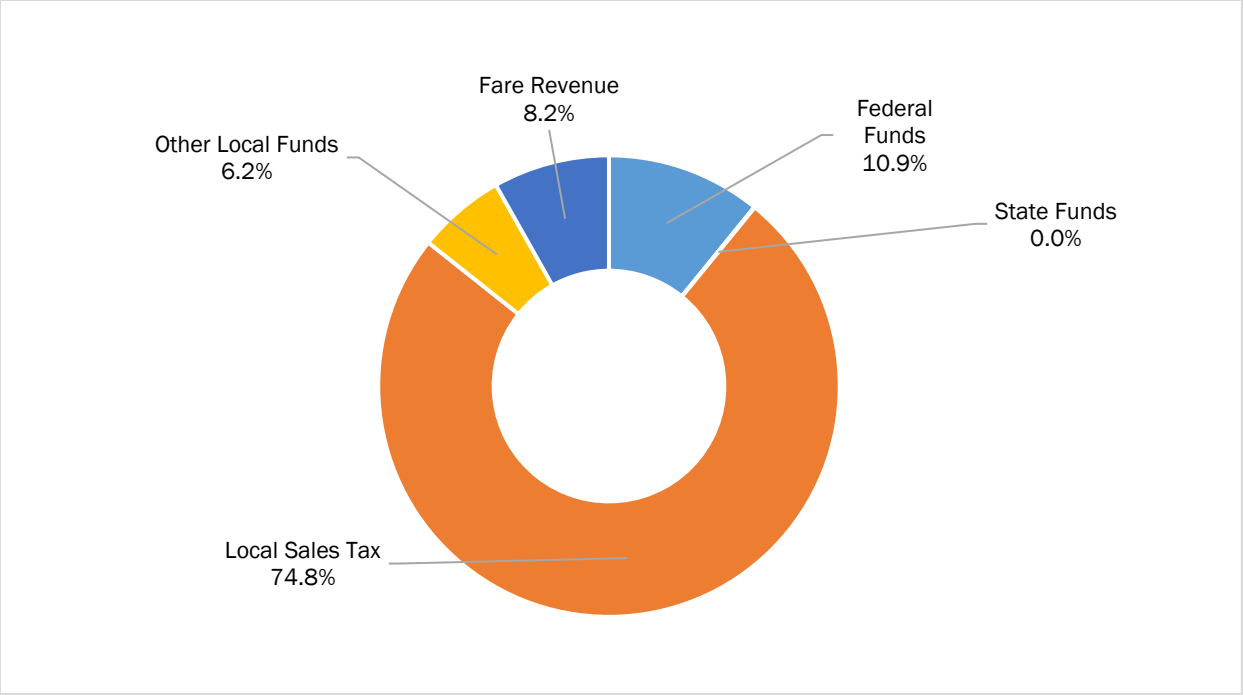
4.0 NON-TXDOT REVENUE FOR NON-HIGHWAY MODES

While TxDOT allocates certain revenue amounts towards non-highway modes, those modes rely on revenue streams outside of TxDOT to fund their needs.

4.1 Public Transportation

TxDOT is the designated recipient for many FTA funding programs, but for some programs this is limited to areas where the population is less than 200,000.[13] For areas with populations of 200,000 or greater, FTA funding typically goes directly to the Metropolitan Transit Authorities (MTAs). Texas statute allows voters in large urban areas to additionally approve a local option general sales tax dedicated to transit. For FY 2016, local sales tax accounted for almost 75% of funding for MTAs (Figure 7).

Figure 7: Revenue Sources for MTAs in Texas FY 2016



Source: Texas A&M Transportation Institute (2017), Sources of Funding Transit in Texas Final Report[14]

In addition to FTA funded grant programs, there are two other federal programs that may transfer funds to FTA for transit projects: a USDOT sponsored discretionary grant program, and FHWA administered programs. A full list of competitive grant programs for various transit-related activities is available on the FTA website, https://www.transit.dot.gov/grants. These include:

- The Better Utilizing Investments to Leverage Development (BUILD) program — Begun in 2018, this this discretionary grant program provides funding for road, rail, transit, and

port projects that align with national objectives (replaced the Transportation Investment Generating Economic Recovery (TIGER) Program);

- The National Highway Performance Program (NHPP) — Provides funding apportioned to states as a lump sum for transit capital projects that reduce delays or produce travel time savings on certain highways;
- The Surface Transportation Block Grant (STBG) Program — Provides flexible funding for states and localities, including for the use of transit capital projects; and
- The Congestion Mitigation and Air Quality Improvement (CMAQ) Program — Federal funding used for transit capital expenditures otherwise eligible for FTA funding provided they provide an air quality benefit.

4.2 **Aviation**

Apart from the sources included in the TxDOT revenue forecast, aviation revenues primarily come from airport use fees and bond financing. Airport use fees include landing fees, terminal rentals, parking fees, concessions, and passenger facility charges (PFCs). PFCs are federally authorized but charged by airport operators. They are capped at $9 per passenger per flight ($18 per round trip).[15]

Commercial Service airports in Texas typically rely on use fees to pay for their operations and maintenance. Bond financing can come in multiple forms; two common forms include:

- General Obligation (GO) Bonds
  - Finance airport capital improvements
  - Commonly used by small airports due to lower issuance costs, lack of coverage requirement, and stronger credit as it is backed by the full faith and credit of the issuing entity (city, county, or state); and
- General Airport Revenue Bonds (GARBs)
  - Most commonly issued bonds for airport infrastructure development
  - Credit rating is based on revenues from airport use fees.

4.3 **Rail**

The majority of Texas rail system is privately owned and is funded almost entirely by the private sector. Funding for capital improvement and maintenance of Class I railroads comes primarily from the income derived by those railroad companies. When state and local funding is used, it typically goes towards short line and regional railroads. A notable exception to the self-sufficiency of rail is Amtrak, the primary passenger rail provider in the U.S. Amtrak, which for the most part runs on privately-owned freight railroad tracks, does not earn enough in fare revenues and relies heavily on federal funding.

Although rail does not have a dedicated federal funding source, federal funding has been intermittently made available. In November of 2018, the Federal Railroad Administration (FRA) made available more than $272 million in grant funding for capital projects that improve publicly owned railroad assets and intercity passenger rail performance. Details on current funding opportunities for rail improvement can be found at the FRA's website, https://railroads.dot.gov/grants-loans/grants-loans.

4.4 **Maritime**

Texas ports typically do not receive state funding for infrastructure improvements. However in 2015, the Texas Legislature allocated funding for the first time for port-related projects, specifically for public roadway improvements to provide better access to ports.[16]

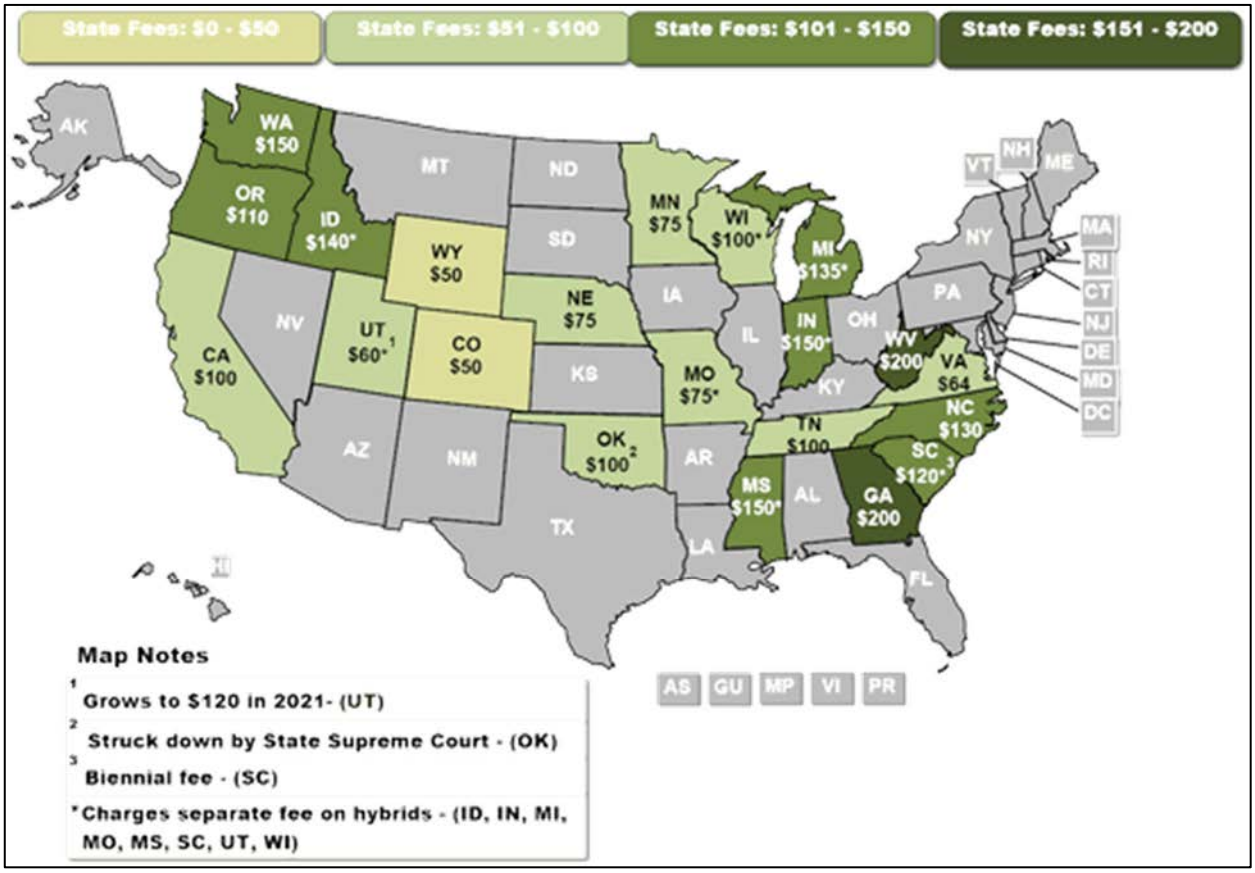
Similar to airports, maritime ports rely primarily on the revenues they generate internally. Federal funding is available to ports for U.S. Department of Homeland Security-related improvements as well as dredging of ship channels. Recently, the U.S. Congress authorized more than $292 million for the Port Infrastructure Development Program to provide grants for coastal seaport improvement.[17]

5.0 VIABILITY OF A GAS TAX MODEL

The previously mentioned anticipated insolvency of the HTF, coupled with the increasing adoption of Alternative Fuel Vehicles (AFVs), which consume less or no in traditional fuel, has led transportation stakeholders to question the viability of the gas tax model to adequately fund transportation needs going forward. A Texas A&M Transportation Institute (TTI) study on AFVs estimates that increasing use of AFVs could decrease Texas fuel revenues by almost $200 million per year by 2035 .[18] This projection is incorporated in the TRENDS model used in TxDOT's long-range revenue forecast.

To offset the anticipated reduction in revenues from AFVs, two of most common funding methods considered by transportation agencies are (1) a flat vehicle registration fee for AFVs and (2) a road use charge (RUC), also known as a mileage-based user fee (MBUF), which determines fees based on miles driven. There is opposition to imposing additional registration fees, particularly for electric vehicles (EVs), as it is considered a barrier to adoption for a technology that is relatively new. However, that has not stopped states from enacting these fees. Figure 8 shows the various states that have passed legislation on EV fees.

Figure 8: Map of States that have Passed EV Registration Fee Legislation



Source: Hartman, K. and Pula, K. National Conference of State Legislatures (2019), New Fees on Hybrid and Electric Vehicles[19].

A RUC is meant to replace the gas tax as it is generally considered a better proxy for road use given gains in fuel efficiencies and difficulties in raising gas tax rates. However, the RUC has its own set of challenges. Privacy is a main concern given that mileage (and depending on sophistication of the RUC, location) would need to be tracked. Perhaps a bigger obstacle in administering the RUC collection is the fact that it will almost certainly be more complex than the "pay-at-the-pump" system used in collecting the gas tax. In spite of this challenge, RUC/MBUF pilot programs/studies are underway in Oregon, California, and along the I-95 Corridor.[20]

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Texas Transportation Plan (TTP) 2050

Technical Memo 17: Scenario Analysis

June 2020

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This Document is released for the purposes of interim review under the authority of TxDOT's Transportation Planning and Programming (TPP) Division on June 22, 2020. It is not to be used for construction, bidding, recordation, conveyance, sales, or as the basis for the issuance of a permit.

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Acronyms List

AV	Autonomous Vehicle
CTR	University of Texas Center for Transportation Research
CV	Connected Vehicle
DVMT	Daily Vehicle Miles Traveled
ESAL	Equivalent Single Axle Load
FAF^4	Freight Analysis Framework Version 4
FHWA	Federal Highway Administration
FY	Fiscal Year
GSP	Gross State Product
ITS	Intelligent Transportation Systems
LOS	Level of Service
MPO	Metropolitan Planning Organization
NHTSA	National Highway Traffic Safety Administration
SAM-V4	Statewide Analysis Model Version 4
SOV	Single Occupancy Vehicle
TAZ	Travel Analysis Zone
TAMP	Transportation Asset Management Plan
TASP	Texas Airport System Plan
TFMP	Texas Freight Mobility Plan
THFN	Texas Highway Freight Network
TMFN	Texas Multimodal Freight Network
TMS	Traffic Management Systems
TTI	Texas A&M University Transportation Institute
TTP	Texas Transportation Plan
TxDOT	Texas Department of Transportation
USDOT	U.S. Department of Transportation
UTP	Unified Transportation Program
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
ZOV	Zero Occupancy Vehicle

1.0 PURPOSE

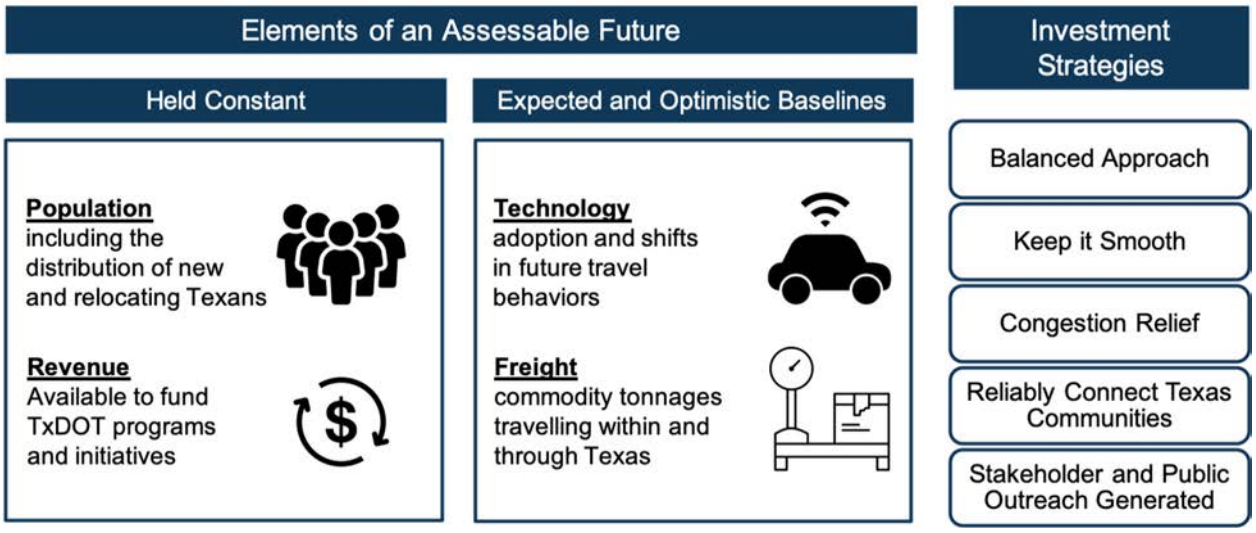
Scenario planning enables transportation decision-makers to explore the potential performance implications of different policies and possible futures. By assessing how the transportation system may be impacted over the long-term by broader external factors such as technology development and the global economy, TxDOT can identify areas of future study and develop strategies to achieve and maintain targeted performance levels. This long-range perspective helps TxDOT chart a course towards attaining agency goals and objectives regardless of how the future may play out. With an understanding of the long-range performance implications of different investment levels given potential futures, TxDOT can inform resource allocation decisions over shorter-term project programming cycles. This technical memorandum discusses various possible futures and leverages data to help communicate tradeoffs and planning considerations for TxDOT to study and evaluate.

The following sections detail the scenario planning approach for the Texas Transportation Plan (TTP) 2050, including a discussion of the possible futures and investment strategies analyzed, as well as the applied technical methodologies, corresponding results, and implications for future TxDOT planning.

2.0 DEFINING SCENARIOS

TTP 2050 scenarios were defined in consideration of alternative assessable futures under which a common set of investment strategies were evaluated (Figure 1). After consulting with subject matter experts on the TTP 2050 Technical Working Group, TxDOT identified emerging technology adoption and future freight demand as the two greatest areas of long-range uncertainty that would have a significant statewide impact on Texas transportation. State and federal research were consulted to define *expected* and *optimistic* baselines for each area. The baselines are intended to help understand the sensitivity of transportation performance relative to changes in technology adoption rates and tonnages of freight commodities that are moved through the Texas transportation system. The *expected* baseline reflects TxDOT's data-informed view of the most

Figure 1: TTP 2050 Scenario Elements

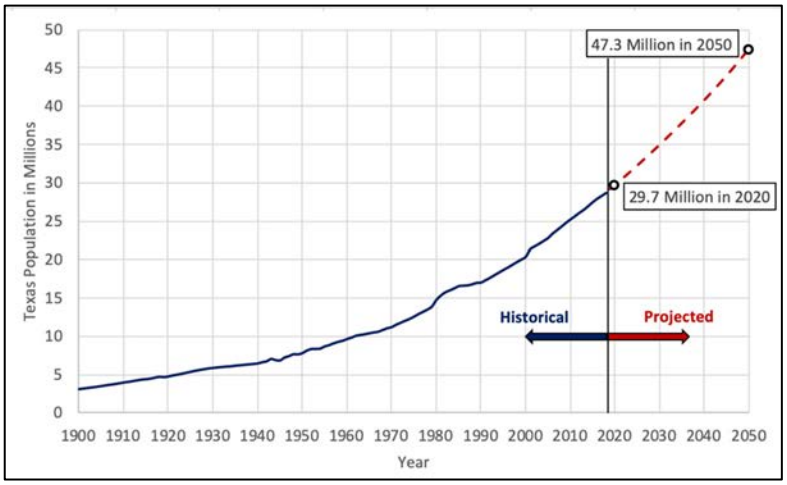


likely future; the *optimistic* baseline reflects a feasible future with a slightly less conservative set of assumptions for how external factors may develop.

To isolate the transportation performance impacts of the technology and freight baselines, both population and revenue levels were held constant for the TTP 2050 scenario analysis.

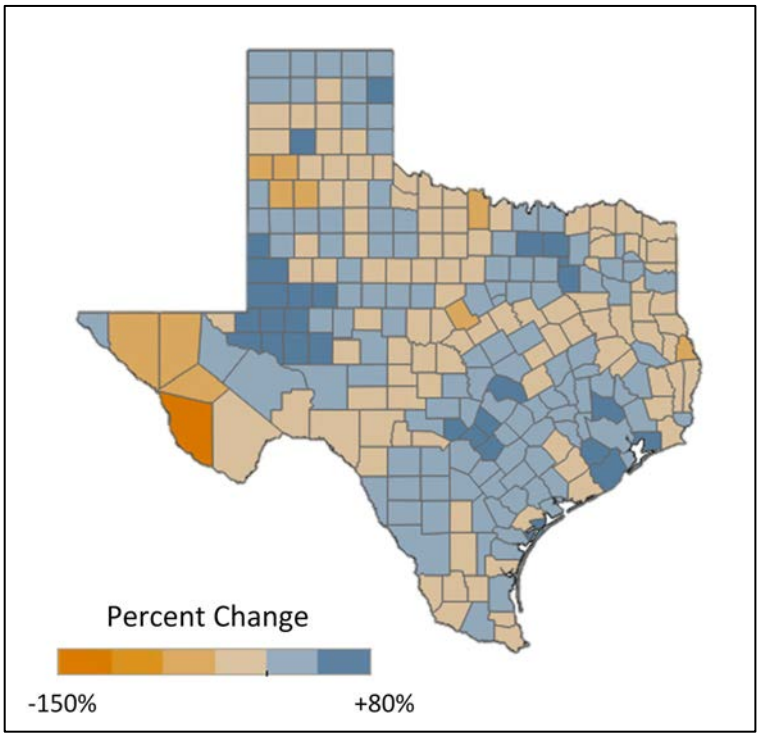
For each combination of *expected* and *optimistic* technology and freight baselines, a common set of five investment strategies were analyzed. These strategies include four distinct resource allocations with different performance priorities that were presented to stakeholders and the public during the TTP 2050 outreach, as well as a custom strategy based on outreach feedback. Each scenario element is defined in the following sections.

Figure 2: Historical and Projected Texas Population from 1900 to 2050



Historical data source: U.S. Census Bureau;
Projected data source: Texas Demographic Center (2018), 2018 Population Projections[1]

Figure 3: Percent Change in Population from 2020-2050 by County



Source: Texas Demographic Center (2018), 2018 Population Projections[1]

2.1 Population Forecast

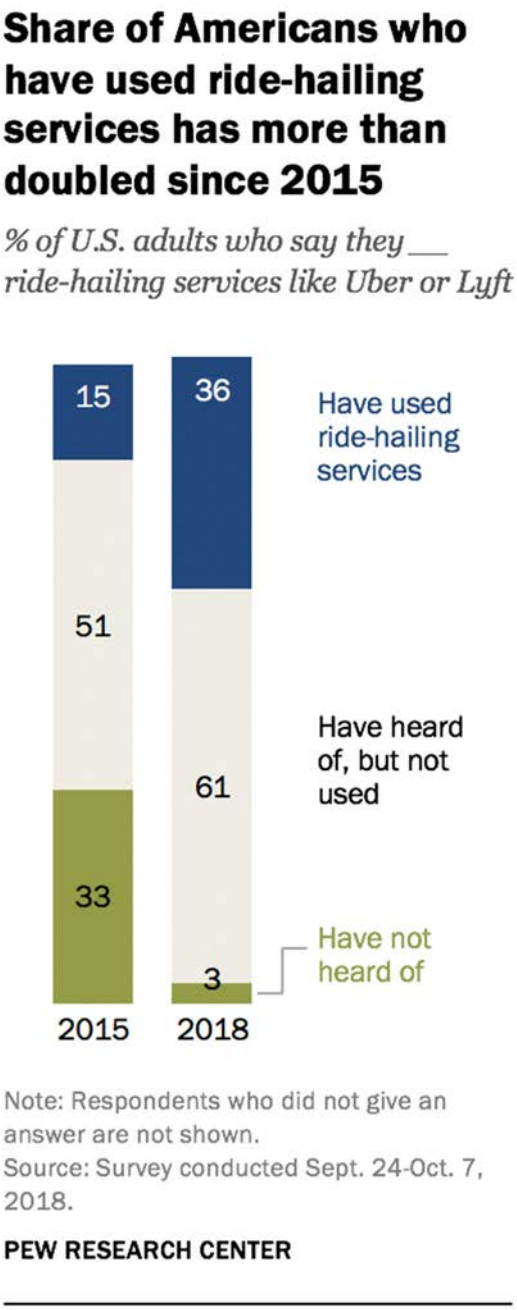
By 2050, the Texas State Data Center is projecting a state population of more than 47 million; this represents a 60% increase from 2020 population levels (Figure 2).[1] The highest rate of growth over the next 30 plus years is expected to occur in large urban areas (including Austin, Dallas, Fort Worth, and Houston), as well as Midland, Odessa, and northern portions of the Texas Panhandle (Figure 3). Coinciding with this growth, Texas is projected to see significant aging of its population. The share of the population aged 65 and older is projected to nearly double from 10% (in 2020) to 18% (in 2050).[1]

This baseline growth is incorporated throughout the various scenarios.

2.2 Revenue Projections

An annual revenue of $7,758 million (in constant 2020 dollars) for highway construction and non-highway expenditures was assumed for all scenarios. This total reflects the continuation of TxDOT's planned Unified Transportation Program (UTP) spending levels for fiscal years 2019 through 2022, extension of the Road to Zero fatalities initiative FY 2019-2020 biennium funding, and continuation of non-letting expenditures in support of non-highway modes of transportation throughout the plan horizon. With an anticipated decline in state gas tax revenues over time (due to more efficient vehicles and alternative fuel usage) and the persistent challenge of keeping up with inflation, innovative funding sources may be required to sustain the equivalent purchasing power of current funding. For scenario planning purposes, it is assumed that TxDOT, its governing commission, and the state legislature will continue to find a way to fund critical programs, as recently proven through various funding propositions and use of general state funds.[2]

Figure 4: Ride-Hailing Services Trends

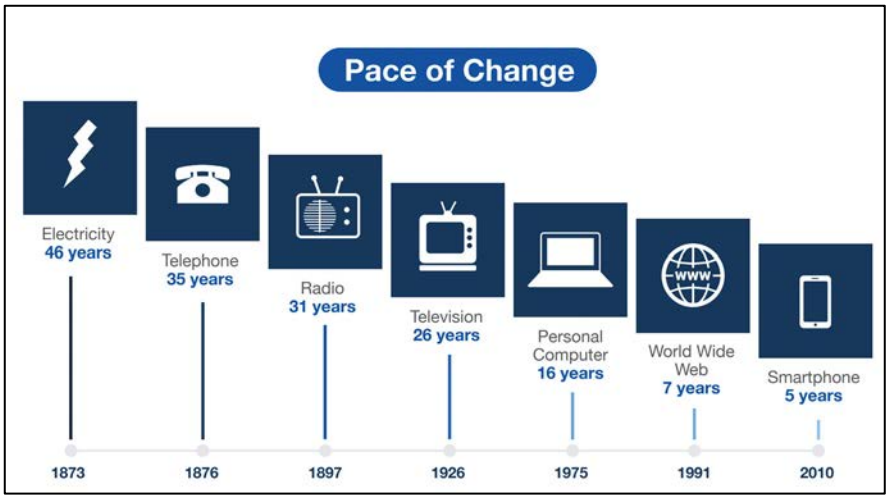


2.3 Technology Baselines

In 2015, when the TTP 2040 was adopted by the Texas Transportation Commission, planning for emerging technologies was still in a nascent stage. At that time, little was known about the likely adoption and performance impacts of innovative technologies; even ride-hailing services were only beginning to penetrate the traditional taxi service market (Figure 4).[3] Research institutions, such as Texas A&M's Transportation Institute (TTI) and the University of Texas's Center for Transportation Research (CTR), have since endeavored to develop methodologies and assumptions to help quantify performance impacts. TxDOT leveraged TTI and CTR studies, supplemented with other national research, to establish the two technology baselines described herein.

Although numerous technologies and corresponding behavioral changes can be expected in the future [such as high-speed passenger rail, freight terminal automation, delivery robots, and electric vertical air and hyperloop transport], for the TTP 2050 scenario analysis, a subset of

Figure 5: Pace of 25% Population Adoption of New Technology



Source: Lorenz, J. and Crossett, J. (2015), World of Opportunity: Transportation's Future and Performance-Driven Decision Making.[4]

technologies and behaviors deemed to have a broader impact on the state transportation system were identified:

- **Technologies** – connected and automated vehicles and local delivery drones; and
- **Behaviors** – shared vehicles and teleworking.

2.3.1 Technologies

Technology is being adopted at a faster pace than ever before (Figure 5). Although it took 46 years for electricity to be adopted by a quarter of the American population in 1873,[4] it took just five years for smartphone adoption at the same level.[5]

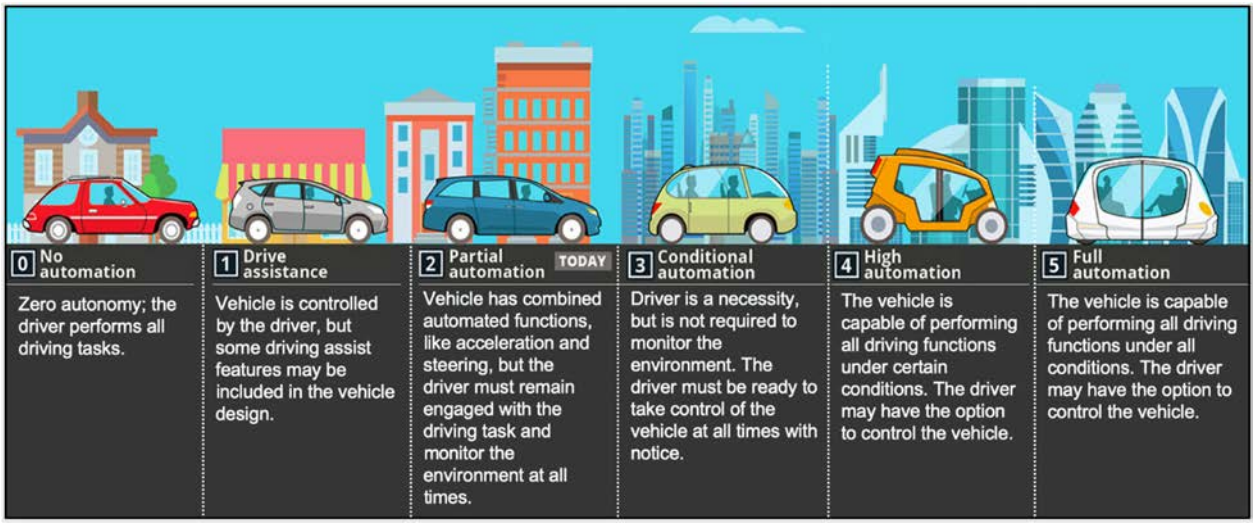
Should this adoption trend continue, connected and automated vehicles may penetrate the market more quickly than anticipated. Automated vehicles (AV) for the context of this technical memo refer to conditional or higher automation (level 3+) as defined by the Society of Automotive Engineers (Figure 6). IHS Markit predicts 2021 to be the first year with appreciable level 3+ AV sales with substantial increases by the middle of the decade.[6] The National Highway Traffic Safety Administration (NHTSA) estimates that fully automated vehicles (level 5) will begin rolling out to the market around 2025.[7] By 2045, CTR estimates that nearly 25% of the privately held light-duty vehicle fleet would be highly or fully automated (level 4+), with the potential to reach more than 87% of the market depending on vehicle pricing.[8]

Key Definitions

- **Connected Technology:** vehicles, infrastructure, and devices that "talk" to one another using features like short-range radio signals to share information.
- **Automated Technology:** vehicles or technology that functions without being operated by a person.

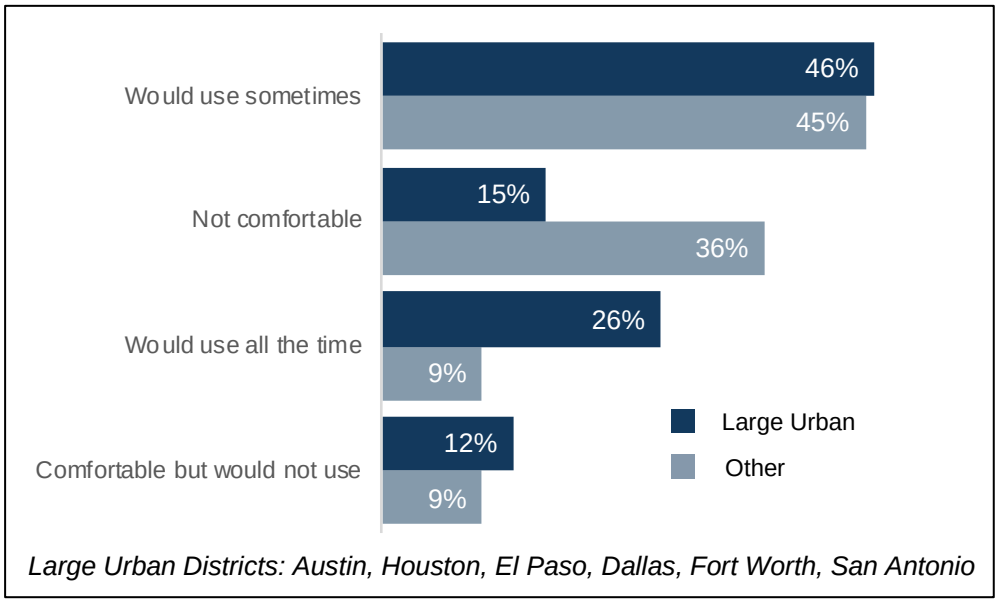
The rate of adoption of AV is likely to vary across the state depending on comfort with driverless vehicles, infrastructure readiness, and levels of congestion experienced. During the TTP 2050 outreach, it was found that 72% of stakeholders attending an event in a large urban area would be comfortable with driverless, automated vehicles as opposed to 54% of stakeholders responding in more rural locations (Figure 7). This is consistent with research suggesting that connected and automated vehicles will most likely first be implemented on freeways and select urban areas until vehicle sensors can be improved and all roadway infrastructures sufficiently upgraded.[9]

Figure 6: Society of Automotive Engineers Levels of Automated Vehicles



Source: National Highway Traffic Safety Administration (n.d.), Automated Vehicles for Safety.[7]

Figure 7: Percent of Stakeholders Polled During TTP 2050 Outreach Comfortable with Driverless Vehicles



Although AV offers many benefits (i.e., system efficiency improvements, increased accessibility, safer travel), the greater comfort and ability to engage in work, entertainment, and socialization during trips in a fully automated vehicle is expected to increase transportation users' tolerance for longer and more frequent trips. In economic terms, this is referred to as a decrease in a person's value of time. Research has shown that the average person's value of travel time may decrease by 38% due to fully automated vehicles, which in turn may lead to upwards of 47% more vehicle-miles traveled (VMT).[10] Even at an 80% adoption level, an increase in VMT in the range of 34% increase may be expected.[11] Beyond incentivizing current transportation users to travel more, AVs have the potential to induce travel demand by expanding access to currently travel-restricted population segments. It is estimated that VMT may increase by 9% for adult non-drivers, 0.8% to 2% for elderly populations, 0.2% for teenagers between ages 13 and 17 years old, and 3% from persons with disabilities and medical conditions that reduce access to transportation.[12,13] The emergence of induced trips has the potential to undermine gains in system efficiency by increasing congestion and vehicle emissions.

Adding to the uncertainty is the expected rise of zero occupancy vehicles (ZOVs), resulting in multiple extra trips on the network due to empty vehicles circulating in between pick-ups and drop-offs. Specifically, six types of ZOV travel may occur:[14]

- In the private autonomous vehicle fleet:
  - Deadheading to allow car sharing among household members,
  - ZOVs parking at home to avoid paid parking,
  - ZOVs parking elsewhere to avoid paid parking, and
  - ZOVs circulating to avoid parking; and
- In the shared vehicle fleet (can occur whether vehicles are autonomous or not):
  - Travel to pick-up a passenger after a prior drop-off (or when first entering service) and
  - Travel to/from depots for recharging and maintenance.

ZOV trips related to home-based parking are estimated to increase VMT by 12% to 13% while further enabling central business district parking lots to potentially be converted to other uses.[13] In total, ZOVs have the potential to increase VMT by 21% to 26%, which may cause state and local governments to consider future regulations to offset congestion impacts.[8,14,15] For instance, shared driverless vehicles have the potential to reduce ZOV VMT by 2% to 4% should policies help incentivize this behavior and customer pick-up/drop-off locations be within close proximity of each other.[13]

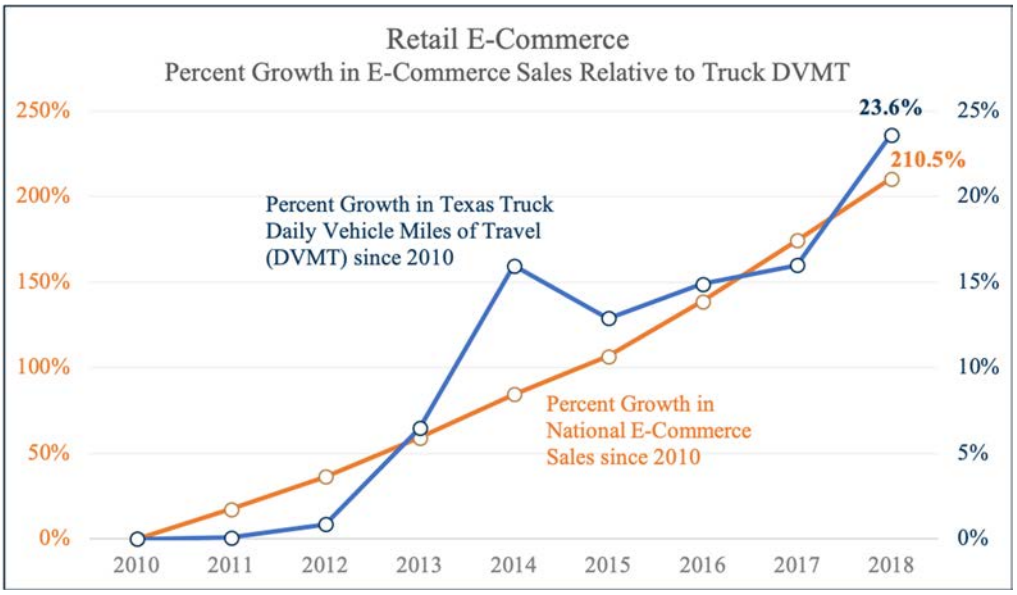
Connected vehicles (CV) can help counteract the impact of having more vehicles on the roadway. As vehicles increasingly communicate both with each other and with roadway sensors, there is potential for vehicles to safely travel closer together at higher speeds. Estimated gains in effective roadway capacity are highly variable, with a median estimate of around 30%.[16,17] Conservative estimates from Florida DOT found a 33% increase in freeway capacity and a 15% increase in arterial capacity as a

result of the adoption of emerging transportation technology.[18] Operational gains from connected and automated vehicles, more importantly, can substantially reduce the number of human error-related crashes (representing ~95% of all crashes).[19] Conditional AVs are predicted to reduce crash rates by 40 percent,[20] and researchers have estimated that full AVs can reduce crash rates by 90 percent. [21,22,23]

Beyond personal use, CV and AV may cause a dynamic shift in long-distance freight hauling. Advances in automation for freight transportation offer the potential to reduce labor costs and accidents due to human error. According to a recent Bernstein (leading research and brokerage firm) study, full automation of the trucking industry is estimated to save $300 billion in labor costs, although the net savings would be $100 billion to $125 billion after accounting for the costs of self-driving trucks.[24] The percentage of truck operating costs associated with labor (e.g., wages and benefits) range from 39% to 47%.[25,26] Regarding fuel consumption, according to Eric Berdinis at Otto (a leading company in automated truck technology), the best drivers – which machines would presumably at least match – are 30% more fuel-efficient than the worst ones.[27] According to recent Peloton Technology tests, truck platooning can save an average of 7% of fuel consumption for two connected trucks (4.5% for a lead truck and 10% for the following truck).[28]

Between 2010 and 2018, daily vehicle miles of truck travel in Texas increased by 23.6%.[29] One of the drivers of this growth has been the exponential rise in national e-commerce sales – 210.5% over the same period – which has resulted in more delivery trucks on the road (Figure 8).[30] In 2019, e-commerce sales represented 11% of total retail sales in the U.S., more than double what it was in 2010 (4.2%). This growth and increasing demand for one-day and two-day delivery models have led some companies to begin evaluating the feasibility of local drone deliveries, which could mitigate the need for single unit-truck trips, automated or not, within a certain radius of warehouse distribution centers.

Figure 8: Correlation in Growth of National E-Commerce Sales with Texas Truck Daily Vehicle Miles of Travel (DVMT)



Source: Texas Department of Transportation (2018), Roadway Inventory Annual Reports 2018.[29]
E-Commerce Source: U.S. Census Bureau. Quarterly Retail E-commerce Sales.[30]

The technology development in autonomous trains has not kept pace with the progress made for autonomous trucks and unmanned aerial drones. However, the industry has recognized the need to incorporate this technology or face increased competition in shipping rates from the trucking industry. The American Association of Railroads has filed comments with the Federal Railroad Association calling on the USDOT to "take the same supportive regulatory approach with railroads that it has with automation of trucks and cars."[31] Labor costs for operating freight rail shipments are about one-third of total operating costs, with estimates ranging from 31% to 35%.[32,33]

Although forecasts vary significantly in the predicted rate of adoption and the level of automated vehicles considered,[23] it is likely that a very significant portion of the fleet will be automated at some level by mid-century.[34]

2.3.2 Behaviors

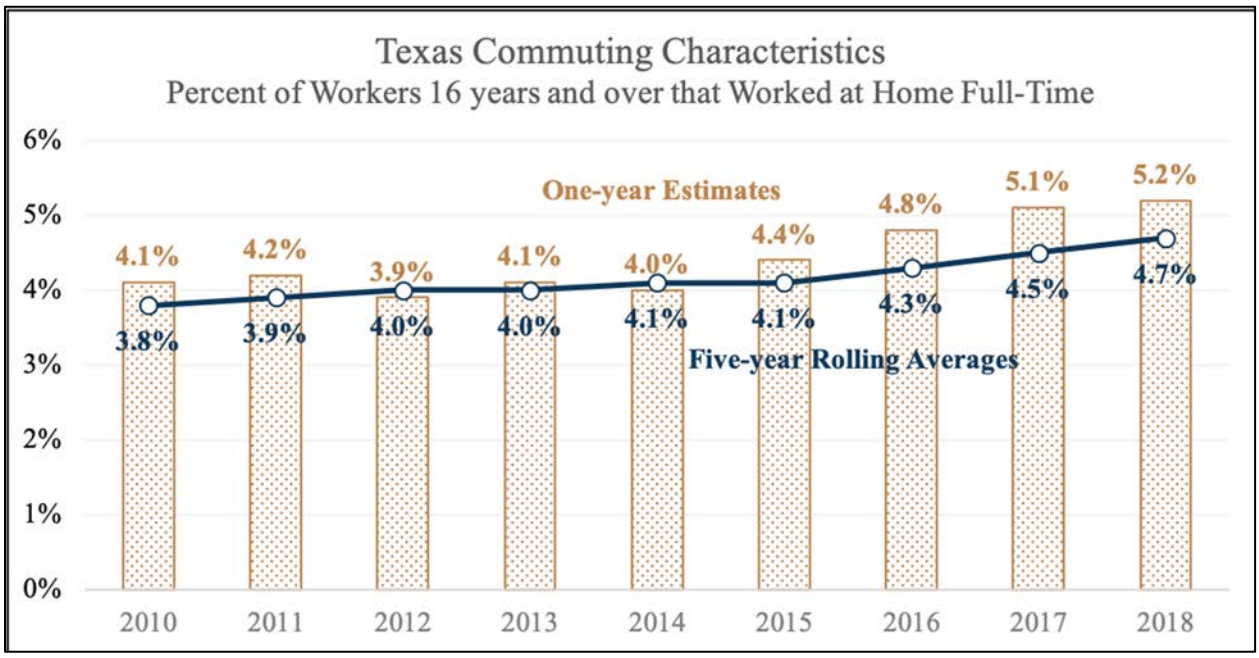
New technology often precipitates changes in travel behaviors. The rise of the smartphone helped contribute to the doubling of ride-hailing services between 2015 and 2018, with only 3% of polled individuals in 2018 not familiar with the transportation services provided by companies like Uber and Lyft.[3] The introduction of AVs into the traditional ride-hailing service may further disrupt user transportation choices. A case can be made for AVs, both encouraging and discouraging transit use. Shared AVs have the potential to ease "first and last mile" travel by reducing waiting and walking time to/from a transit stop by 35%.[13] If this comes to pass, researchers have estimated a 0.2% reduction in VMT.[13] Conversely, a 35% decrease in value of time due to the increased convenience of AVs may reduce transit use and increase VMT by 25.6%.[13] Texas research agencies are studying these potential network effects further to help transportation planners and policy-makers in the state.

Some technologies can mitigate the need for travel. One study estimated the net impact of telecommuting, in 2005, reducing annual VMT by up to 0.8%.[35] Although telecommuting obviously reduces home-based work trips (approximately 60% of peak period trips),[36] it is common for those that work from home to make more frequent, off-peak trips for other purposes.[37] Yet teleworking is not always an option depending on the nature of work. In 2011, only 45% of the U.S. workforce deemed their job to be compatible with part-time telecommute work.[38] Most teleworking (76%) has occurred in the private sector,[38] but public agencies such as select divisions within TxDOT are increasingly encouraging employees to work from home, as able, while continuing to serve the people of Texas.

Telecommuting is becoming increasingly popular: full-time home-based workers increased from around 4% of Texas workers in 2010 to nearly 5% in 2018 (Figure 9).[38] More commonly, telecommuting is done on a part-time basis. Those that telecommute part-time typically do so 12.5 hours a week on average.[38] This translates to each telecommuter saving approximately 134 gallons

of gas and reducing annual greenhouse gas emissions by 1.25 tons.[38] In 2015, a Gallup poll found that 28% of workers typically telecommute at least once a month with 37% having telecommuted at least once in their careers.[39] The latter marks a sharp uptick compared to the 9% that had ever tried telecommuting as of 1995.[39] This trend is likely to continue as workers and employers become increasingly comfortable. During the writing of this technical memo, the global pandemic caused by COVID-19 has led to a dramatic rise in telecommuting. During this national health emergency, between March 30, 2020, and April 2, 2020, 62% of U.S. survey respondents worked remotely, with 59% expressing interest to continue working remotely as much as possible after the public health restrictions relating to the pandemic are lifted.[40]

Figure 9: Full-Time Texas Telecommuters



Source: U.S. Census Bureau, American Community Survey Series[41]

2.3.3 Expected and Optimistic Technology Baselines

Having reviewed the literature on existing and possible future impacts of emerging technologies, two baselines representing possible futures for Texas were established. The *expected* and *optimistic* technology baselines for the TTP 2050 consider six categories of technology adoption/behavioral impacts: i) automated vehicles, ii) connected vehicles, iii) zero occupancy vehicles, iv) passenger mode shift, v) freight mode shift, and vi) telecommuting (Table 1).

Key differences between the technology baselines include the degree of market penetration of fully automated vehicles, extent of roadways able to support connected vehicles, number of induced trips from ZOVs, impact on public transit use, delivery radius of unmanned aerial vehicles, and telecommuting levels.

Table 1: TTP 2050 Technology Adoption Baselines and Impacts Relative to Non-Technology Baseline

Technology/ Behavioral Impact	Expected	Optimistic
Automated Vehicles	100% conditional automated fleet with 25% fully automated in large urban areas by 2050 induces 7% more trips	100% fully automated fleet statewide by 2050 induces 14% more trips
Connected Vehicles	33% increase in rural freeway capacity and 15% increase in large urban major arterial capacity	33% increase in statewide freeway capacity and 15% increase in statewide major arterial capacity
Zero Occupancy Vehicles	Leads to 7% more trips in large urban areas	Leads to 12% more trips in medium and large urban areas
Passenger Mode Shift	25% shift from public transportation to single-occupancy vehicles	No change
Freight Mode Shift	100% increase in e-commerce followed by a 25% reduction in local truck trips within 5 miles of medium and large urban areas	100% increase in e-commerce followed by a 50% reduction in local truck trips within 15 miles of medium and large urban areas
Telecommuting	1% fewer work-related trips and 1% more non-work trips	15% fewer work-related trips and 5% more non-work trips

**Large urban metropolitan areas include: Austin, Houston, El Paso, Dallas, Fort Worth, and San Antonio*

2.4 Freight Baselines

The reliable flow of goods is a critical component for the Texas economy and the quality of life for Texas residents. According to the *2018 Texas Freight Mobility Plan* (TFMP), 20 tons of freight per household and 12,700 tons of freight per business was delivered via the Texas transportation system in 2016.[42] This freight volume is associated with a $215 billion economic impact and $49 billion in tax revenue.[42] In addition, the freight transportation industry in Texas is a large employer, supporting an estimated 2.2 million full-time jobs and $145 billion in wage income in highways, railroads, air, pipelines, ports/waterways, and other areas.[42]

The Texas Multimodal Freight Network (TMFN) provides access to markets and jobs, as well as the delivery of raw materials and the shipment of finished goods. Freight commodities are transported within and through the TMFN via nearly 22,000 miles of highway, more than 10,000 miles of rail, 10 ports, 379 miles of waterway, seven airports, and 20 commercial international border crossings.[43] Highways are the predominant mode of transportation for moving freight goods across the state and provide critical first- and last-mile connections to intermodal facilities.[44] As the Texas population and economy grows, so will the demand for goods. With the trucking industry preparing for a connected and automated fleet, there is the potential for even more goods to be transported on the highway system. More trucks on the Texas Highway Freight Network (THFN)

can worsen congested roadway conditions, place more wear and tear on infrastructure, and create speed differentials on roadways where passing is limited, resulting in crashes of higher severity.

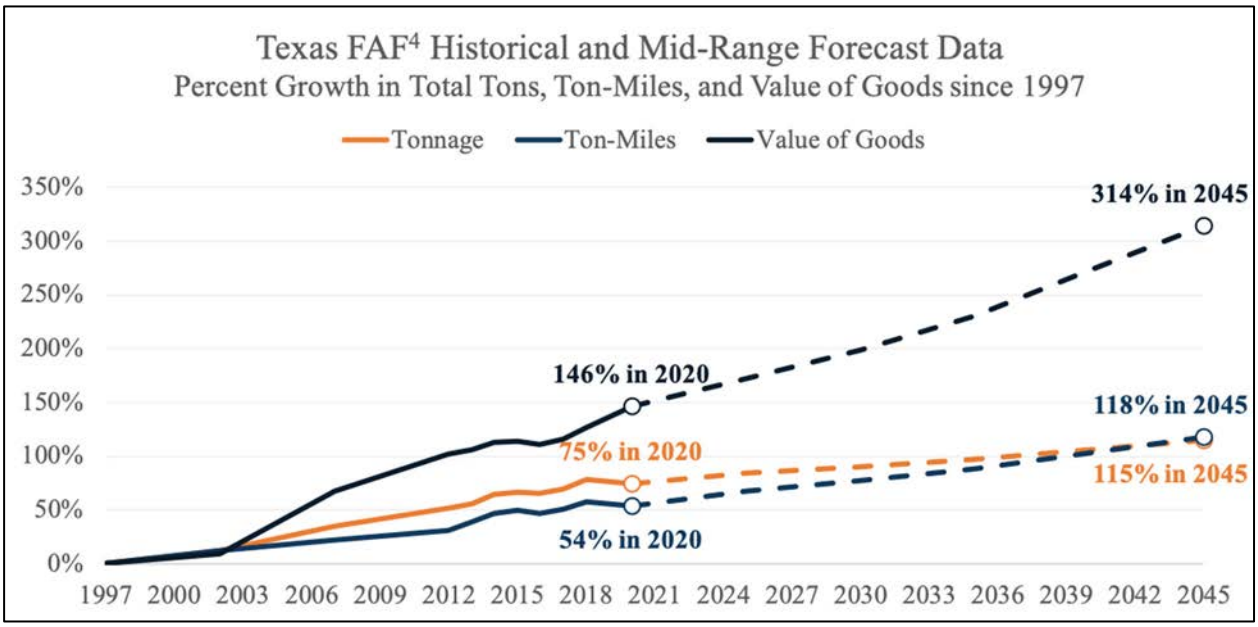
During recurring updates to the TFMP, TxDOT revisits freight tonnage forecasts to estimate the number of trucks that may be on the roadway in the future. Highway freight forecast data for the 2018 TFMP came from two primary sources: TRANSEARCH and the Freight Analysis Framework Version 4 (FAF^4).

The TRANSEARCH information service developed by IHS Markit is a planning tool to predict U.S. freight flows over 30 years by origin, destination, commodity, and transportation mode. TRANSEARCH truck data includes:

- Outbound, inbound, intra, and through shipments by county;
- Volumes routed along individual trade lanes or corridors;
- Tonnage, value, and units of shipments;
- More than 340 commodities; and
- Canada and Mexico cross-border flows.[45]

The FAF^4, through a partnership of the Bureau of Transportation Statistics and Federal Highway Administration (FHWA), provides tonnage, value of goods, and ton-miles estimates (Figure 10) for each state in the country.[46] Low, mid-range and high estimates of future freight commodities are based on Commodity Flow Survey data and international data from the U.S. Census Bureau. Higher value commodity goods are expected to see the most rapid growth in Texas over the next 25 plus years.

Figure 10: Freight Analysis Framework Version 4 (FAF^4) Historical and Mid-Range Forecast Data for Texas



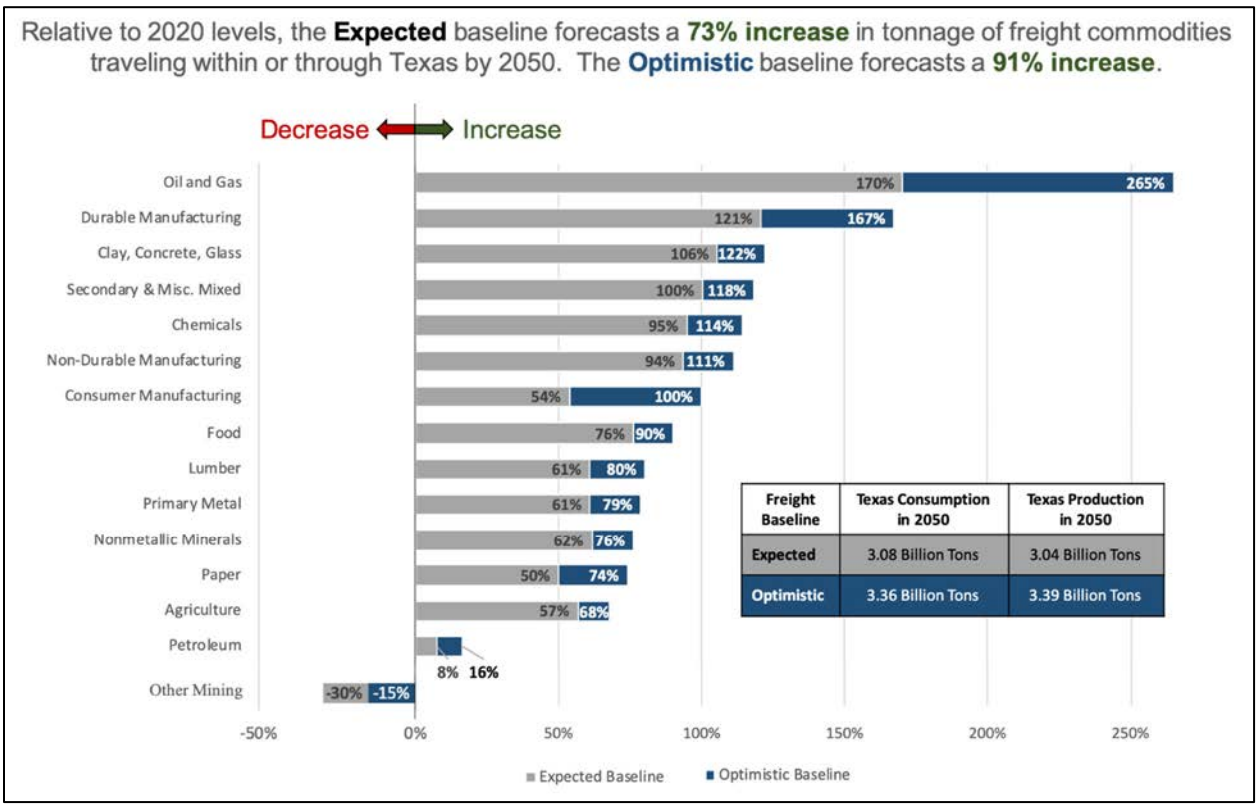
Source: Federal Highway Administration, Freight Management and Operations (2019), Freight Analysis Framework.[46]

By comparing 2020 and 2045 freight commodity forecasts with a base year set of county-level truck data, TxDOT can extrapolate tonnages in 2050. TxDOT then leverages the Statewide Analysis Model Version 4 (SAM-V4) to translate commodity tonnages to trucks and assess the impacts on Texas roadways.

2.4.1 Expected and Optimistic Freight Baselines

The *expected* and *optimistic* freight baselines for the TTP 2050 combine growth rates from the FAF[4] mid-range and high forecasts, respectively, with TRANSEARCH forecast data (Figure 11). For Texas specifically, the FAF[4] forecast indicates an expected 73% increase in tonnage of freight commodities by 2045 – relative to 2020 levels – with an optimistic estimated increase of 91%.[46] In applying this growth rate to TRANSEARCH data for Texas counties and extrapolating to 2050, it is estimated that Texas residents, businesses, and visitors will consume 3.08 billion to 3.36 billion tons of commodities while producing between 3.04 billion and 3.39 billion tons.

Figure 11: Forecasted Percent Change in Freight Tonnage Traveling Within and Through Texas by Commodity Group from 2020 to 2050



Freight Baseline	Texas Consumption in 2050	Texas Production in 2050
Expected	3.08 Billion Tons	3.04 Billion Tons
Optimistic	3.36 Billion Tons	3.39 Billion Tons

Source: Freight Analysis Framework Version 4 [46]

Most of this freight growth is anticipated to occur in the "oil and gas" commodity group followed by "durable manufacturing" (e.g., electronics, home appliances, furniture). Texas is by far the largest primary energy-producing state in the nation for fossil fuels, contributing more than twice

as much energy as Wyoming – the next-highest state.[47] Continued growth will likely further the gap. The only commodity group not anticipated to increase in Texas is "other mining" which includes stones and other materials beyond metallic ores and non-metallic minerals.

2.5 Investment Strategies

For each combination of *expected* and *optimistic* technology and freight baselines, a common set of five investment strategies were analyzed (Figure 12). The *Stakeholder and Public Outreach Generated* strategy represents a synthesis of responses gathered during the TTP 2050 outreach via an interactive, web-based survey tool (Figure 13). Respondent preferences were elicited for the following four distinct strategies that prioritize different performance aspects of Texas transportation.

Key Definitions

- **On-System:** All roadways under the jurisdiction, maintained, and operated by TxDOT.
- **Off-system:** All roadways not under the jurisdiction, maintained, and operated by TxDOT.

- The ***Balanced Approach*** strategy continues TxDOT's current approach of maintaining acceptable performance with regards to all TxDOT *2019-2023 Strategic Plan* goals (i.e., Promote Safety, Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, and Value our Employees).[48]
- The ***Keep It Smooth*** strategy significantly increases highway preservation funding by reallocating urban congestion relief funds to reconstruct and maintain existing and future roads and bridges. The strategy achieves system performance targets – 90% good or better pavement lane-miles and an average statewide bridge condition score of 90 – in 2050 for the *expected* technology and freight baselines.[49] Additional funding to further enhance highway safety as part of roadway reconstruction projects are reallocated from rural and multimodal connectivity.
- The ***Congestion Relief*** strategy prioritizes deploying intelligent transportation systems (ITS) to inform travelers of roadway conditions and connect vehicles while increasing urban freeway and arterial capacity to alleviate level-of-service (LOS) E or F conditions during peak periods. The strategy is expected to achieve TxDOT's urban congestion index target of 1.2 (meaning the annual average travel time experienced is within 20% of the travel time under free-flow conditions) and keep more than 75% of Daily Vehicle Miles Traveled (DVMT) within metropolitan planning organization (MPO) jurisdictional boundaries free of congestion in 2050.
- The ***Reliably Connect Texas Communities*** strategy prioritizes alleviating LOS D or lower operations on rural roadways, establishing a network of long-distance bicycle routes connecting to local bicycle facilities, financially supporting regional transit operators in meeting small urban and rural area transit needs – identified and updated through 2050 by TTI – and general aviation and reliever airport operators in meeting needs identified during the on-

going development of the 2019 Texas Airport Systems Plan.[50,51] The strategy cuts the daily LOS D or lower on roadways outside of MPO jurisdictional boundaries by approximately half.

All investment strategies ensure continued progress towards TxDOT's Road to Zero fatalities performance vision.[52] Of the investment strategies, the *Stakeholder and Public Outreach Generated* strategy most closely aligns with the *Balanced Approach*. Key differences from stakeholder and public responses relative to the *Balanced Approach* was a preference for increased rural and multimodal connectivity (+6.5%) and safety spending (+0.5%). As a tradeoff, polled stakeholders and the public accepted nearly 5% less congestion relief funding and 2% less highway preservation funding.

Figure 12: TTP 2050 Investment Strategy Allocations

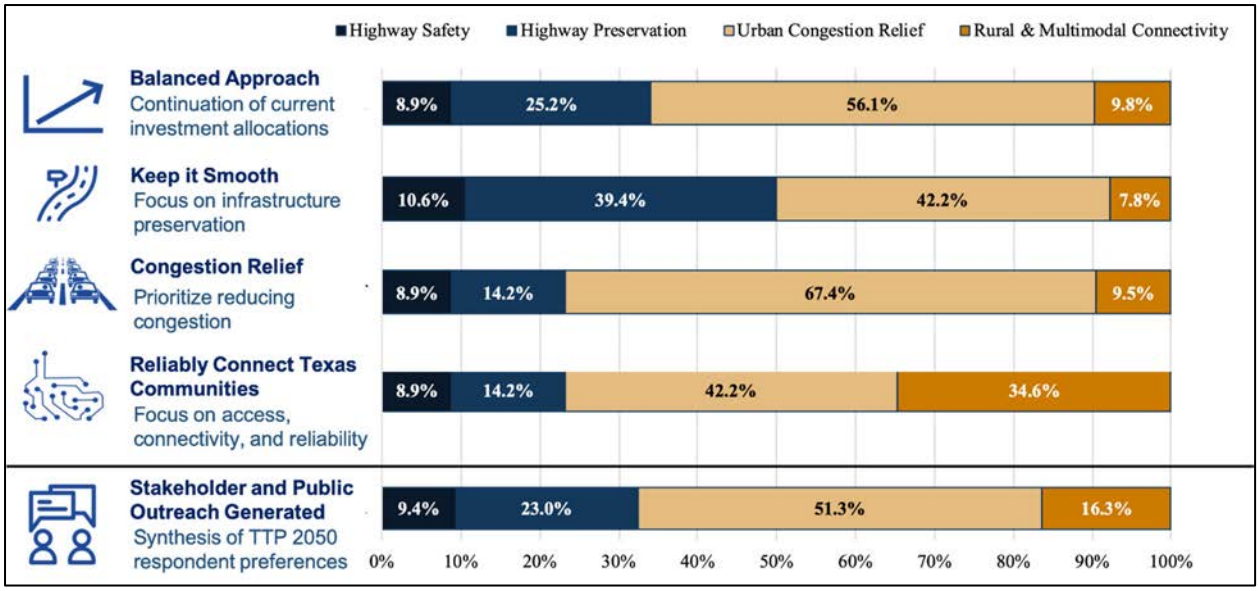


Figure 13: Screenshots of the TTP 2050 Interactive Investment Tool to Elicit Stakeholder and Public Opinion

Available revenues may require TxDOT to make judgments on acceptable performance tradeoffs. Implementing an investment strategy aligned with TxDOT, stakeholder, and public priorities will ensure that programmed projects remain consistent with long-term planning goals regardless of the impact of future technologies and freight on the Texas transportation system.

2019-2023 Strategic Plan Goals

- **Promote Safety –** Champion a culture of safety.
- **Deliver the Right Projects –** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- **Focus on the Customer –** People are at the center of everything we do.
- **Foster Stewardship –** Ensure efficient use of state resources.
- **Optimize System Performance –** Develop and operate an integrated transportation system that provides reliable and accessible mobility enabling economic growth.
- **Preserve our Assets –** Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.
- **Value our Employees** – Respect and care for the well-being and development of our employees.

Source: Texas Department of Transportation (2018), 2019-2023 Strategic Plan.

3.0 ANALYTICAL METHODOLOGY

Multimodal performance implications were quantified during the TTP 2050 scenario analysis to understand the general range of outcomes that could be anticipated given investment strategies and the technology and freight baselines. The performance measures in Table 2 were assessed with regards to highway mobility, safety, and preservation, non-highway travel options, and the economy [see *Technical Memo #2: Goals, Objectives, and Measures* for more details].

Table 2: Scenario Evaluation Measures by Performance Area

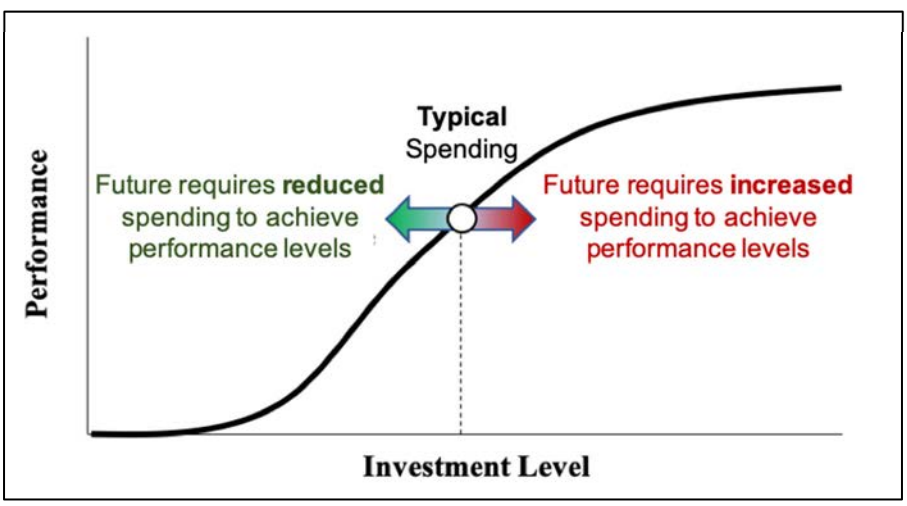
Topic Area	TTP 2050 Scenario Evaluation Measures
Highway Mobility	*For on-system roadways …* • Urban Congestion Index • Urban, Rural, and Truck Reliability Indices • % Congested Urban and Rural DVMT
Highway Safety	*For all publicly owned roadways …* • Fatalities Count and Rate • Serious Injuries Count and Rate
Highway Preservation	*For on-system roadways …* • % Pavement Lane-miles in Good or Better Condition • Bridge Condition Score • % Poor Bridge Deck Area
Non-Highway Travel Options	• % Completion of Long-Distance Bicycle Routes • % ITS, Transit, Non-Highway Freight, Ferry Operations, and Aviation Spending Requests Met
Economy	• Business Output • Value Added • Jobs Added • Labor Income Generated

For each topic area, one of three general approaches were applied to estimate baseline performance under varying investment strategies:

- **Percent met basis** – performance assessment based on the level of spending requests fulfilled by investment strategy allocation [*applies to the non-highway travel options topic area*];
- **Historical trend analysis** – a relationship between historical program spending and performance levels established to forecast outcomes with adjustments made for anticipated changes in future underlying conditions [*applies to the highway safety topic area*]; and
- **Predictive tool application** – detailed predictive analysis for individual road segments and structures based on complex, TxDOT vetted analytical models [*applies to highway mobility, highway preservation, and economy topic areas*].

For assessing the impacts of the technology and freight baselines, an assortment of assumptions was established pertaining to induced travel, gains in roadway capacity from increased operational efficiency, crash reductions from connected and automated vehicles, and truck cost apportionment from heavier loadings on pavements and bridges. As a result, the performance vs. investment level curves developed as part of the investment strategy analysis was proportionately scaled to reflect changes in underlying factors (Figure 14). For instance, safety performance levels may be achieved at reduced spending due to emerging vehicle technology; conversely, pavement performance levels may become more expensive to achieve due to increases in heavy truck traffic.

Figure 14: Scaling Concept to Account for the Impact of Technology and Freight Baselines



Details on the methodologies used to quantify performance for each scenario – meaning the unique combination of technology and freight baselines and investment strategy – are reported in the following subsections by topic area. In some cases, the baseline analysis was not conducted due to

negligible differences between the technology and freight baselines or redundancy with other TxDOT studies (Table 3).

Table 3: Scope of TTP 2050 Scenario Impact Analysis

Topic Area	Investment Strategy Analysis	Technology Baseline Analysis	Freight Baseline Analysis
Highway Mobility	✓	✓	✓
Highway Safety	✓	✓	✓
Highway Preservation	✓	✓	✓
Non-Highway Travel Options	✓	Not Analyzed	Not Analyzed
Economy	✓	✓	Not Analyzed

3.1 Highway Mobility Scenario Approach

SAM-V4 is TxDOT's statewide multimodal travel demand model used to forecast highway LOS. The model helps TxDOT identify areas of future congestion given demographic and socio-economic projections, roadway capacity, freight demand, and passenger rail, and other public transportation ridership estimates. Output data from SAM-V4 can be parsed for any geography, roadway classification, vehicle type, and time of day and used to calculate VMT for each LOS and TxDOT's congestion and reliability indices.

For the TTP 2050 analysis, SAM-V4 was adapted to account for the impacts of connected and automated vehicles and updated for consistency with freight commodity data and county-to-county truck trip tables applied during the 2018 TFMP analysis. Ten runs of the SAM-V4 were conducted to quantify the impacts of the technology and freight baselines, as well as investment strategies (Table 4). This includes the assessment of an existing and committed (E+C) investment baseline which analyzes the impacts of large-scale capacity projects with authorized funds from TxDOT's ten-year UTP and significant projects from financially-constrained MPO transportation improvement programs and metropolitan transportation plans. Projects on the top 100 most congested roadways and top 100 most costly projects in TxDOT's Design and Construction Information System – TxDOT's system-of-record for project pipeline management – are further factored into all investment strategies. [53]

Table 4: SAM-V4 Runs

Analysis Year	Technology Baseline	Freight Baseline	Investment Strategy
2020	--	--	--
2050	--	Expected	Existing and Committed
	Expected	Expected	
	Optimistic	Expected	
	Expected	Optimistic	
	Optimistic	Optimistic	
	Expected	Expected	Balanced Approach
	Expected	Expected	Keep it Smooth
	Expected	Expected	Congestion Relief
	Expected	Expected	Reliably Connect Texas Communities

The establishment of an E+C baseline enables TxDOT to more closely track the impact of future investment decisions – namely, the location and extent of lane additions to the roadway network. Having a replicable E+C pivot point also enables TxDOT to quantify the impact of the technology and freight baselines by holding the built roadway network constant.

Further discussion for how SAM-V4 was applied is detailed in the following subsections.

3.1.1 Estimating the Impact of Investment Strategies

Mobility impacts of the investment strategies were assessed by running SAM-V4 based on the number of new lanes that could be afforded in congested areas. Revenues available for urban congestion relief and rural connectivity across the investment strategies were allocated, after accounting for E+C projects, to freeways and arterials based on historical spending. In 2019, approximately 60% of widening-related project costs in TxDOT's Project Tracker were associated with freeways. The remaining budget was allocated for adding capacity on arterial roadways. A typical widening project adds one lane per direction with costs varying by facility type and geography (Table 5). Based on data from the 2019 TxDOT Project Tracker, the average construction cost of widening-related projects, regardless of facility and geography, was approximately $12 million per directional mile.

Table 5: Average Construction Costs per Directional Mile for Texas Freeway and Arterial Widening Projects in Constant 2020 U.S. Dollars

Facility Type	Urban per Mile Construction Cost	Rural per Mile Construction Cost
Freeway	$28.6 Million	$10.7 Million
Arterial	$5.3 Million	$2.9 Million

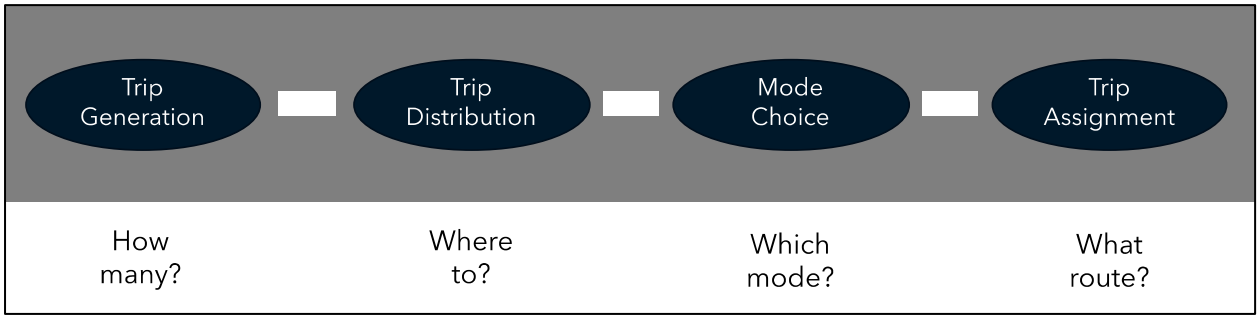
Source: 2019 TxDOT Project Tracker

Using these unit costs, lanes were added to the SAM-V4 roadway network in order of descending volume-to-capacity ratios (i.e., from most to least congested) until the budget allocation was reached.

3.1.2 Estimating the Impact of Technology Baselines

SAM-V4 predicts future traffic operations by way of iteratively loading the roadway network via four steps: i) trip generation, ii) trip distribution, iii) mode choice, and iv) trip assignment (Figure 15). Except for trip distribution, underlying assumptions were modified to each step to simulate the impact of emerging transportation technologies.

Figure 15: Four-Step Travel Demand Model



The impacts of automated vehicles and telecommuting on trip generation for each geography are reflected in Table 6. Occupants in fully automated vehicles will be able to dedicate travel time to activities other than driving making the driverless sensitive to congestion-related changes in travel time.[23] The increased convenience of travel will likely induce more trips to the network. Non-work trips are expected to increase by between 8% and 31% across the technology baselines depending on the geography. Work-based trips vary between a 1% reduction and an 11% increase due to small urban and rural geographies not anticipating a significant number of ZOV operations.

Table 6: Modifications to SAM-V4 Trip Generation Totals in 2050 to Reflect Emerging Transportation Technology

Geography	Trip Purpose	Expected Technology Baseline	Optimistic Technology Baseline
Large Urban >200k Population	Non-Work	↑ 15%	↑ 31%
	Work	↑ 13%	↑ 11%
Medium Urban 50 to 200k Population	Non-Work	↑ 8%	↑ 31%
	Work	↑ 6%	↑ 11%
Small Urban/Rural <50k Population	Non-Work	↑ 8%	↑ 19%
	Work	↑ 6%	↓ 1%

Although AVs are anticipated to make longer trips more tolerable, insufficient data was available to justify changes in land use and hence trip distribution for the TTP 2050 analysis. Theoretically, some populations may redistribute across the state to live in locations further from their typical trip destinations given a reduced "value of time" associated with more convenient vehicle travel. Likewise, long-distance truck trips may occur should the truck fleet become fully automated. Further study is recommended prior to updating SAM-V4.

AVs and anticipated use of unmanned aerial vehicles or "drones" for local goods deliveries are expected to cause a shift in mode choice. The convenience of AVs increases travel options for transit riders who cannot drive, such as youth and the disabled.[54] For the TTP 2050, a 25% shift from public transportation to single-occupancy vehicles (SOVs) was modeled for all geographies without higher-speed, higher-frequency "premium" transit services under the *expected* technology baseline.[55] Under the *optimistic* technology baseline, no change was applied. Drones are expected to become increasingly utilized in medium and large urban areas replacing single unit truck trips that would have occurred for package deliveries within 5 to 15 miles.[56] For the TTP 2050, a 25% to 50% reduction was assumed for these respective delivery ranges under the *expected* and *optimistic* technology baselines.

Table 7: Modifications to SAM-V4 Mode Choice in 2050 to Reflect Emerging Transportation Technology

Geography	Impact Type	Expected Technology Baseline	Optimistic Technology Baseline
Large/Medium Urban >50k Population	Automated Vehicles	↑ 25% shift from non-premium public transportation to SOVs	No Change
	Drones	↓ 25% single unit truck trips within 5 miles	↓ 50% single unit truck trips within 15 miles
Small Urban/Rural <50k Population	Automated Vehicles	↑ 25% shift from non-premium public transportation to SOVs	No Change
	Drones	No Change	No Change

When assigning future generated vehicle trips to the Texas roadway network, SAM-V4 presumes that users will choose the shortest travel time between paired origins and destinations given the modeled time-of-day and choice of mode. Volume-delay functions are used in SAM-V4 to estimate travel speeds as a function of roadway capacity and traffic loadings. This capacity refers to the maximum traffic flow that can be supported by a segment of road to maintain LOS C operations. As more traffic is added to the network, slower travel speeds are expected relative to free-flow conditions. Beyond expanding physical capacity by investing in the construction of additional through travel lanes, an effective gain incapacity can be realized by more efficient operations brought by connected and automated vehicles. With such vehicles able to travel safely at closer distances to one another, more traffic volume can be accommodated at higher speeds.[57] To reflect this behavior, the capacity values for freeway and arterial segments were increased in SAM-V4 for the technology baselines. Under the *expected* technology baseline, rural freeways and urban major arterial capacities were increased by 33% and 15%, respectively. For the *optimistic* technology baseline, all freeways and major arterials in the state were increased by the same amounts.

3.1.3 Estimating the Impact of Freight Baselines

TxDOT conducts statewide freight planning through the TFMP. The 2018 TFMP relied on a recalibrated SAM-V3, the prior version of the statewide travel demand model, that reflected 2015 TRANSEARCH truck data, Surface Transportation Board carload waybill rail data[58] and U.S. Army Corps of Engineers water and international freight data.[44] SAM-V4 was developed simultaneously with the 2018 TFMP analysis and calibrated using 2010 TRANSEARCH data. For consistency purposes, the 2018 TFMP modifications made to SAM-V3 were replicated in SAM-V4 for the TTP 2050 analysis. Without the 2018 TFMP modifications, the default SAM-V4 forecast was found to underestimate the total tonnage of truck freight commodities in 2050 by 12% despite an overestimate of oil and gas, agriculture, petroleum, and food commodity groups (Figure 16). The updated SAM-V4 forecasts between 2.4 billion and 2.7 billion tons of freight commodities in 2050 moved by trucks (Table 8). To convert tons of commodities to trucks, SAM-V4 leverages a payload factor table by commodity group that contains average tons per loaded truck from TRANSEARCH data. Typically, a freight truck will transport 15 to 25 tons of commodities.

Figure 16: Comparison of SAM-V4 Default and Updated 2050 Truck Forecasts by Freight Commodity Group

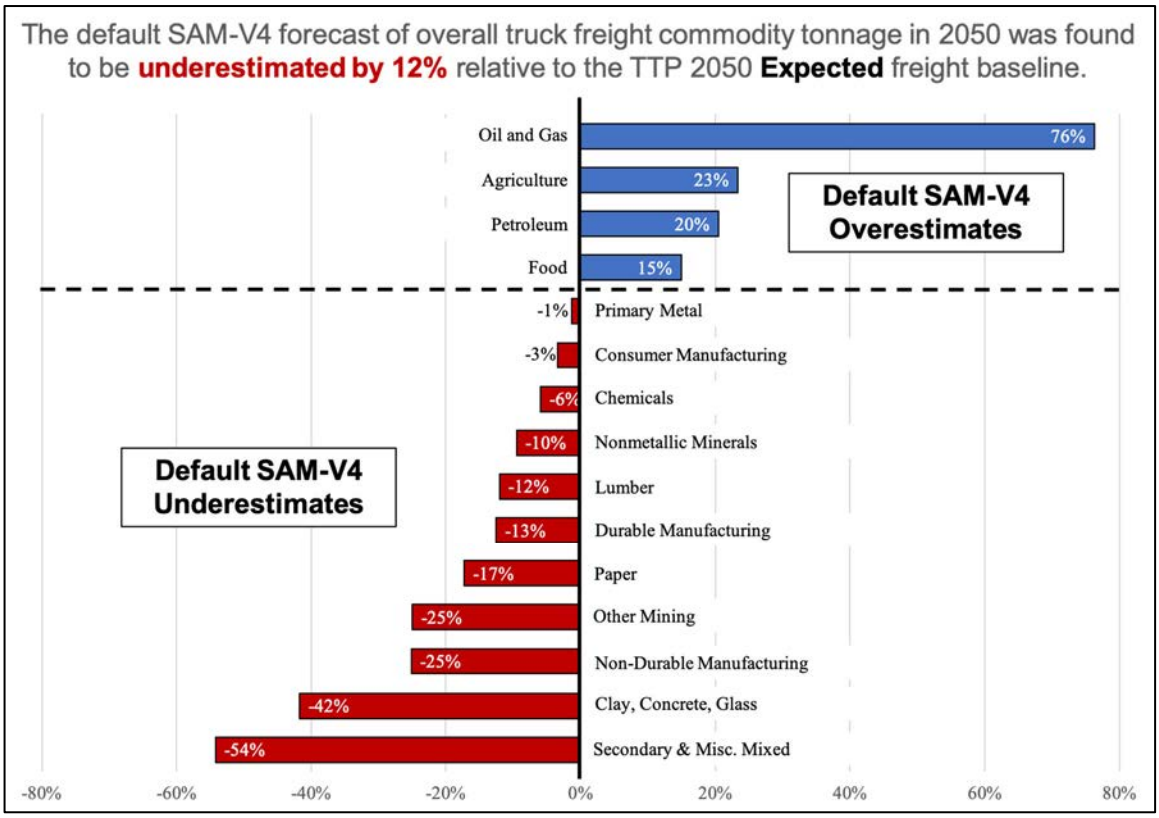


Table 8. Forecasted Truck Freight Tonnage (in millions) by Commodity Group using Updated SAM-V4

Freight Commodity Group	2020	2050 Expected Freight Baseline	2050 Optimistic Freight Baseline
Nonmetallic Minerals	341.4	551.9	601.5
Secondary and Misc. Mixed	254.4	509.8	555.7
Petroleum	158.0	170.1	183.7
Chemicals	143.3	279.2	307.1
Clay, Concrete, Glass	131.5	270.3	291.9
Agriculture	86.0	134.7	144.1
Food	85.7	151.1	163.1
Durable Manufacturing	80.1	176.9	214.0
Primary Metal	26.7	43.1	47.8
Lumber	26.7	42.9	48.1
Non-Durable Manufacturing	22.0	42.7	46.5
Paper	17.0	25.5	29.5
Other Mining	15.9	11.2	13.5
Consumer Manufacturing	4.9	7.5	9.8
Oil and Gas	0.1	0.3	0.4
Overall	**1,393.7**	**2,417.1**	**2,657.0**

As part of the SAM-V4 update, county-level origin-destination pairs were further matched to the 2018 TFMP analysis. Within each county, truck trips were distributed to traffic analysis zones (TAZs) based on their share of county-level employment. The additional trucks distributed by TAZ were then assigned to specific roadways as part of the SAM-V4 traffic assignment step.

3.2 Highway Safety Scenario Approach

Safety is the number one priority at TxDOT. With more vehicles expected on Texas roadways, there is the potential for more crashes. However, a combination of highway improvements and technological advances can offset this growth and enable TxDOT to realize its vision of zero traffic fatalities.

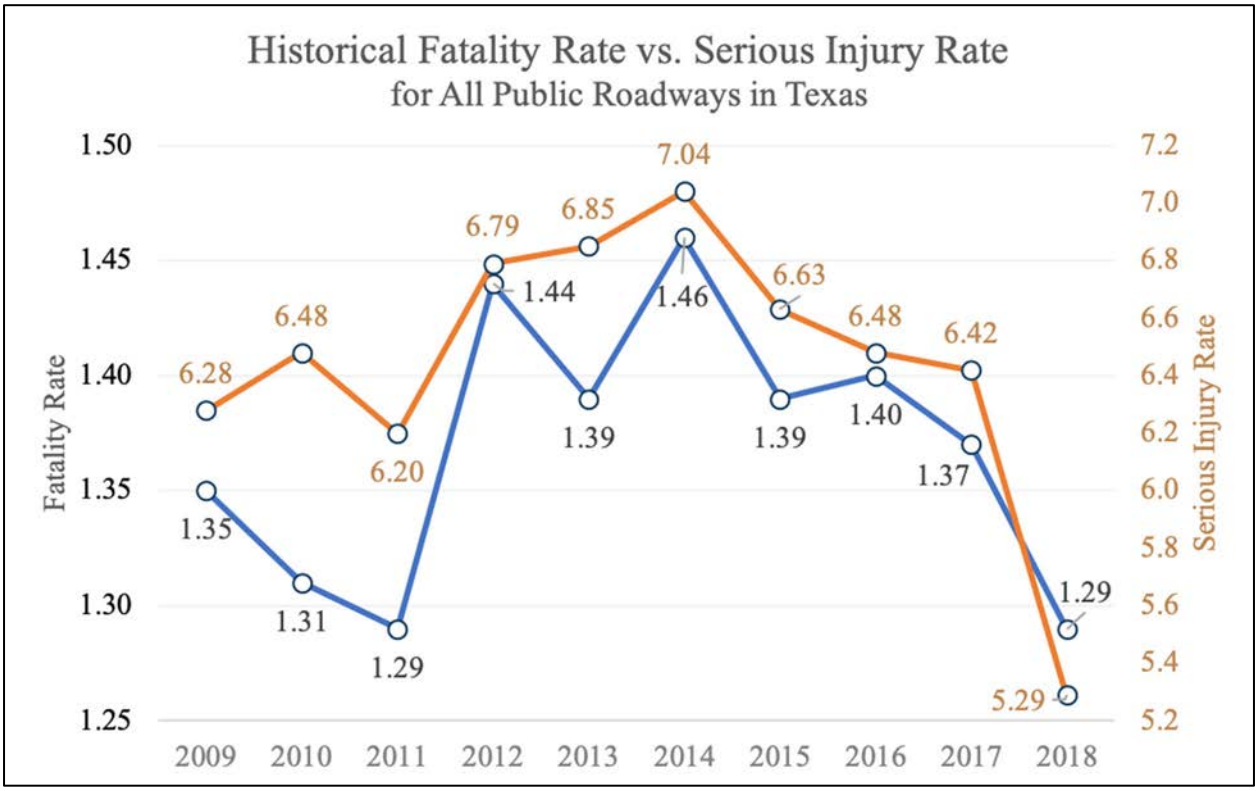
3.2.1 Estimating the Impact of Investment Strategies

Historical trend analysis was leveraged to correlate the impact of TxDOT spending on statewide fatalities and serious injuries on public roads. Two statistical relationships were established using data from 2006 through 2017: i) UTP safety funding and fatal crash rate and ii) fatal crash rate and serious injury crash rate. SAM-V4 VMT forecasts were used to convert from crash rates to crash counts with a historical average persons per fatal and serious injury crash used to translate impacts to the number of fatalities and serious injuries.

Between 2014 and 2018, TxDOT authorized an annual average of $221 million (in constant 2018 dollars) in dedicated spending for safety improvements under UTP Funding Category 8.[59,60,61,62,63] Coinciding with this investment, fatalities per 100 million VMT on public roads in Texas dropped by 0.17 (Figure 17). UTP Funding Category 8 work activities include i) widening medians, shoulders, and pavement, ii) installing/upgrading signals, lighting, signs, guard rails, safety grates, rumble strips, and pavement markings, iii) grade separations, and iv) rail crossing improvements.

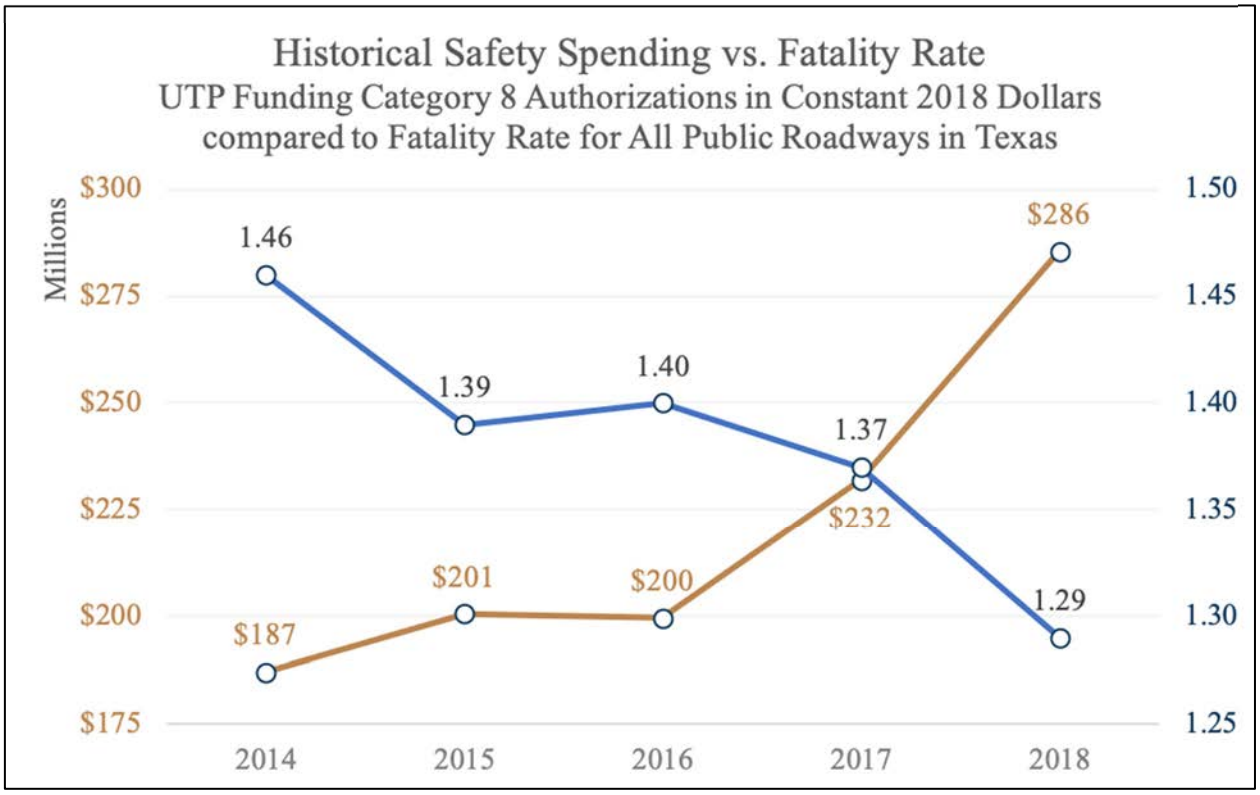
Serious injury rates were found to strongly correlate with fatality rates with approximately 4.7 serious injuries occurring for each fatality. By extrapolating these relationships out to 2050 for each investment strategy, the number of fatalities and serious injuries prevented due to TxDOT investment could be estimated.

Figure 18: Comparison of Historical TxDOT Fatality Rate vs. Serious Injury Rate



Source: Texas Department of Transportation, Performance Dashboard – Promote Safety [64]

Figure 17: Comparison of Historical TxDOT UTP Spending on Funding Category 8 – Safety with Fatality Rates



Spending source: Texas Department of Transportation, 2014-2018 UTPs [59, 60, 61, 62,]
Fatality rate source: Texas Department of Transportation, Performance Dashboard – Promote Safety[64]

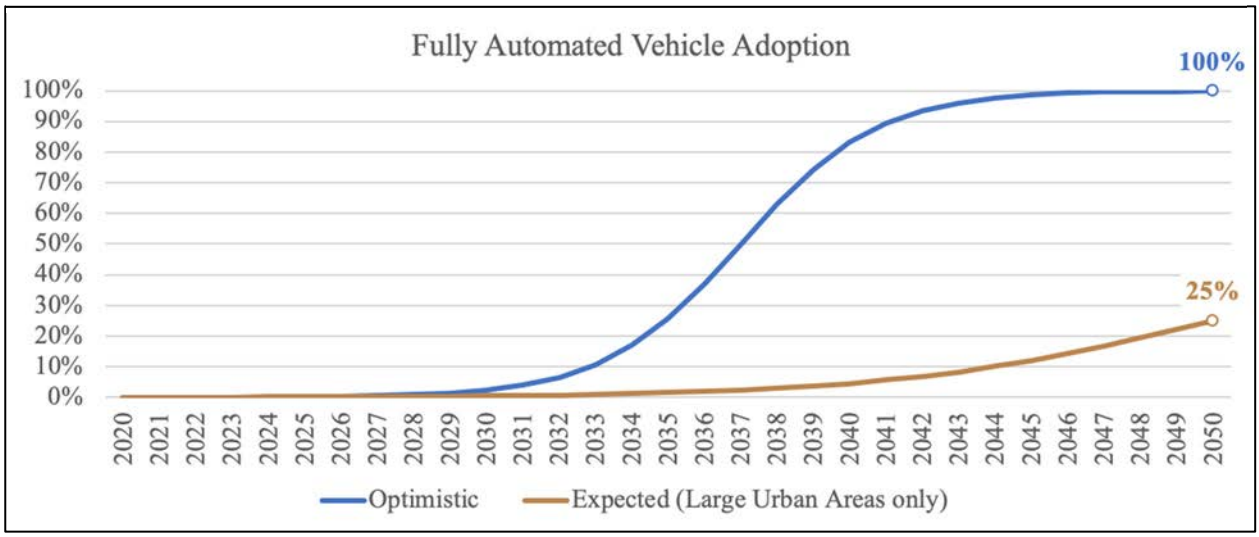
3.2.2 Estimating the Impact of Technology Baselines

With 94% of crashes being human error-related, the potential benefits of connected and automated vehicles are substantial.[19] As technology evolves, such crashes can be significantly reduced depending on the level of vehicle automation. Conditionally automated vehicles monitor the environment and handle most aspects of driving independently, only calling on the occupant for driving assistance in rare circumstances.[65] Such vehicles have been estimated to reduce crashes by 40%.[20] Fully automated vehicles – where no driver interaction is required – are anticipated to reduce human error related crashes by upwards of 90%.[21,22,23]

These anticipated safety benefits were applied to fatal and serious injury crashes calculated by combining the annual crash rate predictions from the investment strategy analysis with geometric interpolations of SAM-V4 VMT forecasts between 2020 and 2050. The subset of crashes modified varied by geography for the two technology baselines.

For both technology baselines, connected and automated vehicle adoption was assumed to grow progressively at a logistic rate (Figure 19). For the *expected* technology baseline, 25% of human error related crashes in large urban areas were proportionately reduced by 90%, presuming fully automated vehicle adoption. All other human error-related crashes were reduced by 40%, presuming conditional automated vehicle adoption. For the *optimistic* technology baseline, all human error related crashes in Texas were proportionately reduced by 90% presuming fully automated vehicle adoption. It is assumed in the *optimistic* technology baseline that early adopters will begin purchasing fully automated vehicles in the 2020s, with lower pricing leading to mass market adoption in the 2030s, and remaining holdouts adopting automated vehicles in the 2040s.

Figure 19: Assumed Rate of Fully Automated Vehicle Adoption for TTP 2050 Scenario Analysis



The modified crashes based on connected and automated vehicle adoption and VMT growth forecasts were used to identify "hot spots" annually in the 2019 UTP out-years through the 2050 planning horizon for both technology baselines. "Hot spots" for the TTP 2050 scenario analysis refer to road segments or intersections that exceed the 95th percentile threshold – five-year rolling average using TxDOT's 2013-2017 CRIS data – for crash rate, fatality rate, or serious injury rate and a minimum three fatalities or serious injuries observed in five years. The ratio of costs to mitigate "hot spots" (Table 9) was used to scale the performance vs. investment curve between the different technology baselines.

Table 9: Average TxDOT Safety Project Costs (in constant 2020 dollars)

Cost Category	Urban	Rural
Intersection per project	$912,325	$558,503
Segment per mile	$724,567	$271,947

Source: 2019 TxDOT Project Tracker

3.2.3 Estimating the Impact of Freight Baselines

Between 2013 and 2017, 11.64% of fatal crashes involved a truck.[66] With more commercial trucks on the roadway, vehicle weight and speed differentials with other traffic may lead to more severe crashes. For the TTP 2050 scenario analysis, it was assumed that the truck share of safety improvement costs is consistent with the number of fatal crashes. To maintain performance levels, this cost-share was proportionately grown with SAM-V4 forecasts for truck VMT share, creating updated performance vs. investment level curves for the two freight baselines.

3.3 Highway Pavement Preservation Scenario Approach

As both passenger and freight traffic grow through 2050, pavements will be subjected to more frequent and heavier loadings with the potential for accelerated deterioration. This has most notably been observed for roadways that support the energy sector, leading TxDOT to recently target investments for strengthening/reinforcing pavement structures on these roadways.[67]

3.3.1 Estimating the Impact of Investment Strategies

TxDOT leverages pavement management software to store inspection data, forecast future conditions, recommend cost-effective work activities, and conduct scenario analysis.[68] This software was utilized to assess the performance implications of different investment strategies.

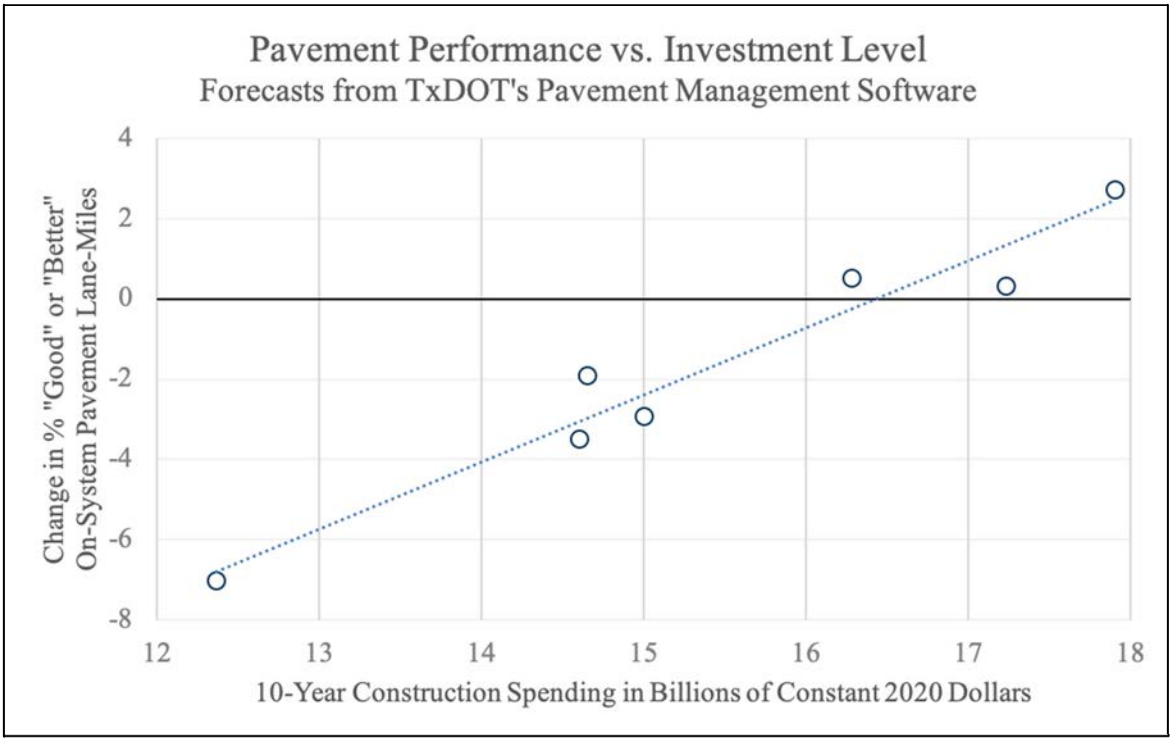
A statistical relationship was established between 10-year spending totals and forecasted changes in the % "good" or "better" on-system pavement lane-miles. Previous analyses conducted for the Texas Transportation Asset Management Plan (TAMP) and prior UTPs were used to calibrate the

predictive model (Figure 20). Predictions were then extrapolated through the 2050 planning horizon [see *Technical Memo #6: Pavement Preservation Modal Profile* for more details].

As Texas pavements age over the next 30 years, heavier rehabilitation and replacement activities will likely be required. To account for the increased cost of more intensive pavement preservation activities, the TTP 2040 forecast of pavement needs was used to proportionately grow the cost required to achieve desired performance levels in the 2019 UTP out-years.

Maintenance and repair cycles of new pavement from system capacity expansion are further incorporated into the forecasted performance of different investment strategies.

Figure 20: Forecasted Change in % "Good" or "Better" On-System Pavement Lane-Miles Given Different 10-year UTP Funding Levels



Source: TxDOT's Pavement Management Software [68]

3.3.2 Estimating the Impact of Technology and Freight Baselines

Population and economic growth combined with induced travel from connected and automated vehicles and freight movement will result in increased traffic loadings on Texas pavements. To attribute the damage of this additional loading, the *Texas Highway Cost Allocation Study* methodology was applied to scale pavement impacts based on growth in equivalent single axle loads (ESALs) for different vehicle classifications (Table 10).[69] Heavier vehicles require additional axles and place a greater strain on pavement structures, yet such vehicles make up a smaller share of VMT than automobiles. When

accounting for both the damage of vehicle types and extent of system use, it was estimated that automobiles are responsible for 51% of pavement damage costs as compared to 49% for trucks.

Table 10: Cost Responsibility by Vehicle Classification using the Proportional ESAL Allocation Methodology

Vehicle Classification	Cost Responsibility
Automobiles	**50.66%**
Passenger Cars and Motorcycles Includes sedans, coupes, station wagons, and two- or three-wheeled vehicles	38.49%
Other 2-Axle, 4-Tire Single-Unit Vehicles Includes pickups, vans, recreational and other light trailers	12.17%
Trucks	**49.44%**
2-Axle, 6-Tire Single-Unit Trucks	4.78%
3-Axle, 6-Tire Single-Unit Trucks	3.65%
4 or More Axle Single-Unit Trucks	0.21%
4 or Fewer Axle Single-Trailer Trucks	2.05%
5-Axle Single-Trailer Trucks	34.44%
6 or More Axle Single-Trailer Trucks	0.85%
5 or Fewer Axle Multiple-Trailer Trucks	1.40%
6-Axle Multiple-Trailer Trucks	0.17%
7 or More Axle Multiple-Trailer Trucks	0.05%
Buses	1.74%

Source: Luskin, D., et al. (2000), Texas Highway Cost Allocation Study [69]

The percent change in automobile VMT and truck VMT from the SAM-V4 forecasts were respectively multiplied by their cost responsibility share to determine the effective increase in spending required to maintain performance under the respective technology and freight baselines.

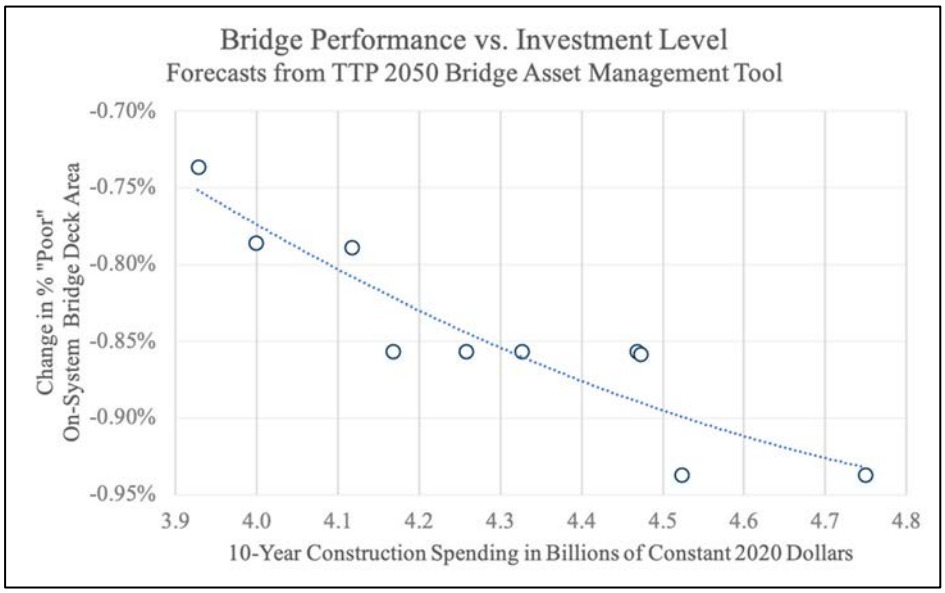
3.4 Highway Bridge Preservation Scenario Approach

Bridges deteriorate more rapidly with heavier traffic loadings. Strengthening activities and shorter span lengths can prolong structural life but require additional investment. To model the impact of future traffic growth on top of natural deterioration from aging and climatic effects, a custom asset management tool was developed. This tool, like the pavement management software, recommends an optimal mix of preventive maintenance, rehabilitation, and replacement activities given available revenues. Outputs of this process include estimates of future percent "poor" bridge deck area and an on-system Bridge Condition Score representative of overall bridge health [see *Technical Memo #7: Bridge Preservation Modal Profile* for more details].

3.4.1 Estimating the Impact of Investment Strategies

Similar to the pavement management software, the bridge asset management tool was iteratively applied to forecast on-system bridge performance over ten years (Figure 21). It was estimated that current conditions could be maintained over ten years with approximately $4.2 billion to $4.3 billion (in constant 2020 dollars) in UTP construction funding. Progress towards reducing "poor" bridge deck area was found to be attainable at lower revenues should this performance measure be prioritized during project selection.

Figure 21: Forecasted Change in Bridge Performance given Different 10-year UTP Funding Levels



Source: TTP 2050 Bridge Asset Management Tool

Ten-year results were then extrapolated through 2050 based on the respective investment strategy. New location construction, at a rate of about 300 bridges a year, was further factored into the performance prediction to reflect expanding capacity throughout the state.

3.4.2 Estimating the Impact of Technology and Freight Baselines

Similar to the pavement scenario analysis, the *Texas Highway Cost Allocation Study* methodology was applied to scale bridge impacts based on VMT growth for different vehicle classifications (Table 11).[69] Strengthening bridges to accommodate increased light truck traffic was presumed to cost, on average, an additional 10% and structural reinforcement for increased heavy truck traffic was presumed to cost an additional 15%.[69] This cost and SAM-V4 forecasts of light and heavy truck VMT was used to calculate cost shares. The cost shares were then proportionately increased with light and heavy truck VMT growth as well as a prediction of truck impacts to bridge deterioration.

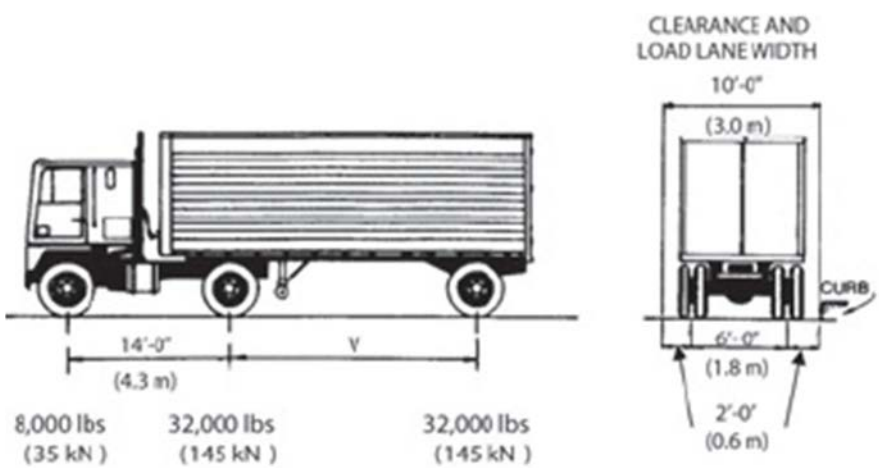
Table 11: Relative Bridge Construction Cost by Weight Capacity

Design Vehicle	H2.5	H5	H10	H15	H20	HS15	HS20	HS25	HS30
Gross Weight in thousands of pounds	5	10	20	30	40	54	72	90	108
Construction Cost relative to a HS20 bridge	80.78	82.61	86.52	90.43	95.80	94.59	100	105	110

Source: Luskin, D., et al. (2000), Texas Highway Cost Allocation Study [69]

Bridge deterioration rates for different truck volumes were compared using historical National Bridge Inventory inspection data for Texas on-system bridges from 1992 through 2019.70 For the analysis, the number of years from new construction until a "poor" condition state was predicted for bridges designed for the loads of an HS20 vehicle (Figure 22). Time to "poor" predictions without rehabilitation/replacement were then compared for bridges with low (0-25th percentile), medium (25th-50th percentile), and high (75th-100th percentile) truck average daily traffic. It was found that HS20 bridges [being the most common] with medium and high truck traffic deteriorate 6% to 8% faster than those with low truck traffic. These deterioration multipliers were combined with the forecasted percent VMT growth for light and heavy trucks to scale the performance vs. investment level curves for the technology and freight baselines.

Figure 22: HS20 Vehicle Live ("Moving") Loading



Source: AASHTO Standard Specifications for Highway Bridges [71]

3.5 Non-Highway Travel Options Scenario Approach

Unlike the measures for other performance areas, performance for non-highway travel options were varied solely for investment strategies and are presumed not to be substantially influenced by the TTP 2050 technology and freight baselines. Although ITS investments may increase in a technology baseline, TxDOT's share of costs relative to local municipalities is yet to be analyzed or ascertained. All non-highway measures are estimated on a percent met basis (Table 12).

Table 12: Defining Impact of Investment Strategies on Non-Highway Travel Options

Mode of Transportation	Performance Measure
Bicycle and Pedestrian	**% Completion of Long-Distance Bicycle Routes** Share of long-distance bicycle routes – cross-state spines defined in the *Texas Bicycle Tourism Trails Study* report – that can be constructed or upgraded to meet minimum bikeway design guidance.[72]
ITS	**% ITS Spending Requests Met** Share of costs to repair and replace existing traffic management system (TMS) devices, expand coverage, centralize software for enhanced asset connectivity, and upgrade signals and rail crossings with "smart" technology.[73] Statewide TMS-related costs were extrapolated on a per device basis using estimates from the TxDOT Austin District [74] [75]
Public Transportation	**% Public Transportation Spending Requests Met** Share of costs to address service gaps and maintain small urban and rural transit fleet and facilities [See *Technical Memo #8: Public Transportation Modal Profile* for more details].
Aviation	**% Aviation Spending Requests Met** Share of unconstrained project costs identified in the *2019 Texas Airport System Plan* (TASP) to support the safety, preservation, capacity, accessibility, and modernization of general aviation and reliever airports on the Texas Airport System network.[76] Also includes costs associated with continuing the Routine Airport Maintenance Program and Texas Aviation Facilities Development Program.[77] [78]
Ferry Operations	**% Ferry Operations Spending Requests Met** Share of costs to continue operating the Galveston and Port Aransas ferry routes.[79] Spending supports the construction of passenger's vessels, adding working docks, repairing bulkheads, and improvements to vehicle staging area capacity.
Non-Highway Freight	**% Non-Highway Freight Spending Requests Met** Share of unconstrained project costs identified in the *2018 TFMP* relating to rail, ports, and waterways, and air cargo.[42] Projects include grade separations at rail crossings, intermodal connectivity with ports and airports, and ship channel deepening, widening, locks, and floodgates.

3.6 Economy

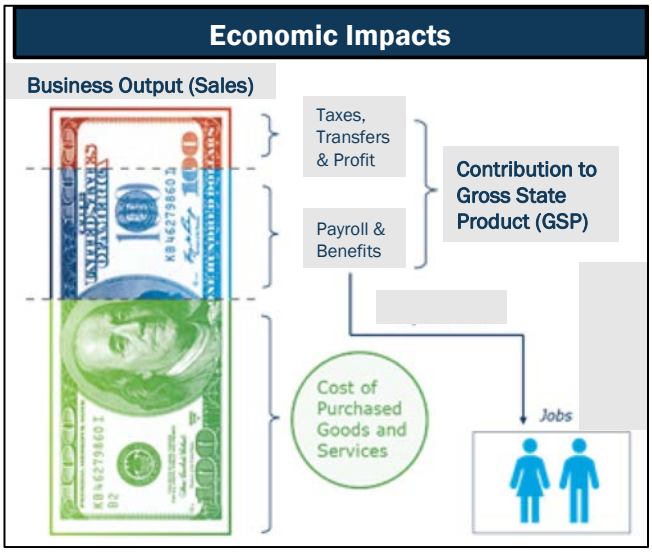
The relationship between transportation and the economy can be thought of as a "chicken-and-egg" exercise. Economic activity shapes businesses' and individuals' needs for the transportation system. At the same time, transportation system performance influences the economic competitiveness and fiscal capacity of cities, regions, states, and the nation as a whole.

The TTP 2050 scenario economic analysis held the *expected* freight baseline tonnage amounts constantly throughout the evaluations to supplement the more in-depth freight analysis conducted during the development of the 2018 TFMP. To help isolate the economic impacts of alternative investment strategies and technology baselines, different pivot points were established: i) **investment strategy impacts** were evaluated by holding the *expected* technology baseline constant, and ii) **technology adoption impacts** were evaluated by holding the *Balanced Approach* investment strategy constant.

The economic impact of these analyzed scenarios to Texas industries and occupations were quantified with respect to (Figure 23):

- **business output** – all sales transactions made in the state;
- **gross state product (GSP)** – a measure that removes the cost of intermediate goods and services, which could be considered to be double-counted under the output measure; also can be thought of as labor income, adjusted for taxes and transfers and profits;
- **jobs** – position count, regardless of full- /part-time or seasonal/annual employment; and
- **labor income** – total compensation, including wages, salaries, benefits, and sole proprietor earnings.

Figure 23: Economic Impacts Overview



The economic measures were evaluated across the investment strategies and technology baselines given variations in i) transportation-related construction spending allocations, ii) access to workforce and customer markets, iii) travel cost savings allocated to households and businesses, and iv) potential impacts of emerging vehicle technologies to industrial sectors that provide medical, legal, repair, and other services in response to crashes (Table 13). Spending and market access impacts

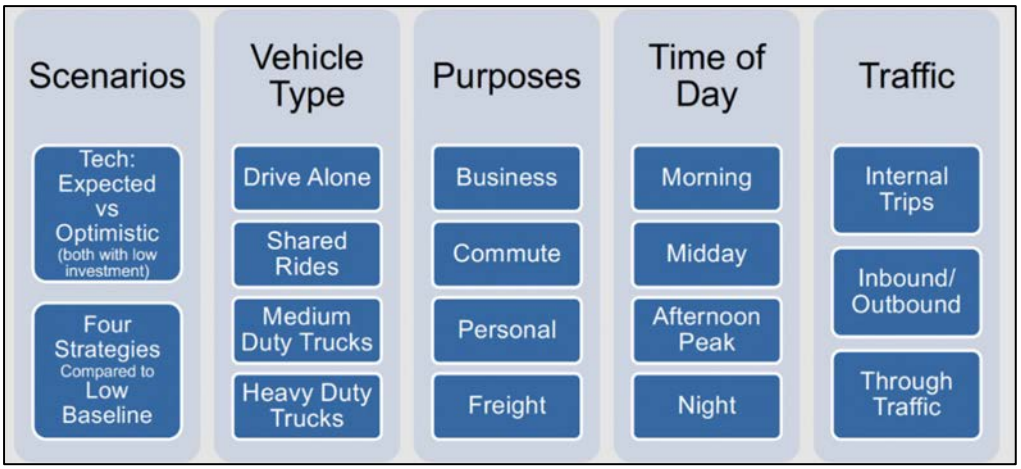
were only quantified when comparing investment strategies. This is because both the *expected* and *optimistic* technology baselines relied on the same investment strategy. Transportation spending and market access were thus held constant. The crash industry restructuring component was only analyzed when comparing the impacts of technology due to the significant safety benefits anticipated with wide-spread adoption of emerging vehicle technologies and the consistent level of safety funding across the investment strategies. From an economic standpoint, fewer severe crashes will increase household spending and worker productivity but have adverse effects on the auto repair, legal, health care, and insurance industries. For this analysis, NHTSA research on "The Economic and Societal Impacts of Motor Vehicle Crashes"[80] was used to identify monetary flows to specific industries. Travel cost savings were quantified for both economic impact evaluations.

Table 13: Parameters Varied as Part of Economic Impact Evaluations

Economic Component	Economic Impact of Investment Strategies	Economic Impact of Technology Adoption
Transportation spending	✓	Held constant
Market access	✓	Held constant
Travel cost savings	✓	✓
Crash industry restructuring	Held constant	✓

The travel cost component was analyzed in terms of highway passenger and freight travel time savings (only tonnages were held constant) resulting from capacity addition investments, increased operational efficiency associated with connected and automated vehicles, and mitigated detours from maintaining on-system bridges, as well as increased travel time reliability and reduced vehicle operating costs from smoother pavements. Highway mobility impacts were quantified for various vehicle types, trip purposes, times of day, and types of traffic origin-destination pairs (Figure 24). Information on vehicle hours traveled (VHT), travel time delay, VMT, freight network status, level of service and travel time reliability were obtained from the SAM-V4. Highway preservation was analyzed in terms of diverted VMT from potential bridge closings in 2050 (estimated using Markovian techniques vetted with the TxDOT Bridge Division) and percent VMT on "good" and "poor" pavements in 2050 (estimated using Pavement Analyst results provided by the TxDOT Maintenance Division). These performance outcomes were translated to economic measure impacts using TREDIS software by accounting for value of time, reliability, vehicle operating costs, and logistics/supply chain. Results were further compared to estimate the economic impacts of continued TxDOT investments through 2050.

Figure 24: Evaluation Dimensions for the TTP 2050 Scenario Economic Analysis



The direct, indirect, induced, and reallocation impacts of the economic components were quantified and are detailed in the following section.

4.0 PERFORMANCE IMPLICATIONS OF SCENARIOS

Forecasting long-range transportation performance is both an "art" and a "science." Although sophisticated tools and analytical approaches were objectively applied during the development of the TTP 2050, the resulting outcomes are more meaningfully compared than precisely reported. Ranges of outcomes and differences between forecasts are reported by topic area herein. The range of outcomes is described relative to current performance levels with improved performance denoting a "good" outcome, maintaining performance levels as "neutral," and reduced performance as "poor." Differences are detailed relative to the 2050 existing and committed baseline to gauge direct impacts unrelated to underlying growth in the population and economy. Benefits directly associated with the investment strategies and technology and freight baselines are further detailed. If new revenue becomes available, additional performance gains can be expected.

4.1 Highway Mobility Scenario Outcomes

Between 2020 and 2050, an additional 52% to 64% in total VMT is predicted by SAM-V4 regardless of the technology and freight baseline or investment strategy (Figure 25). Although the *optimistic* freight baseline is predicted to increase total VMT by only 1% relative to the *expected* baseline, this translates to an approximate 12% increase in truck VMT placing a greater strain on the THFN. Technology was found to have a larger impact on future travel with an approximate 11% increase in total VMT between the *expected* and *optimistic* baselines. This growth is predicted primarily in non-truck vehicles.

The performance level definitions in Table 14 were applied to evaluate the implications of future traffic growth. In general, it was found that relative to 2020 performance levels, more congestion

is forecasted but with increased truck and urban travel time reliability (Table 15). Rural roadways beyond the THFN are forecasted to become less reliable. Given the exponential nature of traffic growth, any degradation in performance levels is likely to occur slowly with increased traffic loadings towards the end of the 2050 planning horizon.

Figure 25: Forecasted VMT Growth Between 2020 and 2050 for the Technology and Freight Baselines

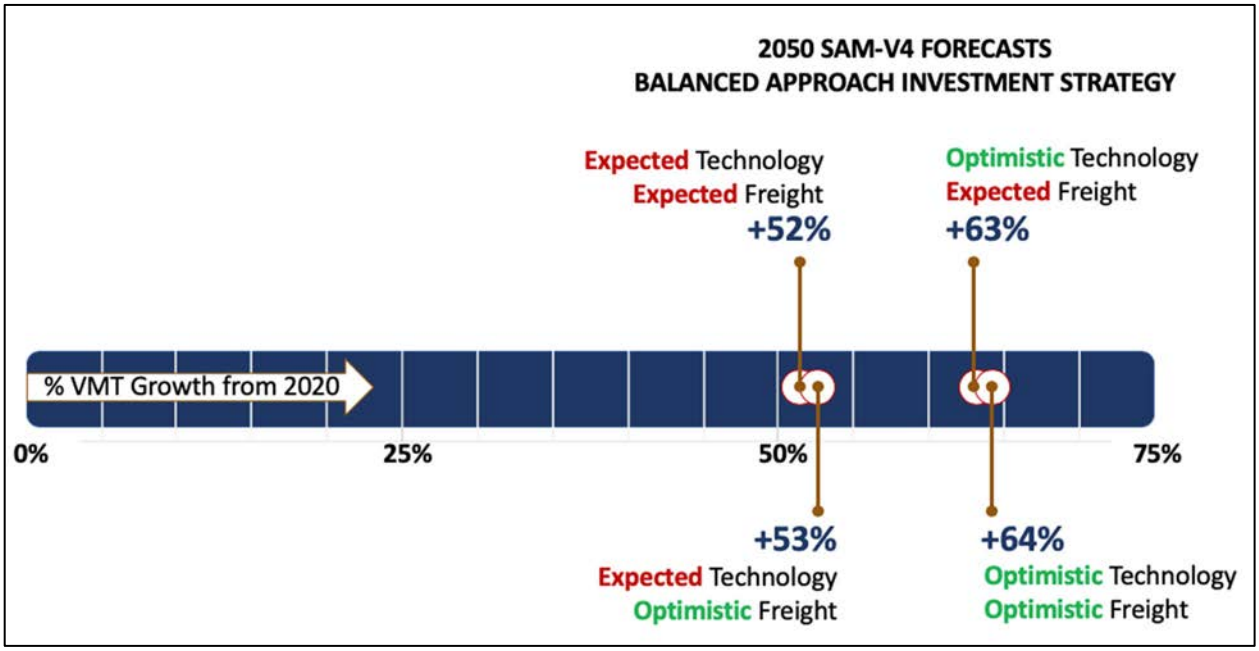


Table 14: Performance Level Definitions for Highway Mobility TTP 2050 Scenario Evaluation Measures

	Change Relative to 2020 Performance Levels				
Evaluation Measure	Very Poor	Poor	Neutral	Good	Very Good
Percent Congested Urban Daily VMT	>5% increase	between 2.5% and 5% increase	between 0% and 2.5% increase	between 0% and 2.5% decrease	>2.5% decrease
Percent Congested Urban Peak Hour Lane Miles	>10% increase	between 5% and 10% increase	between 0% and 5% increase	between 0% and 5% decrease	>5% decrease
Urban Congestion Index	>8% increase	between 0% and 4% increase	between 0% and 4% decrease	between 4% and 8% decrease	>8% decrease
Urban Reliability Index	>8% increase	between 0% and 4% increase	between 0% and 4% decrease	between 4 and 8% decrease	>8% decrease
Percent Congested Rural Daily VMT	>3% increase	between 1.5% and 3% increase	+/- 1.5%	between 1.5% and 3% decrease	>3% decrease
Percent Congested Rural Peak Hour Lane Miles	>1.5% increase	between 0.75% and 1.5% increase	between 0% and 0.75% increase	between 0.75% and 1.5% decrease	>1.5% decrease
Rural Reliability Index	>15% increase	between 7.5% and 15% increase	between 0% and 7.5% increase	between 0% and 7.5% decrease	>7.5% decrease
Truck Reliability Index	>3.5% increase	between 0% and 3.5% increase	between 0% and 3.5% decrease	between 3.5 and 7% decrease	>7% decrease

Table 15: Forecasted Highway Mobility Performance Outcomes in 2050

Evaluation Measure	Investment Strategy	**Expected** Technology, **Expected** Freight	**Optimistic** Technology, **Expected** Freight	**Expected** Technology, **Optimistic** Freight	**Optimistic** Technology, **Optimistic** Freight
Percent Congested Urban Daily VMT	Balanced Approach	Poor	Neutral	Poor	Neutral
	Keep it Smooth	Very Poor	Poor	Very Poor	Poor
	Congestion Relief	Neutral	Good	Neutral	Good
	Reliably Connect Texas Communities	Very Poor	Poor	Very Poor	Poor
	Stakeholder and Public Outreach Generated	Poor	Neutral	Poor	Neutral
Percent Congested Urban Peak Hour Lane Miles	Balanced Approach	Poor	Neutral	Poor	Neutral
	Keep it Smooth	Very Poor	Poor	Very Poor	Poor
	Congestion Relief	Neutral	Neutral	Poor	Neutral
	Reliably Connect Texas Communities	Very Poor	Poor	Very Poor	Poor
	Stakeholder and Public Outreach Generated	Poor	Poor	Poor	Poor
Urban Congestion Index	Balanced Approach	Very Good	Very Good	Very Good	Very Good
	Keep it Smooth	Good	Good	Good	Good
	Congestion Relief	Very Good	Very Good	Very Good	Very Good
	Reliably Connect Texas Communities	Good	Good	Good	Good
	Stakeholder and Public Outreach Generated	Very Good	Good	Very Good	Good
Urban Reliability Index	Balanced Approach	Good	Good	Very Good	Very Good
	Keep it Smooth	Good	Good	Very Good	Very Good
	Congestion Relief	Good	Good	Very Good	Very Good
	Reliably Connect Texas Communities	Good	Good	Very Good	Very Good
	Stakeholder and Public Outreach Generated	Good	Good	Very Good	Very Good
Percent Congested Rural Daily VMT	Balanced Approach	Poor	Poor	Poor	Poor
	Keep it Smooth	Very Poor	Very Poor	Very Poor	Very Poor
	Congestion Relief	Very Poor	Very Poor	Very Poor	Very Poor
	Reliably Connect Texas Communities	Neutral	Neutral	Neutral	Neutral
	Stakeholder and Public Outreach Generated	Poor	Poor	Poor	Poor
Percent Congested Rural Peak Hour Lane Miles	Balanced Approach	Poor	Poor	Poor	Poor
	Keep it Smooth	Very Poor	Poor	Very Poor	Poor
	Congestion Relief	Very Poor	Poor	Very Poor	Poor
	Reliably Connect Texas Communities	Neutral	Neutral	Poor	Neutral
	Stakeholder and Public Outreach Generated	Poor	Poor	Poor	Poor
Rural Reliability Index	Balanced Approach	Poor	Poor	Poor	Poor
	Keep it Smooth	Poor	Very Poor	Poor	Very Poor
	Congestion Relief	Poor	Very Poor	Poor	Very Poor
	Reliably Connect Texas Communities	Neutral	Poor	Neutral	Poor
	Stakeholder and Public Outreach Generated	Poor	Poor	Poor	Poor
Truck Reliability Index	Balanced Approach	Good	Good	Good	Good
	Keep it Smooth	Good	Good	Good	Good
	Congestion Relief	Good	Good	Very Good	Very Good
	Reliably Connect Texas Communities	Good	Good	Good	Good
	Stakeholder and Public Outreach Generated	Good	Good	Good	Good

4.1.1 Evaluating the Impact of Investment Strategies

The *Congestion Relief* and *Reliably Connect Texas Communities* investment strategies are forecasted to have the largest positive impact on future urban and rural highway mobility, respectively. Relative to the 2050 E+C, all investment strategies result in improved performance (Table 16).

The *Congestion Relief* strategy is forecasted to improve the percent congested DVMT, peak hour lane miles, and congestion index in urban areas by approximately 17% and improve the urban reliability index by approximately 13%. The *Keep It Smooth* and *Reliably Connect Texas Communities* investment strategies result in the least benefit for urban highway mobility but still are forecasted to reduce congested peak hour lane miles and DVMT and by approximately 10% to 13%, improve the congestion index by approximately 16%, and the reliability index by approximately 12%.

The *Reliably Connect Texas Communities* investment strategy is forecasted to reduce rural congested DVMT by more than 5%, peak hour congested lane miles by nearly 2%, and rural reliability index by approximately 29%. The *Keep It Smooth* and *Congestion Relief* investment strategies result in the least benefit for rural highway mobility but are forecasted to reduce congested peak hour lane miles and DVMT by approximately 1% to 3% and the reliability index by nearly 26%.

Statewide, the truck reliability index performs best under the *Congestion Relief* strategy but is the least sensitive to investment levels with all strategies improving the travel time index by 20% to 21%.

Table 16: Investment Strategy Impacts on 2050 Highway Mobility Performance
[Relative to 2050 E+C Baseline with Expected Technology and Freight Baselines]

Evaluation Measure	Balanced Approach	Keep It Smooth	Congestion Relief	Reliably Connect Texas Communities	Stakeholder and Public Outreach Generated
Percent Congested Urban DVMT	↓14.7%	↓12.3%	↓**16.7%**	↓12.3%	↓13.8%
Percent Congested Urban Peak Hour Lane Miles	↓15.2%	↓10.6%	↓**17.2%**	↓10.6%	↓13.6%
Urban Congestion Index	↓16.5%	↓15.7%	↓**16.7%**	↓15.7%	↓16.5%
Urban Reliability Index	↓12.7%	↓11.9%	↓**12.8%**	↓11.9%	↓12.7%
Percent Congested Rural DVMT	↓3.6%	↓3.1%	↓3.1%	↓**5.2%**	↓4.0%
Percent Congested Rural Peak Hour Lane Miles	↓1.1%	↓0.9%	↓0.9%	↓**1.7%**	↓1.2%
Rural Reliability Index	↓26.7%	↓25.8%	↓25.8%	↓**28.9%**	↓26.7%
Truck Reliability Index	↓21.2%	↓20.5%	↓**21.4%**	↓20.8%	↓21.2%

***BOLD** text indicates the investment strategy with the largest benefit for the respective evaluation measure*

4.1.2 Evaluating the Impact of Technology Baselines

The induced travel from adoption of connected and autonomous vehicles in the *expected* technology baseline are forecasted to increase urban congested DVMT and lane miles by approximately 6% to 7% and rural congested lane miles and DVMT by approximately 1% to 2% relative to a no-technology baseline (Table 17). Increased system efficiencies are forecasted to improve all travel time indices except the rural reliability index.

The *optimistic* technology baseline results in approximately 3% less congested urban DVMT and peak hour lane miles, 0.2% to 0.6% less rural congested DVMT and peak hour lane miles, and slightly less reliable conditions than the *expected* baseline.

Table 17: Investment Strategy Impacts on 2050 Highway Mobility Performance
[Relative to 2050 E+C Baseline with No Technology and Expected Freight Baselines]

Evaluation Measure	Expected Technology	Optimistic Technology
Percent Congested Urban DVMT	↑ 5.9%	↑ 2.1%
Percent Congested Urban Peak Hour Lane Miles	↑ 7.0%	↑ 4.1%
Urban Congestion Index	↓ 1.1%	↓ 0.9%
Urban Reliability Index	↓ 0.6%	↓ 0.2%
Percent Congested Rural DVMT	↑ 2.1%	↑ 1.5%
Percent Congested Rural Peak Hour Lane Miles	↑ 0.8%	↑ 0.6%
Rural Reliability Index	↑ 4.6%	↑ 7.8%
Truck Reliability Index	↓ 2.7%	↓ 2.5%

4.1.3 Evaluating the Impact of Freight Baselines

The statewide impact of different freight tonnage levels on highway mobility was found to be relatively minimal. When comparing the *optimistic* to *expected* freight baselines – holding the *expected* technology baseline and existing and committed projects constant – urban and rural congested DVMT and lane miles were found to increase by 0.1% with a corresponding 0.1% improvement in travel time indices. In looking specifically at the THFN, forecasts show daily truck VMT experiencing an LOS D or lower on the primary freight network were found to increase by 4.9% with a 2.1% increase for the secondary freight network when additional trucks under the *optimistic* baseline are added to the THFN.

4.2 Highway Safety Scenario Outcomes

Significant safety improvements relative to 2018 performance levels are forecasted regardless of the scenario. Fatalities on public roads are estimated to decline by upwards of 72% (Table 18). Statewide connected and automated vehicle use under the *optimistic* technology baseline will play a critical role in TxDOT, achieving its mission of zero traffic deaths. TxDOT's construction-related spending across the investment strategies apply to on-system roadways, which between 2013 and 2017 represented approximately 75% of reported traffic fatalities and 63% of serious injuries. Combining continued safety investments with emerging vehicle technology is anticipated to enable achieve zero fatalities on TxDOT roadways by 2050 (Table 19).

Table 18: Performance Level Definitions for Highway Safety TTP 2050 Scenario Evaluation Measures

	Change Relative to 2018 Performance Levels				
Evaluation Measure	Very Poor	Poor	Neutral	Good	Very Good
Fatalities Count	>5% increase	between 0 and 5% increase	between 0 and 36% decrease	between 36 and 72% decrease	>72% decrease
Fatalities Rate	>5% increase	between 0 and 5% increase	between 0 and 20% decrease	between 20 and 40% decrease	>40% decrease
Serious Injuries Count	>5% increase	between 0 and 5% increase	between 0 and 33% decrease	between 33 and 66% decrease	>66% decrease
Serious Injuries Rate	>5% increase	between 0 and 5% increase	between 0 and 5% decrease	between 5 and 10 decrease	>10% decrease

Table 19: Forecasted Highway Safety Performance Outcomes in 2050

Evaluation Measure	Investment Strategy	**Expected** Technology, **Expected** Freight	**Optimistic** Technology, **Expected** Freight	**Expected** Technology, **Optimistic** Freight	**Optimistic** Technology, **Optimistic** Freight
Fatalities Count	Balanced Approach	Good	Very Good	Good	Very Good
	Keep it Smooth	Very Good	Very Good	Very Good	Very Good
	Congestion Relief	Good	Very Good	Good	Very Good
	Reliably Connect Texas Communities	Good	Very Good	Good	Very Good
	Stakeholder and Public Outreach Generated	Very Good	Very Good	Very Good	Very Good
Fatalities Rate	Balanced Approach	Good	Very Good	Good	Very Good
	Keep it Smooth	Good	Very Good	Good	Very Good
	Congestion Relief	Good	Very Good	Good	Very Good
	Reliably Connect Texas Communities	Good	Very Good	Good	Very Good
	Stakeholder and Public Outreach Generated	Good	Very Good	Good	Very Good
Serious Injuries Count	Balanced Approach	Good	Very Good	Good	Very Good
	Keep it Smooth	Good	Very Good	Good	Very Good
	Congestion Relief	Good	Very Good	Good	Very Good
	Reliably Connect Texas Communities	Good	Very Good	Good	Very Good
	Stakeholder and Public Outreach Generated	Good	Very Good	Good	Very Good
Serious Injuries Rate	Balanced Approach	Neutral	Very Good	Neutral	Very Good
	Keep it Smooth	Good	Very Good	Good	Very Good
	Congestion Relief	Neutral	Very Good	Neutral	Very Good
	Reliably Connect Texas Communities	Neutral	Very Good	Neutral	Very Good
	Stakeholder and Public Outreach Generated	Neutral	Very Good	Neutral	Very Good

4.2.1 Evaluating the Impact of Investment Strategies

TxDOT on-system construction spending is forecasted to reduce all public road fatality counts and rates in 2050 by 30% to 40% and serious injury counts and rates by 20% to 25% (Table 20). The

Keep It Smooth investment strategy included 18% more in safety construction spending and resulted in approximately 5% fewer fatalities and 3% fewer serious injuries relative to the other investment strategies.

Table 20: Investment Strategy Impacts on 2050 Highway Safety Performance
[Relative to 2050 E+C Baseline with Expected Technology and Freight Baselines]

Evaluation Measure	Balanced Approach	Keep It Smooth	Congestion Relief	Reliably Connect Texas Communities	Stakeholder and Public Outreach Generated
Fatality Count and Rate	↓31.6%	**↓36.8%**	↓31.6%	↓31.6%	↓33.1%
Serious Injury Count and Rate	↓20.6%	**↓23.9%**	↓20.6%	↓20.6%	↓21.6%

***BOLD** text indicates the investment strategy with the largest benefit for the respective evaluation measure*

4.2.2 Evaluating the Impact of Technology Baselines

The cost to address future "hot spots" is forecasted to decline between 64% and 70%, given the *expected* and *optimistic* technology baselines compared to a no technology baseline. Without investment, emerging vehicle technology at the adoption rates described in the previous section is forecasted to reduce fatal and serious injury counts and rates by approximately 51% and 85% as a result of *expected* and *optimistic* technology baselines, respectively.

4.2.3 Evaluating the Impact of Freight Baselines

Additional truck traffic under the *optimistic* freight baseline is estimated to require 1% more spending to maintain *expected* freight baseline safety performance levels. This translates to 0.3% more serious injuries and 0.5% more fatalities without additional spending.

4.3 Highway Pavement Preservation Scenario Outcomes

Pavement structural life is cyclical with "poor" conditions often reached within 20 to 30 years if no capital intervention is taken.[81] "Good" conditions can be maintained at relatively low costs early in pavement life but deteriorate more rapidly with age and require heavier rehabilitation and replacement activities later in the life cycle. By 2050, it is expected the share of Texas pavements reaching this more costly part of the repair cycle resulting in invested resources not achieving the same bang for the buck as today. In evaluating the different scenarios, it was found that a sizable amount of pavement lane-miles may transition from "good" to "fair" condition for investment

strategies with lower pavement preservation spending. The definitions for characterizing pavement performance outcomes in 2050 are shown in Table 21.

Table 21: Performance Level Definitions for Highway Pavement Preservation TTP 2050 Scenario Evaluation Measure

	Change Relative to 2019 Performance Levels				
Evaluation Measure	Very Poor	Poor	Neutral	Good	Very Good
% Pavement Lane-miles in Good or Better Condition	>30% decrease	between 15 and 30% decrease	between 2 and 15% decrease	+- 2%	>2% increase

The *Keep It Smooth* strategy enables TxDOT to achieve ten-year performance targets throughout 2050 under expected technology, and freight baselines with all others forecasted to have significantly lower shares of "good" or "better" pavement conditions (Table 22).

Table 22: Forecasted Highway Pavement Preservation Performance Outcomes in 2050

Evaluation Measure	Investment Strategy	**Expected** Technology, **Expected** Freight	**Optimistic** Technology, **Expected** Freight	**Expected** Technology, **Optimistic** Freight	**Optimistic** Technology, **Optimistic** Freight
% Pavement Lane-miles in Good or Better Condition	Balanced Approach	Poor	Poor	Poor	Poor
	Keep it Smooth	Very Good	Good	Good	Neutral
	Congestion Relief	Very Poor	Very Poor	Very Poor	Very Poor
	Reliably Connect Texas Communities	Very Poor	Very Poor	Very Poor	Very Poor
	Stakeholder and Public Outreach Generated	Poor	Very Poor	Poor	Very Poor

4.3.1 Evaluating the Impact of Investment Strategies

In isolating the benefits of pavement preservation investments, it is forecasted that the extent of good pavement conditions will improve by between 7% and 52% relative to E+C projects given *expected* technology and freight baselines (Table 23).

Table 23: Investment Strategy Impacts on 2050 Highway Pavement Preservation Performance [Relative to 2050 E+C Baseline with Expected Technology and Freight Baselines]

Evaluation Measure	Balanced Approach	Keep It Smooth	Congestion Relief	Reliably Connect Texas Communities	Stakeholder and Public Outreach Generated
% Pavement Lane-miles in "Good" or "Better" Condition	↑22.2%	↑**51.7%**	↑6.7%	↑6.7%	↑20.3%

***BOLD** text indicates the investment strategy with the largest benefit for the respective evaluation measure*

4.3.2 Evaluating the Impact of Technology Baselines

With many roadways designed to accommodate heavier traffic volumes, the forecasted statewide impacts are relatively minimal, with greater variation expected for local roadways seeing significantly increased trucks. Using the approach described in the previous section, 0.2% and 1.5% fewer "good" or "better" pavement lane miles are predicted under the *expected* and *optimistic* technology baselines, respectively. To maintain the same performance level as the *expected* technology baseline, approximately 4% more spending is estimated to be required if the *optimistic* technology baseline proves more representative of the future.

4.3.3 Evaluating the Impact of Freight Baselines

Heavier freight loadings are forecasted to have a greater impact on localized pavement performance than statewide conditions. The *optimistic* freight baseline was found to decrease the % of "good" or "better" on-system pavement lane-miles by less than 1% compared to the *expected* freight baseline. To maintain the same performance level as the *expected* freight baseline, approximately 2% more spending is estimated to be required if the *optimistic* freight baseline proves more representative of the future.

4.4 Highway Bridge Preservation Scenario Outcomes

With less than 1% of bridge deck area rated as structurally "poor" and a bridge condition score just one point shy of TxDOT's ten-year target – as of 2019 – there is relatively little room for improvement to achieve the TTP 2050 definition of a "very good" outcome (Table 24). The diminishing marginal rate of return of bridge preservation investments requires more focused spending to improve the statewide bridge condition score. This is accommodated in the *Keep It Smooth* strategy (Table 25). The percent "poor" bridge deck area is forecasted to approach zero regardless of the investment strategy given TxDOT's focus on keeping on-system bridges open to traffic.

Table 24: Performance Level Definitions for Highway Bridge Preservation
TTP 2050 Scenario Evaluation Measures

	Change Relative to 2019 Performance Levels				
Evaluation Measure	Very Poor	Poor	Neutral	Good	Very Good
Bridge Condition Score	>5% decrease	between 2.5 and 5% decrease	between 0 and 2.5% decrease	between 0 and 2.5% increase	>2.5% increase
% Poor Bridge Deck Area	>5% increase	between 2.5 and 5% increase	between 0 and 2.5% decrease	between 0 and 0.5% decrease	>0.5% decrease

Table 25: Forecasted Highway Bridge Preservation Performance Outcomes in 2050

Evaluation Measure	Investment Strategy	**Expected** Technology, **Expected** Freight	**Optimistic** Technology, **Expected** Freight	**Expected** Technology, **Optimistic** Freight	**Optimistic** Technology, **Optimistic** Freight
Bridge Condition Score	Balanced Approach	Neutral	Neutral	Neutral	Poor
	Keep it Smooth	Good	Neutral	Neutral	Neutral
	Congestion Relief	Very Poor	Very Poor	Very Poor	Very Poor
	Reliably Connect Texas Communities	Very Poor	Very Poor	Very Poor	Very Poor
	Stakeholder and Public Outreach Generated	Very Poor	Very Poor	Very Poor	Very Poor
% Poor Bridge Deck Area	Balanced Approach	Very Good	Very Good	Very Good	Very Good
	Keep it Smooth	Very Good	Very Good	Very Good	Very Good
	Congestion Relief	Very Good	Very Good	Very Good	Very Good
	Reliably Connect Texas Communities	Very Good	Very Good	Very Good	Very Good
	Stakeholder and Public Outreach Generated	Very Good	Very Good	Very Good	Very Good

4.4.1 Evaluating the Impact of Investment Strategies

Statewide bridge condition scores were found to be more sensitive to decreases in investment levels. Without continued spending, the bridge condition score is forecasted to sharply decline with many structures transitioning to a lower state-of-repair and "poor" bridge deck area to increase by more than 5% (Table 26). An E+C bridge condition score is estimated to be less than half of that achieved by any continued investment strategy due to the amount of deterioration that can occur over 20 years without rehabilitation/replacement activities.

Table 26: Investment Strategy Impacts on 2050 Highway Bridge Preservation Performance [Relative to 2050 E+C Baseline with Expected Technology and Freight Baselines]

Evaluation Measure	Balanced Approach	Keep It Smooth	Congestion Relief	Reliably Connect Texas Communities	Stakeholder and Public Outreach Generated
Bridge Condition Score	↑179%	↑**184%**	↑136%	↑136%	↑166%
% "Poor" Bridge Deck Area	↓**5.2%**	↓**5.2%**	↓**5.2%**	↓**5.2%**	↓**5.2%**

***BOLD** text indicates the investment strategy with the largest benefit for the respective evaluation measure*

4.4.2 Evaluating the Impact of Technology Baselines

With only 0.6% heavy truck growth forecasted in an *expected* technology baseline relative to a no technology baseline, bridge performance impacts are negligible. A 0.3% reduction in bridge condition score was estimated. With nearly 10% more heavy trucks in an *optimistic* technology baseline forecasted, a 1% decline in the statewide bridge condition score is forecasted. No change in "poor" deck area is predicted under either baseline. To maintain the same bridge condition score as

the *expected* technology baseline, approximately 4% more spending is estimated to be required if the *optimistic* technology baseline proves more representative of the future.

4.4.3 Evaluating the Impact of Freight Baselines

Increased truck traffic loadings under the *optimistic* freight baseline are forecasted to reduce the statewide bridge condition score by approximately 1% relative to the *expected* freight baseline. To maintain the same performance level as the *expected* freight baseline, approximately 4% more spending is estimated to be required if the *optimistic* freight baseline proves more representative of the future.

4.5 Non-Highway Travel Options Scenario Outcomes

Non-highway travel options were evaluated based on the percent requests met by an investment strategy (Table 27). The resulting outcomes perform best under the *Reliably Connect Texas Communities* investment strategy (Table 28). The *Balanced Approach* and *Keep It Smooth* strategies rely primarily on funding from federal grants, which do not sufficiently fund the identified spending options for all but ferry operations.

Table 27: Performance Level Definitions for Non-Highway Travel Options TTP 2050 Scenario Evaluation Measures

	Change Relative to 2020 Performance Levels				
Evaluation Measure	Very Poor	Poor	Neutral	Good	Very Good
% Completion of Long-Distance Bicycle Routes	0 to 20%	20% to 40%	40% to 60%	60% to 80%	80% to 100%
% ITS Spending Requests Met	0 to 20%	20% to 40%	40% to 60%	60% to 80%	80% to 100%
% Public Transportation Spending Requests Met	0 to 20%	20% to 40%	40% to 60%	60% to 80%	80% to 100%
% Aviation Spending Requests Met	0 to 20%	20% to 40%	40% to 60%	60% to 80%	80% to 100%
% Ferry Operations Spending Requests Met	0 to 20%	20% to 40%	40% to 60%	60% to 80%	80% to 100%
% Non-Highway Freight Spending Requests Met	0 to 20%	20% to 40%	40% to 60%	60% to 80%	80% to 100%

Table 28: Forecasted Non-Highway Travel Options Performance Outcomes in 2050

Evaluation Measure	Balanced Approach	Keep it Smooth	Congestion Relief	Reliably Connect Texas Communities	Stakeholder and Public Outreach Generated
% Completion of Long-Distance Bicycle Routes	Neutral	Neutral	Neutral	Very Good	Good
% ITS Spending Requests Met	Poor	Poor	Very Good	Very Good	Good
% Public Transportation Spending Requests Met	Poor	Poor	Neutral	Very Good	Neutral
% Aviation Spending Requests Met	Poor	Poor	Poor	Very Good	Neutral
% Ferry Operations Spending Requests Met	Very Good	Very Good	Very Good	Very Good	Very Good
% Non-Highway Freight Spending Requests Met	Very Poor	Very Poor	Very Poor	Good	Poor

4.6 Economic Scenario Outcomes

Given the broad nature of the economy and multitude of contributing factors, economic scenario outcomes are evaluated relative to the magnitude of direct transportation-related benefits rather than a comparison to different baseline values (Table 29). The *Balanced Approach* strategy was found to generate the most labor income, whereas the *Keep It Smooth* strategy generated the most jobs (Table 30). The *Congestion Relief* strategy had the least positive economic impact compared to the other evaluated strategies.

Table 29: Performance Level Definitions for Economic TTP 2050 Scenario Evaluation Measures

	Magnitude of Ecoomic Impact				
Evaluation Measure	Very Poor	Poor	Neutral	Good	Very Good
Business Output ($Billions)	<335 added	335 to 340 added	340 to 345 added	345 to 350 added	>350 added
Value Added ($Billions)	<175 added	175 to 180 added	180 to 185 added	185 to 190 added	>190 added
Jobs Added (Thousands)	<1295 added	1295 to 1305 added	1305 to 1315 added	1315 to 1325 added	>1325 added
Labor Income Generated ($Billions)	<110 added	110 to 115 added	115 to 120 added	120 to 125 added	>125 added

Table 30: Forecasted Economic Performance Outcomes in 2050

Evaluation Measure	Balanced Approach	Keep it Smooth	Congestion Relief	Reliably Connect Texas Communities	Stakeholder and Public Outreach Generated
Business Output ($Billions)	Good	Good	Neutral	Good	Good
Value Added ($Billions)	Good	Good	Good	Good	Good
Jobs Added (Thousands)	Good	Very Good	Neutral	Good	Good
Labor Income Generated ($Billions)	Very Good	Good	Good	Good	Good

4.6.1 Evaluating the Impact of Investment Strategies

For the economic analysis of investment strategies, the *expected* technology and freight baselines were assumed. The economic components considered as part of the analysis were spending, travel costs, and market access. Outcomes for each component are detailed as follows.

4.6.1.1 *Spending Impacts*

The effect of varying spending allocations between the investment strategies results in relatively minimal differences from an economic standpoint. Of the differences, the main driver was found to be the level of preservation spending. Preservation resources are often spent on industries with high levels of local labor and materials sourcing, which keeps a greater share of investment dollars recirculating in the Texas economy. The construction of new facilities on the other hand is more likely to involve a longer supply chain, materials, and design expertise from out of state. As such, the *Keep It Smooth* investment strategy is expected to have the greatest economic benefit from a

spending standpoint. Figure 26 shows that GSP contributions from spending range from $8.1 billion to $8.4 billion. This represents nearly 5% of the forecasted 2050 GSP. Spending will additionally generate $5.76 billion to $6.02 billion in income and create 62 thousand to 66 thousand jobs (Table 31).

Figure 26: GSP Impacts by Component for Each Investment Strategy (in billions)

Table 31: Spending Impacts Across Four Investment Strategies

Investment Scenario	Output ($M)	GSP ($M)	Jobs	Income ($M)
Balanced Approach	$14,770	$8,280	64,240	$5,930
Congestion Relief	$14,540	$8,130	61,730	$5,830
Reliably Connect	$14,500	$8,080	61,980	$5,760
Keep It Smooth	$15,040	$8,430	66,440	$6,020

Note: The Stakeholder and Public Generated strategy was not evaluated at the component level

4.6.1.2 *Travel Cost Impacts*

The economic impact of travel cost savings was found to reach between $1.00 trillion and $1.03 trillion between 2020 and 2050. Most benefits are due to travel time improvements ($712 billion for the *Balanced Approach*) and gains in reliability ($234 billion). An estimated 31% of all economic benefits result from improvements to travel time and reliability, a streamlined logistics/supply chain, and reduced vehicle operating costs. *Reliably Connect Texas Communities* offers the greatest impacts from a travel cost savings standpoint ($172.4 billion in GSP). Compared with the other strategies, it benefits from more long-distance business and freight travel where truck driver and traveler time has a direct economic role, and miles saved can lead to significant cost savings. *Congestion Relief* on the other hand offers $4.2 billion less in GSP impacts from travel cost savings as benefits are shifted to more personal vehicles seeing greater reliability in urban areas as opposed to freight-focused benefits.

There is little variation in travel costs due to bridge closures – all four scenarios eliminate at least 97% of the detours caused by freezing investment after E+C projects completed in 2028. There is more variation in pavement outcomes, with the *Congestion Relief* and *Reliably Connect Texas Communities* funding levels increasing pavement in good condition by 4 percentage points, the *Balanced Approach* increasing by 9 percentage points, and *Keep It Smooth* adding a total of 14 percentage points. All told, vehicle operating costs from preservation improvements were estimated to increase output by $7.7 billion to $8.3 billion (representing ~2.5% of total economic output).

Travel cost impacts are estimated to add approximately 1.2 million jobs – regardless of the investment scenario – and approximately $110 billion to $113 billion in labor income (Table 32).

Table 32: Travel Cost Impacts Across Four Investment Strategies

Investment Scenario	Output ($M)	GSP ($M)	Jobs	Income ($M)
Balanced Approach	$317,220	$171,740	1,207,990	$112,780
Congestion Relief	$310,560	$168,240	1,184,440	$110,380
Reliably Connect	$318,380	$172,440	1,213,540	$113,270
Keep It Smooth	$315,110	$170,530	1,199,030	$111,850

Note: The Stakeholder and Public Generated strategy was not evaluated at the component level

The investment criteria used to identify highway mobility improvements resulted in relatively similar distributions of investments within the state, even if there were thousands of lane miles different in terms of the total investment made. This has a key impact on market access methods.

4.6.1.3 *Market Access Impacts*

Economic impacts from gains inaccessibility to customer and labor markets are primarily concentrated in the Dallas and Houston Metro areas. Overall impacts range from $8.9 billion for *Reliably Connect Texas Communities* to $10.0 billion in GSP for *Congestion Relief*. This is the impact component for which a *Congestion Relief* focus excels, allowing businesses better access to labor and customers to improve their scale and productivity.

Market access impacts are estimated to add approximately 53 thousand to 59 thousand jobs and approximately $5.7 billion to $6.4 billion in labor income (Table 33).

Table 33: Market Access Impacts Across Four Investment Strategies

Investment Scenario	Output ($M)	GSP ($M)	Jobs	Income ($M)
Balanced Approach	$16,360	$9,790	58,130	$6,250
Congestion Relief	$16,630	$9,960	59,190	$6,350
Reliably Connect	$14,860	$8,890	52,790	$5,680
Keep It Smooth	$15,340	$9,180	54,600	$5,870

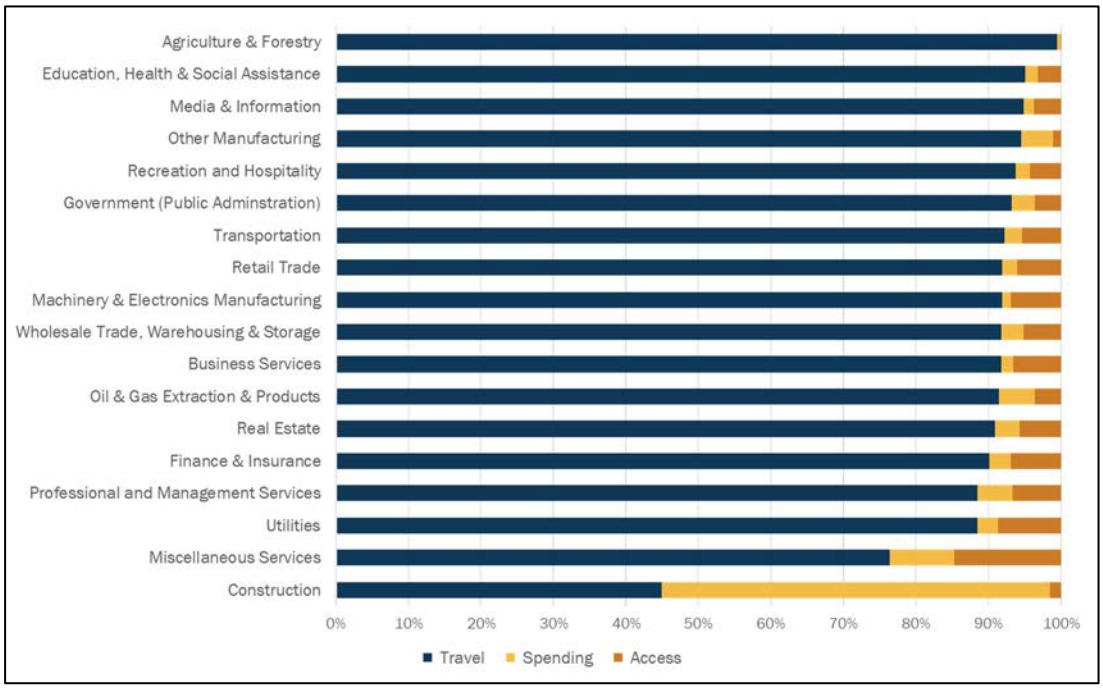
Note: The Stakeholder and Public Generated strategy was not evaluated at the component level

4.6.1.4 *Summary of Economic Impacts from Investment Strategies*

Different industries are more sensitive to the type of impacts generated. Figure 27 shows the balance of impacts, with almost 95% of total effect coming from travel benefits but variation within industries:

- **Travel cost**: Agriculture and Forestry, Education/Health/Social Assistance, Media and Information, and Other Manufacturing make the top of the list of most affected by travel due to relatively small roles in their business operations of direct investment spending or market access;
- **Spending**: industries most impacted by spending include Construction (more than 50%), Other Manufacturing (includes many infrastructure materials), Oil and Gas Extraction and Products (which for this grouping also includes materials for concrete and asphalt), and Miscellaneous Services; and
- **Market access**: knowledge industries requiring high-skill labor (Finance/Insurance, Business/Professional/Management Services, Electronics Manufacturing), and local services and warehousing/storage businesses dependent on customer reach are most impacted. As much as 19% of the investment strategy's effect on the Electronics Manufacturing comes from labor market access. Miscellaneous Services and Utilities industries were also found to be significantly impacted by market access.

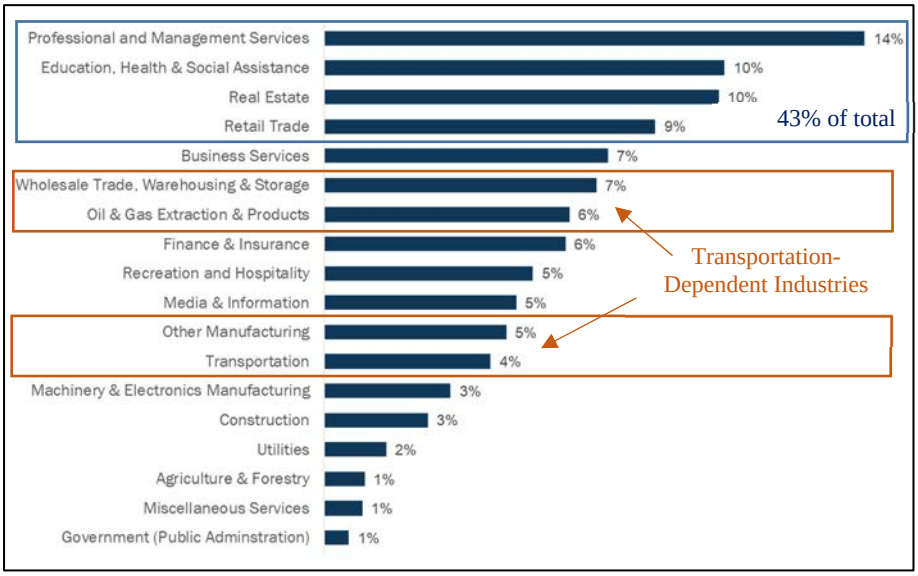
Figure 27: Share of Impacts by Industry Group Arising from Each Impact Component



GSP for the top four industries – Professional and Management Services; Education, Health, and Social Assistance; Real Estate; and Retail Trade – account for more than 40% of GSP impacts under the *Balanced Approach* investment strategy and similarly for the other investment strategies (Figure 28). Transportation-dependent industries (i.e., Wholesale Trade, Warehousing and Storage; Oil and Gas Extraction and Products; Other Manufacturing; and Transportation) are

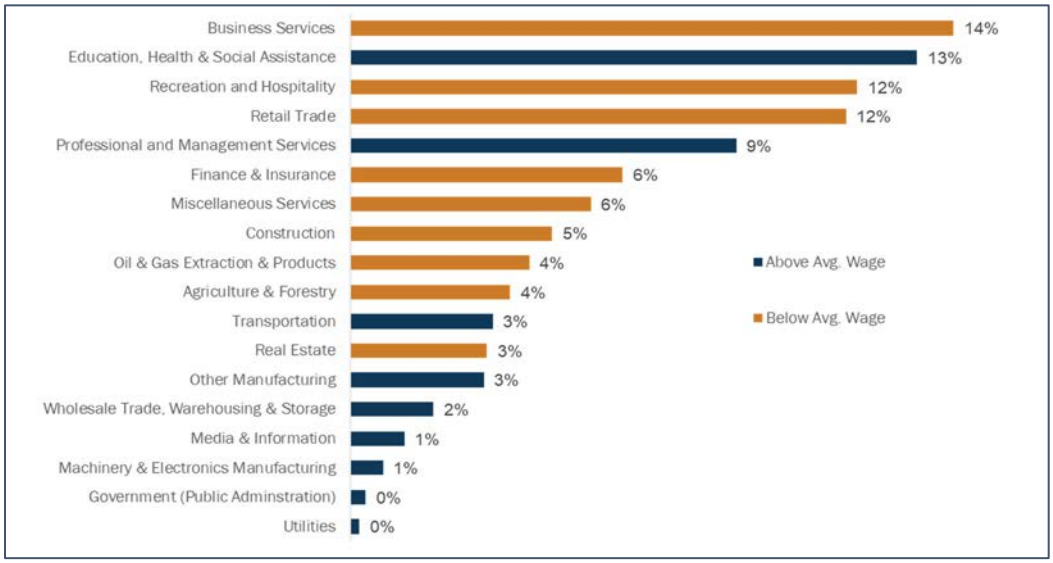
forecasted to capture a higher share of GSP impact in the future (reaching between 4% and 7%) due to infrastructure investments.

Figure 28: Share of GSP Impacts by Industry Group for the Balanced Approach



The ordering of industries by the greatest share of job impact (as shown in Figure 29) is different than that of GSP impacts due to different mixes of job gains in industries with higher and lower than average wages. Although job gains are forecasted to be higher in lower-paying industry groups (primarily from the spending component), this effect is offset by more limited gains in higher-paying industry groups (primarily from the market access component). The average income of Professional and Management Services professionals, for instance, is 50% higher than the state average and reflects 9% of the total job growth. The net effect is that new jobs will have a minimal impact on the state mean income level.

Figure 29: Share of Job Impacts by Industry Group for the Balanced Approach



The overall economic impact of the investment strategies relative to the E+C is presented in Table 34.

Table 34: Economic Impacts relative to the Existing and Committed Baseline for the Four Investment Strategies

Investment Strategy	Output ($B)	GSP ($B)	Jobs	Income ($B)
Balanced Approach	$348.4	$189.8	1,330,360	$125.0
Congestion Relief	$341.7	$186.3	1,305,360	$122.6
Reliably Connect Texas Communities	$347.7	$189.4	1,328,310	$124.7
Keep It Smooth	$345.5	$188.1	1,320,070	$123.7
Stakeholder and Public Generated	$345.8	$188.4	1,320,858	$124.7

Although the *Balanced Approach* offers the greatest overall economic impact, each of the other investment strategies has at least one component for which it returns the greatest impact. *Congestion Relief* addresses the greatest amount of GSP from market access change; *Keep It Smooth* adds the greatest amount of GSP from spending effects; and *Reliably Connect Texas Communities* offers the greatest travel cost savings impacts (Figure 29).

Figure 30: Investments Strategy Ranks by Economic Impact Component

Economic Impact	Investment Strategy Rank			
	Balanced Approach	Congestion Relief	Keep it Smooth	Reliably Connect
Access	2	1	3	4
Spending	2	3	1	3
Travel	2	4	3	1
Overall	1	4	3	2

Note: The Stakeholder and Public Generated strategy was not evaluated at the component level

4.6.1.5 *Evaluating the Impact of Technology Baselines*

A breakdown of findings for each applicable economic impact component given differences in technology adoption baselines is detailed as follows. The travel cost and crash industry restructuring impacts of the *optimistic* relative to the *expected* technology baseline is detailed.

4.6.1.6 *Travel Cost Impacts*

With highway preservation held constant between the technology adoption baselines, the travel cost impacts were analyzed with respect to congestion and travel time reliability. The net effect of analyzed technologies and behavioral changes were modeled using SAM-V4 by updating trip generation inputs for different geographies and facility types and roadway capacities for facilities supporting connected vehicles. As a result, it was found that the *optimistic* baseline relative to the

expected technology adoption baseline would yield an 8.4% increase in total VMT, 10.4% increase in freight VMT, 1.3% decrease in congested VMT, and 12.7% increase in travel time delay. Essentially, more delay would occur in urban areas but in total, there would be a net reduction in statewide congested VMT. This translates to a forecasted increase of $1.79 billion in GSP and 12,151 more jobs as a result of changes in travel costs relative to the *expected* technology adoption baseline, *Balanced Approach* investment strategy detailed in the previous section.

4.6.1.7 *Crash Industry Restructuring Impacts*

As a result of having all freeways and major arterials upgraded to support connected vehicles under the *optimistic* technology adoption baseline, significant crash benefits can be expected. As a result of fewer crashes, it is forecasted that the *optimistic* technology adoption baseline relative to the *expected* will yield a $2.33 billion increase in GSP and generate 1,336 more jobs.

From an economic standpoint, the auto repair sector is expected to be the most adversely affected by a system with fewer highway-related crashes resulting in a lower GSP contribution ($5.1 billion) coinciding with tens of thousands of job displacements. Other negatively affected sectors – including health care ($1.8 billion decrease in GSP), legal services ($0.8 billion decrease in GSP), and insurance administration ($1.4 billion decrease in GSP) – are expected to be able to adjust due to reallocation of household spending and improved productivity. These economic losses are expected to be offset by gains in worker and market productivity given that people may be out of work less frequently and have more money to spend in other sectors.

One of the major takeaways from this analysis is that the automobile maintenance sector's displacement, which is already underway due to digitization of vehicles and the emerging electric vehicle transition, will continue or be accelerated by autonomous vehicle technology reducing crashes.

4.6.1.8 *Summary of Economic Impacts from Technology Adoption Baselines*

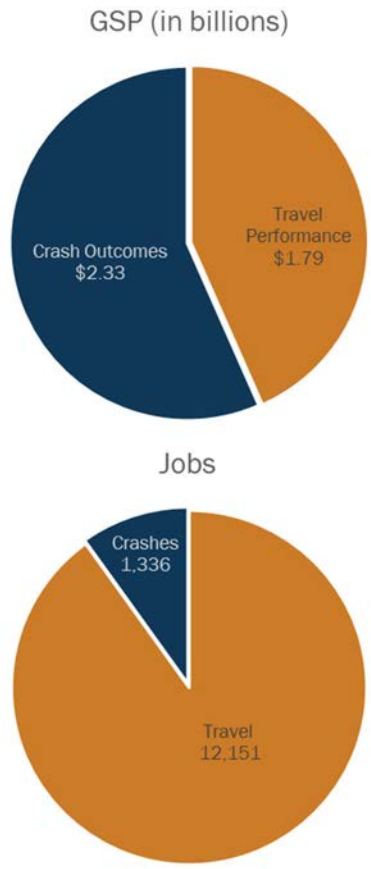
The net change in total GSP is estimated to be about $4.1 billion (2.2%) higher because of the *optimistic* technology adoption baseline relative to the *expected* technology adoption baseline under a *Balanced Approach* investment strategy. Likewise, the economic analysis forecasts a net increase of 13,500 jobs. A breakdown of these effects on GSP by industry are as follows [note the net $4.1 billion number above adjusts for slight overlap]:

- Households will spend less on housing and discretionary purchases with options to travel further due to increased convenience, leading to a $7.7 billion **increase** in GSP;
- The auto repair industry will see a decline in customers leading to a $5.1 billion **decrease** in GSP and possible job displacements;
- The health care industry will see fewer patients injured from crashes leading to a $1.8 billion **decrease** in GSP;

- The legal industry will see fewer lawsuits related to crashes leading to a $0.8 billion **decrease** in GSP;
- The insurance administration industry will see lower premium payments leading to a $1.4 billion **decrease** in GSP;
- Employers will see increased worker productivity and reduced human resources costs leading to a $1.0 billion **increase** in GSP from freight-related employers and $0.7 billion **increase** in GSP from other employers; and
- Market productivity as a result of these changes will yield a $4.3 billion **increase** in GSP.

Crash industry restructuring was found to be the main driver of changes in GSP between the technology baselines, whereas changes in travel cost were the main drivers for changes in jobs (Figure 31).

Figure 31: Impacts from Two Relevant Components for the Optimistic Technology



Future modeling could also more robustly consider other modes beyond highway for freight and passenger travel and consider how the technology evolution will shift land use and business location decisions.

4.6.1.9 *Economic Conclusions*

All investment strategies have major impacts compared to not investing beyond existing and committed projects. It is forecasted that any of the analyzed investment strategies will generate:

- $345 billion to $350 billion in business output,
- $185 billion to $190 billion in GSP,
- 1.30 million to 1.35 million jobs, and
- $120 billion to $150 billion in labor income.

Some strategies better support production industries, whereas others improve agglomeration in the knowledge sectors. Although the *Balanced Approach* is not optimized for any of the impact components, it comes out as the best performing strategy in terms of overall economic impact.

Technology change could be disruptive but may not necessarily have a transformative effect on the size of the economy. The more *optimistic* technology adoption baseline yields $4.1 billion more GSP and 13,500 more jobs.

5.0 CONCLUSION

Although the future is unknowable, the best data and analytical tools enable TxDOT to prepare for different likelihoods. The TTP enables TxDOT to collaborate with industry experts and the broader public to make informed decisions that can be continuously built upon to ensure continued satisfactory performance of the state transportation system. Even when contributing factors are outside of TxDOT control, such as new vehicle technologies and freight demand, an understanding of potential performance implications can help TxDOT assess resource allocation decisions and inform research priorities.

Key takeaways from the TTP 2050 scenario analysis include:

- Stakeholder and public responses during TTP 2050 indicated a preference for significantly higher (nearly double current levels) rural and multimodal transportation spending and slightly increased safety spending;
- Traffic levels by 2050 are forecasted to grow between 52% and 64% over 2020 levels;
- Emerging vehicle technology and behaviors may increase urban congested DVMT by 6% and rural congested DVMT by 2%, but driverless travel will make this time spent in traffic more convenient;
- Emerging vehicle technology will have significant safety benefits and enable TxDOT to achieve its vision of zero on-system roadway deaths coinciding with 51% to 85% fewer fatalities in 2050 on all public roads;
- Pavement preservation will become costlier to achieve the same performance levels seen today given pending heavier rehabilitation cycles;
- Additional trucks in 2050 under an *optimistic* freight baseline may increase pavement and bridge preservation costs by 2% to 4%;
- Federal grants are not always sufficient to meet the demand for non-highway spending;
- TxDOT transportation investments will help grow the economy and may increase GSP by nearly 5% and add 1.30 million to 1.35 million jobs in 2050 over baseline forecasts;
- An *optimistic* technology baseline may further lead to further economic benefits with an additional 2.2% increase in GSP and 13,500 jobs relative to the *expected* baseline; and
- The distribution of jobs may significantly change as innovative technologies become adopted.

Given these findings, further study and modeling will be needed, particularly relating to the impact of emerging transportation technologies to sustain performance levels.

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Texas Transportation Plan (TTP) 2050

Technical Memo 19: Implementation Strategies

July 2020

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List of Acronyms

ADT	Average Daily Traffic
ADM	Active Demand Management
AFDP	Aviation Facilities Development Program
AIP	Airport Improvement Program
AV	Automated Vehicle
BrM	Bridge Management Software
CAT	Cooperative Automated Transportation
CAV	Connected and Automated Vehicle
CD	Collector-Distributor
CPI	Consumer Price Index
CPT	Corridor Prioritization Tool
DCIS	Design and Construction Information System
DDI	Diverging Diamond Interchange
DL	Decision Lens
DMS	Dynamic Message Signing
DUI	Driving Under the Influence (of drugs or alcohol)
ETTP	Emerging Transportation Technologies Plan
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
H-GAC	Houston-Galveston Area Council
HCT	High Capacity Transit
HMT	Harbor Maintenance Tax
HMTF	Harbor Maintenance Trust Fund
HB	House Bill
ICM	Integrated Corridor Management
IMD	Information Management Division
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARAD	United States Maritime Administration
MET	Meteorological Evaluation Tower
MODA	Multiple Objective Decision Analysis
MPO	Metropolitan Planning Organization

MTA	Metropolitan Transit Authority
MTP	Metropolitan Transportation Plan
NCTCOG	North Central Texas Council of Governments
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
PII	Personally Identifiable Information
PM-DIS	Performance Metrics: Data Integration System
PMS	Pavement Management System
PTN	Public Transportation Division
RAMP	Routine Airport Maintenance Program
RFID	Radio Frequency Identification
RMA	Regional Mobility Authority
RPO	Rural Planning Organization
SAM	Statewide Analysis Model
SCIRF	Ship Channel Improvement Revolving Fund
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STIP	Statewide Transportation Improvement Program
TA	Transportation Alternatives
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TASP	Texas Airport System Plan
TFMP	Texas Freight Mobility Plan
TDM	Travel Demand Management
TIF	Tax Increment Financing
TMC	Traffic Management Center
TMA	Transportation Management Area
TMA	Transportation Management Association
TMS	Traffic Management System
TPP	Transportation Planning and Programming Division
TRF	Traffic Safety Division
TRZ	Transportation Reinvestment Zone
TSMO	Transportation Systems and Management Operations
TTI	Texas A&M Transportation Institute
TTP	Texas Transportation Plan
TTTR	Truck Travel Time Reliability Index
TWG	Technical Working Group
TxDOT	Texas Department of Transportation
UAS	Unmanned Aircraft Systems
ULB	Useful Life Benchmark
USDOT	U.S. Department of Transportation
UTP	Unified Transportation Program
VAST	Vulnerability Assessment Scoring Tool
V/C	Volume/Capacity Ratio
VMT	Vehicle Miles Travelled

1.0 INTRODUCTION

Every four years, the Texas Department of Transportation (TxDOT) updates the Texas Transportation Plan (TTP), the agency's long-range strategy and policy document. Overseen by the Transportation Planning and Programming Division (TPP), this public-facing document guides the planning and programming decisions for the development, management, and operations of the statewide, multimodal transportation system for the next 24+ years. The TTP offers a framework for the performance-based investment decisions, enabling TxDOT to fulfill a vision for a multimodal transportation system that meets the needs and desires of Texans statewide.

Technical Memo 19: Implementation Strategies discusses the linkage between the current plan update, TTP 2050, and TxDOT's future programming delivery of projects and programs. The implementation guidance included in this document defines how the goals, objectives, and performance targets identified in the TTP translate into subsequent planning and programing documents, such as the Transportation Asset Management Plan (TAMP) and the Unified Transportation Program (UTP), and ultimately, the projects that are slated for construction or implementation. In short, it answers the question, "how will the department meet its long-term goals?" The TTP 2050 goals are illustrated in Figure 1.

Figure 1: Texas Transportation Plan 2050 Goals

This technical memo is organized into four main sections:

1. **TxDOT's Planning Processes and Role in Texas Transportation** – Provides an overview of the state's transportation entities, the main roles that each play in statewide

transportation planning, and descriptions of TxDOT's comprehensive planning and programming processes.

2. **Planning for the Future** – Introduces the topics of emerging technology and resiliency planning, both issues critical to the future of Texas transportation, and identifies implementation strategies associated with them.
3. **Focus Area Strategies** – Further divided into 10 subcomponents, this section outlines implementation strategies for each of the individual modes or technical areas in which TxDOT plays a role.
4. **Program Delivery Strategies** – Introduces strategies designed to refine and enhance program delivery processes and considerations that help ensure decision-making and resources are well-aligned with the TTP 2050 goals. Topics discussed include corridor prioritization, major and large-scale projects, project selection processes, and sustainable funding.

Each of the sections and subsections presents relevant implementation strategies organized into tables. Strategies are generally categorized by timeline and status as follows:

Strategy Classifications

Status:

- *Current* – Strategies that appear in existing TxDOT planning documents or those that have already been identified by TxDOT.
- *Potential Future* – Strategies recommended for TxDOT's consideration, discovered through conversations with TxDOT subject matter experts and/or best practices research.

Timeline:

- *Short-term* – Strategies presently underway or those that are estimated to be implementable in 5 years or less.
- *Mid-term* – Strategies for which the implementation effort has begun, such as forming a committee or a task force to lead or actively study them, or those that are estimated to be implementable in 5-15 years.
- *Long-term* – Strategies that would take longer (15+ years) to implement and that are deemed worthy of more research.

The implementation strategies in this document seek to further strengthen TxDOT partnerships, plans, and programs. Strategy development was informed by existing TxDOT plans and

documents, ideas from subject matter experts, modal and technical area plans, best practices research, and input from the public.

2.0 TXDOT'S PLANNING PROCESSES AND ROLE IN TEXAS TRANSPORTATION

TxDOT's Mission Statement

Connecting You with Texas.

Transportation planning is complex and multifaceted. It requires extensive coordination with various entities to ensure investments yield the greatest possible improvement to safety, preservation of assets, and optimization of system performance. This section describes the entities TxDOT coordinates with and the plans and programs that TxDOT oversees to enhance transportation for Texans and Texas visitors.

2.1 Texas Transportation Planning Entities

Statewide transportation planning and programming requires input and participation by a vast consortium of federal, state, regional, local, and private planning organizations. Together, these entities ensure the effective maintenance and efficient operations of the Texas multimodal transportation system. Although TxDOT's role as owner-operator, partner, varies widely across transportation modes, the TTP provides the overarching statewide strategic vision to achieve system performance goals. TxDOT coordinates with numerous entities to enhance and sustain transportation performance including, but not limited to:

- **U.S. Department of Transportation (USDOT)** – Approximately one-third of TxDOT's revenue comes from federal funds.[1] USDOT organizations including the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Federal Railroad Administration (FRA), and the U.S. Maritime Administration (MARAD) have established transportation performance management and reporting requirements for their respective modes of oversight on routes and facilities classified to be of national significance. Federal agencies further support state and local governments in the design, construction, and maintenance of the nation's highway system and various federally and tribally owned lands.[2]
- **Metropolitan Planning Organizations (MPOs)** – There are 23 MPOs in Texas that represent diverse urban areas, each with a population of 50,000 or more.[3] MPOs provide continuing, cooperative, and comprehensive multimodal planning to support metropolitan community development and social goals.[3] Established plans and programs are supported by federal funds and oftentimes supplemented with state and local funds. Beyond

administering funds, TxDOT coordinates with MPOs on regional priorities and project development processes.

- **Transit Authorities and Districts** – The seven metropolitan transit authorities (MTAs) in Texas and the Denton County Coordinated Transportation Authority (due to similar size and taxing abilities) cooperate with TxDOT for reporting transit activities to the Texas Transportation Commission and state legislature.[4] MTAs serve areas of at least 200,000 people and do not receive state funds. TxDOT does allocate funding to 31 eligible smaller Urban Transit Districts (between 50,000 and 200,000 people) and 36 Rural Transit Districts (less than 50,000 people).[4]
- **Regional Mobility Authorities (RMAs)** – RMAs are political subdivisions formed by one or more counties to deliver transportation projects.[5] TxDOT partners with nine RMAs that have full authority to design, own, acquire, finance, build, maintain, and operate eligible projects spanning all modes. The Texas Transportation Commission provides oversight.[5]
- **Local Municipalities and Airports** – TxDOT administers federal grants in support of local bicycle and pedestrian programs and general aviation and reliever airport projects. TxDOT also coordinates with these entities on transportation projects located within municipal jurisdictional boundaries.
- **Native American Nations** – TxDOT works with 25 federally recognized Native American nations to preserve places of cultural significance.[6] TxDOT promotes collaborative consultation opportunities with tribes during planning and review processes associated with agency transportation projects, both to preserve Texas history and to comply with the National Historic Preservation Act.[6]
- **Private Industry and Advocacy Groups** – Private sector stakeholders help power the TxDOT economy, and along with advocacy groups and other non-governmental organizations, are regularly engaged during the TxDOT planning process. They often participate through TxDOT-formed modal committees and corridor coalitions. Private entities own and operate railways, pipelines, and various small airports throughout Texas.

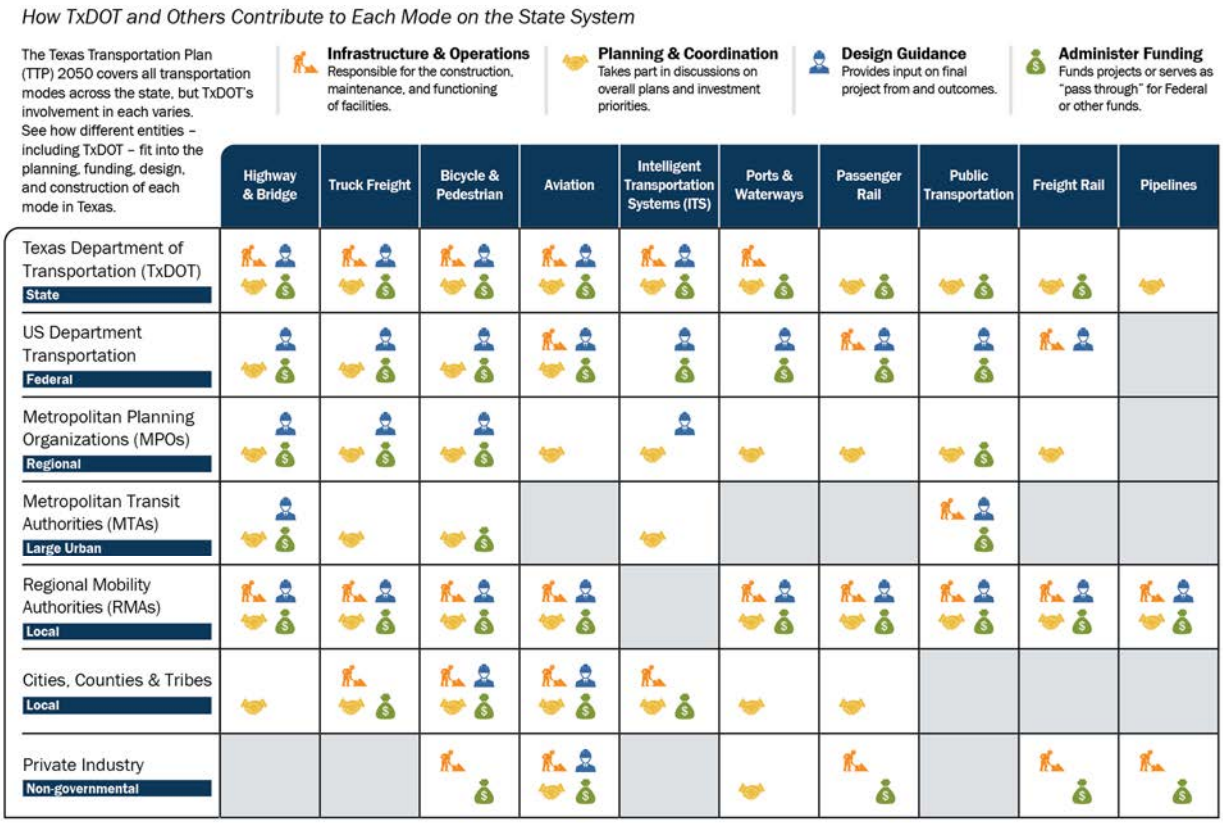
A breakdown of the roles and responsibilities of each stakeholder group are detailed for passenger and freight modes in Figure 2. Although TxDOT supports all modes of transportation, its primary responsibility is maintaining the on-system highway network, along with support for bicycle

Key Definitions

- **National Highway System (NHS):** Roadways classified as important to the nation's economy, defense, and mobility, including the Interstate Highway System.
- **Non-NHS:** All roadways not designated as on the NHS.
- **On-System:** All roadways under the jurisdiction of, maintained, and operated by TxDOT.
- **Off-system:** All roadways not under the jurisdiction of, maintained, and operated by TxDOT.

and pedestrian and aviation modes. To implement the strategies detailed in this technical memo, clear communication and collaboration between TxDOT and other Texas transportation planning entities is required.

Figure 2: Texas Transportation Planning Entity Roles and Responsibilities



2.2 TxDOT Planning Processes

TxDOT ensures continual progress towards its long-range strategic vision for the Texas transportation system by establishing a linkage between its planning and programming functions (Figure 3). A series of plans and programs enable TxDOT to manage this process and achieve the best possible performance outcomes for Texas residents, visitors, and businesses. Strategies to link the following plans and programs are documented in this technical memo.

Figure 3: Key TxDOT Transportation Plans and Programs

2.3 Overview of TxDOT Plans

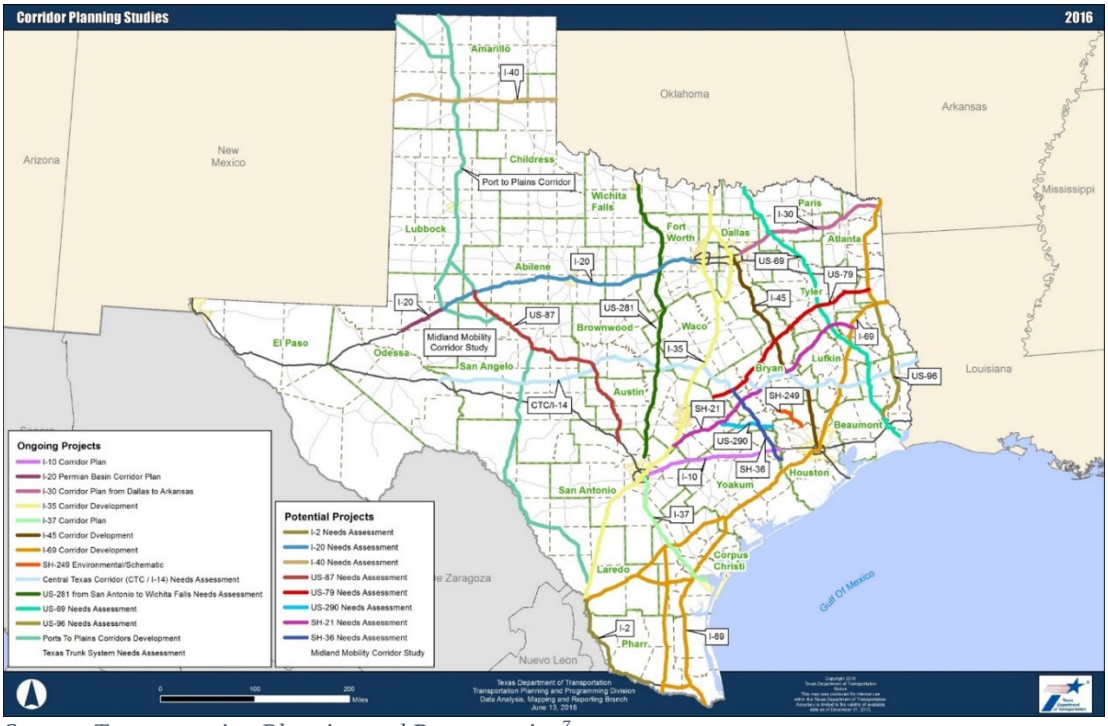
The *TxDOT Strategic Plan* establishes the agency's core principles and overarching statewide policy which other plans must follow. At the same time, other TxDOT plans, like the TTP, can inform the policy direction of the strategic plan. The *Texas Transportation Plan* refreshes this strategic vision by anticipating long-range, statewide challenges and identifying policies, detailed herein, to enhance planning and programming decisions. This statewide view is adapted and tailored by TxDOT technical divisions for specific modes and key roadway corridors through more targeted mid- to long-range plans that often include specific candidate projects and actions. Modal plans developed by TxDOT include the *Texas Strategic Highway Safety Plan (SHSP)*, *Texas Freight Mobility Plan (TFMP)*, *Transportation Asset Management Plan (TAMP)*, *Transportation Systems Management & Operations Strategic Plan (TSMO)*, *Texas Ports Strategic Mission Plan*, *Texas Airport System Plan (TASP)*, and *Texas Rail Plan*, among others. TxDOT is in the process of developing corridor plans (Figure 4). Plans have been recently completed for the following corridors:

- I-20
- I-27/Ports to Plains Corridor
- I-30
- I-35
- I-37
- I-45

- I-69
- U.S. 67
- U.S. 69
- U.S. 96
- U.S. 190/I-10

Corridors that include international border crossings are further studied in the *Texas-Mexico Border Transportation Master Plan*.

Figure 4: TxDOT Corridor Planning Studies

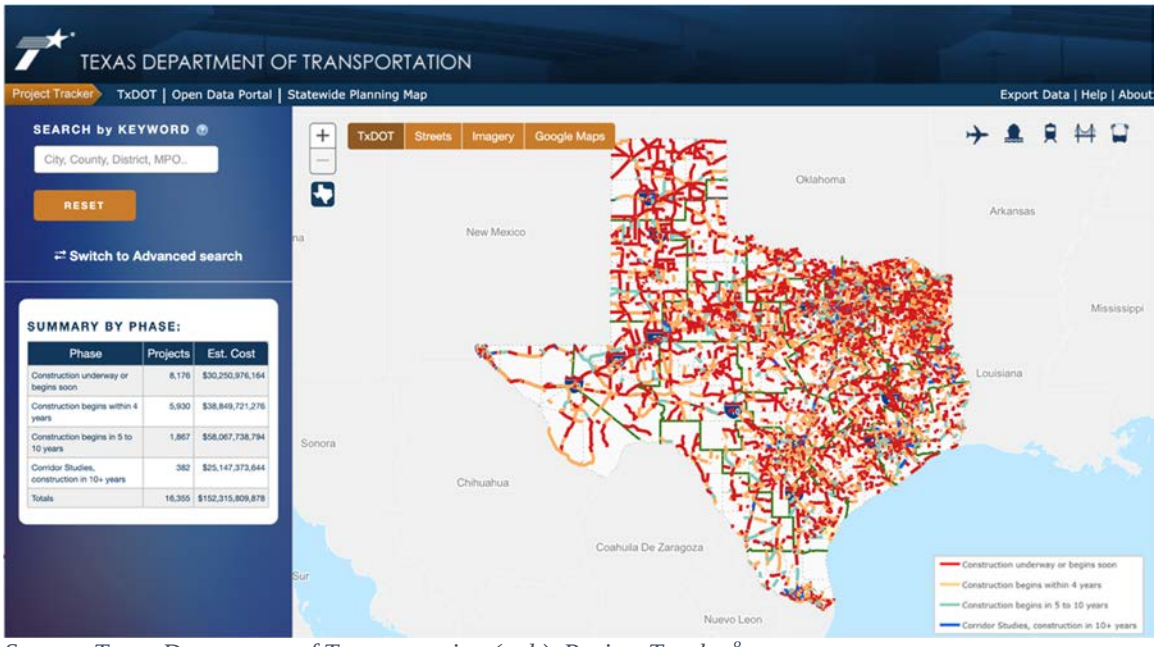


Source: Transportation Planning and Programming[7]

2.4 Overview of TxDOT Programs

TxDOT manages a portfolio of financially constrained project sets that align with planning goals and objectives through a series of programs. As of April 2020, TxDOT's portfolio extends to more than 16,000 projects. These projects span four phases of construction and correspond with the color-coded *Project Tracker* map that appears in Figure 5: 1) construction underway or begins soon (i.e., the letting schedule), 2) construction begins within four years (i.e., the Statewide Transportation Improvement Program – STIP – excluding the letting schedule), 3) construction begins in five to ten years (i.e., the Unified Transportation Program – UTP – excluding the STIP) and 4) corridor studies, construction in 10+ years. The UTP, which encompasses the first three phases, includes funding dedicated to 12 categories. Each funding category focuses on different performance areas and strategic TxDOT goals objectives (Table 1).

Figure 5: Texas Department of Transportation's Project Tracker



Source: Texas Department of Transportation (n.d.). Project Tracker[8]

Table 1: 2020 Unified Transportation Program (UTP) Funding Categories

UTP Funding Category		Description
1.	**Preventive Maintenance and Rehabilitation**	Addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.
2.	**Metropolitan and Urban Area Corridor Projects**	Addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation.
3.	**Non-Traditionally Funded Transportation Projects**	For transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding.
4.	**Statewide Connectivity Corridor Projects**	Addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors.
5.	**Congestion Mitigation and Air Quality Improvement**	Addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas).
6.	**Structures Replacement and Rehabilitation (Bridge)**	Addresses bridge improvements through the following sub-programs (see *TTP 2050 Technical Memo 7: Bridge Preservation Modal Profile*): Highway Bridge Program, Railroad Grade Separation, Bridge Maintenance and Improvement Program.

UTP Funding Category		Description
7.	**Metropolitan Mobility and Rehabilitation**	Addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).
8.	**Safety**	Addresses highway safety improvements through the sub-programs listed below (see *Technical Memo 5: TTP 2050 Safety Modal Profile*): Highway Safety Improvement Program, Safety Bond Program, Federal Set-Aside, and Road to Zero [Fatalities].
9.	**Transportation Alternatives Set-Aside Program**	Handles the federal Transportation Alternatives (TA) Set-Aside Program for bicycle- and pedestrian-related activities.
10.	**Supplemental Transportation Programs**	Addresses a variety of transportation improvements through the following sub-programs: Coordinated Border Infrastructure, Supplemental Transportation Projects (Federal), Federal Lands Access Program, Texas Parks and Wildlife Department, Green Ribbon Program, Americans with Disabilities Act, Landscape Incentive Awards, Railroad Grade Crossing and Replanking Program, and Railroad Signal Maintenance Program.
11.	**District Discretionary**	Addresses TxDOT district transportation needs through the following sub-programs: District Discretionary, Energy Sector, and Border Infrastructure.
12.	**Strategic Priority**	Addresses projects with specific importance to the state, including those that improve: congestion and connectivity, economic opportunity, energy sector access, border and port connectivity, efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report, and the ability to respond to both man-made and natural emergencies.

Strategies to improve the selection of projects around UTP funding categories are described later in this technical memo.

2.5 Texas Transportation Plan

The TTP is a policy document updated every four years that:

- Guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 24+ years; and
- Provides a performance-based framework to link investment decisions to TxDOT's strategic vision, as informed by its stakeholders and participating members of the public.

TTP development provides TxDOT with an opportunity to anticipate future challenges, and revisit existing policies and initiatives to ensure that strategies are in place to make progress towards and sustain desired performance levels.

The identification of challenges as well as the development of mitigation strategies detailed in this technical memo was a collaborative effort that included a TTP 2050 technical working group, stakeholders from planning entities, and the general public. These same groups were engaged during the development of long-range goals and objectives, which further provides direction for the strategies. A discussion of the TTP 2050 development process and facilitated goals and objectives follows.

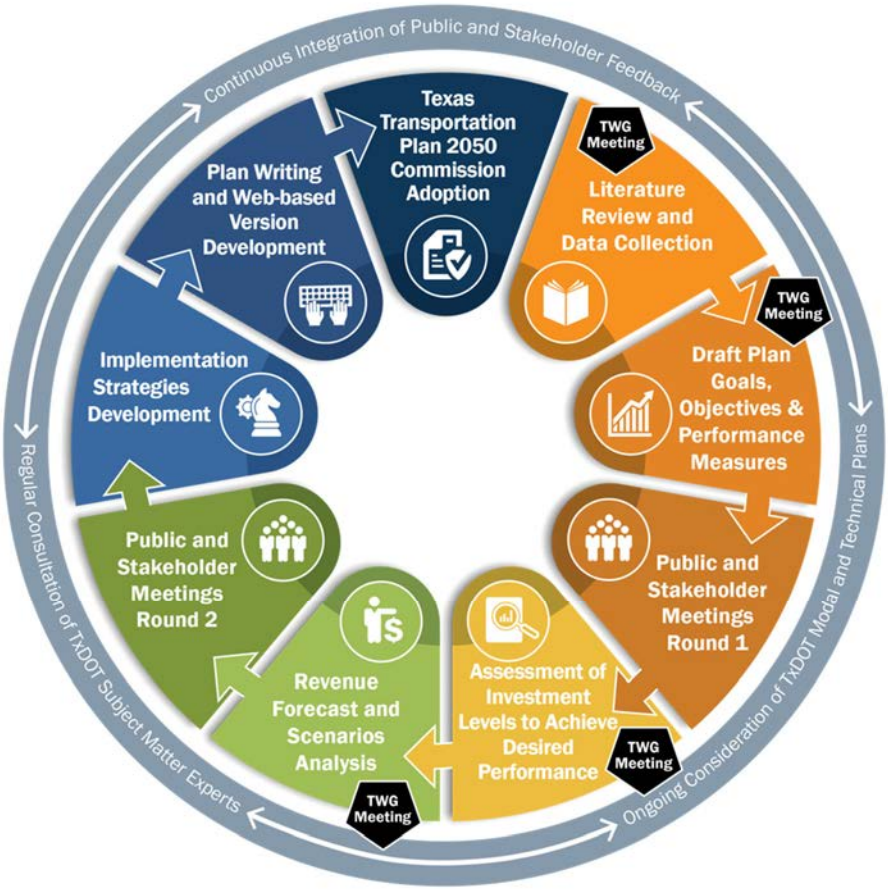
2.5.1 TTP 2050 Development Process

Development of the TTP 2050 occurred over several phases. This approach ensured that findings and policies remained consistent with the priorities and judgment communicated by TxDOT's subject matter experts and stakeholders.

The TTP 2050 work phases encompassed 1) an extensive literature review of the various modes and technical disciplines, and data collection to assess performance levels, 2) the drafting of TTP goals, objectives, and performance measures, 3) an assessment investment levels to achieve varying performance outcomes, 4) a revenue forecast and scenario analysis, and 5) the establishment of implementation strategies (Figure 6).

TxDOT engaged with the public and with stakeholders through the TxDOT.gov website and in person with two rounds of outreach meetings held in the spring and fall of 2019. During these events, TxDOT visited 14 of the 25 TxDOT districts to elicit feedback on TTP goals and objectives, regional challenges, investment priorities and desired performance levels, and policy preferences around topics such as readiness for emerging transportation technologies. Public and stakeholder feedback was collected throughout the process and continuously integrated into the TTP 2050 development effort, including the strategies detailed in this technical memo. A Technical Working Group (TWG) made up of internal subject matter experts were involved in plan and implementation strategy development to ensure the alignment of the TTP 2050 goals, objectives, and measures with existing TxDOT plans and programs.

Figure 6: Texas Transportation Plan 2050 Development Process



The process will conclude with the finalization of the TTP 2050, which will be shared with the public and the Texas Transportation Commission.

2.5.2 TTP 2050 Goals and Objectives

The implementation strategies enable TxDOT to make progress towards the established TTP 2050 goals and objectives, listed as follows.

Promote Safety

- [Evaluation] Work with stakeholders to identify and develop proven and data-driven strategies, countermeasures, and programs

- [Engineering] Reduce crashes and lessen crash severity by implementing engineering solutions
- [Encouragement/Education] Use education and outreach to promote safe driving, bicycling, and pedestrian activities
- [Enforcement] Coordinate with first responders and improve incident response times

Preserve our Assets

- Preserve integrity of bridges and highway structure
- Provide roads that are smooth and structurally sound
- Keep other assets and technological devices operating
- Reduce long-term costs
- Mitigate asset risks

Optimize System Performance: Movement of People and Goods

- Reduce congestion through both traditional and alternative strategies
- Enable reliable travel times
- Increase travel options/connections
- Ensure freight can move efficiently
- Increase access to jobs, services, and activity centers
- Leverage transportation assets to support economic growth and vitality

Deliver the Right Projects

- Reduce user costs
- Identify and maintain reliable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs
- Strategically deploy innovative technology to increase effectiveness and efficiency of the system
- Maintain sustainable funding

Foster Stewardship: Protect and Enhance the Human and Natural Environment

- Enhance communities' quality-of-life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Avoid, minimize, mitigate adverse impacts to cultural, natural, and historic resources
- Design a resilient and future-focused transportation system

Focus on the Customer: Communicate Effectively

- Communicate effectively with the public and partners
- Be accountable and transparent in decision-making
- Encourage feedback from the public and stakeholders
- Inform the public and stakeholders on TxDOT roles, costs, funding, and investment tradeoffs
- Improve communication/coordination with all planning partners and stakeholders

Achievement of these objectives require specific strategic actions and are described in detail in the sections that follow.

3.0 PLANNING FOR TECHNOLOGY AND RESILIENCY

Critical elements of long-range planning require a look beyond historical trends and current issues, think about potential and emerging considerations, and explore potential implementation actions TxDOT might take to leverage opportunities or better respond to future challenges. Accordingly, the following sections explore potential strategies in two critical issue areas:

- **Emerging Technology** – Discusses TxDOT's current initiatives associated with technology planning and implementation, and considers possible strategies associated with accommodating emerging technologies.
- **Resiliency Planning** – Identifies the potential risk of more frequent severe weather events to the transportation network. Details current resiliency initiatives such as development of a risk-based transportation asset management plan, establishment of hurricane evacuation routes, and participation in FHWA pilot studies and vulnerability assessments. Explores possible policy refinements to enhance TxDOT's risk management effort, improve design

guidance, strengthen coordination, and better integrate resiliency planning into programming.

3.1 Emerging Technology

TxDOT is focused on key transportation-related emerging technology topics which include connected and automated vehicles (CAVs), zero- and shared-occupancy vehicles, connected smart corridors, and big data management. It is important to note that strategies involving the planning and deployment of intelligent transportation systems (ITS) are related to emerging technology but are addressed separately in section four of this technical memo.

Although the exact nature and impact of these topics and other future technologies is impossible to fully predict, TxDOT is taking several steps to prepare for their deployment or application in transportation. For example, TxDOT has formed committees such as the Texas Technology Task Force to monitor the development of CAVs and recommend options to help accommodate emerging technologies. The department also has formed industry and university research partnerships to further their understanding and engage stakeholders to gather information on public perception and concerns related to new technology. This work also supports the development of TxDOT's *Emerging Transportation Technologies Plan* (ETTP). The ETTP outlines current and future emerging technology implementation strategies in detail within four focus areas: data management, scenario planning, project and program development, and business processes. The plan was adopted just prior to the publication of the TTP 2050.

The following sections describe currently ongoing and planned strategies TxDOT is implementing or could implement to accommodate emerging technology in the areas described below:

- **Transportation Systems and Management Operations (TSMO)** – Activities and initiatives associated with the integration of emerging technology into the development and implementation of projects and programs.
- **Data Collection, Management and Application** – Approaches to expand and improve the use of data sources and analytics to better inform planning, project development, program delivery, system operations, and decision-making in Smart Corridors.
- **Connected Corridors** – Actions to develop and encourage roadways where advanced or innovative technologies such as CAVs are used to improve key aspects of transportation performance, including safety, mobility, environmental impacts, and information sharing.

3.1.1 Transportation Systems and Management Operations (TSMO)

The development and implementation of Transportation Systems and Management Operations (TSMO) strategies represent a key mechanism for TxDOT to leverage emerging technology into

project and program delivery to improve safety and mobility. Due to the large size of the Texas transportation network, TxDOT is implementing a three-pronged approach to TSMO planning:

- ***TSMO Statewide Strategic Plan*** – Published in July 2018, the plan provides guidance on how TSMO will be conducted throughout the state through the integration of innovation opportunities with the department's planning, design, operations, construction, and maintenance activities.
- **District TSMO Program Plans** – TxDOT districts and/or geographic regions will use the *TSMO Statewide Strategic Plan* as the framework to develop their own TSMO programs to meet their unique needs at the district/regional level.
- **District Tactical TSMO Plans** – Depending on need, TxDOT districts develop tactical plans to provide additional details and protocols for how they will conduct certain mobility strategies such as incident management and work zone management, as well as project deployment, and transportation improvement programs.

Associated current TSMO implementation strategies identified in the *TSMO Statewide Strategic Plan* are listed in Table 2.[9]

Table 2: Transportation Systems and Management Operations Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Use TSMO activities to enable the implementation of mobility strategies.	For several years, TxDOT has implemented TSMO activities to improve mobility through strategies such as Traffic Management Systems (TMS), traffic incident management, work zone management, traveler information management activities, special events management, or innovative signing and striping. The TSMO planning initiative will continue to develop processes that raise the priority of these strategies and integrate them with other activities to be more effective. The initiative also will help to formalize and institutionalize TSMO activities within TxDOT.	Short-term
Incorporate TSMO into TxDOT business processes.	Business processes include the planning, budgeting, procurement, and process development required for TSMO programs. Supporting continued financial and institutional support of TSMO activities by establishing the right protocols and procedures will help TxDOT ingrain consideration of TSMO benefits into agency culture.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Improve TxDOT district systems and technology activities that support TSMO.	Appropriate planning, construction, operations, and maintenance of systems and technology ensure that the operational needs of a transportation agency are met. By developing standard protocols and an iterative data management process in areas such as regional architecture, system engineering, emerging technology, and interoperability, TxDOT will be more effective at delivering transportation solutions that enhance mobility.	Short-term
Develop and apply performance measurement to evaluate the effectiveness of TSMO mobility strategies.	Creating and implementing TSMO performance measures will help TxDOT make the business case for TSMO investment to decision makers and the public. Performance measures also will help TxDOT gauge program success, improve associated programs, and advance continuous institutional improvement.	Short-term
Develop organizational structure and workforce development strategies to improve the effectiveness of TxDOT TSMO activities.	Improving staff technical qualifications and establishing appropriate organizational structures will help TxDOT better integrate TSMO solutions into project delivery approaches.	Short-term
Create a culture within TxDOT that champions the TSMO activities and investments.	Establishing TxDOT district-level TSMO champions, advocating for inclusion of TSMO solutions on projects, and creating a business case to encourage executive leadership in TSMO will help TxDOT adapt its culture to better leverage TSMO initiatives and achieve TTP 2050 goals and objectives.	Short-term
Improve collaboration with TxDOT divisions and districts, partner agencies, and stakeholders on TSMO initiatives.	Improving internal and external relationships, including building on existing interagency partnerships, will help TxDOT better communicate and enhance the effectiveness of TSMO programs.	Short-term

3.1.2 Data Collection, Management and Application

The deployment of ITS applications and the emergence of other meaningful data sources (e.g., GPS data from navigation applications) are ushering in an era of big data for transportation agencies. Improving the collection, management, and application of very large and diverse volumes of data will enable TxDOT to generate knowledge that improves agency performance in several areas. Table 3 identifies specific strategies TxDOT is undertaking or planning to implement to improve its use of big data.

Table 3: Big Data Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Expand the collection, processing, and use of data acquired through traffic management centers (TMCs) and other ITS applications to better monitor and improve system performance.	Transportation data generated from TMCs using technology, such as sensors and cameras, will be vital to helping TxDOT analyze performance and better manage the system.[10] As deployment of TMCs is expanded to rural areas, growing statewide data collection and management capabilities will contribute to long-term studies aimed at measuring traffic flow to reduce congestion and improve mobility overall.[11]	Short-term
Develop data use and storage policies in partnership with the private sector, law enforcement, and other government entities.	To ensure positive safety, equity, and mobility outcomes on highways and in the right of way, TxDOT works with the private sector, law enforcement, and other government entities to develop regulations, contractual agreements, and other arrangements that guide data sharing and ownership practices.[12]	Short-term
Develop or expand upon agency data privacy policies.	To prevent data privacy and safety concerns from slowing the deployment of emerging transportation technology, TxDOT developed privacy policies to treat geospatial mobility data similar to personally identifiable information (PII). To maintain this, "data should be gathered, held, stored, and released in accordance with existing policies and practices for PII."[13]	Short-term

3.1.3 Connected Corridors

A "connected corridor," also known as a "smart" corridor, is a roadway or group of related roadways where advanced or innovative technologies are used to improve aspects of transportation, such as safety, mobility, environmental impact, and information sharing. Unlike more universal or ubiquitous deployments, a connected corridor is typically deployed to address a specific issue that is especially problematic on that corridor.

Although not a strict requirement, connected corridors are most practical when a corridor has a high percentage of a unique trip type or purpose. For example, corridors used heavily by freight, transit, or evacuation travel may be ideal candidates for this deployment. Other practical scenarios for a connected corridor may include roadways with exceptionally high traffic volumes or roadways which have limited alternate routes (e.g., bridges). Anticipated emerging technologies that may be integral to development of connected corridors include dedicated short-range communication, 5G cellular, automated vehicles (AVs), encoded pavement markings and/or signage, and other technology used in CAVs.

Current and potential future TxDOT strategies that will assist the department in establishing connected corridors are identified in Table 4.

Table 4: Connected Corridor Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Develop and update the statewide *Emerging Transportation Technology Plan (ETTP)*.	Over the past year, TxDOT developed its first statewide ETTP to help the department understand the timing and potential impact of emerging technologies. This plan will prepare TxDOT to advance connected corridor concepts and better integrate new technologies into planning and program delivery.	Short-term
Select applicable connected corridor technologies.	Identifying which connected corridor applications are the most effective is the state's highest priority. Piloting prior to deployment will help TxDOT determine which technologies to consider (and under what circumstances). Pilots, for example, could support initiatives such as the Texas Connected Freight Corridors project[14] by testing the benefits of different vehicle and infrastructure technologies. They also may help evaluate options to improve emergency evacuation management in the Galveston and Corpus Christi areas.[15]	Short-term
Update the Statewide Analysis Model (SAM V4) to better forecast technology deployment impacts.	The scenario planning phase of TTP 2050 incorporated four different possible futures, each of which was influenced by emerging technology adoption. This analysis provided TxDOT with unique information about the potential transportation impacts of technology deployment. Each subsequent plan update should include comparable scenario planning that considers the latest data and research available.	Short-term
Research and apply connected corridor best practices and lessons learned from other states.	TxDOT's effort to plan and deploy emerging technologies may be enhanced by learning from successful and unsuccessful implementation initiatives in other states, such as initiatives on I-80 through Wyoming[16] and eventually Nebraska and I-24 in Tennessee.[17] These examples show how connected corridor technology can be used in the large, rural areas of Texas, as well as the densely populated urban cores.	Short-term
Identify candidates for connected corridor deployment.	Identifying corridors that are well suited for technology deployment will enable TxDOT to better plan technology pilots and initiatives. Ideally, candidate corridors will have a high percentage of a unique trip type/purpose which can benefit from the new technology.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Implement and regularly update the *Cooperative Automated Transportation (CAT) Strategic Plan.*	TxDOT is currently developing its first CAT Strategic Plan, which will likely be published in late 2020. In addition to TxDOT, the plan is targeted at technology providers, stakeholders, and other agency partners who will use it to promote the development, deployment, and implementation of CAT statewide. It offers five goal areas and 35 strategies specific to the CAT program.[18]	Short-term

3.2 Resiliency Planning

The increasing number of natural and manmade disasters throughout Texas highlight the need for TxDOT to plan and prepare for unexpected and hazardous disruptions. The transportation system, as well as supporting infrastructure and operations, must be designed to be more resilient in the face of these potentially adverse impacts. As outlined in the TAMP, TxDOT is responsible for the safety of travellers in addition to the maintenance of pavements, bridges, and other assets across the state.[19]

TxDOT has undertaken transportation asset management initiatives based on lessons learned from the increasing frequency of system damage caused by natural and manmade disasters. For example, in 2011, the department prepared the *Statewide Freight Resiliency Plan*, which outlines a three-stage process for developing a resilient freight system.[20] The department also published the *23 CFR 667 Report* in 2018, a federally mandated report that identifies repetitively damaged assets from emergency events. Per the FHWA rule 23 CFR 667, TxDOT, like all state transportation agencies, are required to conduct statewide evaluations "to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events." [21] The report explains TxDOT's method of compliance with this requirement, which includes maintaining a well-categorized project database. Further, the TxDOT Maintenance Division coordinates with FHWA following a major disaster declaration to determine eligibility for cost reimbursement.

The following section identifies current and potential future initiatives TxDOT could consider. Most of the current strategies appear in the 2011 *Statewide Freight Resiliency Plan* and have either been implemented or are ongoing.[20] Pavement and bridge-specific resiliency strategies derived from the TAMP and additional mode-specific risk and resiliency strategies can be found in section four of this technical memo.

3.2.1 Resiliency Implementation Strategies

Table 5: Resiliency Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Support planning for a resilient, well-maintained freight transportation network.	Effective resiliency planning involves incorporating freight transportation into traditional planning and programming activities and including other freight modes in these efforts. This requires extensive coordination among TxDOT divisions and planning teams throughout the agency.	Short-term
Prioritize infrastructure enhancements to improve the freight resilience of Texas highways.	TxDOT utilizes corridor assessments to identify operational bottlenecks and physical constraints that would interfere with a swift recovery from disastrous events. TxDOT is also seeking ways to fund improvements needed to non-highway freight modes such as railroads, marine ports, and airports. These improvements are necessary to enhancing the resiliency of the intermodal network.	Short-term
Improve access to data, information, and people needed for effective resiliency planning.	Understanding baseline data, building an information database, and keeping it updated allows TxDOT to respond to quickly changing conditions and is critical to ongoing resiliency planning decisions. TxDOT works to define local issues and needs to ensure that it is tailoring resiliency plans based on the diverse Texas environment. Identifying and coordinating with partners is also fundamental to successful statewide resiliency planning.	Short-term
Communicate before, during, and after events.	TxDOT prioritizes frequent and ongoing communication with critical sector groups including the private sector when damaging events occur. Up-to-date, comprehensive status reports are among the types of communications needed to safely and efficiently recover from system disruptions caused by natural or man-made disasters.	Short-term
Update hydraulic design criteria and guidance.	Updating hydraulic design criteria and guidance will counteract the effect of unanticipated weather events such as hurricanes and reduce system damage and disruption. Hydraulic engineering is specifically concerned with the movement and control of fluids such as water and sewage to determine the interaction with structures.	Short-term

Potential Future Strategies		
Develop a vulnerability assessment tool.	A vulnerability assessment tool will enable TxDOT to better understand and assess the potential nature, severity, and location of risks to the state's network. The information provided by the tool will help the department develop more proactive and comprehensive strategies to avoid and/or respond to transportation system damage and disruptions.[22]	Short-term
Identify resiliency measures.	Potential resilience measures could include a vulnerability assessment score, time needed to restore system functionality, or route redundancy, which TxDOT has already identified.[20] These measures could be more clearly defined to explain how the evaluation of resiliency is conducted. TxDOT also could consider measures that other states have adopted, such as number of flood-flow deficient bridges, percent of lane miles considered at-risk, amount of scour on bridges, and number of failures.	Short-term
Incorporate resilience factors into TxDOT's performance-based planning and programming processes.	Thoroughly incorporating resilience factors in TxDOT's performance-based planning and programming processes will ensure the department continually improves transportation system resiliency through future program delivery and help reduce TxDOT's long-term costs. Other states and MPOs have started incorporating these factors.[23]	Short term
Incorporate the USDOT Vulnerability Assessment Scoring Tool (VAST) into department resiliency planning efforts.	TxDOT could use the VAST tool to support several areas of resiliency planning. The tool could evaluate assets throughout the state with respect to the multiple hazards that are likely to affect them. The use of VAST could be a mechanism to evaluate the risk and prepare a road map for resiliency.[24]	Mid-term

4.0 FOCUS AREA STRATEGIES

The following sections list strategies specific to the modes and technical areas, or "focus areas," in which TxDOT plays a role in terms of strategic implementation. Focus areas addressed in this section include the following:

- Highway Safety
- Highway Mobility
- Highway Pavement Preservation
- Highway Bridge Preservation
- Intelligent Transportation Systems
- Freight
- Bicycle and Pedestrian
- Aviation
- Public Transportation
- Ferry Operations

It is important to note that because of TxDOT's limited role in passenger rail travel (i.e., Amtrak provides intercity passenger rail services in Texas), implementation strategies for this mode are not included in this technical memo. For more information on statewide passenger rail planning, refer to *TTP 2050 Technical Memo 10: Passenger Rail Modal Profile*.

4.1 Highway Safety

TxDOT is working toward "a future with zero traffic fatalities and serious injuries"[25] by constantly seeking ways to reduce the prevalence of crashes and related deaths and injuries. The first goal of the *2019-2023 Strategic Plan* is "Promote Safety," making safety TxDOT's top priority.[26] Additionally, the department utilizes the UTP's dedicated safety funding to ensure safety-related projects are constructed throughout the state. TxDOT increased safety funding in the 2020 UTP, with plans to authorize approximately $4.03 billion on safety over the next 10 years.[27]

4.1.1 Background

TxDOT monitors the performance of several safety measures on its roadway system per federal regulations. The safety measures include the number of fatalities and serious injuries on all public roads in Texas and the rate per hundred million vehicle miles traveled for both fatalities and serious injuries. These measures along with annual counts of fatalities and serious injuries for non-motorized roadway users are reported in the *Strategic Highway Safety Plan* (SHSP) and other safety-related planning documents.

The Texas SHSP is the department's primary mechanism for planning and prioritizing strategies for safety investments. The SHSP (current version is 2017-2022) uses a federally required multidisciplinary approach to identify current statewide crash trends, crash emphasis areas, and strategies for improving roadway safety. A key resource established through the SHSP development process is the *SHSP Strategies, Countermeasures, and Action Plans* (2019) document that outlines strategies for each of the seven emphasis areas included in the SHSP. [28] The seven emphasis areas include:

- Roadway and Lane Departures
- Distracted Driving
- Intersection Safety
- Pedestrian Safety
- Speeding
- Impaired Driving
- Older Road Users

4.1.2 Implementation Strategies

The Texas *SHSP Strategies, Countermeasures, and Action Plans* document outlines the implementable actions TxDOT and its partners believe can most effectively address the emphasis area challenges highlighted in the SHSP. The following tables provide a summary of current

TxDOT strategies identified in SHSP action plans and are organized by emphasis area. These strategies will align the TTP 2050 with current safety planning efforts and enable the department to successfully implement the TTP and SHSP. Additional strategies not identified with an action plan can be found in the *SHSP Strategies, Countermeasures, and Action Plans* document. [28]

This technical memo defines the timeline to implement these strategies slightly differently from the SHSP. Due to the five-year planning horizon of the SHSP, long-term strategies are those that take more than five years to implement, whereas mid-term strategies take more than one year but less than five, and short-term strategies take less than one year.[28] For the purposes of this document, all short- and mid-term strategies in the SHSP are considered short-term; all long-term strategies in the SHSP are considered mid-term. Further, many of the safety measures will likely be implemented in perpetuity.

4.1.2.1 *Roadway and Lane Departures Implementation Strategies*

Table 6: Roadway and Lane Departures Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Improve data systems for targeting locations with a high probability of roadway departure crashes.	A data-driven approach to identifying high-probability crash locations based on existing roadway elements improves TxDOT's ability to identify the most effective countermeasure to deploy at that location. Additional analysis into roadway and crash characteristics can support systematic approaches to safety improvements.	Mid-term
Provide additional positive guidance and conduct public information campaigns to explain their purpose and how to navigate the roadway safely.	Roadway modifications to keep drivers in the travel lane (i.e., rumble strips, stripe lines, raised pavement markings) can be installed as either retrofit projects or incorporated into new construction. Continued driver education related to the guidance elements will improve public understanding of the new roadway features.	Short-term to Mid-term
Implement barriers, median treatments, and forgiving roadside objects with consideration given to land use context.	Ensuring the features adjacent to roadways are less likely to do harm can reduce the consequences of roadway departures.	Short-term to Mid-term
Identify locations subject to nighttime crashes.	Using analysis tools to identify locations where nighttime crashes occur can provide an efficient and effective method for selecting roadway modifications to improve safety. It is especially effective when the tool is modeled on existing TxDOT analysis tools.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Identify and address locations subject to wet-weather run-off-the-road crashes.	High friction surface treatments can effectively reduce the number of wet road crashes.[29]	Short-term to Mid-term
Provide consistent curve treatments and advisory speeds for similar conditions.	Improved curve delineation using positive guidance (i.e., pavement markings and chevrons) have proven effective safety improvements.[29]	Short-term to Mid-term
Encourage adoption of laws that allow automated speed enforcement.	Automated speed enforcement technology, such as fixed-camera speed enforcement systems, has resulted in measurable safety improvements in high-crash locations.[30] Note: Texas enacted a new law restricting the use of automated traffic signal enforcement.[31] This law may impact the use of automated speed enforcement technology as well.	Short-term
Implement measures to provide faster crash notification for emergency medical services.	Developing a unified system for crash communication can provide improved response times to incidents, efficient communications between various departments, and potentially address safety concerns in less time. Further, more efficient crash identification can improve traffic operations during and after crashes.	Short-term

4.1.2.2 *Distracted Driving Implementation Strategies*

Table 7: Distracted Driving Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Educate the public with age-specific messages (pre-teen to adult) about the dangers of distracted driving.	Education is one of the four "E's" of traffic safety integrated into the SHSP, along with engineering, enforcement, and emergency medical services. Continuing to educate the public on distracted driving could help achieve TxDOT's safety goals.	Short-term
Test the effectiveness of using personal stories/tragedies to impact teens and middle school students' thinking related to driving distracted.	National research on the effectiveness of educational and outreach efforts is limited. TxDOT could test the effectiveness of this approach, which could be used to support other safety practices.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Use Selective Traffic Enforcement Program (STEP) grants and high-visibility enforcement techniques to enforce distracted-driving state laws and local ordinances.	High visibility enforcement is proven to be an effective approach for reducing crashes and improving driver awareness.[32]	Short-term
Identify and systemically implement engineering countermeasures known to reduce distracted driving—especially in areas associated with distracted-driving crashes.	Systemic approaches to countermeasure identification and deployment have proven effective in reducing crashes. Identifying locations for distracted driving could be combined with other ongoing analysis to improve roadway safety more efficiently.[33]	Short-term
Test and implement apps to encourage distraction-free driving and discourage distracted driving.	Working with automakers to improve connections to devices located in vehicles could be an effective method for reducing the need to use the device while driving.	Mid-term

4.1.2.3 *Intersection Safety Implementation Strategies*

Table 8: Intersection Safety Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Create a statewide intersection safety and roadway elements database.	Using GIS analysis to inventory intersections and roadway elements could support analysis of crash location characteristics for systemic improvements.	Short-term
Construct roundabouts and create an outreach program to educate the public and public officials about roundabout advantages and safety benefits.	Roundabouts can be an effective alternative for reducing crashes at intersections.[34]	Short-term
Encourage use of the intersection control evaluation process in project development by TxDOT and local agencies. Develop case studies, provide training, and conduct outreach.	Developing policies and guidelines on best practices in project development can ensure projects meet state expectations for improving safety.	Short-term
Install low- to medium-cost improvements to increase pedestrian safety.	Lower cost improvements like raised medians and pedestrian crossing islands are effective at increasing pedestrian safety.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Implement proven, low-cost engineering countermeasures in a systemic manner.	Systemic low-cost countermeasures are effective at reducing crashes and improving safety. Such countermeasures include enhanced signaling and pavement markings.[35]	Short-term
Publicize high-volume crash locations and point out the contributing crash factors.	Educating the public on known high crash locations can help raise driver awareness in areas where crashes may occur.	Short-term
Use targeted enforcement at high-volume incident locations. Install red light indicator lights to inform law enforcement of red signal onset.	Targeted and high visibility enforcement patrols can be highly effective in reducing certain types of crashes. Existing TxDOT partnerships could be utilized to improve safety through enforcement enhancements.[32]	Short-term
Improve traffic signal timing and interconnect signals to improve efficient traffic flow and encourage a safe travel speed.	Intersection traffic signal timing coordination is effective at reducing crashes.[36]	Short-term

4.1.2.4 *Pedestrian Safety Implementation Strategies*

The SHSP specifically categorizes the following strategies within the Pedestrian Safety Emphasis Area. These strategies, however, also can be broadly applied to all active transportation modes.

Table 9: Pedestrian Safety Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Educate motorists on appropriate actions if they become stranded on a freeway or high-speed roadway to reduce crashes with unintended pedestrians on high-speed roadways.	TxDOT has identified a broad approach to reach motorists and pedestrians through audio, television, social media, and dynamic message sign campaigns.	Short-term
Provide driver and pedestrian safety messages and education. Provide high-visibility enforcement related to pedestrian safety issues.	Partnerships between law enforcement and pedestrian safety advocates could be effective in promoting pedestrian safety campaigns.	Short-term
Research the distance needed between safe pedestrian crossings.	Supporting research conducted in Texas to identify guidance on safe pedestrian crossings will enhance systemic safety improvements.	Short-term
Implement pedestrian-oriented design treatments at high-volume pedestrian activity locations.	Incorporating improvements like walkways – even paved shoulders – are successful in reducing pedestrian related crashes.[37]	Short-term to Mid-term

Implementation Strategy	Strategy Benefit	Timeline
Develop and implement a program to assist cities and other agencies to develop policies and implement projects that address common pedestrian crash types.	TxDOT's safety performance measures count crashes on all public roads. Working with cities and other agencies to implement programs that reduce crashes on public roads could improve safety performance on the entire Texas roadway system.	Short-term to Mid-term
Improve nighttime visibility of pedestrians.	Identifying locations where nighttime visibility of pedestrians can lead to solutions like pedestrian hybrid beacons that are effective in reducing crashes.[38]	Short-term
Incorporate pedestrian considerations in transportation plans.	Planning for appropriate features along the pedestrian network such as wide shoulders, sidewalks, pedestrian crossing treatments, and pedestrian refuge islands can reduce pedestrian involved crashes.[37]	Short-term to Mid-term
Add fields to the standard crash report form to better define pedestrian crashes and provide additional detail on the specifics of each crash.	Improving the collection of crash data, including data used by the Pedestrian and Bicycle Crash Analytics Tool will improve the ability to identify high-crash locations.	Short-term
Encourage use of target speeds and traffic calming measures that consider pedestrians, land use, and the roadway context.	Using tools like USLIMITS2 can support the identification of safe and reasonable speed limit decision making.[39] Examples of traffic calming techniques include tree-lined medians, bicycle lanes, and safe and attractive pedestrian crossings and walkways.	Short-term to Mid-term
Design new roadways for a target speed appropriate for the adjacent environment and safety of all users.	Speed is often a factor in crashes. By designing to a speed limit appropriate for the adjacent environment TxDOT could see benefits in the safety of pedestrians and motorists.	Short-term to Mid-term
Develop Pedestrian Safety Action Plans in urbanized areas. Identify and create funding sources.	Allow a local broader set of options that include coordination with Vision Zero Action Plans, other safety plans, or active transportation plans.	Short-term to Mid-term
Develop a Pedestrian State Action Plan.	The development of a statewide pedestrian action plan can support both multimodal planning and Vision Zero goals.	Short-term

4.1.2.5 *Speeding Implementation Strategies*

Table 10: Speeding Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Encourage use of target speeds for arterial, collector, and local roadways; encourage use of target speeds with pedestrian, land use, and roadway context.	Using tools like USLIMITS2 can support the identification of safe and reasonable speed limits on road types throughout Texas.[39]	Mid-term
Educate law enforcement on the use of crash data and the need for accurate information.	As law enforcement officers often enter data into crash reports used by TxDOT for analysis, educating officers to improve data collection could lead to better identification of safety improvements.	Short-term to Mid-term
Develop a resource center for assisting law enforcement agencies with data-driven deployment, including mapping of high-volume crash locations and contributing factors.	TxDOT uses data to identify where safety improvements can be implemented through projects. By using the same approach for other crash characteristics law enforcement could identify where special enforcement efforts should take place.	Short-term
Require STEP grant-funded enforcement programs to be data driven.	By using data to support STEP grant-funded enforcement programs, TxDOT and its partners can evaluate the effectiveness of the programs.	Short-term
Develop a best practice guide for speed enforcement techniques.	In addition to identifying locations where speed limit changes may be appropriate, having a standardized approach to speed enforcement could improve the effectiveness of these efforts.	Short-term
Investigate the effectiveness and acceptance of automated speed enforcement.	Automated speed enforcement has been used by cities and states with varying success, but it is important to know if the public will accept their use prior to deploying the technology.	Short-term
Revisit driver education courses, including parent-taught program design; document the benefits of certified instructor training; and enhance ticket dismissal courses, particularly with regard to speed choice and speeding.	Reviewing practices used in driver education courses can help identify where improvements need to be made to help address safety issues.[32]	Short-term
Educate the public on the difference between the posted speed limit, speed design, and safe driving speed.	The process of educating the public on speed limits will support efforts to implement reasonable speed limits.	Short-term to Mid-term

4.1.2.6 *Impaired Driving Implementation Strategies*

Table 11: Impaired Driving Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Develop and maintain data to identify correlations between impaired-driving crashes and citations, road type, corridor, region, county and community, and Texas Alcoholic Beverage Commission licensing data.	Many of the strategies in the SHSP take a data-driven approach to crash identification, project development, and enforcement. The connections made with datasets related to impaired driving will help address crash hotspots.	Short-term to Mid-term
Demonstrate the impact of impaired-driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).	Educational campaigns are a valuable tool available to TxDOT for improving safety. The process of educating the public on fatality rates also will support efforts to implement safety improvements and the results of safety analysis.	Short-term
Educate the police, community leaders, public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired crashes. Identify trends in driving under the influence (DUI) arrests and compare the data to trends in citations and crashes for use in education.	The SHSP is developed through partnerships with other agencies, therefore, the education, enforcement, and engineering components of traffic safety also should build on those partnerships.	Short-term
Use a data-driven approach to optimize areas and times for enforcement.	The data-driven approach employed by TxDOT for identifying safety infrastructure improvements can be utilized to enhance enforcement efforts resulting in a multi-faceted safety improvement program.	Short-term to Mid-term
Identify training gaps for police on locations with a high probability for alcohol and drug use that lead to impaired driving.	Training agency personnel to improve enforcement efforts can improve the identification of potential impaired drivers resulting in safer roadways.[32]	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired-driving penalties; document practices, short- and long-term results, and acceptance of checkpoints across the nation; develop a report on the survey results and impaired-driving countermeasure effectiveness; and share the reports with lawmakers and the public.	Sobriety checkpoints are a highly effective tool for reducing impaired driving, however, it is important to educate the public on their use and benefit to traffic safety.[32]	Short-term
Educate the public and community leaders on methods for identifying mobility options at the community level in both urban and rural areas.	Using various tools identified in the SHSP or through the TxDOT Traffic Safety Division can improve urban and rural safety. TxDOT can leverage other meetings or projects to assist community leaders with the use of safety tools.	Short-term
Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.	TxDOT could see safety benefits by working with existing transit agency partners to encourage improved trip planning. Additional mobility options beyond designated drivers could reduce impaired driving.	Short-term
Continue and increase Standardized Field Sobriety Testing, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Evaluator training. Continue to monitor the development of roadside drug testing instruments, and as appropriate, investigate deploying them into the field as an additional tool to detect impaired driving.	Devices like preliminary breath test screeners and passive alcohol sensors are effective at identifying impaired drivers. TxDOT and its partners will continue to identify approaches to improve impaired driver identification to improve the safety of Texas roadways.[32]	Short-term to Mid-term
Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired-driving crashes.	Identifying drug impaired drivers is both important for crash prevention and crash investigation. Ensuring that appropriate measures are taken to identify drug impaired drivers can improve crash data quality and crash data analysis.	Short-term to Mid-term

4.1.2.7 *Older Road Users Implementation Strategies*

Table 12: Older Road Users Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Install wrong-way driver warning signs, pavement markings, and advanced technology to detect and warn wrong-way drivers, particularly at high-speed intersections with medians where drivers are likely to turn into oncoming traffic.	Low-cost improvements like pavement markings and signage can alert drivers to wrong-way errors. When a more active approach is needed, wrong-way detection can utilize cameras to alert the driver though flashing lights and warn emergency response to the error.	Short-term to Mid-term
Implement strategies and standards included in the Human Factors Guide and the Handbook for Designing Roadways for the Aging Population.	Using these two guides for implementing roadway improvements that enhance delineation of the street network could improve safety for all road users. Through improvements like offset left-turn lanes and advance street name signage, intersection and turn related crashes could be reduced.[40]	Mid-term
Bring FHWA and National Highway Institute training courses on the Human Factors Guidelines and the Handbook for Designing Roadways for the Aging Population to TxDOT districts, MPOs, and city engineering audiences.	Providing training for engineers involved in roadway design at all levels will improve the understanding of current best practices and TxDOT's goals for improving safety. Agencies at all levels have a role to play in safety planning and design.	Short-term
Encourage adoption of a law requiring periodic driver re-licensing tests.	License screening and testing is an effective countermeasure to improve safety performance among aged persons. Through periodic testing, new traffic safety information can be disseminated to drivers and recommendations for licensure can be evaluated.[32]	Short-term
Identify current and recommended strategies for improving older person mobility in urban and rural areas.	TxDOT and its partners are exploring non-driving mobility options for those that may no longer drive. Through additional mobility options TxDOT could improve safety and possible travel issues.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Educate aging drivers on vehicle safety and available resources. Educate medical professionals and law enforcement on issues regarding aging drivers and encourage them to initiate discussions with those drivers.	Providing driver education for aging drivers could provide safety benefits and educating law enforcement on potential issues regarding aging drivers could enhance their enforcement patrol efforts.[32]	Short-term

4.1.2.8 *Other Safety Implementation Strategies*

This table offers potential future implementation strategies in addition to those outlined in the SHSP that could have an impact on all emphasis areas. Strategies were derived from recent and ongoing research.

Table 13. Other Safety Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Potential Future Strategies		
Incorporate Travel Demand Management (TDM) strategies that increase transportation efficiency and safety by changing travel frequency, destination, mode, and timing.	Highway crashes in automobiles and motorcycles represent the clear majority of total transportation fatality risk, despite improvements in recent decades.[41] Mobility management strategies that reduce per capita vehicle travel or shift travel mode from automobiles to alternative modes tend to reduce overall crash risk.[42]	Long-term
Consider policies/initiatives that reduce traffic fatalities and serious injuries by influencing how and how often people travel.	Initiatives or policies that reduce vehicle trips and improve and encourage non-auto mobility options to maintain high accessibility to destinations can influence travel behavior to improve traffic safety.[43] Such TDM strategies may reduce highway-related fatality and serious-injury risk by influencing exposure.	Long-term

4.2 <u>Highway Mobility</u>

"Optimize System Performance" is a TxDOT strategic goal.[26] Making mobility improvements to enhance the movement of people and goods in a safe, efficient, and reliable manner is key to achieving this goal. Moreover, providing congestion relief for both off-system and on-system roadways is crucial to improve flows for local and regional traffic conditions. This section identifies strategies TxDOT is implementing, or should consider, to cost-effectively address congestion.

4.2.1 Background

TxDOT efforts to enhance highway mobility strive to reduce congestion and delay and improve system reliability. Strategies associated with mobility include activities that both increase the efficiency of existing infrastructure and add additional capacity through better planning, intergovernmental coordination, project selection, and technology deployment.

The current TxDOT highway mobility strategies listed in this document primarily come from the TxDOT 2*019-2023 Strategic Plan*[26] and associated action plans, which identify several highway mobility-related policies and strategies. Proposed potential future strategies primarily come from ideas and suggestions developed by the Texas A&M Transportation Institute (TTI) that build from the TxDOT Rider 42 study,[44 45] feasibility studies assessing congestion relief at the Texas-Mexico border crossings,[46] and other research efforts (e.g., literature reviews, discovery calls with TxDOT experts, and publications on current best practices).

4.2.2 Implementation Strategies

Implementation strategies can be categorized into several tiers. On a general level, strategies related to collaboration, planning, and programming reflect broad approaches to address congestion concerns. At a more granular level, many traffic operations and management activities involve direct ways to improve system efficiency and performance through various practices and system management methods. Because many of these strategies are associated with technology deployment, there is some degree of overlap between highway mobility strategies and those for emerging technology and ITS. For purposes of organization, the highway mobility strategies are grouped into the following areas:

- **Coordination and Collaboration** – Strategies to foster implementation of highway mobility practices across all jurisdictions and modes. They include multi-jurisdictional coordination and multi-plan collaboration initiatives that will help establish consistent support across the state while recognizing regional and statewide priorities.
- **Analytical Planning** – Strategies that support TxDOT's efforts to develop effective planning approaches involving datasets, analysis tools, travel demand modeling, and future year scenario planning.
- **Project Programming** – Strategies focused on objectively selecting projects based on benefits they provide, the application of prioritization criteria and performance measures.
- **ITS/Technology/Innovation –** Strategies that incorporate national best practices, new research findings and emerging technologies to improve overall mobility of the roadway system**.**

- **Traffic Operations and Management** – Strategies that help reduce congestion and improve mobility through activities that include active traffic management, adding capacity, system modifications, traffic management and travel options.

In addition to the areas identified above, there are other strategies that can reduce roadway congestion such as strengthening multimodal travel choices and efforts to reduce truck traffic and enhance freight mobility. Because the roles and responsibilities associated with these strategies are related to other modes, they are discussed in further detail in their respective sections.

4.2.2.1 *Coordination and Collaboration Implementation Strategies*

Table 14: Coordination and Collaboration Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Coordinate with local transportation entities and external stakeholders to ensure the efficiency of the overall transportation system.	Coordination with local transportation operators helps to identify concerns and operations strategies and get input on system performance the effectiveness of implemented strategies. These entities include MPOs, transit providers, RMAs, and various governmental bodies.	Short-term
Continue working with TTI to refine and update the annual list of the top 100 most congested roadway segments.	Information on the severity of congestion across the state on selected roadways is important for decision-making. The list of congested segments assists the state in making decisions on which roadway segments need congestion assistance. TxDOT districts and MPOs are required to provide congestion mitigation plans for each segment within the top 100 congested roadway segments.	Short-term
Continue to coordinate TxDOT planning and programming efforts with local and regional agencies to ensure investment focus on meeting prioritized needs for congestion mitigation and connectivity enhancement.	Multi-jurisdictional coordination ensures that planning decisions consider regional perspectives on mobility and are made using relevant information.	Short-term
Expand the work with cities and MPOs to identify smart technology solutions that improve traffic management while helping to solve city mobility challenges.	As smart technology continues to evolve and regional needs change over time, coordination efforts will provide a better understanding of challenges to implement the best solutions for different areas.	Short-term
Continue to coordinate with MPOs to ensure that TxDOT plans align with Metropolitan Transportation Plans (MTPs).	Continued coordination enables TxDOT to provide support and information to assist MPOs in the developing plans and programs that align with TxDOT's strategic direction.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Include updates from the Freight Mobility Plan and the Texas-Mexico Border Master Plan that feeds into and aligns with updates to the TTP.	TxDOT plans need to be updated on a regular basis to ensure that programming efforts continue to reflect the department's most current investment priorities.	Short-term
Potential Future Strategies		
Identify and implement border operational improvement strategies from the *Texas-Mexico Border Transportation Master Plan*.	Collaboration will enable TxDOT to meet border crossing needs and address congestion issues near the Texas-Mexico border.	Short-term to Mid-term
Identify and implement operational improvement strategies from the ETTP.	Collaboration on ETTP implementation enhance TxDOT's success in deploying emerging technologies to address congestion.	Short-term to Mid-term
Collaborate with the Traffic Safety Division (TRF) as district TSMO plans are developed and TSMO activities commence.	Collaboration will enable TxDOT to effectively implement congestion mitigation improvements through combined planning and funding efforts.	Short-term to Mid-term
Support local government efforts to apply smart growth design and strategic planning methods.	Land use planning is a local government responsibility, thus TxDOT does not have authority to develop and implement specific land use strategies. The department can, however, coordinate with local agencies on initiatives such as complete streets, street continuity improvements, smart growth design, and transit-oriented development.	Short-term
Explore ways to cooperate with private freight rail companies to expand freight rail investment.	TxDOT cannot spend highway funds on rail but can explore ways to provide non-financial support to private sector activities such as freight rail relocation, infrastructure upgrades, and development of intermodal facilities.	Long-term

4.2.2.2 *Analytical Planning Implementation Strategies*

Table 15: Analytical Planning Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Study and develop improved methodologies and data tracking to determine, monitor, and track transportation system reliability.	Reliability is currently tracked through a series of performance measures. Improving methodologies by incorporating new data, advanced technologies, and new practices will enhance the information that supports investment decisions.	Mid-term
Provide comprehensive and timely crash data and analysis to help TxDOT and MPOs plan and program projects.	Good crash data and analysis supports better identification of the highest safety concerns and their causes and informs selection of appropriate mobility measures.	Mid-term
Potential Future Strategies		
Incorporate new data sources related to transportation trends and emerging technology into travel demand modeling and scenario planning practices.	After comprehensive data becomes available, modeling methodologies are tested, and best practices are established, the characteristics of transportation trends can be further analyzed and used for more accurate forecasting and improved operations planning.	Mid-term Long-term
Adapt SAMv4 for consistency with the *Texas Freight Mobility Plan 2018* (TFMP).	Incorporating applicable elements from the 2018 TFMP into SAMv4 will ensure that the model accounts for available data and existing freight travel patterns to better analyze future year truck traffic impacts.	Short-term
Establish predictive travel time reliability models.	Reliability is an important consideration for all transportation system users. Establishing predictive travel time reliability forecasting capabilities will help TxDOT plan for current and future year congestion.[47]	Mid-term

4.2.2.3 *Project Programming Implementation Strategies*

Table 16: Project Programming Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Expand the use of data--driven project prioritization (scoring of projects).	Data-driven project prioritization puts an emphasis on comprehensive and reliable data to inform project selection process and identify projects that provide the greatest benefit.	Mid-term

Implementation Strategy	Strategy Benefit	Timeline
Analyze and prioritize corridors using performance measures identified in the TTP and the TFMP.	Viewing highway mobility needs from a freight perspective can be help optimize investment for both passenger and freight movement and enable TxDOT to use a broader combination of funding sources to implement improvements.	Short-term
Refine the project selection process for UTP Category 4 funding to emphasize rural connectivity priorities.	Refining the selection process can help promote new development in rural areas and potentially alleviate the already densely populated metropolitan areas.	Short-term
Publish level of travel time reliability as a performance metric.	TxDOT's performance dashboard[48] publishes index values that measure congestion and travel time reliability Tracking travel time throughout Texas assists in identifying top areas of congestion and hot spots to help inform project identification.	Short-term
Track mobility to measure the impacts of "major transportation projects."	Tracking performance measures of high-profile and costly improvements enables TxDOT to evaluate the impacts and effects of these projects and inform solutions to address similar transportation issues in the future.	Short-term
Potential Future Strategies		
Identify metrics that districts can use to recognize and prioritize local projects that align with TxDOT's strategic goals.	Tailored metrics for safety, congestion, mobility, and performance can help districts emphasize local needs and identify priority projects for their region using statewide standards. Having such a system in place would prepare districts for future funding or grant-related opportunities.	Short-term
Explore development of selection criteria that incorporate consideration of benefits to non-motorized travel into the project prioritization process.	Establishing criteria that quantify non-motorized travel benefits will help ensure a balance of projects are delivered that provide benefit a broad spectrum of the public.	Mid-term
Explore mechanisms to consider the costs and benefits of technological advances when evaluating candidate projects.	Emerging technologies can have various positive and negative impacts to the existing roadway system. Being able to account for these potential impacts would enable TxDOT to better consider these impacts during planning and programming.	Short-term to Mid-term

4.2.2.4 *ITS/Innovation/Technology Implementation Strategies*

More detailed information on current and potential future technology implementation strategies are discussed in section three of this technical memo and the ETTP.

Table 17: ITS/Innovation/Technology Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Continue implementation of advanced ITS applications.	ITS solutions are administered across the state in the major metropolitan areas. Continuing these efforts will help TxDOT address safety and improve transportation system reliability.	Short-term
Periodically review traffic control device placement and installation to ensure they are providing maximum safety and efficiency benefits.	Traffic control device requirements can evolve over time as they age, technology advances, or needs change. Periodic review of the devices can help minimize or address issues that limit their effectiveness.[49]	Short-term
Utilize dynamic message signing (DMS) to provide information to the traveling public regarding traffic congestion, incidents, crashes, and weather.	Timely information on congestion and incidents helps system users make better travel decisions. DMS is currently deployed within the large metropolitan cities, such as Austin and Houston, to provide real time updates.[50]	Short-term
Consolidate to one statewide advanced traffic management system application.	TxDOT has a statewide advanced traffic management system software platform deployed in each District.[51] An integrated management system can house multiple elements within the same platform and result in increased efficiency and effectiveness for monitoring traffic and managing congestion. [52]	Long-term
Maintain and update the statewide TSMO Strategic Plan.	Creating a statewide strategic plan for TSMO will better define program goals and objectives and provide guidance information for districts to conduct TSMO activities and develops plans.[9]	Short-term

4.2.2.5 *Traffic Operations and Management Implementation Strategies*

All strategies in this section were developed by TTI.[44] [45] Most of them are recommendations for *potential future* strategies that TxDOT could consider, however there are a few that TxDOT is implementing already. Details regarding the sub-categories for Traffic Operations and Management implementation strategies are noted below:

1. Active Traffic Management – Strategies that involve the ability to dynamically manage recurrent and non-recurrent congestion based on current and predicted traffic conditions.53

Strategies involve the use of integrated systems with new and automated technology to optimize performance.

2. Additional Capacity – Strategies that introduce new capacity to the roadway system in the form of additional lanes, new roadways, managed lanes, or improved designs. These are often the most expensive forms of congestion mitigation due to right-of-way acquisition or construction costs and time.
3. System Modification – Strategies that utilize road spaces more efficiently by re-working the existing facilities to mitigate traffic congestion. These can range from intersection and interchange improvements to commercial vehicle accommodations.
4. Traffic Management – Strategies to help improve system efficiency by rapidly clearing collisions, improving signal coordination, and other methods to maintain optimal traffic flows. Single strategies can address specific needs while an integrated set of strategies can be used to meet system-wide needs.
5. Travel Options – Strategies to reduce congestion during peak period travels with minimal costs and time, usually implemented by public agencies or private employers.

Active Traffic Management Mobility Strategies

Table 18: Active Traffic Management Mobility Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Prioritize traffic management practices.	A combination of single and integrated strategies can help improve system efficiency, improve signal coordination, and maintain optimal traffic flows. Prioritizing such investments can provide cost-effective solutions with near-term impacts and minimal construction interruptions that postpone the need for additional capacity.	Short-term
Potential Future Strategies		
Expand the use of dynamic merge control to manage the entry of vehicles into merge areas.	Dynamic merge control provides benefits on freeways/ roadways with congestion and multiple merge points, can delay or prevent congestion by increasing capacity and improving trip time. It also tends to improve crash rates at merge points.	Short- term to Mid-term
Incorporate dynamic rerouting as a form of incident management during heavy peak period travel times.	Dynamic rerouting can reduce congestion, improve safety and decrease emission by shifting traffic to alternate routes, thereby reducing crash risks, delay and idle time.	Short-term
Implement dynamic truck restrictions to constrain heavy truck traffic to designated lanes or routes based on time of day.	Dynamic truck restrictions on highways with high truck volumes can improve traffic flow safety by separating heavy trucks from other traffic.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Install queue warning systems to inform drivers upcoming situations and enable them to plan accordingly.	Queue warming systems can provide decreased delay, improved safety, and reduced idle time benefits on frequently congested roadways or facilities with sight distance restrictions.	Mid-term
Implement temporary shoulder use to serve a higher number of people and vehicles.	Temporary use of shoulders can delay the start of congestion by increasing vehicle volume and improving transit service reliability on freeways with frequent congestion or servicing high ridership bus routes.	Mid-term
Enact variable speed limits to alert drivers to when congestion is coming.	Speed limits are currently set for the maximum safe speed on roadways. Use of variable speed limits can improve safety by slowing vehicles and reducing crashes when bad weather, congestion, and other unsafe driving conditions arise. Sensors along the roadway automatically lower the speed limit to slow traffic as needed.[54]	Mid-term

Additional Capacity Mobility Strategies

Table 19: Additional Capacity Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Expand use of grade separation to allow uninterrupted traffic flow.	Grade separation through construction of overpasses and underpasses on high-volume intersections of major streets that have multiple approaches, or for active railroad crossings, can increase capacity by removing delay and improve safety by reducing vehicle, pedestrian, and rail conflicts.	Short-term
Potential Future Strategies		
Construct new lanes or roadways to provide additional capacity or alternate routes.	For roadways where options involving lower costs and/ or faster implementation time have been exhausted, new capacity will improve traffic flow and reduce congestion.	Mid-term to Long-term

System Modification Mobility Strategies

Table 20: System Modification Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Continue to construct acceleration or deceleration lanes.	Acceleration and deceleration lanes can be applied to freeway interchange ramps, areas between freeway entrance and exit ramps, and major streets with high speeds and turn volumes to increase traffic flow and intersection capacity and to improve safety.	Short-term
Continue using diverging diamond interchanges (DDI) for freeways with heavy left-turn movements.	DDIs can be considered for any interchange with traffic signals on the cross streets but work best if left-turning movements are high or through movements are unbalanced during peak hours. Benefits include decreased construction time, decrease in costs, and safety improvements.	Short-term
Potential Future Strategies		
Incorporate access management practices.	Access management strategies, such as reducing the number of driveways and installing turn bays can increase traffic flow, reduce congestion and improve safety by reducing collisions caused by speed changes and blind spots.	Short-term
Develop bottleneck removal spot treatments.	Interim fixes to bottlenecks can provide immediate, localized congestion reductions until major reconstruction can occur.	Short-term
Construct collector-distributor (CD) roads.	This strategy can benefit larger freeway interchanges and freeways with closely spaced major roadways. CD roads can help increase traffic flow and improve safety by reducing freeway merging and lane changing. These roads allow vehicles to bypass traffic signals, enhancing safety by providing a place for exiting traffic to wait to access cross streets, rather than backing up onto high-speed main lanes.[55]	Mid-term
Investigate viable commercial vehicle accommodations.	Truck accommodations such as increased shoulder width and turning radii, parking, and truck/car separations can improve freight movement efficiency and passenger vehicle safety on roadways with high commercial vehicle volumes.	Short-term
Invest in innovative intersection improvements to accommodate high left-turning traffic.	Innovations such as Dutch junctions, continue flow intersections, median U-turns, quadrant roadway intersections, and modern roundabouts can be applied to areas with higher speeds or development growth to reduce delay, improve capacity, increase safety, and improve efficiency.	Mid-term to Long-term

Implementation Strategy	Strategy Benefit	Timeline
Invest in intersection improvements to meet turning movement needs.	Turning movement accommodations help to maximize capacity, decrease delay, increase safety, and save money (compared to intersection widening or reconstruction).	Short-term to Mid-term
Investigate the feasibility and cost of multimodal transportation corridors.	Creating corridors with alternate modal options in heavily congested areas could help reduce the need for new facilities, improve congestion and travel time, and increase economic development.	Mid-term

Traffic Management Mobility Strategies

Table 21: Traffic Management Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Work towards the development of additional traffic management centers (TMCs).	Expanding the number of TMCs across the state will help reduce incident induced delays, alert approaching vehicles of problem areas, and provide alternate route information.	Mid-term
Expand upon DriveTexas, the statewide traveler information system.	Providing information to drivers before and during trips allows them to make more effective travel decisions, which can help reduce congestion and travel times, increase safety, and maximize efficiency.	Short-term
Potential Future Strategies		
Incorporate aggressive incident clearance.	Incident clearance works best in corridors with high congestion due to crashes or vehicle stalls to improve travel time reliability and safety.	Short-term
Introduce the practice of integrated corridor management (ICM).	ICM focuses on operating all modes and technology in a corridor as a single mobility system. This strategy can help optimize corridor mobility, increase multiagency coordination, postpone the need for additional capacity, and improve travel time reliability.	Short-term to Mid-term
Implement reversible traffic lanes.	Reversing lanes for peak-hour commutes, special events, incident management, or emergencies can help reduce congestion, increase safety, and accelerate evacuation time.	Short-term
Build upon current road weather management practices and user tools.	Providing better weather and road condition information will help reduce time, money and productivity lost due to weather related congestion.	Short-term to Mid-term

Implementation Strategy	Strategy Benefit	Timeline
Implement signal operations and management through equipment updates and signal timing improvements.	Signal equipment upgrades and signal timing coordination are relatively low cost with high returns and can help reduce congestion and improve safety.	Short-term
Establish special event management practices and related activities.	Traffic and communication plans can be used in conjunction with major events to increase safety and improve traffic flow.	Short-term
Develop and implement statewide truck incentives and use restrictions.	Incentives and restrictions can improve safety, traffic flow, and travel times, and increase the effective delivery range for freight is also increased.	Short-term
Investigate and enforce truck lane restrictions.	Truck lane restrictions can improve highway operations, reduce crashes, account for pavement and structural concerns, and complement construction work zone restrictions.	Short-term

Travel Options Implementation Strategies

Table 22: Travel Options Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Encourage the practice of telecommuting.	Telecommuting can benefit workers in the business, service, and finance industries by offering flexibility to employers, employees, and transportation agencies while reducing congestion at the same time.	Short-term
Potential Future Strategies		
Introduce active demand management (ADM).	ADM strategies use information and technology to dynamically manage demand by influencing the time, route, or number of trips taken by a vehicle. Examples include dynamic ridesharing, dynamic routing, and predictive traveler information, which can all reduce congestion and delay the building of new highways.	Mid-term
Encourage carpooling within the public and private sectors.	Carpooling reduces congestion, lowers costs for users (fuel, maintenance, and parking), employers (parking), and transportation agencies (roadway capacity).	Short-term
Encourage real-time ridesharing.	Real-time ride-sharing leverages technology to make carpooling more accessible and can expand its use, thereby reducing traffic and congestion, lowering commuting costs and decreasing emissions.	Short-term

Investigate ways to implement state employee trip reductions.	This strategy can benefit state agencies with a concentration of workers by increasing the efficiency of employee commutes and reducing congestion and emissions.	Short-term
Investigate further interest in and need for transportation management associations (TMA).	TMAs provide a means for employers, employees, and agencies to work together to solve congestion issues. These are strategies that reduce single occupant trips, assist employers and employees with transit tax benefits, and offer shuttles, parking management, telework programs, and other services.	Short-term
Investigate various trip reduction options and the need for trip reduction ordinances.	Strategy can benefit large metropolitan areas, corporations, and activity centers. Implementation can help reduce trips and miles driven, maintain lower costs, and increase opportunities for alternate means for transportation (e.g. transit, bicycling, carpooling).	Short-term
Encourage vanpooling within the public and private sectors.	Strategy can benefit areas with little transit service and inadequate parking. Congestion is reduced, low cost options are available, and emission rates are improved.	Short-term

4.3 Highway and Bridge Preservation

Delivering preventive maintenance for the state's system and capital assets to protect investments is a TxDOT strategic goal; pavement and bridge preservation are critical components of this goal.[26] The TAMP is TxDOT's primary mechanism for planning and prioritizing strategies to optimize pavement and bridge preservation investments. The TAMP (most recently updated in 2019) is a federally required, risk-based plan developed using current system inventory data and analytical systems. It applies federal guidance and national best practices to guide TxDOT roadway preservation and maintenance strategies. In addition, the *TxDOT 2019-2023 Strategic Plan* drives the development of action plans that include policies related to asset preservation and project delivery that are directly related to pavement bridge preservation.

4.3.1 Highway Pavement Preservation

Preserving and maintaining pavement quality on the state's extensive highway system (314,000 centerline miles) requires significant ongoing investment.[56] At nearly $1.5 billion annually, TxDOT capital pavement preservation expenditures represent the second-highest level of spending after congestion relief projects in the 2020 UTP.[27]

4.3.1.1 *Background*

TxDOT monitors the preservation performance of its roadway system though a statewide Pavement Condition Score that is comprised of the smoothness and distress (e.g., rutting, cracking, failures, and patches) of the pavement surface. The Pavement Condition Score is then used to determine the percent of system pavement that is in "good" or "better" condition. TxDOT's pavement performance target is to have 90% of the on-system network be in "good" or "very good" condition by 2028.[57]

4.3.1.2 *Implementation Strategies*

The TxDOT Maintenance Division and TPP coordinated to identify both current TxDOT strategies (mainly from the *2019 TAMP)* and potential future initiatives (developed from state, federal, and other academic research) that will help TxDOT achieve its pavement preservation goal. These strategies fall into the following three categories:

- **Risk and Resiliency** – Strategies that address system risks associated with environmental and funding impacts to assets, risk management processes, and facilities repeatedly requiring repair and reconstruction because of emergency events.
- **Innovation** – Strategies that leverage national best practices, new research findings, and emerging technologies to improve TxDOT's pavement preservation efforts.
- **Maintenance and Rehabilitation** – Strategies that ensure the effectiveness and efficiency of TxDOT's pavement preservation investment activities.

The following tables provide a summary of current and potential future TxDOT strategies that align with TTP 2050 and will enable the department to implement the plan successfully. Unless otherwise noted, these strategies were derived from the 2019 TAMP.[19]

Risk and Resiliency Implementation Strategies

Table 23: Risk and Resiliency Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Periodically revisit the risk management process.	TxDOT regularly evaluates its risk management process to help the department identify the most significant asset risks. These periodic evaluations help TxDOT align its identification of risks with Texas transportation policy, available funding, and other considerations.	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Build and improve resilient infrastructure to withstand and mitigate the effects of natural disasters.	Building infrastructure that withstands natural disaster impacts, especially near coastal and other high-risk areas, will both reduce asset damage and enable first responders to more effectively respond to the needs of the public.	Short-term
Continue to monitor risk assets within environmental areas.	Ensuring TxDOT monitors environmental risks to the infrastructure and undertakes appropriate preventative maintenance activities will improve system resiliency.	Short-term
Leverage data to understand the consequences of extreme events.	By analyzing data and historical trends, TxDOT can better understand the consequences and benefits of making system upgrades to improve resiliency.	Mid-term
Develop contingency fund scenarios to help with prompt response to unanticipated extreme events.	Developing scenarios for the use of TxDOT's maintenance contingency fund will accelerate their use for pavement maintenance and reduce letting delays since managers will be better able to recognize a scenario in its early stages and adopt preselected actions.	Long-term

Innovative Implementation Strategies

Table 24: Innovative Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Establish a modern pavement management system (PMS).	Since 1970, TxDOT has frequently upgraded its PMS to keep up with the evolution of pavement construction and maintenance methods. Going forward, TxDOT can continue to improve its PMS by incorporating new data collection methods (e.g., use of Laser Scanners) and national best practices.[58] [59] [60]	Mid-term
Upgrade pavements to withstand the demands of transporting Texas energy sector products.	In 2016, TxDOT created the Energy Sector Corridor Improvement Program to strengthen pavements and provide safety enhancements on key roadways in energy sector regions.[61] Continued implementation of this strategy can help TxDOT mitigate the impact of energy section transportation demands on the highway system.	Short-term

Potential Future Strategies		
Implement innovative data collection and analysis methods for designing and maintaining pavements.	Research finds that most mechanistic-empirical pavement designs rely on antiquated estimates, which result in either overdesigned roadways or underperforming pavement structures. Both outcomes can lead to unnecessarily high life-cycle costs for facilities.[62] By utilizing new data collection (e.g., photogrammetry) and pavement analysis methods, TxDOT can improve its optimization of pavements life-cycle costs.	Mid-term
Explore and test innovative pavement maintenance methodologies.	By using innovative pavement methodologies, TxDOT can extend the life of pavements, reducing the time between heavy rehabilitations and resulting in lower costs and fewer delays from construction.[63]	Mid-term
Implement innovative tools and techniques to accelerate construction and prolong pavement life.	TxDOT could prolong pavement longevity by adopting innovative methods to construct and maintain both rigid and flexible pavements identified in research conducted at Texas and national transportation research institutions.	Long-term

Maintenance and Rehabilitation Implementation Strategies

Table 25: Maintenance and Rehabilitation Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Implement extensive maintenance strategies over the lifetime of the pavement.	TxDOT significantly reduces life-cycle costs by using an extensive maintenance strategy versus a worst-first repair approach. An extensive maintenance strategy saves approximately $160 million over 40 years for a typical 40 lane-mile segment of interstate.[19]	Short-term
Emphasize importance of asset management during periods of declining performance.	As the state highway system ages, TxDOT continues to optimize its investment of variable funding through the application of asset management best practices to identify, schedule, and communicate the anticipated benefits of critically timed work activities.	Short-term
Coordinate pavement projects and funding estimations with MPOs and other entities.	TxDOT conducts extensive coordination efforts with the state's MPOs, cities, counties, and toll authorities, to align local planning efforts for off-system (NHS) pavements.	Short-term

Potential Future Strategies		
Coordinate pavement maintenance and rehabilitation projects with other roadway projects.	TxDOT could lower costs related to maintenance of traffic and pavement damaged due to new projects, as well as reduce costs and disruptions to commuters, by better coordinating pavement projects with other planned projects.	Mid-term

4.3.2 Highway Bridge Preservation

Preserving the state's bridges is one of TxDOT's largest needs categories. The 55,000 bridges[64] in Texas, of which two-thirds are on-system, carry automobiles, buses, motorcycles, and trucks used for personal travel and freight movement. Texas has more bridges than any other state, yet despite the inventory size, TxDOT's bridges are in far better condition than the national average.

4.3.2.1 *Background*

TxDOT oversees the inspection of all bridges open to public traffic in Texas,[65] and it inspects most bridges every other year.[66] The department also oversees planning, construction, and maintenance of on-system bridge, and maintains design standards, manuals, and guidelines that support all bridges regardless of ownership.[67] A bridge's condition is assigned a value from 0 to 9 based on the most severe rating of its four primary bridge components (e.g., deck, superstructure, substructure, and culvert). TxDOT tracks the health of the bridge network through the Bridge Condition Score, which is a 100-point scale where condition values are derived from the most severe component rating.[19] TxDOT's Bridge Condition Score target for 2027 is an average statewide score of 90.[68]

4.3.2.2 *Implementation Strategies*

The TxDOT Bridge Division and TPP coordinated to identify both current TxDOT strategies (mainly from the *2019 TAMP* and the *2019-2023 Strategic Plan*) and potential future initiatives (developed from state, federal, and other academic research) that will help TxDOT achieve its bridge performance goal. These strategies fall into the following three categories:

- **Risk and Resiliency** – Strategies that address system risks associated with environmental impacts to assets, risk management processes, and facilities repeatedly requiring repair and reconstruction due to emergency events.
- **Innovation** – Strategies that leverage national best practices, new research findings, and emerging technologies to improve TxDOT's bridge preservation efforts.
- **Maintenance and Rehabilitation** – Strategies that ensure the effectiveness and efficiency of TxDOT's bridge preservation investment activities.

The following tables provide a summary of current and potential future TxDOT strategies that align with TTP 2050 and will enable the department to implement the Plan successfully. Unless otherwise noted, strategies appearing in the following tables were sourced from the *2019 TAMP* and the *2019-2023 Strategic Plan.*

Risk and Resiliency Implementation Strategies

Table 26: Risk and Resiliency Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Monitor and mitigate risks to bridges from exceptional and recurring events.	Monitoring risks to bridges via the risk management process will help TxDOT take actions to head off or respond to risks, potentially avoiding expensive infrastructure damage and disruption to travelers.	Short-term
Collect and analyze data on extreme weather to consider bridge resiliency strategically.	Analysis of extreme weather characteristics and probabilities will allow TxDOT to modify bridge design as needed to increase resistance to flooding, storm surge, and other weather extremes, particularly in coastal and riverine areas.	Short-term

Innovative Implementation Strategies

Table 27: Innovative Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Include more robust life-cycle costs in bridge program development.[26]	Analyzing life-cycle costs during bridge project development will make the mid- and long-term cost commitments of decisions transparent and lead to cost-saving decisions.	Short-term
Potential Future Strategies		
Coordinate bridge activities along with major mobility project needs.	Coordinating major mobility projects with bridge actions reduces cost and disruption to travelers compared with conducting them separately.	Mid-term

Maintenance and Rehabilitation Implementation Strategies

Table 28: Maintenance and Rehabilitation Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Implement and calibrate AASHTOWare Bridge Management (BrM) software to TxDOT bridges.	Implementation of BrM will generate long-term cost savings in bridge preservation by developing optimal sets of bridge activities and informing continued strategy development.	Short-term
Strengthen central bridge management strategies.	TxDOT places bridge preservation and maintenance responsibilities primarily with its 25 districts. Developing more centralized bridge management strategies will permit the analysis to support data-driven bridge asset management systemwide.	Short-term
Focus on reducing vertical clearance deficiencies at the time of replacements triggered by structurally deficient status.	Rectifying clearance deficits during bridge replacement reduces costs and disruptions compared with uncoordinated activity and allows more bridges to be brought up to standard with a given budget.	Short-term
Assess opportunities for economic rehabilitation.	Rehabilitation may become more cost-effective than bridge replacement in more situations as the bridge inventory ages and economic conditions change. Updating TxDOT's policies for these changes will promote long-term, cost-effective bridge inventory management.	Mid-term
Potential Future Strategies		
Further invest in preventive maintenance.	Preventive maintenance projects such as joint cleaning and sealing, cap repairs for spalling, concrete deterioration treatments for prestressed beams, and steel piling repairs cost-effectively extend bridges' service life.	Short-term
Leverage new and innovative materials and practices.	Adapting relevant design standards and construction policies for effective new materials or practices[69] will help ensure their widespread use, which can lower costs, improve safety during construction, reduce disruption to travelers, and improve bridge durability.[70] [71]	Long-term

4.4 Intelligent Transportation Systems (ITS)

Intelligent transportation systems (ITS) are applications to support safe, efficient, and convenient travel. From digital message signs relaying key information on lane closures to roadside controllers that help vehicles communicate and avoid crashes, technology makes traveling in Texas safer and more reliable. ITS includes the devices, facilities, communications media, and systems that support traffic management systems (TMS) and transportation network operations. ITS also allows for

traveler information systems to communicate with the traveling public, accelerates with emergency response, and helps local governments manage their roads for maximum safety and travel reliability.

4.4.1 Background

TxDOT deploys, maintains, and monitors a wide range of ITS devices on the state system. The department also serves as a coordinator, advocate, and source of technical assistance for the exploration and use of ITS technologies by local and regional agencies across the state. TxDOT's primary mechanism for identifying future ITS initiatives and strategies is the *TxDOT ITS Strategic Plan 2013*, which aligns closely with the *TxDOT 2019-2023 Strategic Plan*. In particular, TxDOT deployment and operation of ITS help the department achieve at least two agency strategic plan goals: promoting safety, by reducing crashes and fatalities in both urban and rural areas; and optimizing system performance by leveraging ITS capabilities to provide travel-demand management capabilities and assist with the operation of strategic corridors and regions.[26]

The *TxDOT Statewide TSMO Strategic Plan* (published in 2017) also identifies ITS-related implementation strategies. The TSMO Plan defines actions to integrate mobility-focused solutions throughout planning, design, construction, operations, and maintenance. In parallel with statewide TSMO planning, the TxDOT Information Management Division (IMD) is leading a TMS initiative in collaboration with the Traffic Safety Division (TRF) to enhance ITS along state roadways. The TRF's TMS initiative will complement the *TSMO Strategic Plan* program development. They both work toward improving system operations, but the TMS initiative will focus specifically on ITS infrastructure.[9]

4.4.2 Implementation Strategies

Due to the diverse nature of ITS, associated TxDOT implementation strategies are incorporated into several other sections of this technical report, including Emerging Technology (Section 3.2), Highway Mobility (Section 4.2), and Freight (Section 4.5). In addition to these initiatives, there also are a few standalone ITS strategies TxDOT is currently implementing. These strategies are identified in Table 29.

Table 29: Standalone ITS Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Develop processes to conduct systems engineering analysis.	For an ITS project to qualify for federal funding TxDOT must complete a Systems Engineering Analysis. The TSMO Strategic Plan tasks TxDOT Districts to develop processes to implement this federal requirement.[9]	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Consolidate TMCs.	Consolidating TxDOT TMCs with Lonestar Advanced Traffic Management Systems capabilities will provide cost savings and help regionalize ITS across Texas.[72]	Short-term
Update the 2013 ITS inventory and track ITS expansion.	TxDOT is updating the 2013 ITS inventory by requiring the five metro districts (Dallas, Fort Worth, Houston, Austin, San Antonio) and El Paso to provide semi-annual reports describing existing TMS coverage. The reports will help TxDOT understand what roadways have adequate ITS coverage and identify expanded coverage needs.	Short-term
Update the statewide ITS Strategic Plan.	TxDOT last developed an ITS strategic plan in 2013. This plan should be updated to reflect new technologies, better align with new agency-wide goals, and define TxDOT's changing role in deploying ITS solutions across the state system.[72]	Mid-term
Develop guidance on including and funding ITS projects in the UTP.	The development of protocols and procedures for incorporating ITS applications into the UTP will help districts integrate ITS into existing projects as well as long-term planning efforts. This guidance is important to ensuring ITS and other TSMO solutions become integrated into agency culture.	Short-term

4.5 Freight

As the population and economy in Texas continue to grow, so does the demand for the efficient movement of freight. Thus, one of TxDOT's strategic goals is to develop and operate an integrated transportation system that provides reliable and accessible mobility to enable economic growth. Achieving this goal means making transportation investments and implementing a broad range of strategies to meet the state's evolving freight needs and improve the speed and efficiency of freight movements.

4.5.1 Background

The movement of freight is multimodal and includes the use of trucks, rail, ports and waterways, aviation, and pipelines. TxDOT's primary role in freight is accommodating highway freight movement (i.e., trucking), which aligns with many of the same strategies that improve passenger vehicle safety and mobility. TxDOT does not have a direct role in freight rail, air cargo, or pipelines, and plays a limited role in ports and waterways. Thus TxDOT generally has less direct responsibilities for implementation of non-highway freight strategies.

As part of FHWA's implementation of the Transportation Performance Management program, state departments of transportation are required to set two- and four-year targets for the Truck

Travel Time Reliability Index (TTTR) and report their performance results.[73] TxDOT has set the 2020 TTTR index at 1.70 and a 2022 target of 1.79.[74]

4.5.2 Implementation Strategies

The TxDOT Freight, Trade, and Connectivity Section (part of TPP) identified TxDOT strategies in the 2018 TFMP that will help TxDOT achieve its freight transportation-related goals. These strategies can be grouped into the following categories:

- **Highway Construction –** Policies and programs associated with freight investments.
- **Multimodal –** Activities associated with TxDOT's role supporting and advocating for freight improvements associated with non-highway modes.
- **Administrative –** Strategies associated with education, dedicated freight funding, and project prioritization processes.
- **Operations** – Strategies to improve freight movement through operational enhancements.
- **Safety** – Programs and initiatives that enhance freight-related safety.
- **Technology** – Planning and deployment of technology applications that will improve the efficiency and safety of highway-related freight activities.

The following tables provide a summary of current and potential future TxDOT freight strategies that align with TTP 2050 and will enable the department to successfully implement the plan. All current strategies were pulled from the 2018 TFMP.[75] Potential future strategies were inspired by the TFMP in consultation with the freight planning staff at TxDOT.

4.5.2.1 *Highway Construction Strategies*

Table 30: Highway Construction Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Develop a Highway Freight Network Design Guidelines Program.	TxDOT is developing freight design considerations to complement existing design manuals. These guidelines will enhance freight-related design and allow for safer, more efficient, reliable, and predictable freight movement.	Short-term
Continue to implement the Freight Network Bridge Reconstruction and Replacement Program.	TxDOT is working to address deficient bridges and increase vertical clearances to accommodate oversize/overweight vehicles and facilitate efficient freight movement.	Short-term

4.5.2.2 *Multimodal Implementation Strategies*

Table 31: Multimodal Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Potential Future Strategies		
Prioritize improving intermodal connectivity between modes and the international border.	By prioritizing freight connectivity improvements, TxDOT will work to alleviate congestion at key freight gateways, freight generators, and ports of entry.	Mid-term
Partner with airports and local, regional, and other statewide agencies to identify critical airport landside access improvements.	TxDOT will support landside access improvements to improve airport connectivity and allowing for smoother cargo transfers.	Mid-term
Incorporate air cargo needs, issues, and recommendations into future updates of the TxDOT *Texas Airport System Plan* (TASP) and other planning activities.	The current TASP (updated in 2010) focuses on general aviation airports.[76] Updating the TASP and including air cargo considerations will help air cargo projects compete for funding.	Mid-term

4.5.2.3 *Administrative Implementation Strategies*

Table 32: Administrative Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Develop a Freight Movement Public Education and Awareness Program.	TxDOT is currently studying the economic role of freight in Texas. Sharing the findings from this study will help raise awareness about the importance of safe and efficient freight transportation to the state, local governments, and businesses.	Short-term

Potential Future Strategies		
Work with state legislators to identify funding for existing freight programs, such as the Texas Rail Relocation and Improvement Fund, Port Access Account Fund, and the Ship Channel Improvement Revolving Fund (SCIRF).	Although Texas voters passed the Texas Rail Relocation and Improvement Fund in 2005, the Legislature has not significantly funded it. Establishing a dedicated revenue source would induce private investment and enable more rail projects to be completed.[77] The Legislature created the Port Access Account Fund in 2001 to provide resources for port improvements and studies.[78] It also created the SCIRF in 2017 to help finance congressionally authorized ship channel deepening and widening projects. [79] Neither program has yet been funded. Identifying dedicated sources for both programs will help Texas make important port and waterway investments.	Mid-term
Pursue full return of Harbor Maintenance Tax (HMT) fees to Texas.	Congress enacted the HMT in 1986 to recover the operation and maintenance dredging costs for federally authorized ports from maritime shippers. Congress, however, has not fully appropriated HMT receipts and the associated Harbor Maintenance Trust Fund (HMTF) now has a balance of about $9.3 billion. Gaining the appropriation or return of the unspent HMTF balance would be sufficient to meet the maintenance dredging needs of all federally authorized ports. According to the U.S. Army Corps of Engineers, navigation channels in the nation's busiest 59 ports, at least six of which are in Texas, are available less than 35% of the time.[80] [81]	Mid-term
Ensure freight considerations are included in the UTP project development and prioritization process.	Incorporating freight consideration into the UTP project development and prioritization process will mean that freight projects receive higher priorities, leading to increased funding allocation for projects that improve freight movements.	Mid-term

4.5.2.4 *Operations Implementation Strategies*

Table 33: Operations Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Conduct a comprehensive and coordinated Texas-Mexico border master plan.	TxDOT is working with the Border Trade Advisory Committee and various stakeholders to undertake development of the Texas-Mexico Border Transportation Master Plan. This plan will identify the cross-border challenges of moving people and goods and develop potential multimodal transportation investment strategies that support binational, state, regional and local economic competitiveness.[82]	Short-term
Develop an Off-Peak and 24-hour Operation Pilot Program.	TxDOT is working with the state's MPOs and freight industry to develop strategies for improving operational activities to maximize the existing capacity on the Texas Highway Freight Network.	Mid-term
Potential Future Strategies		
Develop a Statewide Construction Management and Coordination Program.	TxDOT is exploring strategies to minimize the traffic impacts and improve safety and mobility for all users of the highway network.	Mid-term
Support integrated cargo security strategies to reduce congestion at border crossings.	TxDOT is developing and deploying strategies to improve operations and reduce wait times at border crossings, such as implementation of the single-window program that enables inspections to occur prior to the cargo reaching the border.	Short-term
Identify asset-related constraints that lead to higher costs for businesses.	Increased congestion and longer trip times negatively affect industry productivity, increase business costs, and hurt competitiveness. Identifying asset constraints will help TxDOT focus funding on strategic projects that can improve the safe efficient freight movement.	Mid-term

4.5.2.5 *Safety Implementation Strategies*

Table 34: Safety Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Conduct a Statewide Truck Parking and Rest Stop Study.	TxDOT completed a statewide truck parking study in April 2020, which evaluated the current truck parking conditions within the state, analyzed the impact of hours-of-service on trucker operations, and identified potential community and safety impacts of inadequate truck parking facilities. The study has established strategies TxDOT can implement to meet current trucking needs and future demands.	Short-term
Develop resiliency strategies.	TxDOT is exploring potential strategies to mitigate the impacts of man-made or natural disruptions on the Texas Multimodal Freight Network.	Short-term
Potential Future Strategies		
Develop a Statewide Commercial Vehicle Traffic Incident Management Program.	TxDOT is working to define options for a program to better respond to commercial vehicle crashes and improve safety and mobility for the motoring public and trucks.	Mid-term

4.5.2.6 *Technology Implementation Strategies*

Table 35: Technology Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Develop and implement a Statewide Freight Technology-based Solutions Program.	TxDOT is completing the *Freight Network Technology and Operation Plan*, which will explore how current and future freight-related needs and challenges can be addressed through ITS deployment and emerging technological advancements. Creating a comprehensive inventory of existing efforts to address freight-related needs will enable TxDOT to evaluate the effectiveness of current strategies, identify gaps, and propose potential strategies to improve freight mobility.	Short-term

Potential Future Strategies		
Develop a Statewide Traffic Management Center Concept of Operations and implementation Plan.	TxDOT will work to improve safety and mobility of goods and people by integrating existing regional Traffic Management Centers across the state to facilitate dissemination of real-time traffic information, including traffic incidents, construction, weather, and special events.	Mid-term

4.6 Bicycle and Pedestrian

Bicycle and pedestrian (or non-motorized) facilities include the infrastructure that accommodates walking, bicycling, and using micro-mobility technologies (e.g., electric scooters and bike-share), and other non-motorized equipment (e.g., wheelchairs and skateboards). The Texas bicycle and pedestrian network is comprised of a mix of infrastructure types ranging from sidewalks and shared-use paths to sufficiently wide roadway shoulders and designated bicycle lanes. Investment in these networks aligns with TxDOT's strategic goals to promote safety and optimize system performance by providing transportation alternatives that help reduce congestion and improve mobility. Active transportation networks facilitate physical activity, which has positive impacts on human health and quality of life. TxDOT recognizes that further investment in non-motorized travel would improve connectivity between destinations, thereby supporting economic development across Texas.

4.6.1 Background

TxDOT's roles in statewide bicycle and pedestrian program delivery include supporting local projects and programs through the allocation of state and federal funding, as well as requiring TxDOT design engineers to consider bicycle and pedestrian accommodations on all roadway construction and reconstruction projects on the state system. As of now, TxDOT has not adopted a separate bicycle and pedestrian plan. All existing strategies related to statewide bicycle and pedestrian planning are incorporated into documents such as the Strategic Direction Report for TxDOT's Bicycle Program, the SHSP and the TTP.

4.6.2 Implementation Strategies

The TxDOT Public Transportation Division (PTN) and TPP coordinated to identify both current TxDOT strategies and potential future initiatives (developed from state, federal, and other academic research) that will help TxDOT work toward its objectives to improve safety, increase travel options, and reduce congestion. Safe, efficient, and economically beneficial bicycle and pedestrian facilities depend on TxDOT's continued investment in three main areas:

- **Safety** – Strategies that will help achieve a significant reduction in bicycle- and pedestrian-related serious injuries and fatalities.

- **Planning** – Strategies that support TxDOT's efforts to develop data-driven, statewide, non-motorized planning approaches.
- **Programming** – Strategies focused on objectively selecting and equitably funding local bicycle and pedestrian construction projects across the state.

The following tables provide a summary of current and potential future TxDOT strategies that align with the TTP 2050 and will enable the department to implement the plan successfully. Unless otherwise noted, strategies were developed through a collaborative effort between subject matter experts from both PTN and TPP.

4.6.2.1 *Safety Implementation Strategies*

Pedestrian safety is one of the seven emphasis areas addressed in the SHSP.[25] Details on the strategies pertaining to pedestrian safety, including those in the SHSP, are addressed in the Highway Safety section of this technical memo. Although bicyclist safety is not identified as an emphasis area in the current SHSP, strategies mentioned in the document are inclusive of all active transportation modes.

Table 36: Safety Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Improve prioritization processes for high-crash locations and/or locations with the highest probability for non-motorized crashes.	Prioritizing high-crash locations and locations with the highest probability of non-motorized crashes will help TxDOT make faster progress toward its goal for zero fatalities by 2050.	Short-term
Apply the right countermeasures.	Appropriate, location-specific countermeasures are essential to ensuring that bicycling, walking, and other non-motorized modes are safe viable options. Countermeasures range in complexity from sign improvements and pavement markings, to installing speed humps and separate bicycle and/or pedestrian infrastructure, to incorporating leading or exclusive pedestrian intervals at signalized intersections.	Short-term
Enhance bicycle, and pedestrian engineering design guidance focused on safety features and lower stress for non-motorized users.	State DOTs play an important role in determining the safety of the non-motorized transportation network. Creating and maintaining a safe infrastructure to accommodate pedestrians, bicyclists, and other non-motorized travelers begin at the planning and design phase. Safety-focused design elements should continue to be TxDOT's top priority and will result in a lower stress travel environment for all roadway users.	Short-term

4.6.2.2 *Planning Implementation Strategies*

Table 37: Planning Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Expand collection of quality statewide bicycle and pedestrian data.	Understanding how people use non-motorized travel modes and where and what type of infrastructure exists enables TxDOT to more thoroughly evaluate funding distribution. More and better data also helps TxDOT decide where to integrate safer designs and measure progress toward non-motorized travel-related goals.	Short-term
Continue collaborating with local and regional partners.	TxDOT's partners include districts, cities, counties, MPOs, non-profit groups, non-governmental organizations, and research institutions. TxDOT should continue offering training opportunities for these entities to ensure the collection of consistent and quality data, relay industry best practices, streamline planning processes, and align goals and strategies.	Short-term
Create a GIS-based statewide plan inventory.	The efficient coordination of non-motorized travel planning efforts could be streamlined through the creation of an online plan inventory. TxDOT would host the site and collect state, regional, and local bicycle and pedestrian plan information (e.g., plan URLs) for all entities to use.	Mid-term
Potential Future Strategies		
Develop a statewide bicycle and pedestrian master plan.	States leading the country in bicycle and pedestrian friendliness, such as Washington, Oregon, Minnesota, and California,[83] have all developed master statewide plans for non-motorized, active transportation. These plans, often referred to as Active Transportation Plans, introduce specific policies and strategies states are using to increase bicycling and walking trips and to eliminate non-motorized fatalities and serious injuries. Emerging mobility options, such as e-scooters and bicycle sharing, could also be addressed in the plan.	Long-term

4.6.2.3 ***Programming Implementation Strategies***

Table 38. Programming Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Optimize and streamline project selection processes.	Incorporating active transportation performance measures in roadway project prioritization will ensure appropriate bicycle and pedestrian accommodations are provided in TxDOT's multimodal network. Implementation of this strategy is dependent on the availability of quality data.	Mid-term
Continue considering the integration of all travel modes in project planning, design, and construction.	Streets designed to accommodate a variety of modes and enable the safe use and mobility of all users, including people with disabilities, have benefits related to safety, accessibility, and health. Roadways with active transportation options improve overall quality of life and may result in increased economic activity and tourism.	Short-term
Invest in long-distance bicycle routes when making roadway improvements.[84]	A statewide network of long-distance bicycle routes would provide economic, health, and environmental opportunities across Texas. In 2018, PTN, in partnership with TxDOT's Bicycle Advisory Committee, completed the Bicycle Tourism Trails Study, which explored development of a statewide system of potential long-distance bicycle routes. TxDOT should prioritize bikeway improvements along potential U.S. Bicycle Route corridors and align investments with planned roadway construction and maintenance projects.	Mid-term

4.7 **Aviation**

TxDOT supports general aviation facilities throughout the state, which accommodates most civilians who fly outside of scheduled passenger airline service. The Texas airport system includes 278 general aviation airports,[85] and there are more than 5.7 million general aviation flight operations in Texas annually.[86] TxDOT remains committed to investing in the state's aviation network to continually improve air travel, support tourism, and economic development, and increase quality of life in Texas.

4.7.1 **Background**

TxDOT's Aviation Division supports Texas cities and counties in obtaining and disbursing federal and state funds for general aviation and reliever airports identified in the TASP.[76] TASP airports and heliports are a subset of more than 1,600 landing facilities in the state that are considered to

have an essential role in the economic and social development of Texas. During the development of the TASP, TxDOT worked with airport sponsors and community leaders to identify improvements over a 25-year planning period. Cost estimates were developed for the first five years of general aviation and reliever airport improvements.

The TxDOT Aviation Division assists TASP airports and heliports to develop and implement projects that meet their long-term goals; manage grants, design, and construction associated with TxDOT's Airport Improvement Program (AIP); and oversee project delivery to airport owner specifications.

4.7.2 Implementation Strategies

The following table provides a summary of current and potential future TxDOT aviation strategies that align with TTP 2050 and will enable the department to implement the plan successfully.

Table 39: Aviation Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Continue to maximize available AIP State Block Grant funding.	Project delivery performance is an indicator to the FAA of effective resource management, which improves chances of receiving additional funding. Focusing on project delivery will improve TxDOT's ability to leverage these funds. FAA provides guidance and resources on airport benefit-cost analyses, which helps identify proposed projects with the highest net benefit to the aviation community.[87]	Short-term
Continue programming through the Aviation Facilities Development Program (AFDP) Routine Airport Maintenance Program (RAMP).[85]	TxDOT is requesting $4 million per year for the next two years as an exceptional line item request from the Legislature. These additional resources will increase the AFDP and RAMP, which support 278 Texas general aviation airports. Development needs at these airports exceed annual budget allocations by 68%.[85]	Short-term
Continue Unmanned Aircraft Systems (UAS) Flight Operations and regularly update the guidance outlined in the UAS Flight Operations and User's Manual.	In July 2019, TxDOT lifted a moratorium on departmental use of UAS and authorized contractors and approved service providers to operate UAS on a six-month trial basis in support of TxDOT operations. In doing so, the TxDOT Aviation Division also created a UAS Flight Operations and User's Manual to guide UAS operations. This document defines UAS flights of a routine nature and indicates that the TxDOT District Engineer shall approve such flights. The document also helps ensure that departmental use of UAS is conducted in the safest manner possible and compliance with all statutory requirements.[88]	Short-term

Implementation Strategy	Strategy Benefit	Timeline
Enforce Meteorological Evaluation Tower (MET) marking and registration requirements.	Due to rising safety concerns involving the increasing number of METs, the 84th Texas Legislature added Transportation Code §21.071, which requires painting and marking of certain METs to make them more visible and help maintain a safe flying environment. TxDOT will continue to provide a mechanism for any person who owns, operates, or intends to erect a MET to notify and register the site with the TxDOT Aviation Division.[89]	Short-term
Continue updates to the TASP.	A regularly updated TASP is needed to continually identify airports and heliports in the state that perform an essential role in the economic and social development of Texas. TxDOT will continue ongoing coordination with airport sponsors and community leaders to identify needed improvements.	Short-term
Potential Future Strategies		
Assess the risks of integrated UAS into the Texas airspace.	TxDOT will continue to track trends and strategically engage with regulatory challenges connected to UAS operations in Texas. This includes UAS operation certification and technology standards, air space regulation and management, integration with ground-based connected and autonomous vehicles and systems, and procedures to collect and analyze safety data.[88]	Long-term

4.8 Public Transportation

TxDOT is committed to providing travel options for its users. Use of public transportation reduces highway congestion and improves air quality, benefits that are particularly important in major metropolitan regions. In 2018, Texans took 275 million trips using public transportation through services from one or more of several dozen local transit authorities, districts, and programs.[90] Nearly $600 million is invested in transit in Texas each year.[91] Approximately $465 million of the funds are spent through local MTAs that operate in larger cities, whereas TxDOT invests the remaining $135 million.[92] TxDOT provides financial, technical, and coordination assistance to rural and smaller urban public transportation providers and collaborates with local agencies to support safe, reliable transit that increases travel options.

4.8.1 Background

TxDOT promotes strategic partnerships and a decentralized approach to public transportation that "reflects a belief that plans work best if tailored for the unique sets of needs and resources in individual planning regions across Texas."[93] Funding for large metropolitan transit service areas

comes from local sales taxes along with federal funds (TxDOT's state funding currently cannot be spent on public transportation projects). TxDOT oversees applicable federal funds that it distributes to urban and rural transit districts including FTA and FHWA grants.

4.8.2 Implementation Strategies

The TxDOT PTN and TPP Divisions coordinated to identify both current TxDOT strategies and potential future strategies (developed from state, federal, and other academic research) that can help TxDOT achieve its mobility goal. The *TxDOT Group Transit Asset Management (TAM) Plan*[91] is the department's mechanism for planning and prioritizing current strategies to optimize transit asset conditions. Other strategies stem from system users' perceptions that are expressed in *Statewide Perspectives from 2017-2021 Regionally Coordinated Transportation Plans*,[93] TTP 2050 public outreach, the needs assessment conducted by the Texas Transportation Institute in 2019 (see *TTP 2050 Technical Memo 8: Public Transportation*), and the *Texas Transit Statistics*[94] series. Strategies fall into the following four categories:

- **Service Expansion and Congestion Relief** – Strategies that address system risks associated with environmental impacts to assets, risk management processes, and facilities repeatedly requiring repair and reconstruction as a result of emergency events.
- **Innovation** – Strategies that leverage national best practices, new research findings, and emerging technologies.
- **Asset Management** – Strategies that ensure the effectiveness and efficiency of TxDOT's investments in the state's public transportation assets (e.g., vehicles).
- **Customer Satisfaction –** Strategies that improve public perceptions.

The following tables provide a summary of current TxDOT strategies that align with TTP 2050 and will enable the department to implement the plan successfully.

4.8.2.1 *Service Expansion and Congestion Relief Implementation Strategies*

Table 40: Service Expansion and Congestion Relief Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Prioritize investments to fill gaps in transit service.	TxDOT's 2019 needs assessment focused on three types of service issues: span gaps, gaps outside transit districts (Type A), and gaps inside transit districts (Type B). The previous transit needs assessment analysis determined that the operational costs for bringing all transit districts up to the 14-hour weekday, eight-hour Saturday threshold is approximately $43 million per year.	Mid-term

Identify expanded funding opportunities for public transportation and related investments – both service and capital.	Expanding services will require additional funding. Such investments will be required to help achieve department congestion relief and connectivity goals/objectives given expected population growth and increased economic activity in the state.	Mid-term
Initiate a study on the role of high-capacity transit (HCT) investments (bus and passenger rail) in congestion relief and connectivity.	HCT has the potential to ameliorate congestion stemming from rapid growth in many of Texas regions (Houston-Galveston Area Council (H-GAC) High Capacity Transit Task Force Report).	Mid-term
Identify goals, objectives, performance measures, and prioritization criteria that maximize the benefits from investments in congested corridors.	Such objectives and measures could include targeted increases in Average Vehicle Occupancy rates and the portfolio of investment strategies to achieve them. Concentrating current investments in congested corridors will generate the most travel time savings benefits across the transportation system for every dollar spent.	Mid-term

4.8.2.2 *Innovation Implementation Strategies*

Table 41: Innovation Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Monitor and devise strategies in response to the effects of disruptive mobility technologies on transit usage, demand, and costs.	Transit ridership is likely to remain tied to historical impacts such as fluctuating gas prices, population growth, congestion, parking fees, and public commitment to supplying transit. Ridesharing's longer-term role in shaping transit ridership remains uncertain and will depend in part on the service's long-term price. CAVs may ultimately decrease ridesharing prices and influence transit ridership through their potential effects on land density and development patterns.	Mid-term
Investigate, plan for, and leverage new and innovative technology that streamlines transit operations.	Local agency transit plans frequently reference ITS and discuss how to best integrate new technologies to improve transit service. Such technologies include transit signal preemption, automatic vehicle location, real-time travel information, and variable message signs.[95] TxDOT is well-positioned to serve a leadership role in evaluating such technologies and disseminating best practices to local agencies in the state.	Mid-term

4.8.2.3 *Asset Management Implementation Strategies*

Table 42: Asset Management Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Devise a plan for vehicle and facility replacement.	*TTP 2050 Technical Memo 8* includes estimates for fleet replacement (e.g., vehicles and facilities) over the next 30 years. Strategically planning for these replacements will help TxDOT reinvest economically and minimize service disruptions.	Short-term
Leverage future investments to prioritize those assets that have exceeded or will soon exceed their useful life.	This strategy will help TxDOT achieve its established goal of 85% or more of rolling stock operating within its Useful Life Benchmark (ULB) in every four-year plan horizon.	Mid-term
Refine the existing state-wide asset inventory list through collaboration to ensure a complete and accurate picture of transit assets.	A clear picture of the state's transit assets will allow for better maintenance and capital investment decisions.	Mid-term

4.8.2.4 *Customer Satisfaction Implementation Strategies*

Table 43: Customer Satisfaction Implementation Strategies

Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies		
Continue to address communities' most often-cited priorities, as documented in 2017 *Regionally Coordinated Transportation Planning Statewide Perspectives.*[93]	Top priorities include service expansion, multimodal integration, ridership, better coordination and collaboration, sustainable funding resources, and improved facilities and amenities. Ensuring attention is paid to these priorities will let system users know that their concerns are being taken seriously and improve satisfaction with transit throughout the state.	Short-term
Investigate reasons for changes in transit usage at the agency level by coordinating with local partners.[90]	Despite a general downward trend in transit usage, there do not appear to be systemic reasons behind the decline. Individual agency performance varies widely, requiring agency-level analyses to determine factors driving the results. Accordingly, TxDOT has requested analysis of significant year-to-year changes from the transit districts to update the agency-specific transit dashboards for Urban and Rural Transit Districts.	Short-term

Strengthen coordination with the state's transit providers.	There is a public perception that transit service and planning is not as closely coordinated as it could be (Round 2 Public Outreach Meeting, Houston, TX). Better coordination and communication can help both improve program delivery and address public concerns about interagency coordination.	Short-term

4.9 Ferry Operations

Ferries offer local residents and tourists additional travel options to reach their destination, which can reduce travel time and fuel consumption and provide evacuation routes when roads become inaccessible, or emergency conditions arise. TxDOT currently runs two ferry routes, Port Aransas and Galveston-Port Bolivar. The routes operate 24 hours a day, 365 days a year, weather permitting, and provide critical transportation access to travelers in their respective areas for commuting, reaching medical care, and recreational travel.

4.9.1 Background

Ferry operations typically provide shorter overall travel distances than roads in areas where water creates a significant barrier. The Port Aransas Ferry connects Mustang Island to the mainland near Corpus Christi via Harbor Island through Aransas Pass, reducing the overall travel distance from 58.9 miles (road travel only) to 8.2 miles (combined ferry and road), resulting in average daily travel time savings of 45 minutes to one hour for commuters (TxDOT expert, discovery phone call, November 5, 2019). The Galveston-Port Bolivar Ferry provides the only direct connection between Galveston Island and the Bolivar Peninsula, connecting two segments of State Highway 87 in just 2.7 miles (combined ferry and road), compared to the 144-mile land route around Galveston Bay (road travel only). This approximately 18-minute ferry ride yields travel time savings for commuters who otherwise would spend approximately 2 hours and 20 minutes to travel the overland route.[96]

TxDOT's ferry operations are funded as non-letting expenses through the State Highway Fund. Neither passengers nor vehicles pay a fee to ride the ferries (Texas is the only state with a ferry operation that does not charge its users). For the 2018 to 2019 biennium, TxDOT appropriated approximately $96.2 million in Other Funds from the State Highway Fund to support the operation of the ferry systems. Additionally, the Port Aransas operations received competitive federal grants for infrastructure projects and vessel construction.[96]

Although TxDOT is directly responsible for operating these routes and maintaining the ferry fleet, it does not operate the ports from which the ferries operate. For this reason, coordination with port owners, maritime traffic generators, and other stakeholders is important for TxDOT's ferry planning and management activities.

4.9.2 Implementation Strategies

The TxDOT ferry operations staff and TPP coordinated to identify both current TxDOT strategies and potential future strategies that will help TxDOT maintain efficient ferry service to meet traveler needs. These strategies fall into the following three categories:

- **Operational** – Strategies that support streamlined ferry operations and logistics, including vessel replacement.
- **Facility Maintenance** – Strategies that ensure port facilities are efficiently maintained in good repair to meet current and future needs.
- **Coordination** – With much of port activity driven by entities other than TxDOT, coordination with partners is essential to reliable ferry service, particularly in the face of increased maritime traffic.

The following tables provide a summary of current and potential future TxDOT strategies that align with TTP 2050 and will enable the department to implement the plan successfully.

4.9.2.1 *Operational Implementation Strategies*

Table 44: Operational Implementation Strategies

Port	Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies			
Port Aransas	Construct a new vehicle staging area.	TxDOT acquired additional property to construct a new vehicle staging area on the Mustang Island Landing side to increase capacity of vehicles and help to manage queues better.	Short-term
Port Aransas	Design a new 28-car ferry.	It is no longer cost effective to repair the older ferries. The new vessel will also expand capacity.	Mid-term
Galveston	Explore funding sources for vessel replacement.	The port will soon need to start the process of replacing vessels that are nearing the end of their useful life. The new preferred design for replacements is for larger (70-car) ferries, instead of current 55-60-car ferries.	Long-term

4.9.2.2 *Facility Maintenance Implementation Strategies*

Table 45: Facility Maintenance Implementation Strategies

Port	Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies			
Port Aransas	Repair bulkheads.	The Port Aransas bulkhead needs repairs due to widening and deepening the port's channel.	Short-term
	Replace ferry ramps.	A spring-loaded ramp design will be an improvement to the current older model ramps.	Short-term
Galveston	Upgrade the rest area facility.	These upgrades will bring substantial improvements to address customer satisfaction.	Short-term
Potential Future Strategies			
Port Aransas	Implement improvements to the mooring docks.	Expanding the docks will accommodate larger ferries. The improvements will require land acquisition and dredging of property and thus coordination with the City of Port Aransas and the Port of Corpus Christi.	Long-term
Galveston	Upgrade the ferry landing.	Upgrades will improve on the older model ferry landing, which is currently 40 years old.	Long-term
	Expand parking capacity.	TxDOT could look for ways to improve parking facilities on the Galveston side. The current facility is insufficient for demand in the busy season.	Long-term

4.9.2.3 *Coordination Implementation Strategies*

Table 46: Coordination Implementation Strategies

Port	Implementation Strategy	Strategy Benefit	Timeline
Current TxDOT Strategies			
Port Aransas	Increase coordination with port authorities as channels are dredged and widened.	Due to their proximity, operations at the Port of Corpus Christi can impact the Port Aransas Ferry. As the Port of Corpus Christi deepens and widens its ship channel, more ship traffic may occur along the waterway that the Port Aransas Ferry serves. Implementing this strategy would require increased coordination and planning between TxDOT and state port authorities.	Short-term

5.0 PROGRAM DELIVERY STRATEGIES

Successfully implementing a statewide long-range plan requires refinements to selected program delivery processes and considerations to ensure decision-making and resources are well aligned with plan goals. These refinements typically complement specific strategies related to emerging issues and individual modes. Accordingly, this section provides background and recommended refinements in four critical areas associated with TxDOT program delivery:

- **Corridor Prioritization** – Describes TxDOT's current Corridor Prioritization Tool (CPT) and documents stakeholder feedback on how the department could better identify key corridors in the future.
- **Major Projects** – Identifies and discusses major projects in the UTP and other critical mobility projects in TxDOT's Project Tracker and MTPs.
- **Programming Enhancement** – Recommends enhancements to UTP prioritization and performance impact assessment to inform the likelihood of target attainment.
- **Sustainable Funding** – Details alternative funding mechanisms beyond the gas tax for future consideration.

5.1 Corridor Prioritization

As the state's lead transportation agency, TxDOT conducts corridor-level planning exercises to link land use and transportation, better connect infrastructure investment and development decisions, coordinate multi-jurisdictional development along corridors, and better inform project evaluation and selection. These efforts focus on using the department's CPT to consider system-wide performance and vary the relative focus on goal areas in the prioritization of major corridors.

In addition, TxDOT works closely with municipal and county governments, MPOs and cross-state corridor coalitions (e.g., I-10 Coalition) to inform the creation of corridor improvement plans. The findings from these studies not only help TxDOT better understand corridor performance considerations and associated investment priorities, they also serve as important inputs to TxDOT's project evaluation and ranking process.

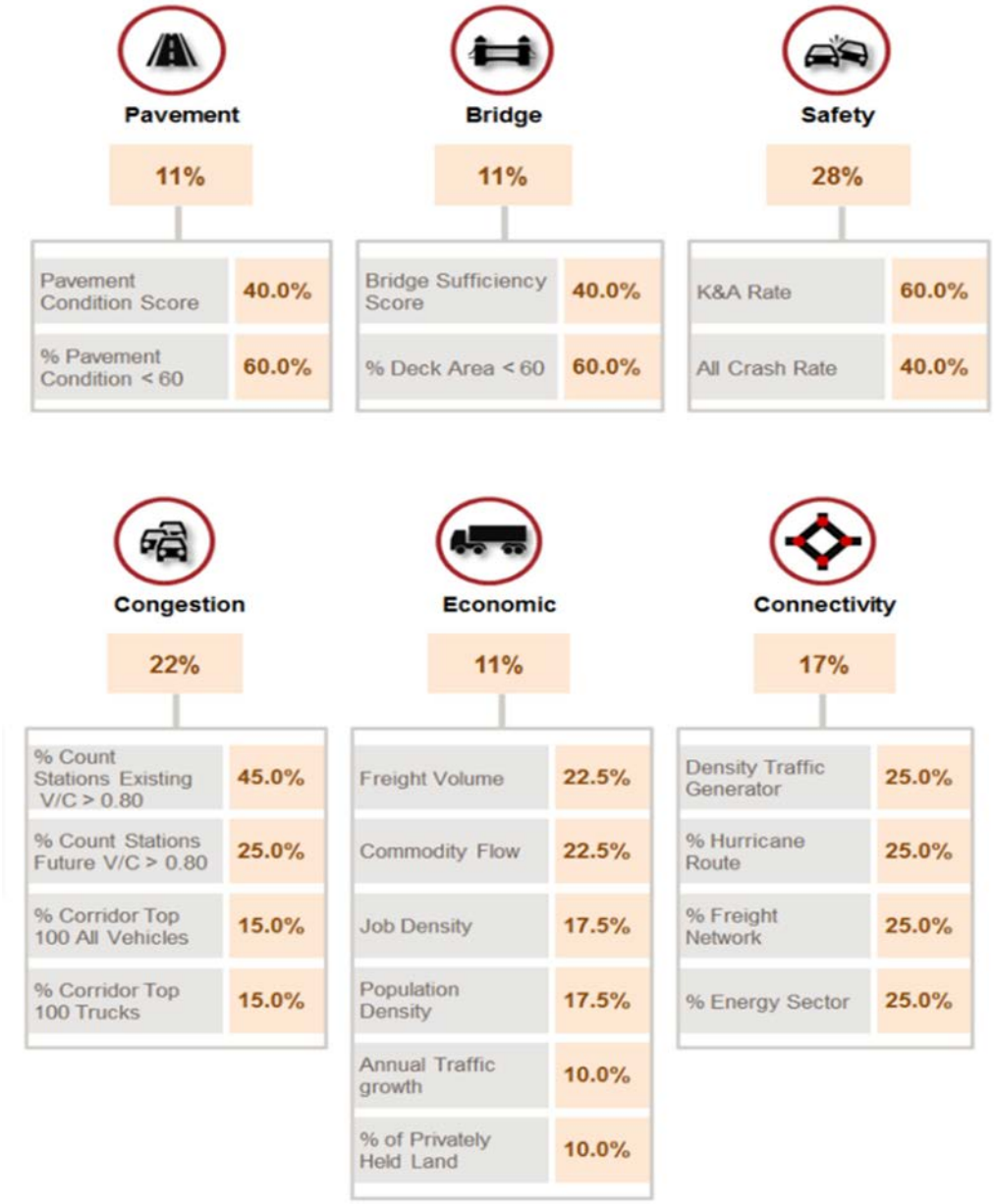
The following section documents how TxDOT uses the CPT to evaluate corridors with respect to impact on key performance areas, where future projects are planned, and where infrastructure gaps exist. It also identifies potential refinements to TxDOT's corridor prioritization process based on stakeholder input received during the TTP 2050 public involvement effort.

5.1.1 Corridor Prioritization Tool Methodology

TxDOT's corridor planning process uses the CPT to incorporate performance management elements into corridor analysis. Specifically, the tool evaluates the relative investment demand for different corridors based on performance data that aligns with the Moving Ahead for Progress in the 21st Century Act (MAP-21) goal areas: safety, infrastructure condition, freight movement and economic vitality, and congestion reduction and system reliability.

The CPT scores and ranks corridors based on the following six performance areas: pavement preservation, bridge preservation, safety, congestion, economic development, and connectivity. As illustrated in Figure 7, each performance area is weighted based on TxDOT's relative focus on each. Current weights range from 11.1% for bridge preservation and economic development to 27.8% for safety, which is given the most weight of all performance areas. From there, each performance area scores on a 0-10 point scale. These scores are then totaled for all performance areas and converted to a 100-point scale to produce a statewide ranking of corridors.

Figure 7: Performance Areas and Metric Weighting



The scores for each performance area are established through the application of "performance metrics" that are also weighted based on TxDOT priorities (lower numbers indicate better performance for a given performance area/metric and therefore a lower priority). The following is a description of these metrics:

- **Pavement Preservation** – A corridor's pavement preservation priority is calculated using its overall pavement condition score (40%) and the percent of the roadway with a pavement condition score of less than 60 (60%).

- **Bridge Preservation –** A corridor's bridge preservation priority is calculated using its bridge sufficiency score (40%) and the percent of bridge deck area with a bridge score of less than 60 (60%).
- **Safety** – Corridor safety priority ratings are based on its K&A (fatal and incapacitating injury accident) rate (60%) and the total crash rate (40%).
- **Congestion** – Corridor congestion scores are based on four metrics: percent of count stations currently operating at a volume/capacity ratio (V/C) of more than 0.80 (Level of Service D or below) (45%); percent of count stations forecast to operate at a V/C of more than 0.80 (Level of Service D or below) in the future (25%); the percent of corridor miles classified as being one of TTI's top 100-most congested roadways based on all vehicle delay per mile (15%); and the percent of corridor miles classified as being one of TTI's top 100-most congested routes based on truck delay per mile (15%).
- **Economic Development** – The ability to connect people and goods that drives the Texas and world economy through corridors were scored based on several criteria: freight volume (22.5%); commodity flow (22.5%); job density (17.5%); population density (17.5%); annual traffic growth (10%); and the percent of privately held land (10%).
- **Connectivity** – The impact of corridors on statewide connectivity was scored based on four criteria: density traffic generator (25%); percent hurricane route (25%); percent freight network (25%); and percent energy sector (25%).

5.1.2 Prioritization Results

Per the CPT, TxDOT currently recognizes 340 individual corridors across the state, which includes facilities connecting economic activity centers, elements of the Statewide Connectivity Corridor Network, key corridors on the Texas Highway Trunk System and critical rural fright corridors (note: these corridor categories overlap in places). The top 25 corridors in Texas, based on CPT score, are provided in Table 47.

Table 47: Top 25 Scoring Corridors

Rank	Name	Description
1	I-635	I-20 to SR 121
2	I-35 E	Hillsboro to Denton
3	I-610	I-10 to I-10
4	I-410	I-35 to I-35
5	I-820	I-20 to I-20
6	I-35	San Antonio to Austin
7	SH 352	State Highway 352
8	SH 123	State Highway 123
9	SH 78	State Highway 78
10	SH 87	Pinehurst to Galveston
11	U.S. 87	San Antonio to Port Lavaca
12	U.S. 60	Amarillo to Stateline
13	I-35 W	Hillsboro to Denton
14	U.S. 75	Stateline to Dallas
15	U.S. 62	Stateline to Stateline
16	U.S. 77	Red Oak to Hillsboro
17	SH 3	State Highway 3
18	SH 4	State Highway 4
19	U.S. 180	Anson to Weatherford
20	I-30	I-20 to Stateline
21	SH 80	State Highway 80
22	I-10	San Antonio to Houston
23	I-10	U.S. 83 to San Antonio
24	SH 180	State Highway 180
25	I-45	Galveston to Dallas

Most of these corridors run through one or more of state's large urban areas and TxDOT has completed or is planning to conduct studies on them to forecast future demand, establish goals and identify/prioritize specific improvement needs. Findings associated with specific performance areas for the corridors include (again, lower numbers indicate better performance for a given performance area/metric and therefore a lower priority):

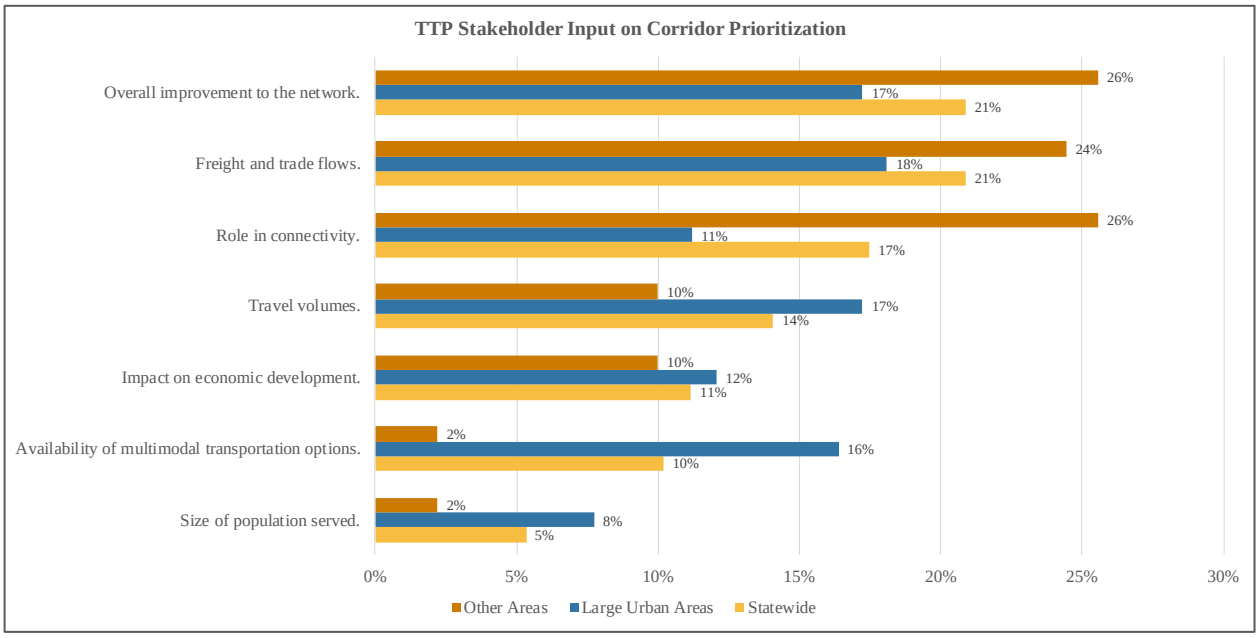
- **Pavement Preservation** – On average, the 340 corridors score 4.4 out of 10 for pavement condition. Over 50% of the corridors have a priority score lower than four indicating a good portion of the state's roads are in "good" condition, regardless of length. (Note: pavement condition for total statewide lane-miles is around 90% in "good" or better condition.)

- **Bridge Preservation –** On average, the 340 corridors score 3.7 out of 10 for bridge condition. Over 55% of corridors have a priority score lower than 4 indicating a good portion of the state's bridges are in "good" condition.
- **Safety** – More than 75% of all 340 corridors score below 8 on the safety priority score. Rural corridors score highest (meaning less safe), scoring 4.8 out of 10 on average while urban areas score an average of 4.6. Of the 340 total corridors, 16 currently have a safety score of 0, meaning no priority is given to these corridors in terms of safety.
- **Congestion** – Many of the state's rural roads have little or no congestion issues; thus, higher congestion scores are concentrated on corridors with urban components. Only six of the 340 corridors rank above an 8 in priority levels, totaling less than 500 miles worth of roadway. Nearly 270 corridors score below 1 on the CPT's priority scale.
- **Economic Development** – None of the 340 corridors rank above a 9 out of 10 in terms of economic development priority. Most of the corridors rank between 3 and 6 in terms of economic development, with very few having extremely low and high priorities.
- **Connectivity** – The connectivity analysis resulted in low scores relative to the other performance areas. Corridors in urban areas scored highest, on average scoring 2.8 out of 10, while rural corridors averaged a score of 1.8.

5.1.3 Findings and Recommendations

As part of the second round of public outreach to support TTP 2050 development, stakeholders were asked to identify two criteria (from a provided list) they think are most important for TxDOT to consider when defining and prioritizing key corridors. As identified in Figure 8, statewide findings identify overall network improvements, freight and trade flows, and role in connectivity as the most import corridor considerations. The responses for just large urban areas provided similar, but more balanced results, with emphasis also shown for travel volumes and availability of multimodal options. Results from other (non-urban) portions of the state emphasized the three statewide focus areas, with less emphasis on other potential corridor prioritization criteria.

Figure 8: TTP Stakeholder Input on Corridor Prioritization



Discussions during the TTP 2050 public outreach workshops generally echoed the survey findings, focusing on the importance of TxDOT considering freight, overall network improvements, and connectivity in corridor prioritization. Additional recommendations for TxDOT's corridor prioritization process included the following:

- Consider flooding and other resiliency issues;
- Look at future population growth, not just current demand;
- Emphasize corridors that support commerce, not just trade; and
- Consider military base accessibility requirements.

In addition to considering the need to better align the CPT with priorities emphasized by stakeholders, TxDOT may explore other refinements to their corridor prioritization process, including:

- In addition to using needs-based analyses and focusing on existing performance, explore using performance metrics that are more predictive then current measures; and
- Better align performance metrics with those used for the TxDOT performance dashboard (e.g., congestion metrics are currently inconsistent).

5.2 Major and Large-scale Projects

As part of the TTP 2050 development effort, TxDOT considered the impact that major and large-scale planned projects will have on future system performance and associated investment needs. The major and large-scale projects include both TxDOT and regionally delivered projects that are expected to make significant contributions to achieving the TTP 2050 goals and objectives as they are delivered over the next 30 years. Together, these projects represent a crucial element of plan implementation, reflect the key role of TxDOT's planning partners in meeting plan goals, and exemplify TxDOT's ongoing stewardship of the state's transportation resources. The following section provides a description of these projects.

5.2.1 Major and Large-scale Project Definition

"Major projects" are specific initiatives designated by the Texas Transportation Commission that TxDOT tracks and evaluates based upon criteria set out in the Texas Administrative Code. They represent the department's highest priorities. To be considered for major project designation, candidate projects must:

1. Involve the planning, engineering, right-of-way acquisition, expansion, improvement, addition, or contract maintenance (other than the routine or contracted routine maintenance) of a bridge or roadway on the state highway system;
2. Fulfill or satisfy a need, concern, or strategy of the department in meeting performance objectives associated with congestion reduction, enhanced connectivity, preservation, safety, environmental effects, and/or economic development; and
3. Meet at least one of the following criteria:
    a. Have a total estimated cost of $500 million or more (all phases, all funding sources, year of expenditure dollars);
    b. Have a high-level of public or legislative interest in the project;
    c. Include significant local or private entity funding;
    d. Be unusually complex; or
    e. Satisfy a time-sensitive critical need of the department related to safety, system connectivity, a hurricane evacuation route, reconstruction of a large infrastructure facility or other similar needs.[97]

"Large-scale projects" are other TxDOT or planning partner led initiatives that are estimated to cost near or over $500 million to complete.

5.2.2 Data Sources

The primary sources of information about planned major and large-scale projects were the *2020 UTP* (major projects are identified it Appendix 1 of the document), Project Tracker (TxDOT's

online system that provides information on all department projects in planning, design, and construction which are maintained in TxDOT's Design and Construction Information System (DCIS)), and MTPs developed by the state's MPOs. All dollar values are reported in 2020 constant dollars unless otherwise noted.

5.2.3 Major Projects

TxDOT identifies the following two major projects in the 2020 UTP:

- **State Highway 99 (Grand Parkway) –** Grand Parkway is a proposed 180-mile loop around the greater Houston area to improve connectivity with other Houston roadways, relieve congestion, encourage economic growth, and improve safety. TxDOT is developing and constructing the facility in 11 segments. Segments H and I-1 are the project segments currently listed in the UTP and will provide: a new two-lane controlled-access facility from U.S. 59 North to I-10 East; four additional toll lanes from FM 1405 to SH 146; and upgrade tolling equipment to existing facility from I-10 to FM 1405.[27]
- **U.S. 281** – U.S. 281 from Loop 1604 to the Bexar/Comal County line is one of the most congested roads in San Antonio and among 50 of the most congested corridors in Texas. As part of the project, TxDOT will construct a six-lane, non-tolled expressway (four general-purpose and two high-occupancy vehicle lanes) to relieve congestion and improve mobility. Also included in the project are the remaining northern interchange connectors at Loop 1604.[27]

5.2.4 Large-scale Projects

To define planned large-scale projects across the state that will support the TTP 2050 implementation, TxDOT identified all individual projects costing about $500 million or more in TxDOTCONNECT. In addition, TxDOT reviewed the MTPs for Texas MPOs to identify both TxDOT-sponsored, regionally planned large-scale projects, and regionally planned large-scale projects not included in TxDOTCONNECT (meaning they are not funded by TxDOT).

5.2.4.1 *TxDOT Large-scale Projects*

Currently planned TxDOT large-scale projects are listed in Table 48 and Table 49. The 31 projects listed in Table 48 range in cost from $500 million to almost $5 billion and appear in TxDOTCONNECT. The total cost for these projects amounts to about $30.6 billion. The vast majority of these projects (22) focus on roadway widening. Several include new roadway locations (4), while the remainder are a mix of preliminary engineering, rail, and bridge replacement projects. Table 49 includes 30 projects spread across the state ranging in cost from $500 million to almost $2 billion and totaling about $26.0 billion. These are large-scale TxDOT projects that

appear in MTPs. All but two of these projects are focused on expansion and will thus add new capacity to the state highway system.

Table 48: TxDOT Large-scale Projects in the TxDOTCONNECT Database

Project Name	TxDOT District	Project Type	Current Cost Estimate ($ Millions)
I-35 from U.S. 290E to U.S. 290W/SH 71	Austin	Widen Freeway	$4,900
Houston Downtown Innerbelt, IH-65, IH-45, IH-10	Houston	Widen Freeway	$3,651
I-35 from I-410 S to FM 3009	San Antonio	Widen Freeway	$1,604
I-610 Ship Channel Vertical Clearance	Houston	Bridge Replacement	$1,600
I-820/I-20/U.S. 287	Fort Worth	Widen Freeway	$1,241
I-45 from I-10 to I-610	Houston	Widen Freeway/ Interchange	$1,055
I-30 from I-45 to I-635	Dallas	Widen Freeway	$941
I-69 from SS 527 to BW 8	Houston	Widen Freeway	$900
I-10 from I-610 to I-45	Houston	Widen Freeway	$900
I-10 from Airway Blvd To FM 659 (Zaragoza Rd)	El Paso	Widen Freeway	$849
I-10 from Executive Center Blvd to SL 478 (Copia St)	El Paso	Widen Freeway	$751
I-35E from Dallas County Line to FM 407	Dallas	Widen Freeway	$746
CR from On Hempstead, From I-610 to SH 99	Houston	State Owned Rail Line	$719
SL 12 from SP 408 to South of SH 183	Dallas	Widen Freeway	$699

Project Name	TxDOT District	Project Type	Current Cost Estimate ($ Millions)
I-35E from FM 407 to Turbeville Road	Dallas	Widen Freeway	$671
SH 99 from I-45(S) (Segment B) to SH 288	Houston	New Location Freeway	$649
I-35W from SH 174 to U.S. 67	Fort Worth	Preliminary Engineering	$647
I-35 from U.S. 77 (North of Denton) to North of FM 3002	Dallas/Wichita Falls	Widen Freeway	$644
I-10 from SL 478 (Copia St.) to Airway Blvd	El Paso	Widen Freeway	$632
I-35W from North of I-20 to South of SH 174	Fort Worth	Preliminary Engineering	$602
I-35E from I-635 to Denton County Line	Dallas	Widen Freeway	$600
SH 114 from North Freeport Parkway to East of Rochelle Blvd	Dallas	Widen Freeway	$597
SH 99 Segments C-1, C-2, and C-3	Houston	New Location Non-Freeway	$593
I-20 from Lawson RD to East of CR 138 (Wilson RD)	Dallas	Widen Non-Freeway	$590
I-10 from CR 131 (Walden Road), East to 7th Street	Beaumont	Widen Freeway	$581
SH 190 from I-30 to U.S. 80	Dallas	New Location Freeway	$581
I-35E from North of Oak Lawn Ave to SH 183	Dallas	Widen Freeway	$556
I-30 from I-820 to Camp Bowie Blvd	Fort Worth	Widen Freeway	$550
SH 190 from U.S. 80 to I-20	Dallas	New Location Freeway	$539
U.S. 183 from SH 45/RM 620 to SL 1	Austin	Widen Freeway	$500

Project Name	TxDOT District	Project Type	Current Cost Estimate ($ Millions)
I-30 from U.S. 287 to Cooper Street	Fort Worth	Preliminary Engineering	$500

Table 49: TxDOT- sponsored Large-scale Projects Pulled from MTPs

Project Name[98 99 100 101 102]	TxDOT District	Project Type	Current Cost Estimate ($ Millions)
I-35E (North) to U.S. 380	Dallas, Fort Worth	Expansion	$1,945
I-35: Travis County	Austin	Expansion	$1,940
I-35 to FM 156	Dallas, Fort Worth	Expansion	$1,561
I-35: Hays County	Austin	Expansion	$1,500
Midtown Express/SH 183 at SH 121	Dallas, Fort Worth	Expansion	$1,470
Harris I-45 at I-69 S	Houston	Expansion	$1,428
Harris I-45 N at I-69/I-10	Houston	Expansion	$1,128
I-30 (East)	Dallas, Fort Worth	Expansion	$999
I-635 (East)	Dallas, Fort Worth	Expansion	$999
Southeast Connector	Dallas, Fort Worth	Expansion	$874
U.S. 80	Dallas, Fort Worth	Expansion	$874
I-35: Williamson County	Austin	Expansion	$815
I-35 (North) to Bexar County Line	San Antonio	Expansion	$784
State Loop 9	Dallas, Fort Worth	Frontage Roads	$750
Harbor Bridge Project	Corpus Christi	Reconstruction	$747
Harris I-45 at I-10	Houston	Expansion	$716
Harris I-45 at I-610	Houston	Expansion	$644
Dallas North Tollway	Dallas, Fort Worth	Expansion	$633
North Tarrant Express	Dallas, Fort Worth	Expansion	$623
I-35 (North) to I-410 N	San Antonio	Expansion	$614

Project Name[98 99 100 101 102]	TxDOT District	Project Type	Current Cost Estimate ($ Millions)
Brazoria SH 99	Houston	Expansion	$614
I-35E Stemmons	Dallas, Fort Worth	Expansion	$609
U.S. 290W: Travis County	Austin	Expansion	$572
Midtown Express/SH 183 at I-35E	Dallas, Fort Worth	Expansion	$562
SH 114 Dallas County	Dallas, Fort Worth	Expansion	$562
Harris I-45 N at S of Shephard Dr.	Houston	Expansion	$506
I-30 West Freeway	Dallas, Fort Worth	Expansion	$500
I-35W (South)	Dallas, Fort Worth	Expansion	$500
Hempstead Road	Houston	Expansion	$500

5.2.4.2 *Regional Large-Scale Projects*

Currently planned regional large-scale projects are listed in Table 50. The list includes 29 projects ranging in cost from $482 million to more than $2 billion and totaling about $33.8 billion. Roughly half of the total associated spending will occur in the Houston-Galveston Area Council (H-GAC) region, and an additional 40 percent will occur in the North Central Texas Council of Governments (NCTCOG) region. Most of these projects (22) will focus on transit investment and highway expansion (4), with the remaining projects providing trail, reconstruction, and frontage road improvements.

Table 50: Regional Large-scale Projects Pulled from MTPs

Project Name	Project Type	MPO[100 98 99 103]	TxDOT District	Current Cost Estimate ($ Millions)
U.S. 90 A Commuter Line	Public Transit	H-GAC	Houston	$3,853
Texas Central High-Speed Train Corridor	Public Transit	H-GAC	Houston	$2,934
West/East Line	Public Transit	NCTCOG	Dallas, Fort Worth	$2,249
Lone State Rail	Public Transit	Capital Area	Austin	$2,049
U.S. 290 Commuter Line	Public Transit	H-GAC	Houston	$1,891
University Line Corridor	Public Transit	H-GAC	Houston	$1,732

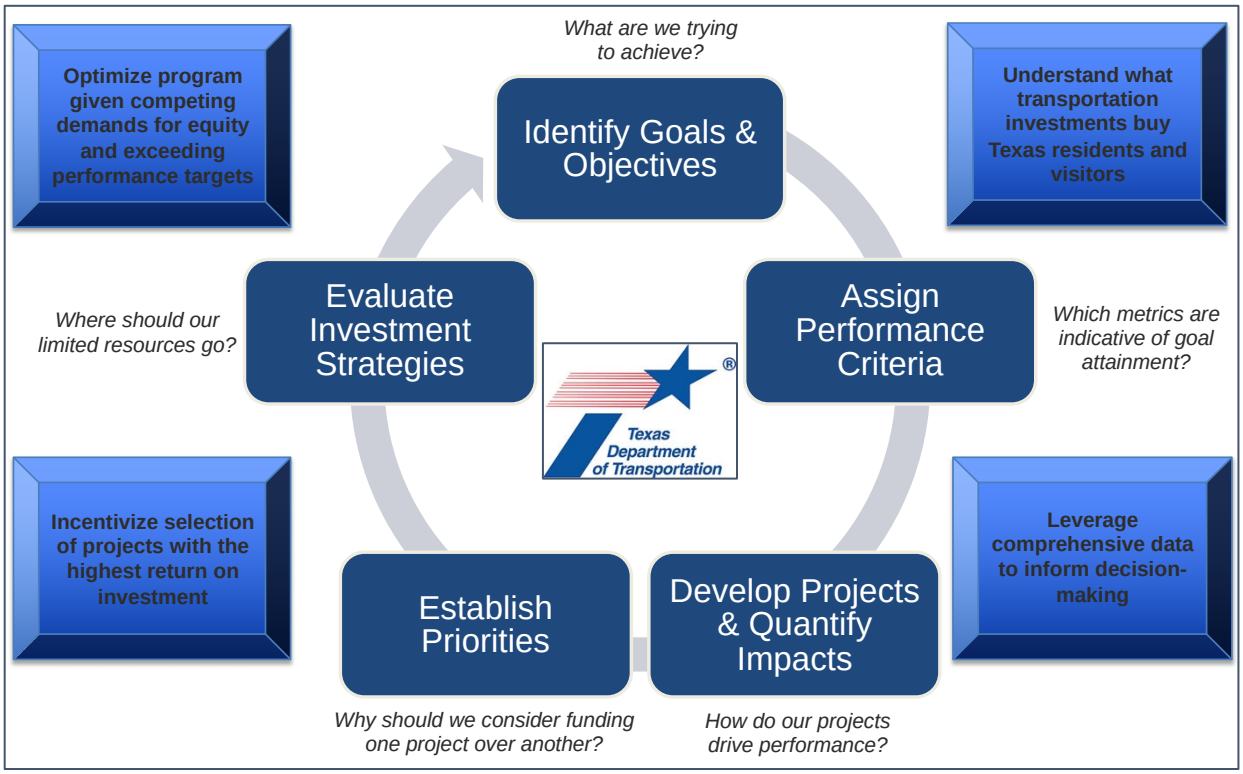
Project Name	Project Type	MPO[100 98 99 103]	TxDOT District	Current Cost Estimate ($ Millions)
Gessner Corridor	Public Transit	H-GAC	Houston	$1,317
Westpark Commuter Line	Public Transit	H-GAC	Houston	$1,214
Outer Collin County Loop	Expansion	NCTCOG	Dallas, Fort Worth	$1,187
Midlothian Line	Public Transit	NCTCOG	Dallas, Fort Worth	$1,135
McKinney Line	Public Transit	NCTCOG	Dallas, Fort Worth	$1,135
Waxahachie Line	Public Transit	NCTCOG	Dallas, Fort Worth	$1,117
Mansfield Line	Public Transit	NCTCOG	Dallas, Fort Worth	$1,081
Cleburne Line	Public Transit	NCTCOG	Dallas, Fort Worth	$1,081
Magnolia Park Transit Center East LRT (Green Line)	Public Transit	H-GAC	Houston	$999
East Branch SH 190	Expansion	NCTCOG	Dallas, Fort Worth	$812
Downtown Dallas 2nd Alignment	Public Transit	NCTCOG	Dallas, Fort Worth	$812
Frisco Line	Public Transit	NCTCOG	Dallas, Fort Worth	$794
Northline Transit Center North LRT (Red Line)	Public Transit	H-GAC	Houston	$713
Southwest TEX Rail	Public Transit	NCTCOG	Dallas, Fort Worth	$687
Cotton Belt	Public Transit	NCTCOG	Dallas, Fort Worth	$687
Dallas North Tollway from FM 121	Frontage Roads	NCTCOG	Dallas, Fort Worth	$621
Harris I-10 E	Expansion	H-GAC	Houston	$611
Outer Denton County Loop	Expansion	NCTCOG	Dallas, Fort Worth	$571
Cotton Belt East Extension	Public Transit	NCTCOG	Dallas, Fort Worth	$567
Regional Greenways Network	Trail	H-GAC	Houston	$506
Scyene Line	Public Transit	NCTCOG	Dallas, Fort Worth	$504
Loop 20 Interchange	Reconstruction	Laredo	Laredo	$495
Green Line	Public Transit	Capital Area	Austin	$482

5.3 Enhancing Project Selection Processes

One of the key outcomes of the TTP 2040 was the development of an innovative performance-based planning framework (Figure 9) that empowers TxDOT to more effectively allocate resources

towards achieving desired performance outcomes consistent with agency goals and objectives. To implement this predictive framework, advance planning strategies, and communicate with elected officials, a series of technology applications were obtained and developed with the goal of prioritizing candidate projects that will generate the best performance outcomes relative to their cost.

Figure 9: Performance-based Planning and Programming Framework



The following section details how TxDOT leverages its collective project prioritization solution to score candidate projects with respect to performance impacts aligned to TTP goal areas. It also identifies potential refinements TxDOT may consider for future process enhancements:

- Better understand the performance implications of different funding strategies against TTP 2050 statewide measures;
- Align the establishment of performance targets with programming decisions;
- Better align performance metrics with those used for the TxDOT performance dashboard (e.g., congestion metrics are currently inconsistent); and
- Review and consider the investment strategy preferences elicited during the TTP 2050 public involvement effort.

5.3.1 Current Project Prioritization and Selection Processes

Transportation projects are multifaceted and therefore must be holistically analyzed against a comprehensive set of benefits. By scoring projects based on their performance impacts across goal areas, TxDOT can more effectively prioritize investments and justify why certain decisions are made.

Finding the right mix of performance outcomes comes down to understanding current and anticipating future user needs. Given the diversity of urban and rural communities in the state, the prioritization solution needed to be flexible enough to integrate a multitude of stakeholder perspectives with built-in capabilities to assess program equity. Recognizing the importance for a collaborative platform, TxDOT solicited competitive bids for decision support software. Ultimately, the Decision Lens (DL) technology was selected.

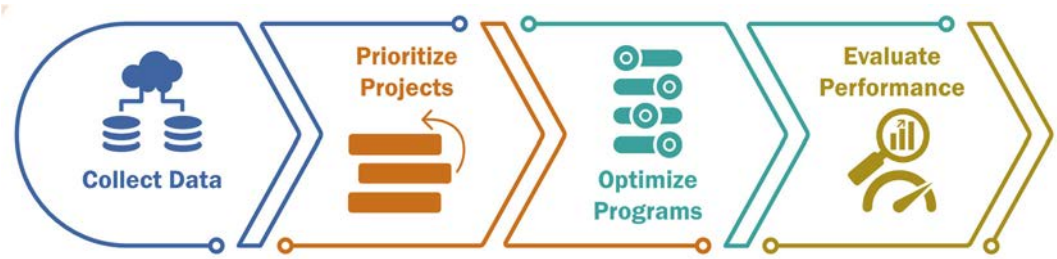
Decision Lens provides a flexible, cloud-based Multiple Objective Decision Analysis (MODA) platform that can be leveraged to facilitate data-informed decisions and conduct exploratory tradeoff analysis for a variety of use cases. To ease decision-making across Texas, TxDOT developed a custom Extract-Transform-Load process referred to as the Performance Metrics: Data Integration System (PM-DIS). PM-DIS automatically extracts information from TxDOT data systems, transforms site attributes to project criteria ratings, and loads those ratings into DL for project scoring (Figure 10). Access to both technologies has been shared with all TxDOT districts and state MPOs and Rural Planning Organizations (RPOs) for a variety of potential uses.

What is MODA?

Multiple Objective Decision Analysis (MODA) is an industry-standard best practice for transparently evaluating cross-discipline performance considerations on a level-playing-field in alignment with agency priorities. Steps include:

- ⇒ **Identifying** evaluation criteria
- ⇒ **Weighting** the relative importance of criteria
- ⇒ **Rating** alternatives against criteria
- ⇒ **Scoring** alternatives based on an amalgamation of weighted, normative ratings
- ⇒ **Optimizing** the selection of alternatives amidst constraints
- ⇒ **Exploring** performance implications of different policy decisions.

Figure 10: Conceptual Diagram of Project Scoring from Site Attributes



One of the key components of a MODA process is the establishment of representative priority weights that are indicative of the relative importance of making improvements towards specific performance areas. Priority weights were first established and applied during the development of the *2019 UTP* and continued through the *2020 UTP* (Figure 11). Underlying these priority weights are objective data points that score candidate projects based on forecasted impacts to TxDOT performance measures and criticality of the network being improved (Table 51).

Figure 11: Current Priority Weights

PERFORMANCE AREA	CURRENT UTP WEIGHT
SAFETY	31.4%
PRESERVATION	20.9%
CONGESTION REDUCTION	19.2%
ENHANCED CONNECTIVITY	13.5%
ECONOMIC DEVELOPMENT	9.8%
ENVIRONMENTAL EFFECTS	5.2%

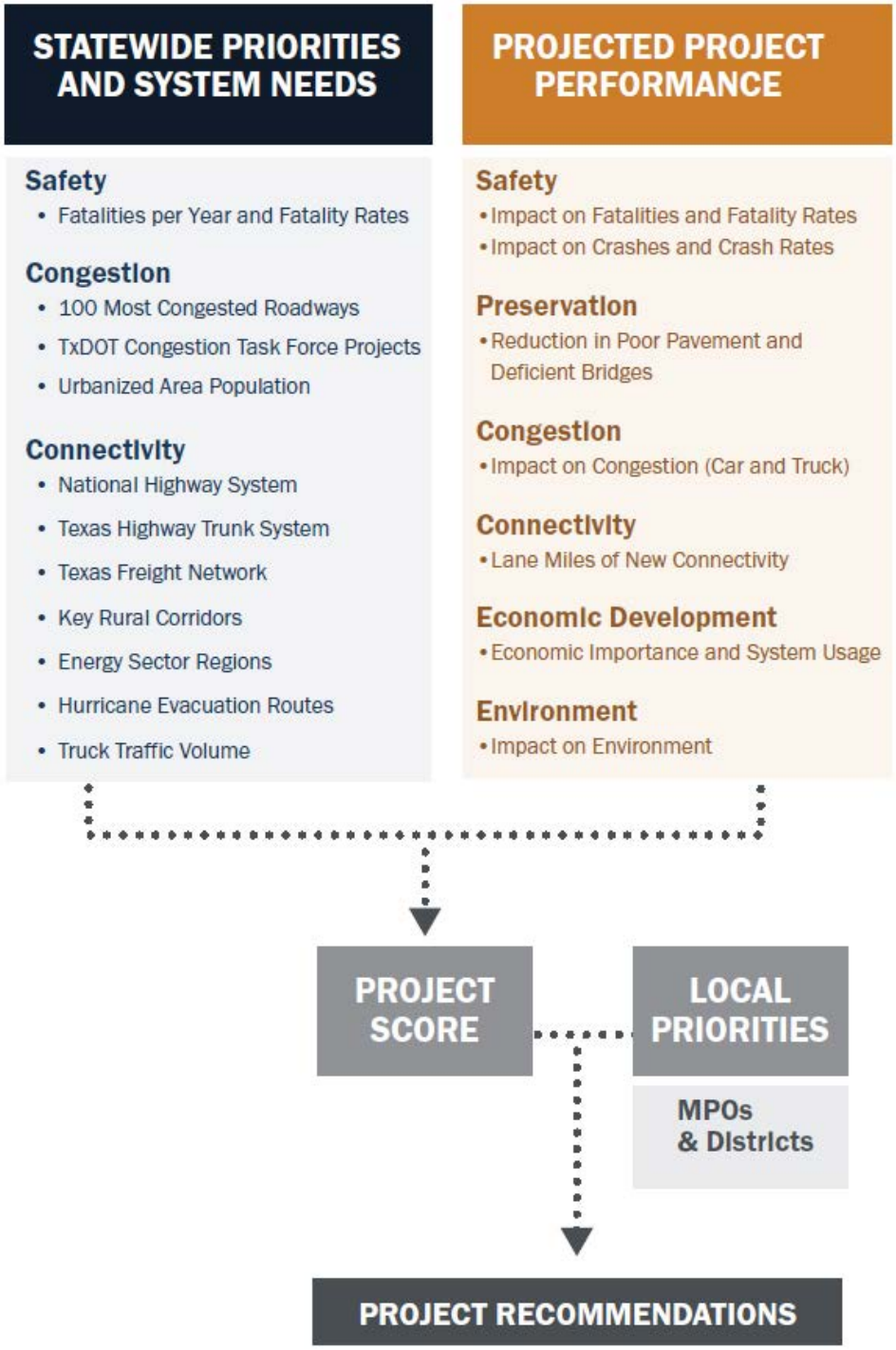
Table 51: Current Project Prioritization Criteria

Portfolio Objective	Performance Metric Criteria	Metric Subcriteria
Safety	Crash Count	Estimated Impact on Fatal and Incapacitating Injury Crashes
		Estimated Impact on Total Crashes
	Crash Rates	Estimated Impact on Fatal and Incapacitating Injury Crash Rates
		Estimated Impact on Total Crash Rate
	Safety Project Classification	Safety Related Program
	Societal Cost Savings	Societal Cost Savings
	Hurricane Evacuation Route	Evacuation Route
Preservation	Bridge Condition	Deck Area Receiving Preventive Maintenance
		Reduction in Structurally Deficient Deck Area
	Pavement Condition	Lane-miles Receiving Preventive Maintenance (by Ride Score)
		Reduction in "Poor" Lane-miles (by Ride Score)
		Lane-miles Receiving Preventive Maintenance (by Distress Score)
		Reduction in "Poor" Lane-miles (by Distress Score)
Congestion Reduction	Congestion Reduction	Benefit Congestion Index – Auto
		Benefit Congestion Index – Truck
		Normalized Congestion Index – Auto
		Normalized Congestion Index – Truck
	Intermodal Connector (MPO)	Intermodal Connector
	Lane-miles of New Connectivity (MPO)	Lane-miles of New Connectivity (MPO)
Enhance Connectivity	Trunk System Route	Trunk Route
	Access and Reliability	Project Affects Access and Reliability
	Intermodal Connector (Non-MPO)	Intermodal Connector
	Lane-miles of New Connectivity (Non-MPO)	Lane-miles of New Connectivity (Non-MPO)
Effects on Economic Development	Economic Importance	NHS Route Y (Interstate)
		National Highway Freight Network
	System Usage	Base Average Daily Traffic (ADT)
		Base Percent Trucks
		Energy Sector Route

Effects on the Environment	-	Environmental Related Program

Projects selected at the statewide level merge the data-driven project scores with system needs and local project priority assessments for those projects included in the final UTP document submitted for approval by the Texas Transportation Commission (Figure 12).

Figure 12: 2020 UTP Project Selection Methodology



5.3.2 Project Prioritization and Selection Implementation Strategies

To strengthen TxDOT's stewardship over the on-system transportation network and more closely align with local and regional priorities, four areas of possible enhancement to the current project prioritization and selection processes have been identified (Table 52) for future consideration:

- Incorporate feedback from the TTP 2050 public involvement process.
- Upgrade PM-DIS analytics and incorporate TTP 2050 goals, objectives, and measures.
- Integrate prioritization models and long-range TxDOT performance forecasts.
- Leverage optimization techniques to streamline UTP development.

Table 52: Project Prioritization and Selection Implementation Strategies

Implementation Strategy	Strategy Discussion
Consider updating priority weights to reflect stakeholder preferences.	As part of the TTP 2050 public involvement process, stakeholders were asked to complete a survey containing a series of pairwise priority judgments. Participants indicated their degree of preference for UTP projects to improve one performance area over another. Compiled responses were used to calculate a representative set of priority weights (Figure 13). These weights would need to be validated to confirm the resulting project rankings are reflective of stakeholder priorities before implementing changes.
Evaluate performance implications of leveraging stakeholder- and public-generated investment strategy.	Stakeholders and members of the public were presented with general performance levels for four discrete spending options and asked to rate each investment strategy on a 0 (not preferred) to 5 (most preferred) scale during the TTP 2050 public involvement process. A weighted average was calculated from these responses and is considered representative of a preferred investment strategy. This investment strategy may be evaluated for performance outcomes in future UTPs.

Strengthen prioritization criteria and ensure consistency with TTP 2050 goals, objectives, and measures.	As guiding principles, criteria should be i) aligned with planning goals and measures, ii) differentiating to produce a delineated ranking, iii) representative of all geographies and project types, iv) measurable using regularly available data, v) simple and non-redundant, and vi) impact-focused. Upon assessing the current prioritization criteria against these principles, it is recommended that: • criteria with discrete (categorical) rating scales be transformed to score on continuous rating scales to better differentiate the degree of project benefits; • balancing criteria be identified to mitigate any potential biases that favor certain geography types; • criteria be revisited to enable all project types to effectively compete for funds; • impact-oriented criteria be used to assess the degree to which a deficiency/need is corrected rather than the extent of the deficiency/need at a candidate project location; • criteria that most effectively identify project contributions toward improving TTP 2050 performance measure outcomes be included; and • cost-effectiveness considerations be built into scoring processes.
Link UTP performance benefits to statewide performance targets.	The current project prioritization solution focuses on quantifying project-level impacts but does not report the aggregate impact of all UTP projects. To assess the statewide performance implications of the UTP in its entirety, an update to the PM-DIS software is recommended. This would involve potentially extending predictive capabilities to locations without candidate projects. In so doing, TxDOT will be able to establish statewide performance targets more confidently.
Enhance predictive methodologies associated with project impacts.	TxDOT maintains extensive databases on current and historical modal performance, roadway inventories, and project sets. This data can be better applied to predict possible project scopes, impacts, and costs. TxDOT may consider leveraging artificial intelligence machine learning to provide a first estimate of project impacts for expert validation.
Establish prioritization processes for independent funding categories.	Prioritization processes are most useful when comparing projects that directly compete for funding. In some cases, funding sources are earmarked for specific project types and usages; for instance, TxDOT administers federal grants through the TA program. When this occurs, more prescriptive criteria would help differentiate the projects being considered by the fund in question. Considering the establishment of unique prioritization criteria for dedicated funding programs could help TxDOT make more informed project selections.

Link program and TTP 2050 performance forecasts.	TxDOT establishes performance targets to ensure continued progress towards desired performance outcomes. Achieving these outcomes at each stage-gate depends on prior decisions. Understanding the long-range implications of short -and mid-range programming would enable TxDOT to understand if current allocations keep the agency on track to achieve long-term performance goals and if not, to detect early on if significant changes in revenue levels or funding allocations would be needed in UTP outer years. Extending predictions beyond the program timeframe to the TTP horizon would enable TxDOT to better incorporate the technology and economic growth impacts on the future.
Consider automatically generating draft work plans for TxDOT and stakeholder review and editing.	A viable, automatically generated schedule of projects to serve as a strawman for TxDOT and stakeholders to start adjusting from would save time and resources during UTP development. Given user-defined constraints, Decision Lens can generate financially constrained work plans that maximize program scores. Beyond annual budgets for different funding sources, this platform can accommodate constraints for project readiness, phased and mutually exclusive project dependencies, projects with committed funding, and acceptable funding category allocation and performance outcome ranges. Such an analytical engine would optimally suggest a schedule of financially constrained ten-year projects for TxDOT staff and stakeholders to begin work from.

Figure 13: Current vs. Surveyed Priority Weights Collected During the TTP 2050 Public Involvement Process

PERFORMANCE AREA	CURRENT UTP WEIGHT	CHANGE	TTP 2050 WEIGHT
SAFETY	31.4%	↓ 3.9%	27.5%
PRESERVATION	20.9%	↓ 5.3%	15.5%
CONGESTION REDUCTION	19.2%	↓ 3.6%	15.7%
ENHANCED CONNECTIVITY	13.5%	↑ 2.7%	16.2%
ECONOMIC DEVELOPMENT	9.8%	↑ 4.3%	14.1%
ENVIRONMENTAL EFFECTS	5.2%	↑ 5.8%	11.0%

5.4 Sustainable Funding

The sustainability of current transportation funding sources in Texas represents a significant challenge to TTP 2050 implementation. Propositions 1 and 7, as well as various fees and taxes associated with transportation system use, provide TxDOT with much-needed funds for required planned projects and repairs. In the long-term, however, these sources may not generate sufficient revenue to keep the state's system in its current state of repair while addressing improvement needs. This possibility is due to three factors:

- Vehicle technology advancement improvements are expected to reduce total fuel consumption and thus decrease fuel tax revenues;
- Construction cost inflation will erode the purchasing power of flat excise taxes and fees; and
- Capacity enhancements will become more expensive over time as Texas population growth causes land values to increase, escalates the cost of purchasing right of way, drives relocation of affected homes and businesses, and require increased environmental remediation in congested corridors.

To address the wide range of future transportation system needs, the Texas Legislature may need to consider replacing or expanding upon current funding sources to establish more sustainable and sufficient funding streams over the long-term. Accordingly, the remainder of this memo identifies and discuss sustainable state transportation funding options to consider to ensure full and successful implementation of TTP 2050. These include:

- Fuel Tax Indexing
- User Fees for Electric Vehicles
- Vehicle Miles Traveled (VMT) Fees
- Emissions Fees
- Weight-distance Fees
- Property Taxation

5.4.1 Indexing of Existing Fuel Taxes

Motor fuel excise taxes served as an adequate and efficient user fee for several decades as decision makers periodically increased tax rates to keep up with inflation impacts. Bust since the early 1990s, both Congress and the Texas legislature have not increased gasoline and diesel taxes. As a result, the purchasing power of state and federal fuel tax revenues have significantly declined over the last 25-30 years. An approach Texas could use to overcome future reductions in the purchasing power of fuel tax revenue is to "index" the gas and diesel tax rates, meaning they would automatically increase with inflation (Table 53).

Table 53: Indexing Existing Fuel Taxes Considerations

Description	"Index" the state gas and diesel tax rates so they automatically increase with inflation
Revenue Potential	At 3.0% inflation per year, indexing motor fuel taxes in Texas would raise an additional $1.0 billion after seven years and $1.0+ billion per year after eleven years
Pros	Infrastructure for tax collection is already in place
	Small annual adjustments are easier for households and firms to absorb
Cons	Even if only intended to maintain TxDOT purchasing power, it is still a tax increase
	Broad inflation measures like the consumer/producer price indices may not reflect construction cost increases in the short run

According to the Bureau of Labor Statistics Consumer Price Index (CPI), the purchasing power of $1.00 in 1991 is equivalent to the purchasing power of $1.91 in 2019.[104] By this measure, the main source of TxDOT's revenue has lost nearly half of its value in inflation-adjusted terms in the last three decades. If Texas motor fuel excise tax rates had been indexed to some measure of inflation since 1991, annual fuel tax receipts available to TxDOT would be about twice what they are now ($2.7 billion in FY 2018).[105] This speaks to the cumulative magnitude of small adjustments over time. Unlike other potential transportation revenue strategies that have large setup and administration costs, the infrastructure for collecting motor fuel tax already exists and there would be little or no additional administrative cost to implementing indexing.

The CPI is a broad national measure of inflation; thus, fuel tax rate adjustments would be better tied to inflation estimates that are more narrowly tailored to transportation infrastructure. Since 2003, FHWA has calculated a national highway construction cost index based on a detailed universe of prices and quantities of pay items for winning bids on projects.[106] As of June 2019, this index has grown 94% from its March 2003 base. Had this index been in existence since 1991, it would likely show that highway construction costs have more than doubled over the last 28 years.

5.4.2 User Fees for Electric Vehicles

Another problem with flat motor fuel excise taxes is that general advancements in fleet fuel economy erode fuel tax revenue generated per vehicle mile traveled. According to the U.S. Department of Transportation's Bureau of Transportation Statistics, new-vehicle fuel economy increased by 35% for passenger cars and by 28% for light trucks between the 1991 and 2016 model years.[107] Divergence in fuel economy within the existing fleet means that both total fuel tax revenues are likely to decline, and otherwise similar vehicles using the same facilities contribute increasingly different amounts of money towards the maintenance and preservation of the system. This issue will only expand as the use of plug-in hybrid vehicles and fully electric vehicles

increase. An option to help address this issue is to impose annual user fees on electric vehicles to equalize the contributions owner make to transportation spending (Table 54).

Table 54: Electric Vehicle User Fee Considerations

Description	Annual user fees imposed on electric vehicle owners
Revenue Potential	There are 22 million registered vehicles in Texas. By the time there are five million electric vehicles registered in Texas, a $200 annual user fee would raise $1.0 billion per year
Pros	Infrastructure for registration fee collection is already in place
	Would offset a large and growing structural deficiency of motor fuel taxes as user fees
Cons	A flat registration fee does not correlate to actual use of public roads
	The purchasing power of a flat fee erodes over time

Some projections, such as the International Energy Agency's EV30@30 Scenario, suggest that the market share of electric vehicles may be as high as 30% within the next decade.[108] Until motor fuel excise taxes are replaced as the primary method of financing surface transportation, user fees for plug-in hybrid and fully electric vehicles will grow in importance as a method to address the structural gap in the transportation system's finances.

According to the National Conference of State Legislatures, as of October 2018 twenty-one states had enacted a registration fee surcharge for electric and hybrid vehicles.[109] Annual fees in 2019 range from $50 in Colorado to $200 in Georgia. Although each of the surcharges enacted thus far have been flat fees, it is also possible to charge hybrid and electrical vehicle users more along the lines of a VMT fee. This could be accomplished through periodic odometer recordings by the vehicle owner, by Department of Motor Vehicle staff, or by qualified technicians at auto dealerships or repair facilities.

Had Texas 86(R) House Bill (HB) 1971 been enacted, an annual registration surcharge would have applied: $100 for hybrid vehicles and $200 for electric vehicles.[110] According to the Legislative Budget Board, HB 1971 would have generated $27.2 million for the State Highway Fund in 2020, growing to $30.0 million by 2024.[111]

5.4.3 Vehicle Miles Traveled (VMT) Fees

A VMT fee (also known as a Road User Charge) is a direct charge to the user of the transportation system where motor vehicle operators pay for their per-mile use of public roads. In 2017, VMT in Texas was 273.2 billion; [112] at $0.01/mile traveled, a VMT fee would thus raise $2.73 billion per year. This figure is almost equal to the Texas Comptroller's FY 2019 revenue estimate for state motor fuels taxes available to TxDOT ($2.74 billion).[105] The VMT is also a powerful

demonstration of the enormous value provided to the traveling public from a modern system of streets and highways (Table 55).

Table 55: VMT Fee Considerations

Description	Direct per-mile charge on road users
Revenue Potential	A VMT fee of 0.4 cents/mile would raise $1.0 billion per year.
Pros	Would be a true fee for the use of the system, paid equitably by all motorists
	Is a versatile policy tool to manage congestion and address negative externalities
Cons	Potentially costly to develop and administer
	Technical solutions to imposing VMT fees can raise privacy concerns

Existing technology permits a wide range of possible applications of a VMT fee. A 2006 pilot project conducted by the Oregon Department of Transportation demonstrated that that the VMT concept is feasible and can be administered with little change to the process or administration of revenue collection.

It is also possible to devise a system where the per-mile fee varies depending on time, location, and/or vehicle characteristics. This application has the potential to address many of the undesirable externalities present in the surface transportation system today, such as congestion, air quality, and accelerated surface degradation caused by heavy vehicles. Examples of this approach include High-occupancy/Toll lanes such as the I-95 and I-495 Express Lanes in Northern Virginia, the I-25 Central Express Lanes in downtown Denver, Colorado, and the U.S. 36 Express Lanes between Denver and Boulder, Colorado.

The increasing technical sophistication in the application of VMT fees, however, may present privacy concerns around the collection of location and/or time data. This is especially true of a VMT fee implemented on a real-time GPS-based platform.[113]

A VMT fee for specific corridors (such as Interstates or other access-controlled major highways) could be implemented using Radio Frequency Identification (RFID) transponders and license plate-reader systems already used by state departments of transportation and turnpike, bridge, and tunnel authorities throughout the United States. This technology could also be used to create a cordon around the central business districts of major cities. Cordons have the potential to raise large amounts of revenue for the transportation system, reduce congestion, improve safety outcomes for motorists, bicyclists, and pedestrians and improve local air quality. Two examples of cordons are the London Congestion Charge and the cordon of the New York City borough of Manhattan south of 60th Street scheduled to be implemented in 2021.

The implementation of a RFID/license plate reader system would present significant upfront costs to implement and would likely be more expensive to administer than the existing system. The costs

of deploying technical infrastructure and administering the system, however, could be factored into the per-mile fee schedule and would represent a few hundreds of a cent per mile to the user.

5.4.4 Emission Fees

Emissions fees are charges on vehicles registered within non-attainment areas and/or operating within defined cordoned areas, implemented as a VMT fee or an annual registration surcharge. Emission fees represent both another method of raising transportation funding and a means to influence driver behavior to achieve broader public policy goals. In 2018, 25 counties in Texas were classified by the U.S. Environmental Protection Agency as "non-attainment areas" because their air quality was worse than the National Ambient Air Quality Standards as defined in the Clean Air Act Amendments of 1970.[114] An emission fee operating as a surcharge on the registration or operation of a vehicle within a non-attainment area could generate a considerable amount of revenue and address a major externality of the transportation system (Table 56) Fees could range depending on the amount of emissions a vehicle generates; a vehicle that emits more greenhouse gasses per would be charged more, for example.

Table 56: Emissions Fees Considerations

Description	Charges on vehicles registered within non-attainment areas and/or operating within defined cordoned areas
Revenue Potential	An annual registration surcharge averaging $71.00 for vehicles registered in counties within non-attainment areas would generate $1.0 billion per year[114]
Pros	Infrastructure for collecting registration fees is already in place
	Could address an externality caused by motor vehicle use
Cons	Revenue source would diminish with improvements in air quality
	Is not directly tied to the magnitude, frequency, or timing of vehicle use

5.4.5 Weight-distance Fees

A weight-distance fee is a per-mile charge paid by commercial vehicles based on vehicle weight. It is a low-technology version of a VMT fee and would be paid only by the heaviest vehicles on the road. Such fees have the potential to raise significant sums of revenue from vehicles whose weight causes the largest impact on the degradation of road surfaces compared to usage by passenger vehicles. Weight-distance fees can be earmarked for system enhancements for commercial vehicle users, such as port of entry infrastructure, routing improvements and safety infrastructure such as chain-up and rest areas (Table 57).

Table 57: Weight-distance Fees Considerations

Description	Per-mile charge paid by commercial vehicles based on vehicle weight
Revenue Potential	A broadly applied weight-distance fee averaging 4 cents per mile traveled by all commercial vehicles in Texas would raise $1.0 billion per year
Pros	Direct nexus between heavier vehicles and accelerated road surface degradation
	Would present fewer privacy concerns than a mileage-based fee on passenger vehicles
Cons	Concentrated costs and diffuse benefits present political obstacles
	Could be costly to build and administer

Currently, four states levy weight-distance taxes: Kentucky, New Mexico, New York, and Oregon. Operators of heavy vehicles pay a fee that is a function of their in-state mileage as reported through the International Fuel Tax Agreement and/or the vehicle's weight. In addition, each of these states allows one-time temporary permits for heavy vehicles that do not frequently enter the state.

Operators of vehicles in Kentucky whose combined license weight exceeds 59,999 pounds must pay 2.85 cents per mile in weight-distance fees in addition to the fuel taxes they pay at the pump.[115] New York uses a detailed schedule to assess per-mile fees on vehicles greater than 18,000 pounds.[116] New Mexico levies per-mile fees of up to 4.5 cents per mile depending on gross vehicle weight.[117] Oregon uses a detailed calculation based on mileage, vehicle weight, and the number of axles to determine the fees paid by all vehicles greater than 26,000 pounds.[118] In addition, there is a federal heavy vehicle use tax of up to $550 per year on vehicles whose gross taxable weight exceeds 55,000 pounds.[119]

In the future, ubiquitous GPS-based routing for commercial vehicles may also serve as the basis for calculating their user fees. There are fewer privacy implications associated with tracking the location/time data of heavily regulated commercial vehicles as opposed to passenger vehicles.

5.4.6 Value Capture

Value capture is another method of leveraging property taxation for transportation funding. Tax Increment Financing (TIF), for example, earmarks a portion of the future property tax revenues generated in a defined geographic area above a base-year benchmark as a revenue source to finance the upfront costs of major infrastructure investment for that area. A Texas precedent for TIF is the Transportation Reinvestment Zone established to finance the construction of the Americas Interchange of I-10 and Loop 375 near El Paso.[120]

Table 58: Value Capture Considerations

Description	Capturing a portion of the gains in the value of land that results from improvement to transportation networks
Revenue Potential	Depends on the size of the value capture area, the length of time of the value capture, the rate at which land in the value capture area appreciates, property tax rates, and prevailing interest rates if value capture revenue stream is pledged for debt service
Pros	Efficient with broad base, modest growth; fairly stable
	Fairly simple to implement where infrastructure for property tax assessment and collection already exist
Cons	Potentially regressive from an ability-to-pay perspective
	Delineating boundaries of value capture area can pose political challenges

6.0 MOVING FORWARD

The strategies discussed in this technical memo are generally meant to be implemented statewide. However, TxDOT recognizes that given the state's vast geography, rapidly growing population and economy, and other considerations, it is important to customize strategies to fit each region's unique needs and special context. Externalities such as quickly emerging transportation technologies and the increasing number of natural disasters will challenge TxDOT and its partners even further. The success of these strategies therefore requires cooperation among Texas transportation planning entities at all levels. Such collaboration will help ensure that the state's system continues to operate safely and efficiently for all travelers.

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Appendix C: Planned Rural Transportation Projects

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	San Antonio	Frio	IH 35	25.613	32.041	1706084	REHAB EXISTING FRONTAGE ROADS	Construction Schedule	$ 15,802,905.00
1	Corpus Christi	Live Oak	IH 37	33.208	44.303	7307062	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 673,475.00
1	Waco	Hill	IH 35E	15.542	23.429	4809029	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES, RECONSTRUCT	Finalizing for Construc	$ 110,377,893.90
1	San Angelo	Menard	US 83	25.34	41.9	3506032	ADD PASSING LANES	Construction Schedule	$ 8,661,019.85
1	El Paso	Presidio	FM 170	23.888	45.75	95709018	REPLACE FOUR NARROW BRIDGES	Finalizing for Construc	$ 3,560,000.00
1	Yoakum	Austin	IH 10	6.12	8.901	27102055	UPGRADING OF A FREEWAY FACILITY CONSISTING OF WIDENING TO	Construction Schedule	$ 65,063,051.10
1	Yoakum	Austin	IH 10	9.908	13.317	27103060	UPGRADING OF A FREEWAY FACILITY CONSISTING OF WIDENING TO	Construction Schedule	$ 69,564,001.20
1	Yoakum	Austin	IH 10	8.901	9.908	27103061	UPGRADING OF A FREEWAY FACILITY CONSISTING OF WIDENING TO	Construction Schedule	$ 25,586,908.81
1	Yoakum	Austin	IH 10	13.317	16.077	27103046	UPGRADING OF A FREEWAY FACILITY CONSISTING OF WIDENING TO	Construction Schedule	$ 89,139,764.19
1	Lubbock	Hockley	US 385	18.451	20.311	22706024	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 6,863,380.54
1	San Angelo	Concho	US 87	1.1	13.671	7005037	CONSTRUCT PASSING LANES	Finalizing for Construc	$ 11,000,000.00
1	San Angelo	Runnels	US 83	6.902	15.384	3404039	ADD PASSING LANES	Finalizing for Construc	$ 6,800,000.00
1	Lufkin	Angelina	US 69	12.539	22.187	20002039	WIDEN FROM 2 LANES TO 4 LANE DIVIDED RURAL	Construction Schedule	$ 60,366,326.50
1	San Angelo	Runnels	US 83	15.384	24.223	3405041	ADD PASSING LANES	Finalizing for Construc	$ 7,070,000.00
1	San Angelo	Runnels	US 83	1	7.897	3403019	ADD PASSING LANES	Finalizing for Construc	$ 5,520,000.00
1	Atlanta	Harrison	US 59	19.261	19.861	6301090	SAFETY LIGHTING	Construction Schedule	$ 83,419.40
1	San Angelo	Sutton	US 277	0.884	9.002	16001039	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 325,073.00
1	Bryan	Grimes	SH 30	7.388	8.465	21204039	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 9,000,000.00
1	Atlanta	Harrison	IH 20	19.524	20.584	49509055	SAFETY LIGHTING	Construction Schedule	$ 204,760.90
1	Brownwood	Eastland	IH 20	0	5.594	706087	SEAL COAT	Construction Schedule	$ 368,463.06
1	Corpus Christi	Goliad	US 183	6.55	6.606	15503037	BRIDGE REPLACEMENT	Finalizing for Construc	$ 2,945,450.25
1	San Angelo	Irion	US 67	9.46	10.457	7702034	ACP OVERLAY	Construction Schedule	$ 567,731.20
1	San Angelo	Reagan	US 67	0.067	18.583	7608027	ADD PASSING LANES	Finalizing for Construc	$ 25,500,000.00
1	San Antonio	McMullen	SH 72	0	15.563	48302021	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Construction Schedule	$ 29,509,401.85
1	Atlanta	Titus	IH 30	9.513	9.576	61003085	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 38,270.00
1	Bryan	Leon	IH 45	27.223	28.223	67503080	SAFETY WORK CONSISTING OF A DRAGNET VEHICLE ARRESTING	Construction Schedule	$ 100,000.00
1	Dallas	Navarro	IH 45	0	6.591	16601053	FULL DEPTH CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 248,430.00
1	Yoakum	Wharton	US 59	22.255	25.437	8907146	CONSTRUCT FRONTAGE ROADS & OVERPASS	Finalizing for Construc	$ 32,306,172.00
1	Dallas	Navarro	IH 45	6.591	15.889	9301100	SEAL COAT AND PAVEMENT MARKINGS OF MAINLANE SHOULDERS AND	Construction Schedule	$ 461,143.53
1	Dallas	Navarro	IH 45	6.591	17.561	9301101	FULL DEPTH CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 452,275.00
1	Atlanta	Harrison	SL 390	6.36	11.416	157505017	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 46,546.29
1	Odessa	Martin	IH 20	6.701	10.192	504071	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 7,645,549.16
1	Corpus Christi	Nueces	US 77	4.855	7.331	10202101	CONSTRUCT MAIN LANES,FRONTAGE ROADS AND STRUCTURES	Construction Schedule	$ 12,607,119.95
1	Bryan	Walker	IH 45	0	15.989	67507103	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 631,290.00
1	Atlanta	Marion	US 59	6.373	8.462	6205062	REHABILITATE EXISTING 4 LANE DIVIDED HIGHWAY	Finalizing for Construc	$ 6,434,936.57
1	Beaumont	Newton	SH 63	9.817	10.296	21403032	REPLACE BRIDGE APPROACH	Finalizing for Construc	$ 1,900,000.00
1	Bryan	Leon	IH 45	11.783	28.573	67503082	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 406,156.25
1	El Paso	Culberson	US 62	0.154	1.354	37408021	INSTALLATION OF SHEET PILING AND GABION MATTRESSES	Construction Schedule	$ 1,387,176.00
1	Odessa	Reeves	US 285	34.994	51.849	13904045	ROADWAY WIDENING TO A MODIFIED SUPER 2	Construction Schedule	$ 30,721,830.53
1	Odessa	Reeves	US 285	0.745	14.069	13902025	ROADWAY WIDENING TO A MODIFIED SUPER 2	Construction Schedule	$ 30,487,614.75
1	Lufkin	Angelina	US 69	0.099	1.425	20003024	WIDEN FROM 2 LANES TO 4 LANE DIVIDED RURAL	Construction Schedule	$ 12,558,305.70
1	Lufkin	Angelina	FM 841	4.232	4.439	115701014	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,083,169.50
1	Amarillo	Moore	US 287	11.31	13.344	6604072	PRESERVE AND IMPROVE SAFETY ON A FREIGHT CORRIDOR	Finalizing for Construc	$ 11,000,000.00
1	Fort Worth	Jack	US 281	32.05	32.15	24907072	CONSTRUCT BRIDGE AND RETAINING WALLS AT US 380 INTERSECTION	Finalizing for Construc	$ 10,000,000.00
1	Bryan	Robertson	US 190	2.3	10.974	4908065	CONSTRUCT TURN LANES AND PFC OVERLAY	Construction Schedule	$ 6,090,598.43
1	Odessa	Crane	US 385	19.029	25.823	22903037	WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY	Finalizing for Construc	$ 30,000,000.00
1	Bryan	Madison	IH 45	12.652	12.852	67505087	MODERNIZE INTERSECTION FLASHING BEACON, ADD LEFT TURN LANE	Finalizing for Construc	$ 266,112.00
1	Bryan	Milam	FM 485	5.265	5.365	26207036	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 525,000.00
1	Brownwood	Eastland	US 183	6.264	11.146	12702141	ADD PASSING LANES	Construction Schedule	$ 4,279,880.07
1	El Paso	Hudspeth	IH 10	28.542	37.201	206054	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 397,762.00
1	El Paso	Hudspeth	IH 10	64.118	69.956	210037	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 328,108.00
1	Waco	Coryell	SH 36	24.781	34.613	18401063	WIDEN ROADWAY AND ADD PASSING LANES	Construction Schedule	$ 9,065,131.50
1	San Angelo	Kimble	US 83	0.001	14.121	3507043	ADD PASSING LANES	Construction Schedule	$ 6,072,340.70

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Yoakum	Gonzales	US 87	2.906	9.048	14306027	CONSTRUCT SUPER 2 LANE	Construction Schedule	$ 7,849,498.65
1	Yoakum	Gonzales	US 87	8.083	18.693	14307037	CONSTRUCT SUPER 2 LANE	Construction Schedule	$ 10,077,727.15
1	San Antonio	Atascosa	IH 35	10	11.49	1704043	SEAL COAT AND PAVEMENT MARKINGS ON WBFR	Finalizing for Construc	$ 20,131.00
1	Corpus Christi	Nueces	US 77	10.996	14.279	10203082	CONSTRUCT MAIN LANES AND OVERPASSES	Construction Schedule	$ 23,036,041.43
1	Bryan	Robertson	FM 391	12.559	12.798	26206032	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 600,000.00
1	Laredo	La Salle	IH 35	2.41	3.136	1708087	CONSTRUCT 2 LANE UNDIVIDED FACILITY WITH ELEVATED INTERSECT	Finalizing for Construc	$ 4,522,300.00
1	Laredo	Webb	IH 35	20.411	26.423	1803059	SAFETY LIGHTING	Finalizing for Construc	$ 318,648.00
1	Bryan	Walker	IH 45	12.43	15.989	67507097	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE	Finalizing for Construc	$ 170,000,000.00
1	San Angelo	Edwards	US 277	1	14.57	16003024	ADD PASSING LANES	Finalizing for Construc	$ 10,856,000.00
1	San Antonio	Kerr	SH 27	4.62	4.82	14204049	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 211,795.56
1	Odessa	Pecos	US 285	1.817	2.017	13908038	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 180,670.00
1	Odessa	Reeves	US 285	14.064	24.777	13903041	IMPROVE PASSING & INTERSECTIONS	Finalizing for Construc	$ 8,480,000.00
1	Atlanta	Harrison	US 80	19.618	19.818	9609078	IMPROVE TRAFFIC SIGNAL	Finalizing for Construc	$ 145,096.00
1	Atlanta	Harrison	US 80	19.808	20.008	9609077	IMPROVE TRAFIC SIGNAL	Finalizing for Construc	$ 132,358.00
1	Fort Worth	Erath	US 67	2.011	5.78	7904051	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 4,350,000.00
1	Fort Worth	Erath	US 67	1.082	17.749	25901036	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 13,626,750.00
1	Lubbock	Crosby	US 62	9.462	20.549	45302018	OVERLAY	Construction Schedule	$ 10,655,730.29
1	Odessa	Pecos	US 67	0.759	6.259	7601027	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 489,232.00
1	Odessa	Upton	US 67	1	5.859	7605030	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 5,830,800.00
1	Dallas	Navarro	SH 309	3.371	3.446	57401029	REPLACE BRIDGES AND APPROACHES	Construction Schedule	$ 1,815,690.62
1	El Paso	Presidio	US 90	0	11.961	2007031	SEAL COAT	Construction Schedule	$ 787,717.58
1	Bryan	Walker	IH 45	17.908	32.796	67506096	FOR THE CONSTRUCTION OF AN OVERLAY CONSISTING OF MILLING,	Construction Schedule	$ 8,437,403.63
1	Bryan	Walker	IH 45	15.989	32.876	67506107	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 533,282.50
1	Lufkin	Houston	SH 21	0.136	8.537	11706045	RECONSTRUCT PAVEMENT AND ADD PASSING LANES	Construction Schedule	$ 12,934,846.45
1	Bryan	Freestone	IH 45	0	17.184	67502081	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 212,092.50
1	Bryan	Freestone	IH 45	8.766	8.95	67502087	SEAL COAT	Construction Schedule	$ 3,433.66
1	Atlanta	Harrison	IH 20	14.288	14.294	49508115	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 228,666.00
1	Atlanta	Harrison	IH 20	11.878	11.883	49508114	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 226,454.40
1	Atlanta	Harrison	IH 20	15.672	15.717	49508117	BRIDGE PREVENTATIVE MAINTENANCE	Finalizing for Construc	$ 268,566.00
1	Atlanta	Harrison	IH 20	15.672	15.717	49508118	BRIDGE PREVENTATIVE MAINTENANCE	Finalizing for Construc	$ 268,566.00
1	Laredo	La Salle	IH 35	13.006	13.112	1801098	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 850,000.00
1	El Paso	Culberson	IH 10	14.344	18.256	301055	CONSTRUCT NEW SAFETY REST AREA	Finalizing for Construc	$ 26,000,000.00
1	Lubbock	Hockley	US 84	0.001	7.823	5206025	SEAL COAT	Construction Schedule	$ 499,906.10
1	Lufkin	Nacogdoches	US 59	0	3.138	17601081	CONSTRUCT 4 LANE DIRECT CONNECTION	Finalizing for Construc	$ 77,247,968.87
1	San Angelo	Sutton	US 277	0	9.003	16001038	AR SEAL COAT	Finalizing for Construc	$ 729,000.00
1	San Angelo	Sutton	US 277	9.101	21.376	16002025	ADD PASSING LANES	Finalizing for Construc	$ 9,800,000.00
1	San Angelo	Sutton	US 277	9.101	21.376	16002026	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 321,110.00
1	San Angelo	Sutton	US 277	9.101	21.376	16002027	SEAL COAT	Finalizing for Construc	$ 689,000.00
1	El Paso	Hudspeth	IH 10	55.073	64.189	209039	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 343,022.00
1	El Paso	Hudspeth	IH 10	37.201	44.647	207048	SEAL COAT (FRONTANGE ROAD)	Finalizing for Construc	$ 380,880.00
1	El Paso	Jeff Davis	SH 118	1.114	7.549	35801027	REHAB EXISTING ROADWAY	Under Development	$ 5,720,000.00
1	Atlanta	Titus	US 271	5.907	13.605	22105090	RESURFACE EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 2,629,224.44
1	San Antonio	Kerr	SH 27	6.562	6.762	14204048	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 188,798.60
1	Lubbock	Castro	US 385	5	5.838	43901022	REHABILITATION	Construction Schedule	$ 2,755,721.60
1	Lubbock	Parmer	US 60	0	7.31	16801030	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 23,300,000.00
1	Lubbock	Parmer	US 60	7.31	12.801	16801029	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 19,257,564.59
1	Odessa	Ward	IH 20	0	15.561	402058	FACILITY UPGRADES TO MEET FREEWAY STANDARDS	Construction Schedule	$ 25,408,366.20
1	Atlanta	Upshur	US 271	7.323	10.328	24804069	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 54,235.00
1	Lubbock	Terry	US 385	0.001	13.863	22709018	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 11,407,493.13
1	Atlanta	Upshur	US 80	3.762	11.437	9603071	TEXTURIZE SHOULDERS & CL TEXTURING	Finalizing for Construc	$ 231,894.60
1	San Antonio	Kerr	SL 534	5.025	5.225	336201017	INSTALL FLASHING BEACON AND SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 61,687.30
1	Atlanta	Bowie	US 82	0	6.388	4603039	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 258,134.00
1	Brownwood	Lampasas	US 281	10.351	15.64	25105058	SEAL COAT	Finalizing for Construc	$ 162,030.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Odessa	Loving	RM 652	0	11.295	49302015	ROADWAY REHABILITATION	Construction Schedule	$ 17,595,798.90
1	Odessa	Pecos	IH 10	4.939	13.539	44107071	FACILITY UPGRADES TO MEET FREEWAY STANDARDS	Construction Schedule	$ 7,492,226.82
1	San Angelo	Irion	RM 853	0	15.244	55504015	CENTERLINE AND SHOULDER TEXTURING	Finalizing for Construc	$ 177,087.34
1	San Angelo	Schleicher	US 277	0	12.022	15903027	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 141,633.73
1	San Angelo	Schleicher	US 277	0	12.022	15903028	SAFETY TREATED FIXED OBJECTS	Construction Schedule	$ 284,081.09
1	Lufkin	Angelina	US 69	1.425	8.696	20003021	WIDEN TO 4 LANES, DIVIDED, TRUNK SYSTEM	Finalizing for Construc	$ 34,900,000.00
1	San Antonio	Medina	US 90	10.549	10.749	2406062	INSTALL FLASHING BEACON AND SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 59,543.60
1	Brownwood	Coleman	US 67	1	7.399	7802021	SEAL COAT	Construction Schedule	$ 243,023.26
1	Brownwood	Coleman	US 67	13.541	18.252	7803056	SEAL COAT	Construction Schedule	$ 77,939.12
1	Brownwood	San Saba	US 190	24.098	33.087	27204028	SEAL COAT	Construction Schedule	$ 324,950.56
1	Lufkin	Shelby	FM 699	14.574	15.145	80901029	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 313,000.00
1	San Antonio	Atascosa	IH 37	12.935	15.282	7305070	BASE REPAIR, SEALCOAT, OVERLAY AND PAVEMENT MARKINGS ON NB	Construction Schedule	$ 2,156,012.15
1	San Antonio	Atascosa	IH 37	3.683	5.265	7310052	SPOT BASE REPAIR, OVERLAY AND PAVEMENT MARKINGS ON NBML	Finalizing for Construc	$ 2,643,384.00
1	Laredo	Webb	IH 35	20.147	22.617	1803058	SAFETY LIGHTING	Finalizing for Construc	$ 376,045.00
1	San Antonio	Atascosa	US 281	10.929	11.129	7304049	INSTALL FLASHING BEACON & SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 65,464.24
1	San Antonio	Wilson	US 87	13.053	22.804	14304066	REHAB EXISTING ROADWAY	Finalizing for Construc	$ 17,364,171.09
1	San Angelo	Crockett	IH 10	55.799	56.726	14011045	RELOCATE EB EXIT RAMP 365 AND EXTEND SOUTH FRONTAGE ROAD	Construction Schedule	$ 3,677,637.20
1	Atlanta	Harrison	SL 390	2.249	6.36	157504015	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 53,871.83
1	Atlanta	Harrison	IH 20	23.909	23.94	49510093	BRIDGE PREVENTATIVE MAINTENANCE	Finalizing for Construc	$ 750,000.00
1	Atlanta	Harrison	IH 20	23.909	23.94	49510092	BRIDGE PREVENTATIVE MAINTENANCE	Finalizing for Construc	$ 750,000.00
1	Lubbock	Hale	IH 27	27.931	37.688	6704050	TRAFFIC CONTROL DEVICES	Finalizing for Construc	$ 937,500.00
1	Lubbock	Swisher	IH 27	0.001	15.795	6703049	TRAFFIC CONTROL DEVICES	Finalizing for Construc	$ 937,500.00
1	Lubbock	Swisher	IH 27	0.001	15.609	6702069	TRAFFIC CONTROL DEVICES	Finalizing for Construc	$ 937,500.00
1	San Angelo	Tom Green	US 87	1	10.751	6906034	ACP OVERLAY	Construction Schedule	$ 3,708,017.22
1	Atlanta	Bowie	US 82	4.71	9.161	4605048	RESURFACE EXISTING 2-LANE ROADWAY	Finalizing for Construc	$ 4,200,000.00
1	San Angelo	Concho	US 87	0.09	13.605	7005038	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 380,411.00
1	Beaumont	Tyler	FM 1943	0.606	0.62	182801024	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 330,000.00
1	San Angelo	Kimble	US 290	1	15.499	11201019	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 510,440.00
1	San Angelo	Real	SH 41	0	18.139	20106030	CENTERLINE AND SHOULDER TEXTURING	Finalizing for Construc	$ 198,049.22
1	San Angelo	Runnels	US 83	15.384	24.223	3405040	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 231,225.00
1	San Angelo	Schleicher	US 277	12.022	21.113	15904035	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 105,772.55
1	San Angelo	Tom Green	US 277	8.278	15.218	15902076	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 85,729.76
1	San Angelo	Tom Green	US 277	0	15.218	15902077	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 650,147.00
1	Abilene	Nolan	IH 20	18.972	19.067	603133	REPLACE DECK	Finalizing for Construc	$ 850,000.00
1	Tyler	Van Zandt	IH 20	0.83	13.419	49502062	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 373,660.00
1	Lufkin	Trinity	FM 2781	0.63	6.373	281302011	REHAB & WIDEN EXISTING PAVEMENT	Construction Schedule	$ 3,196,120.75
1	Yoakum	Austin	IH 10	0	6.871	27102049	ADD LANES FOR 6-LANE FACILITY	Finalizing for Construc	$ 113,800,000.00
1	Corpus Christi	Live Oak	IH 37	43.895	43.828	7307001	BRIDGE MAINTENANCE	Finalizing for Construc	$ 100,000.00
1	Corpus Christi	Live Oak	IH 37	27.614	28.719	7401002	INSTALLATION OF CRASH WALL	Finalizing for Construc	$ 100,000.00
1	Bryan	Leon	FM 1511	14.335	14.531	114501045	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 1,000,000.00
1	Bryan	Leon	FM 1511	15.849	15.949	114501044	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 400,000.00
1	Bryan	Walker	IH 45	16.124	17.719	67506110	SEAL COAT	Construction Schedule	$ 56,225.28
1	Odessa	Andrews	SH 176	19.159	31.507	54805049	ROADWAY WIDENING TO A MODIFIED SUPER 2	Construction Schedule	$ 13,715,434.53
1	Odessa	Andrews	US 385	15.51	31.485	22805066	ROADWAY RECONSTRUCTION	Finalizing for Construc	$ 48,000,000.00
1	Lubbock	Hockley	US 385	16.692	17.135	13007031	OVERLAY	Finalizing for Construc	$ 1,560,000.00
1	Lubbock	Castro	SH 86	12.426	13.413	30202022	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 3,153,467.20
1	Odessa	Midland	FM 1787	8.092	11.843	171702022	ROADWAY RESTORATION	Construction Schedule	$ 4,103,448.60
1	Odessa	Winkler	SH 18	16.5	25.333	29202040	ROADWAY REHABILITATION	Construction Schedule	$ 10,995,861.11
1	Odessa	Winkler	SH 302	10	22.87	47904038	ROADWAY REHABILITATION	Finalizing for Construc	$ 20,600,000.00
1	San Angelo	Reagan	US 67	0	11.893	7701030	SAFETY TREATED FIXED OBJECTS	Construction Schedule	$ 139,600.00
1	Waco	Limestone	SH 14	0	6.71	9304046	MILL AND OVERLAY	Finalizing for Construc	$ 2,500,000.00
1	San Antonio	Atascosa	SH 16	2.054	2.254	61302061	INSTALL FLASHING BEACON & SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 59,897.60
1	San Antonio	Frio	SH 85	5	19.117	30106018	REHAB AND WIDEN TO PROVIDE PASSING LANES & OPERATIONAL	Finalizing for Construc	$ 25,000,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	San Antonio	Frio	FM 117	10.486	10.686	23604025	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNING	Construction Schedule	$ 85,850.85
1	San Antonio	McMullen	SH 16	3.82	4.02	51702041	INSTALL FLASHING BEACON AND SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 63,392.44
1	San Antonio	Wilson	US 87	10.533	13.053	14303044	REHABITITATE EXISTING ROADWAY	Construction Schedule	$ 4,030,996.90
1	Corpus Christi	Karnes	SH 72	4.04	10.864	27003075	REHABILITATE ROADWAY AND ADD PASSING LANES	Construction Schedule	$ 13,425,095.04
1	Corpus Christi	Live Oak	IH 37	11.622	11.557	7402001	INSTALLATION OF CRASH WALL	Finalizing for Construc	$ 100,000.00
1	Atlanta	Panola	US 59	4.125	4.128	6310013	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 60,193.25
1	Atlanta	Upshur	US 80	3.214	3.414	9603074	IMPROVE TRAFFIC SIGNAL, INSTALL ADVANCE INTERSECTION WARNING	Finalizing for Construc	$ 210,620.00
1	San Antonio	Atascosa	SH 132	2.274	2.474	1713010	IMPROVE TRAFFIC SIGNAL AND SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 159,823.00
1	Atlanta	Bowie	US 67	0	4.814	1012069	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 190,871.00
1	Atlanta	Harrison	US 80	7.272	7.275	9607046	IMPROVE TRAFFIC SIGNAL, INSTALL ADVANCE WARNING SIGNS,	Construction Schedule	$ 181,315.39
1	Brownwood	Brown	FM 2125	0.024	6.439	201301012	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 791,959.50
1	Atlanta	Harrison	FM 968	0.021	18.481	157502034	TEXTURIZE SHOULDERS & CL TEXTURING	Construction Schedule	$ 412,065.62
1	Odessa	Crane	US 67	1	4.339	7604026	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 4,006,800.00
1	San Angelo	Crockett	US 67	1	1.849	7603021	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 1,018,800.00
1	Odessa	Pecos	US 67	10.249	10.449	7503021	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 151,130.00
1	Odessa	Pecos	US 67	0	22.615	7601029	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 27,138,000.00
1	Waco	Hill	FM 67	12.171	17.448	65601040	REHABILITATE ROADWAY	Finalizing for Construc	$ 2,700,000.00
1	Waco	Hill	FM 67	0	9.949	65601063	REHABITITATE ROADWAY	Finalizing for Construc	$ 3,000,000.00
1	Atlanta	Harrison	FM 450	0	2.691	138203015	PROFILE CENTERLINE & EDGELINE MARKINGS	Construction Schedule	$ 57,415.04
1	Atlanta	Harrison	FM 450	9.624	15.816	84302024	PROFILE CENTERLINE & EDGELINE MARKINGS	Construction Schedule	$ 121,476.10
1	Atlanta	Harrison	IH 20	10.583	10.62	49508113	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 136,000.00
1	Atlanta	Harrison	IH 20	9.861	9.866	49508112	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 281,496.05
1	Brownwood	Brown	FM 1689	0	3.61	103303012	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 275,984.00
1	Brownwood	Brown	FM 1176	1	12.077	136505015	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 274,221.00
1	Brownwood	Eastland	US 183	16.478	20.632	12701031	REHABILITATE EXISTING ROADWAY	Construction Schedule	$ 2,627,371.26
1	Brownwood	Eastland	IH 20	0	15.473	703092	SEAL COAT	Construction Schedule	$ 1,172,945.76
1	Brownwood	Stephens	FM 576	0	8.025	10704020	IMPROVE GUARDRAIL, SAFETY TREAT	Finalizing for Construc	$ 491,107.00
1	Brownwood	Stephens	FM 2231	7.355	9.985	209501015	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 182,776.93
1	El Paso	Hudspeth	IH 10	45.649	55.218	208053	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 419,336.00
1	Brownwood	Stephens	US 180	10.326	11.284	1108028	SEAL COAT	Construction Schedule	$ 56,909.44
1	Brownwood	Brown	US 67	6.264	9.455	5406101	SEAL COAT	Construction Schedule	$ 235,819.46
1	Brownwood	Brown	US 67	9.455	11.007	5406102	SEAL COAT	Construction Schedule	$ 90,021.04
1	Brownwood	Eastland	IH 20	12.026	12.626	706263	SEAL COAT	Construction Schedule	$ 42,612.68
1	Fort Worth	Palo Pinto	US 281	0.04	12.335	24908042	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY,	Finalizing for Construc	$ 14,000,000.00
1	Atlanta	Bowie	IH 30	30.782	33.222	61007109	RAMP IMPROVEMENTS	Under Development	$ 2,881,104.00
1	Atlanta	Harrison	IH 20	23.747	39.131	49510090	RAMP IMPROVEMENTS	Under Development	$ 5,734,850.00
1	San Angelo	Concho	US 83	25.533	34.667	3504035	SAFETY TREATED FIXED OBJECTS	Construction Schedule	$ 248,379.77
1	Waco	Falls	FM 413	31.999	37.174	165603012	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 891,744.00
1	Tyler	Henderson	SH 31	37.662	39.968	16403053	REPAIR & REPAVE ROADWAY	Construction Schedule	$ 3,437,033.90
1	Abilene	Mitchell	BS 208B	7.923	9.609	33202026	2 MILL , SPOT BASE REPAIR, 1-COURSE SURFACE TREATMENT	Construction Schedule	$ 1,232,689.24
1	San Angelo	Coke	US 277	15.188	29.001	26405028	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 152,758.84
1	San Angelo	Real	US 83	0.426	7.044	3606029	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 399,764.00
1	San Angelo	Runnels	US 83	1	12.35	3501035	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 520,117.00
1	San Angelo	Real	US 83	15.886	27.909	3605043	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 780,176.00
1	San Angelo	Real	US 83	0.381	15.886	3603035	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 130,030.00
1	San Angelo	Runnels	SH 158	1	20.438	34402046	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 650,147.00
1	Lufkin	San Jacinto	SH 150	1.028	8.635	39502041	RECONSTRUCT PAVEMENT AND ADD PASSING LANES	Construction Schedule	$ 11,136,551.30
1	Yoakum	Austin	SH 159	16.607	17.25	40802046	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 4,364,573.00
1	Yoakum	Colorado	IH 10	19.357	33.804	27101079	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 368,432.00
1	San Antonio	Kerr	IH 10	2.393	10.531	14202028	SEAL COAT AND PAVEMENT MARKINGS ON FRONTAGE ROADS	Construction Schedule	$ 302,803.59
1	Corpus Christi	Live Oak	IH 37	26.149	29.57	7401055	REHAB AND WIDEN-WEST FRTG LANES ONLY	Finalizing for Construc	$ 1,600,000.00
1	Laredo	Webb	IH 35	6.804	7.174	1805099	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 900,000.00
1	Childress	Wheeler	IH 40	6.02	6.021	27512076	BRIDGE MAINTENANCE (ADD VEHICLE DEFLECTION WALLS)	Finalizing for Construc	$ 454,440.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Lubbock	Hale	IH 27	27.76	31.972	6704045	RESTORATION OF EXISTING ROADWAY	Under Development	$ 2,955,564.00
1	San Angelo	Sterling	CR	0.79	0.809	90711006	CONSTRUCT BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,015,369.55
1	Tyler	Gregg	IH 20	3.219	9.005	49507076	PLANE AND RESURFACE ROADWAY-WBL	Finalizing for Construc	$ 1,603,589.17
1	Amarillo	Carson	IH 40	13.151	16.155	27503068	INSTALL MEDIAN BARRIER	Finalizing for Construc	$ 750,000.00
1	Lubbock	Yoakum	FM 213	0.001	13.996	87901008	SEAL COAT	Finalizing for Construc	$ 415,954.00
1	Waco	Coryell	FM 1783	10.295	10.309	159402012	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,126,438.81
1	Atlanta	Harrison	US 59	0	3.076	6207088	REHABILITATE EXISTING 4-LANE HIGHWAY	Under Development	$ 14,988,505.00
1	Atlanta	Titus	SH 49	1.329	1.929	22201055	IMPROVE TRAFFIC SIGNAL, INSTALL ADVANCE INTERSECTION WARNING	Finalizing for Construc	$ 202,837.00
1	Atlanta	Titus	SH 49	1	2.374	22201056	REHABILITATE PAVMENT ON EXISTING 4-LANE HIGHWAY	Finalizing for Construc	$ 3,376,000.00
1	San Angelo	Glasscock	RM 33	1	16.503	55806015	PROFILE EDGELINE AND CENTERLINE MARKING	Finalizing for Construc	$ 370,690.77
1	San Angelo	Glasscock	RM 33	16.488	31.246	55807017	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 260,059.00
1	San Angelo	Glasscock	RM 33	1	16.488	55806018	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 130,467.27
1	San Angelo	Reagan	SH 137	20.427	40.374	55809036	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 575,455.00
1	Brownwood	Comanche	SH 6	9.013	16.078	25705047	CONSTRUCT SUPER 2	Finalizing for Construc	$ 4,141,000.00
1	San Angelo	Reagan	SH 137	0	11.523	49409016	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 301,438.00
1	San Angelo	Reagan	RM 33	0	16.45	55808012	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 250,383.00
1	San Antonio	Bandera	FM 1283	7.865	8.065	173001042	INSTALL FLASHING BEACON & SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 58,682.20
1	Atlanta	Camp	SH 11	12.295	12.695	8308053	IMPROVE TRAFFIC SIGNALS, INSTALL PEDESTRIAN CROSSWALK	Finalizing for Construc	$ 127,305.00
1	Atlanta	Camp	SH 11	7.221	10.773	8307042	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 143,210.00
1	Atlanta	Marion	SH 49	1.338	14.55	22205046	TEXTURIZE SHOULDERS & CL TEXTURING	Construction Schedule	$ 421,979.00
1	Atlanta	Morris	US 67	6.509	6.78	1008055	SAFETY LIGHTING	Construction Schedule	$ 76,254.60
1	Atlanta	Upshur	SH 155	0	16.059	52005044	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 197,999.19
1	Atlanta	Titus	FM 127	1	9.8	73401043	INSTALL LED FLASHING CHEVRONS ON CURVE &	Finalizing for Construc	$ 200,279.20
1	Atlanta	Cass	SH 77	18.968	30.317	27703027	TEXTURIZE SHOULDERS & CL TEXTURING	Construction Schedule	$ 320,588.00
1	Lufkin	Nacogdoches	FM 1275	11.633	19.216	140701028	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 807,436.00
1	Atlanta	Upshur	FM 49	1	6.58	257701009	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 90,527.00
1	Bryan	Walker	SH 75	3.976	5.04	11001042	UPGRADE EXISTING INTERSECTION	Finalizing for Construc	$ 500,000.00
1	San Angelo	Crockett	SH 349	0	7.723	55602017	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 81,838.37
1	Odessa	Upton	US 67	1	18.964	7606037	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 29,946,000.00
1	San Angelo	Irion	SH 163	0.011	15.139	164804015	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 149,384.00
1	San Angelo	Reagan	RM 1555	0	10.192	148602009	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 260,059.00
1	Lufkin	Nacogdoches	US 59	24.084	26.25	17601112	WIDENING EXIST PVMNT FOR ACCELERATION LANE	Finalizing for Construc	$ 1,000,000.00
1	San Antonio	Medina	FM 463	14.177	14.377	84903020	INSTALL INTERSECTION FLASHING BEACON & SAFETY LIGHTING AT	Construction Schedule	$ 43,296.54
1	Corpus Christi	San Patricio	US 181	10.886	11.413	10103088	CONSTRUCT GRADE SEPARATION	Construction Schedule	$ 7,253,196.52
1	Atlanta	Bowie	FM 991	0	6.803	1019010	PROFILE CENTERLINE & EDGELINE MARKINGS	Construction Schedule	$ 250,479.48
1	Atlanta	Cass	FM 3129	2.975	7.267	94505022	REHABILITATE PAVMENT ON EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 5,090,315.20
1	Atlanta	Marion	FM 450	0	1.963	138202014	PROFILE CENTERLINE & EDGELINE MARKINGS	Construction Schedule	$ 45,235.04
1	Atlanta	Marion	FM 726	0	9.217	189503022	TEXTURIZE SHOULDERS & CL TEXTURING	Construction Schedule	$ 196,203.90
1	Atlanta	Marion	FM 248	0	7.342	13811030	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 367,044.00
1	Atlanta	Upshur	FM 2088	11.657	13.249	96402031	PROFILE EDGELINE & CENTERLINE BARS	Construction Schedule	$ 16,714.35
1	Atlanta	Upshur	FM 450	0	1.263	138201013	PROFILE CENTERLINE & EDGELINE MARKINGS	Construction Schedule	$ 16,990.72
1	Atlanta	Upshur	FM 3245	5	6.994	334403004	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 21,931.95
1	Atlanta	Upshur	FM 555	7.223	10.68	101802018	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 51,258.60
1	Atlanta	Upshur	FM 49	1	6.407	101801029	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 87,721.00
1	Atlanta	Upshur	FM 1650	0	8.448	64004013	TEXTURIZE SHOULDERS & CL TEXTURING	Construction Schedule	$ 82,552.33
1	Atlanta	Upshur	FM 852	3.915	18.876	64003027	INSTALL LED FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 92,255.00
1	Beaumont	Tyler	FM 1745	0	13.618	158401024	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 151,318.06
1	Brownwood	McCulloch	US 87	0	0.685	7006049	CONSTRUCT PASSING LANES	Finalizing for Construc	$ 250,000.00
1	Brownwood	Stephens	SL 252	0	1.575	1112006	SEAL COAT	Construction Schedule	$ 41,427.58
1	Brownwood	Stephens	FM 2231	7.356	9.98	209501016	SEAL COAT	Construction Schedule	$ 35,774.98
1	Atlanta	Harrison	IH 20	0	16.811	49508107	RAMP IMPROVEMENTS	Under Development	$ 3,642,084.00
1	Waco	Limestone	FM 342	0	4.989	83102020	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 737,363.00
1	Lufkin	Polk	US 59	35.839	37.572	17701103	OVERLAY WITH PFC_(NORTH BOUND LANES ONLY)	Construction Schedule	$ 640,572.20

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Bryan	Robertson	FM 46	0	13.02	54002026	SAFETY WORK CONSISTING OF MILLED EDGELINE AND CENETRLINE	Finalizing for Construc	$ 77,891.00
1	Bryan	Robertson	FM 46	0	26.824	54001047	SAFETY WORK CONSISTING OF MILLED EDGELINE AND CENTERLINE	Finalizing for Construc	$ 157,000.00
1	Atlanta	Bowie	IH 30	25.18	31.022	61006086	RAMP IMPROVEMENTS	Under Development	$ 3,486,746.00
1	Childress	Dickens	US 82	0	9.57	13202033	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 2,754,181.57
1	San Antonio	Atascosa	FM 140	20	23.458	74805040	REHAB AND WIDEN NARROW ROADWAY	Construction Schedule	$ 5,322,842.20
1	Corpus Christi	Live Oak	FM 1358	6.268	6.3	120601020	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 126,500.00
1	Corpus Christi	Live Oak	FM 1358	3.042	3.076	120601019	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 479,600.00
1	Corpus Christi	San Patricio	IH 37	0.273	0.793	7405098	WIDEN FREEWAY	Finalizing for Construc	$ 22,000,000.00
1	Bryan	Burleson	CR	1.166	1.172	91730056	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 330,000.00
1	Bryan	Leon	IH 45	27.749	28.573	67503086	SEAL COAT	Construction Schedule	$ 21,287.00
1	San Antonio	Uvalde	US 83	33.918	41.958	3701042	REHAB EXISTING ROADWAY	Construction Schedule	$ 11,781,922.79
1	San Angelo	Reagan	US 67	0	11.893	7701029	ACP OVERLAY	Construction Schedule	$ 6,980,413.62
1	San Angelo	Runnels	CR	0.988	1.004	90713016	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 440,000.00
1	San Angelo	Runnels	CR	0.242	0.256	90713015	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 310,000.00
1	San Angelo	Runnels	CR	1.835	1.865	90713014	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 375,000.00
1	San Angelo	Runnels	CR	2.582	2.604	90713013	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 690,000.00
1	San Angelo	Runnels	CR	4.714	4.722	90713012	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 280,000.00
1	Tyler	Wood	CR	1.252	1.258	91035033	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 412,125.00
1	Yoakum	Wharton	US 59	17.61	19.05	8907160	MILL AND INLAY	Finalizing for Construc	$ 240,000.00
1	Atlanta	Titus	IH 30	0	20.64	61003089	RAMP IMPROVEMENTS	Under Development	$ 5,781,725.00
1	Lufkin	Angelina	FM 2109	8.634	17.202	266201014	RESURFACE WITH SEAL COAT	Construction Schedule	$ 250,661.10
1	Bryan	Freestone	IH 45	15.6	17.184	67502080	ONE-WAY FRONTAGE ROAD CONVERSION	Under Development	$ 8,000,000.00
1	Bryan	Freestone	IH 45	17.184	19.555	67501069	ONE-WAY FRONTAGE ROAD CONVERSION	Under Development	$ 10,000,000.00
1	Atlanta	Bowie	IH 30	0	17.114	61005052	RAMP IMPROVEMENTS	Under Development	$ 2,991,375.00
1	Atlanta	Morris	IH 30	0	7.122	61004033	RAMP IMPROVEMENTS	Under Development	$ 1,460,456.00
1	Atlanta	Titus	IH 30	7.354	7.379	61003091	INTERSECTION & RAMP IMPROVEMENTS	Under Development	$ 13,008,000.00
1	Yoakum	Colorado	US 90A	22.733	23.609	44603047	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 7,750,999.15
1	Yoakum	Colorado	IH 10	16.642	19.092	53508085	PFC	Finalizing for Construc	$ 4,000,000.00
1	Brownwood	Eastland	SH 6	22.896	31.18	25703033	CONSTRUCT SUPER 2	Finalizing for Construc	$ 4,584,000.00
1	Lufkin	Polk	US 190	20.801	24.73	21303100	RESURFACE WITH SEAL COAT	Construction Schedule	$ 284,554.65
1	San Angelo	Real	SH 55	0	7.027	23503034	PROFILE EDGELINE AND CENTERLINE MARKINGS	Finalizing for Construc	$ 84,196.62
1	Lufkin	Angelina	SH 103	5.431	11.048	33605061	RESURFACE WITH THIN OVERLAY MIXTURE	Finalizing for Construc	$ 1,290,978.95
1	Brownwood	Brown	US 377	5.209	21.624	12801107	SEAL COAT	Construction Schedule	$ 641,214.16
1	Brownwood	Coleman	US 84	0.278	1.207	5404110	SEAL COAT	Construction Schedule	$ 435,544.27
1	Brownwood	Comanche	SH 6	0.001	9.013	25705046	CONSTRUCT SUPER 2	Finalizing for Construc	$ 10,446,500.00
1	Brownwood	Eastland	SH 6	21.513	30.41	25704029	CONSTRUCT SUPER 2	Finalizing for Construc	$ 5,696,000.00
1	Brownwood	Lampasas	US 183	5.652	7.356	27402027	SEAL COAT	Construction Schedule	$ 112,119.04
1	San Angelo	Concho	FM 1929	8.431	20.882	165107009	SAFETY TREATED FIXED OBJECTS	Finalizing for Construc	$ 195,045.00
1	San Angelo	Runnels	SH 153	15.262	31.324	65004033	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 520,117.00
1	Lufkin	Houston	FM 2781	0	1.631	281301008	RECONSTRUCT & WIDEN EXISTING PAVEMENT	Construction Schedule	$ 1,083,721.85
1	Lufkin	Polk	US 59	40.274	40.328	17701113	CONCRETE REPAIRS TO SUBSTRUCTURE	Finalizing for Construc	$ 18,150.00
1	Lufkin	Polk	US 59	40.274	40.328	17701112	STEEL PAINT WITH SYSTEM II	Finalizing for Construc	$ 122,210.00
1	Yoakum	Gonzales	FM 108	14.251	14.799	71501014	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,210,730.00
1	Bryan	Grimes	FM 1774	6.675	8.446	140002026	INSTALL CONTINUOUS TURN LANE, WIDEN PAVED SHOULDERS	Finalizing for Construc	$ 1,636,177.00
1	Bryan	Grimes	FM 1774	6.575	6.775	140002025	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 57,557.00
1	Bryan	Grimes	FM 1774	4.73	6.675	140002027	REHABILITATE RD AND WIDEN SHOULDERS	Finalizing for Construc	$ 2,000,000.00
1	Brownwood	San Saba	US 190	9.078	22.735	27203039	SEAL COAT	Construction Schedule	$ 482,501.36
1	Lubbock	Parmer	US 60	12.99	18.897	16802029	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 22,400,000.00
1	San Angelo	Sutton	IH 10	9.691	17.233	14104037	SEAL COAT	Construction Schedule	$ 565,297.29
1	El Paso	Culberson	RM 652	42.627	49.515	245102012	FULL DEPTH REHAB	Finalizing for Construc	$ 22,843,618.57
1	Fort Worth	Somervell	US 67	0.004	7.027	25903055	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 7,500,000.00
1	Dallas	Navarro	FM 709	31.441	34.305	16209038	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 98,451.17
1	San Antonio	Medina	IH 35	0.37	12.613	1705094	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 10,789,441.05

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Wichita Falls	Cooke	IH 35	16.205	17.665	19402097	SAFETY LIGHTING	Finalizing for Construc	$ 369,363.00
1	Wichita Falls	Cooke	IH 35	0.235	1.465	19501118	SAFETY LIGHTING	Finalizing for Construc	$ 195,228.00
1	San Antonio	Atascosa	IH 37	5.312	12.715	7306048	BASE REPAIR, SEALCOAT, OVERLAY AND PAVEMENT MARKINGS ON NB	Construction Schedule	$ 3,860,881.56
1	Dallas	Navarro	FM 1126	0	14.708	128901033	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 460,084.02
1	Dallas	Navarro	FM 1838	1.555	9.355	99702044	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 258,979.17
1	Laredo	La Salle	IH 35	13.006	19.98	1801091	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 9,211,156.55
1	Austin	Lee	US 290	0	4.92	11407036	RECONSTRUCT EXISTING 4-LN UNDIVIDED ROADWAY TO A 4-LN	Finalizing for Construc	$ 26,679,868.95
1	Lubbock	Dawson	FM 2052	20	22.184	190501009	WIDENING AND RESTORING PAVEMENT	Finalizing for Construc	$ 3,000,000.00
1	Waco	Hamilton	SH 36	9.86	25.673	18303050	ADD PASSING LANES	Finalizing for Construc	$ 10,500,000.00
1	Corpus Christi	San Patricio	SH 89	3.222	3.721	10108004	CONSTRUCT GRADE SEPARATION	Construction Schedule	$ 6,728,354.73
1	Atlanta	Panola	SH 149	8.53	8.533	39401065	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 35,167.05
1	Amarillo	Carson	IH 40	0	3.044	27502070	INSTALL MEDIAN BARRIER	Finalizing for Construc	$ 533,340.00
1	Tyler	Gregg	IH 20	3.161	8.372	49507075	PLANE AND RESURFACE ROADWAY-EBL	Construction Schedule	$ 2,959,996.30
1	Paris	Fannin	SH 78	0.02	0.225	27902041	REPLACE BRIDGE APPROACH IN TEXAS	Finalizing for Construc	$ 1,493,666.00
1	Lubbock	Hockley	FM 2306	0.001	5.505	242102003	SEAL COAT	Finalizing for Construc	$ 232,900.00
1	Lubbock	Lynn	FM 2053	0.001	9.549	196603008	SEAL COAT	Finalizing for Construc	$ 364,936.00
1	Waco	Bosque	FM 1637	0	4.139	83305012	WIDEN PAVEMENT TO ADD SHOULDERS	Finalizing for Construc	$ 3,400,000.00
1	Waco	Coryell	FM 107	8.892	11.247	56701020	SEAL AND OVERLAY	Finalizing for Construc	$ 1,100,000.00
1	Waco	Falls	CR	0	0.1	90938077	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 744,150.00
1	Tyler	Anderson	CR	3.282	3.29	91008068	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 450,590.00
1	Tyler	Wood	FM 1254	5.387	5.515	139003005	REPLACE BRIDGE & APPROACHES	Finalizing for Construc	$ 1,318,800.00
1	Atlanta	Harrison	IH 20	21.158	21.223	49509053	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END	Finalizing for Construc	$ 63,000.00
1	Atlanta	Harrison	SH 43	1.905	1.915	56904020	REHABILITATE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,200,000.00
1	Atlanta	Panola	FM 699	4.718	4.836	39403040	RECONSTRUCT INTERSECTION WITH CONCRETE PAVING	Construction Schedule	$ 1,232,917.36
1	Yoakum	Fayette	IH 10	18.981	24.087	53507050	PFC	Finalizing for Construc	$ 2,500,000.00
1	Bryan	Robertson	US 79	1.582	1.762	20409045	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 9,800,000.00
1	San Antonio	Kerr	SH 27	3.638	12.304	14205080	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Construction Schedule	$ 12,254,689.77
1	Corpus Christi	Nueces	SH 44	9.661	11.326	37302094	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 634,284.00
1	Brownwood	Comanche	SH 16	11.256	16.479	28802029	SEAL COAT	Construction Schedule	$ 170,894.12
1	San Angelo	Sterling	SH 163	0	8.921	164801013	SEAL COAT	Construction Schedule	$ 239,155.98
1	Waco	Falls	BS 7-B	11.462	12.813	51303023	SEAL COAT	Construction Schedule	$ 41,411.64
1	Beaumont	Tyler	FM 1943	7.852	16.152	182801026	CENTERLINE TEXTURING	Construction Schedule	$ 48,771.61
1	Brownwood	Eastland	SH 6	8.183	17.415	704127	SEAL COAT	Construction Schedule	$ 442,879.92
1	Brownwood	Eastland	FM 587	20.129	20.873	123901029	SEAL COAT	Construction Schedule	$ 15,130.20
1	Brownwood	McCulloch	FM 765	31	35.685	87006018	SEAL COAT	Construction Schedule	$ 108,461.40
1	El Paso	Brewster	US 385	10	33.557	48501025	SEAL COAT	Construction Schedule	$ 1,112,703.18
1	El Paso	Brewster	US 385	33.557	49.581	48502017	SEAL COAT	Construction Schedule	$ 732,445.20
1	Brownwood	Stephens	US 180	9.865	11.324	1107050	SEAL COAT	Construction Schedule	$ 81,404.52
1	Amarillo	Gray	IH 40	0.916	2.174	27505045	BRIDGE JOINTS AND OVERLAY	Finalizing for Construc	$ 1,408,751.42
1	Yoakum	Lavaca	US 77	3.802	3.85	26902063	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 2,935,000.00
1	Brownwood	Mills	US 84	1	10.805	5409036	SEAL COAT	Construction Schedule	$ 393,334.46
1	Bryan	Milam	FM 908	0.508	2.051	85802021	REHABILITATE EXISTING ROAD CONSISTING OF GRADING, STRUCTURES	Construction Schedule	$ 1,592,873.86
1	Wichita Falls	Young	FM 1769	14.384	22.37	171101029	REHAB, WIDEN & OVERLAY	Construction Schedule	$ 3,919,381.48
1	Waco	Limestone	FM 1245	15.944	16.751	119103031	SEAL AND OVERLAY	Construction Schedule	$ 177,271.00
1	Lufkin	Polk	US 59	9.281	9.481	17604083	INSTALL ADVANCE INTERSECTION WARNING SIGNALS-EXISTING	Construction Schedule	$ 37,780.00
1	Corpus Christi	Nueces	FM 70	0	10.259	155801019	RESTORATION OF EXISTING ROADWAY	Finalizing for Construc	$ 3,200,000.00
1	San Antonio	Atascosa	SH 16	19.283	37.062	51701043	REHAB AND WIDEN TO PROVIDE OPERATIONAL IMPROVEMENTS	Construction Schedule	$ 21,209,226.31
1	Dallas	Navarro	SH 31	9.947	20.44	16204056	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 442,913.69
1	Dallas	Navarro	SH 31	17.568	22.888	16204059	FULL DEPTH CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 241,647.00
1	San Angelo	Kimble	IH 10	0.5	10.385	14108047	ACP OVERLAY	Construction Schedule	$ 7,994,651.30
1	Bryan	Leon	IH 45	0	11.783	67504067	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 594,043.75
1	Paris	Hopkins	SH 11	21.989	24.761	8302051	REHAB WITH SHOULDERS	Construction Schedule	$ 5,002,041.15
1	Waco	Coryell	CS	0.755	0.77	90939129	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,375,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Fort Worth	Jack	CR	0.063	0.074	90240027	REPLACE BRIDGE	Construction Schedule	$ 487,447.25
1	Amarillo	Armstrong	CR	5.849	5.859	90406010	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 207,573.75
1	Yoakum	Fayette	CR	0.379	0.387	91328064	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 382,456.00
1	Bryan	Burleson	CR	1.369	1.378	91730055	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 380,000.00
1	Bryan	Burleson	CR	0.284	0.29	91730054	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 380,000.00
1	Bryan	Washington	CS	0	0.151	91719050	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Construction Schedule	$ 365,648.50
1	Beaumont	Tyler	US 190	14.007	14.094	21307047	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 2,808,200.50
1	Paris	Hopkins	IH 30	17.437	25.6	1002100	SEAL COAT	Finalizing for Construc	$ 300,999.00
1	Paris	Hopkins	IH 30	17.437	25.6	1002101	SEAL COAT	Finalizing for Construc	$ 300,999.00
1	Paris	Hopkins	IH 30	0	3.228	909110	SEAL COAT	Finalizing for Construc	$ 133,962.00
1	Paris	Hopkins	IH 30	0	3.228	909109	SEAL COAT	Finalizing for Construc	$ 133,962.00
1	Wichita Falls	Baylor	US 183	5.151	12.447	12405029	ADD SHOULDERS	Construction Schedule	$ 724,500.00
1	San Antonio	Uvalde	US 90	4.283	4.783	2401101	INTERSECTION IMPROVEMENTS	Finalizing for Construc	$ 278,862.56
1	Waco	Limestone	US 84	0	9.839	5603063	WIDEN SHOULDERS AND ADD PASSING LANES	Construction Schedule	$ 5,969,131.16
1	Yoakum	Wharton	SH 71	12.555	14.198	26605048	ADD 2 LANES FOR 4-LANE UNDIVIDED WITH CONTINUOUS LEFT TURN	Finalizing for Construc	$ 9,916,165.14
1	Lubbock	Castro	SH 86	13.443	14.57	30203034	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 2,605,495.00
1	Waco	Falls	CR	0	0.1	90938076	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 457,987.00
1	Waco	Limestone	US 84	8.073	13.333	5602033	WIDEN SHOULDERS AND ADD PASSING LANES	Construction Schedule	$ 3,181,682.65
1	San Antonio	Kerr	FM 1341	11.269	11.469	113503028	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 195,535.60
1	Atlanta	Titus	FM 899	5.493	5.663	117602019	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,199,673.10
1	Fort Worth	Palo Pinto	IH 20	16.947	17.56	31402052	REPAIR BASE FAILURES, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 1,446,606.00
1	Wichita Falls	Clay	FM 174	1.946	2.946	13710022	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 509,143.00
1	Lubbock	Bailey	FM 298	1	20.137	88402012	SEAL COAT	Finalizing for Construc	$ 583,806.00
1	Waco	Hill	SH 174	1.012	10.276	51902023	SEAL COAT	Construction Schedule	$ 425,628.06
1	San Antonio	Wilson	FM 775	1.009	6.286	85004027	MILL, OVERLAY, PAVEMENT MARKINGS AND RECONSTRUCT FM 3432	Construction Schedule	$ 3,303,616.20
1	Bryan	Leon	IH 45	5.208	11.783	67504068	SEAL COAT	Construction Schedule	$ 183,285.05
1	Atlanta	Harrison	IH 20	6.341	6.371	49508126	BRIDGE PREVENTATIVE MAINTENANCE	Finalizing for Construc	$ 221,251.00
1	Atlanta	Titus	SH 11	1.425	1.428	8309031	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 34,712.05
1	Brownwood	Eastland	US 183	0.942	6.264	12702043	ADD PASSING LANES	Construction Schedule	$ 4,923,749.68
1	Brownwood	Eastland	SH 6	17.417	17.923	704124	SEAL COAT	Finalizing for Construc	$ 23,621.00
1	San Angelo	Concho	US 83	25.39	25.533	3503047	GRADING, BASE, PAVING, STRUCTURES	Under Development	$ 1,000,000.66
1	Lufkin	Angelina	US 69	4.441	10.824	20001083	RESURFACE WITH THIN OVERLAY MIXTURE	Construction Schedule	$ 1,595,129.00
1	Yoakum	Colorado	IH 10	1.743	17.056	53508087	MODERNIZE BRIDGE AND APPROACH GUARDRAIL, IMPROVE GUARDRAIL	Finalizing for Construc	$ 618,506.00
1	Yoakum	Colorado	IH 10	1.743	12.114	53508086	PFC	Finalizing for Construc	$ 5,000,000.00
1	Yoakum	Colorado	IH 10	4.431	17.339	53508088	SEAL COAT	Finalizing for Construc	$ 342,108.00
1	Bryan	Grimes	SH 6	10.897	11.897	5003096	SAFETY IMPROVEMENT WORK CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 18,928,599.00
1	Lufkin	Angelina	US 59	0	8.096	17603097	CONSTRUCT 4 LANE FREEWAY AT DIBOLL	Finalizing for Construc	$ 128,047,923.70
1	Beaumont	Tyler	US 69	0.093	10.353	20008056	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 260,900.00
1	Waco	Limestone	FM 1245	0	15.944	119103030	REHABILITATE ROADWAY	Construction Schedule	$ 4,152,811.90
1	Bryan	Washington	FM 50	0	11.969	45703030	SAFETY WORK CONSISTING OF EDGELINE AND CENTERLINE PROFILE	Finalizing for Construc	$ 127,836.06
1	Atlanta	Harrison	IH 20	16.891	23.747	49509054	RAMP IMPROVEMENTS	Under Development	$ 2,379,408.00
1	Dallas	Navarro	BU 287T	0.053	0.86	12201040	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 33,899.88
1	Corpus Christi	Nueces	SH 361	5.831	7.089	226302089	WIDEN AND IMPROVE QUE LANES AND SIGNALIZATION	Finalizing for Construc	$ 3,500,000.00
1	Dallas	Navarro	BI 45-F	8.596	8.898	9213027	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,050,101.02
1	Dallas	Navarro	BI 45-F	8.407	8.596	9213026	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,851,480.85
1	Dallas	Navarro	BI 45-F	8.596	8.903	9213025	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,938,348.38
1	San Antonio	Frio	IH 35	9.968	28.755	1707135	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 19,451,566.00
1	San Antonio	Frio	IH 35	18.769	28.558	1706085	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 5,070,581.00
1	Amarillo	Deaf Smith	IH 40	1.484	1.494	9001032	INSTALL CRASHWALLS AT VARIOUS LOCATIONS ON IH 40	Construction Schedule	$ 7,180,178.16
1	San Angelo	Menard	US 190	0	11.153	82501018	SEAL COAT	Finalizing for Construc	$ 370,000.00
1	San Antonio	Atascosa	IH 35	10	12.538	1704042	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 3,140,999.60
1	Corpus Christi	Live Oak	IH 37	17.806	33.206	7401052	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 942,865.00
1	Corpus Christi	Live Oak	IH 37	33.39	37.078	7307064	REHAB & OVERLAY WEST FRONTAGE RD; REHAB & WIDEN EAST	Finalizing for Construc	$ 5,400,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Bryan	Leon	IH 45	11.783	28.573	67503067	OVERLAY	Finalizing for Construc	$ 12,000,000.00
1	Dallas	Navarro	FM 55	10	15.483	16208017	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 156,355.65
1	Dallas	Navarro	FM 1394	10	25.091	99901031	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 162,985.49
1	Dallas	Navarro	FM 739	0.007	2.878	99502009	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 96,611.51
1	Corpus Christi	Jim Wells	US 281	2.208	3.481	25407008	CONSTRUCT GRADE SEPARATION	Under Development	$ 25,000,000.00
1	Amarillo	Hartley	US 54	1	21.026	23802038	CONVERT TO SUPER 2 HIGHWAY	Finalizing for Construc	$ 19,232,576.90
1	Amarillo	Hartley	US 54	1	20.774	23801032	CONVERT TO SUPER 2 HIGHWAY	Finalizing for Construc	$ 17,542,267.80
1	Waco	Coryell	SH 36	17.41	26.455	18401064	SEAL COAT	Construction Schedule	$ 557,030.24
1	Bryan	Grimes	CR	0.438	0.45	91717070	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 165,000.00
1	Paris	Delta	CR	0.952	0.965	90131130	BRIDGE REPLACEMENT	Construction Schedule	$ 234,000.00
1	Paris	Delta	CR	0.712	0.731	90131131	BRIDGE REPLACEMENT	Construction Schedule	$ 156,000.00
1	Paris	Delta	CR	0.981	0.991	90131121	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 156,000.00
1	Paris	Fannin	CR	0.485	0.497	90132085	BRIDGE REPLACEMENT	Finalizing for Construc	$ 180,000.00
1	Paris	Fannin	CR	1.255	1.266	90132088	BRIDGE REPLACEMENT	Finalizing for Construc	$ 130,000.00
1	Paris	Fannin	CR	1.57	1.584	90132086	BRIDGE REPLACEMENT	Construction Schedule	$ 219,877.86
1	Paris	Fannin	CR	0.34	0.353	90132092	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 234,000.00
1	Paris	Fannin	CR	1.725	1.742	90132087	BRIDGE REPLACEMENT	Finalizing for Construc	$ 208,000.00
1	Paris	Hopkins	CR	0.278	0.286	90128085	BRIDGE REPLACEMENT	Construction Schedule	$ 275,981.05
1	Paris	Lamar	CR	1.334	1.345	90129081	BRIDGE REPLACEMENT	Finalizing for Construc	$ 191,100.00
1	Paris	Lamar	CR	3.728	3.734	90129082	BRIDGE REPLACEMENT	Construction Schedule	$ 369,648.80
1	Paris	Lamar	CR	0.135	0.139	90129083	BRIDGE REPLACEMENT	Finalizing for Construc	$ 136,500.00
1	Wichita Falls	Cooke	CR	2	2.3	90315085	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 365,000.00
1	Wichita Falls	Montague	CR	6.577	6.583	90328058	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 435,000.00
1	Wichita Falls	Montague	CR	1.655	1.664	90328060	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 345,000.00
1	Wichita Falls	Montague	CR	0.444	0.453	90328059	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 410,000.00
1	Amarillo	Gray	CR	1.916	1.922	90413026	REPLACE BRIDGE	Construction Schedule	$ 365,798.90
1	Amarillo	Gray	CR	3.181	3.192	90413025	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 236,183.50
1	Amarillo	Gray	CR	0.893	0.928	90413024	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 712,029.50
1	Waco	Coryell	US 84	30.85	33.059	5506032	SEAL COAT	Construction Schedule	$ 117,039.62
1	Tyler	Smith	CR	0.892	0.902	91016127	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 530,275.85
1	Tyler	Smith	CR	0.083	0.093	91016125	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 374,953.45
1	Tyler	Van Zandt	CR	1.936	1.941	91012126	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 267,831.00
1	Tyler	Van Zandt	CR	1.462	1.47	91012127	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 372,475.70
1	Tyler	Van Zandt	CR	1.44	1.684	91012125	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 369,250.15
1	Yoakum	Matagorda	CR	1.8	1.94	91321047	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 537,057.00
1	Yoakum	Wharton	CR	1.345	1.353	91309078	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 338,949.00
1	Yoakum	Wharton	CR	4.834	4.845	91309073	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 604,156.40
1	Yoakum	Wharton	CR	1.598	1.604	91309070	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 328,000.00
1	Yoakum	Wharton	CR	1.789	1.796	91309069	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 436,585.00
1	Yoakum	Wharton	CR	7.654	7.668	91309066	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 604,807.00
1	Austin	Lee	CR	2.048	2.053	91421031	REPLACE BRIDGE & APPROACHES	Construction Schedule	$ 368,108.65
1	Bryan	Freestone	CR	2.509	2.521	91720039	RPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 430,000.00
1	Brownwood	Brown	CR	5.275	5.399	92306058	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 180,000.00
1	Amarillo	Carson	IH 40	4.135	5.14	27502071	REHAB EXISTING ROADWAY	Finalizing for Construc	$ 1,000,000.00
1	Amarillo	Gray	IH 40	7.417	13.387	27511079	SEALCOAT	Construction Schedule	$ 225,835.29
1	Amarillo	Oldham	IH 40	0	19.726	9003063	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 365,732.00
1	Amarillo	Oldham	IH 40	8.851	15.522	9002053	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 123,685.00
1	Waco	Bosque	FM 219	18.9	19.1	72402020	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,200,000.00
1	Lubbock	Garza	US 84	30.706	31.774	5305050	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 7,680,853.00
1	Lubbock	Garza	US 84	31.774	39.443	5306029	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 17,319,147.00
1	San Angelo	Glasscock	SH 158	19.085	32.546	40501025	ACP OVERLAY	Construction Schedule	$ 5,686,140.82
1	San Angelo	Sterling	SH 158	0	14.385	40502026	ACP OVERLAY	Construction Schedule	$ 6,203,132.38
1	Corpus Christi	Live Oak	IH 37	0	17.785	7402076	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 1,077,560.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
1	Corpus Christi	San Patricio	IH 37	3.949	4.914	7403001	INSTALLATION OF CRASH WALL	Finalizing for Construc	$ 100,000.00
1	Childress	Wheeler	IH 40	15.27	15.271	27512080	BRIDGE MAINTENANCE (CONCRETE REPAIRS TO SUBSTRUCTURE/FULL	Finalizing for Construc	$ 890,097.00
1	Brownwood	Brown	FM 45	0.048	2.524	48006024	SEAL COAT	Construction Schedule	$ 68,140.82
1	Waco	Limestone	CR	0.067	0.087	90940074	REHABILITATE BRIDGE AND APPROACHES	Construction Schedule	$ 1,132,232.50
1	Yoakum	Colorado	SH 71	9.299	9.499	26602066	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 56,161.00
1	Yoakum	Colorado	SH 71	1.005	13.06	26602064	ACP OVERLAY	Finalizing for Construc	$ 4,095,000.00
1	Brownwood	Comanche	SH 36	0	4.797	18301039	REHAB EXISTING ROADWAY AND ADD PASSING LANES	Finalizing for Construc	$ 5,781,609.00
1	Brownwood	Comanche	SH 36	10.834	14.529	18202042	SEAL COAT	Construction Schedule	$ 138,736.92
1	Childress	Wheeler	SH 152	0.065	15.535	48601032	SUPER 2	Finalizing for Construc	$ 10,378,479.69
1	Atlanta	Titus	FM 1734	9.994	18.865	157802027	INSTALL LED FLASHING CHEVRONS ON CURVE &	Finalizing for Construc	$ 416,475.00
1	Brownwood	Brown	FM 2376	5	7.248	12802019	SEAL COAT	Construction Schedule	$ 87,313.16
1	Brownwood	Brown	FM 3064	0	1.256	12802020	SEAL COAT	Construction Schedule	$ 64,789.46
1	Fort Worth	Somervell	FM 51	0.901	6.735	78001017	SAFETY TREAT FIXED OBJECTS, IMPROVE HORIZONTAL ALIGNMENT	Finalizing for Construc	$ 5,056,825.00
1	Tyler	Van Zandt	SH 64	23.475	25.171	24519027	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Construction Schedule	$ 2,337,078.55
1	Lufkin	Houston	FM 227	4.872	4.886	93702030	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,210,000.00
1	Yoakum	Gonzales	FM 443	1.538	1.878	83901014	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,075,666.50
1	Corpus Christi	Karnes	FM 1354	0.56	0.6	142201009	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 966,000.00
1	Atlanta	Bowie	FM 2624	0	5.419	257501009	PROFILE CENTERLINE & EDGELINE MARKINGS	Construction Schedule	$ 76,166.10
1	Atlanta	Cass	FM 3129	1	3.874	94503008	REHABILITATE PAVMENT ON EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 2,596,542.30
1	Atlanta	Harrison	US 59	7.726	8.152	6207090	CONSTRUCT ACCELERATION/DECELERATION LANES	Finalizing for Construc	$ 555,710.00
1	Atlanta	Upshur	FM 1404	0	6.699	138601021	INSTALL LED FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 92,335.00
1	Brownwood	Mills	SH 16	0.001	17.288	28902016	SEAL COAT	Construction Schedule	$ 615,655.06
1	Brownwood	Stephens	SH 67	6.549	17.799	25602030	SEAL COAT	Construction Schedule	$ 422,473.74
1	El Paso	Hudspeth	IH 10	43.614	45.324	207049	REPLACE BRIDGES AND APPROACHES	Construction Schedule	$ 4,318,206.74
1	Amarillo	Gray	IH 40	2.158	5.645	27505044	OVERLAY	Construction Schedule	$ 5,727,658.55
1	Wichita Falls	Wichita	US 287	12.507	16.285	4308075	INSTALL MEDIAN BARRIER	Construction Schedule	$ 1,188,601.30
1	San Angelo	Concho	US 87	20.678	20.781	7004033	GRADING, BASE, PAVING, STRUCTURES	Under Development	$ 1,000,000.76
1	Lufkin	Nacogdoches	FM 2609	7.148	7.425	259001020	WIDEN FROM 2 TO 4 LANES	Construction Schedule	$ 2,711,568.80
1	Abilene	Jones	US 83	4.761	19.483	3304063	CONSTRUCT SUPER TWO	Construction Schedule	$ 11,222,260.39
1	Lufkin	Polk	US 59	31.374	41.08	17701109	UPGRADE INSTALL SAFETY LIGHTING WITHIN PROJECT	Construction Schedule	$ 95,080.00
1	San Angelo	Kimble	US 290	1	15.549	11201018	SEAL COAT TRAVEL LANES AND SHOULDERS	Construction Schedule	$ 623,538.03
1	San Antonio	Medina	FM 471	0.051	0.148	84902045	EXPAND 2 TO 4 LANE DIVIDED WITH BIKE LANES AND SIDEWALKS	Finalizing for Construc	$ 375,000.00
1	Bryan	Freestone	FM 27	0	9.902	45601048	SAFETY WORK CONSISTING OF MILLED EDGELINE AND CENTERLINE	Finalizing for Construc	$ 55,000.00
1	Bryan	Madison	IH 45	15.493	15.593	67505089	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,800,000.00
1	Dallas	Navarro	SH 31	0.788	9.878	16301065	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 408,610.65
1	Odessa	Reeves	IH 20	38.801	54.826	307057	SEAL COAT FRONTAGE ROADS	Finalizing for Construc	$ 409,588.00
1	Dallas	Navarro	SH 31	0	9.878	16301066	FULL DEPTH CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 73,799.00
1	Corpus Christi	San Patricio	SH 361	1.4	6.013	18010075	IMPROVE TRAFFIC SIGNALS AND INTERCONNECT SIGNALS	Finalizing for Construc	$ 889,136.00
1	Laredo	Val Verde	US 90	73.258	73.458	2210069	IMPROVE TRAFFIC SIGNAL	Finalizing for Construc	$ 48,540.00
1	Odessa	Reeves	IH 20	3.403	4.165	305051	SEAL COAT	Construction Schedule	$ 27,438.23
1	San Angelo	Kimble	IH 10	10.915	23.868	14109070	ACP OVERLAY	Construction Schedule	$ 8,436,547.67
1	Childress	Donley	US 287	13.609	26.323	4207066	ASPHALTIC CONCRETE OVERLAY	Finalizing for Construc	$ 5,562,562.24
1	Dallas	Navarro	SH 31	9.878	21.038	16302037	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 519,052.52
1	Dallas	Navarro	SH 31	9.878	21.038	16302039	FULL DEPTH CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 550,367.00
2	Paris	Hopkins	IH 30	3.228	13.378	909108	SEAL COAT	Finalizing for Construc	$ 421,225.00
2	Paris	Hopkins	IH 30	3.228	13.378	909107	SEAL COAT	Finalizing for Construc	$ 421,225.00
2	Atlanta	Harrison	SL 390	6.36	11.416	157505018	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 56,882.59
2	Atlanta	Harrison	SL 390	6.448	9.761	157505020	SEAL COAT	Construction Schedule	$ 194,440.00
2	Paris	Hopkins	IH 30	25.6	26.513	61001048	SEAL COAT	Finalizing for Construc	$ 37,889.00
2	Paris	Hopkins	IH 30	25.6	26.513	61001047	SEAL COAT	Finalizing for Construc	$ 37,889.00
2	Odessa	Reeves	IH 10	20.366	20.466	44109045	UPGRADE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 184,000.00
2	Odessa	Reeves	IH 10	20.366	20.466	44109046	UPGRADE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 184,000.00
2	Waco	Hamilton	FM 1602	0	7.86	77403014	WIDEN PAVEMENT TO ADD SHOULDERS	Construction Schedule	$ 3,680,763.07

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Corpus Christi	San Patricio	IH 37	0.262	13.81	7405097	MILL,SEAL AND OVERLAY SB LANES ONLY	Construction Schedule	$ 6,310,486.85
2	Lufkin	Nacogdoches	SL 224	11.942	14.293	256001083	RESURFACE WITH THIN OVERLAY MIXTURE	Finalizing for Construc	$ 822,615.81
2	Lufkin	Polk	US 59	31.372	33.101	17701110	SEAL COAT SB LANES ONLY	Construction Schedule	$ 89,651.50
2	Lufkin	Polk	US 59	31.372	33.101	17701111	SEAL COAT NB LANES ONLY	Finalizing for Construc	$ 104,827.00
2	Dallas	Navarro	FM 55	0.33	10.17	12108019	REHABILITATE EXISTING PAVEMENT AND ADD SHOULDERS	Construction Schedule	$ 10,033,100.30
2	Laredo	Val Verde	US 90	6.849	12.876	2301092	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 117,113.00
2	San Angelo	Sutton	US 277	0.59	9.003	16001040	HOT ASPHALT RUBBER SURFACE TREATMENT	Construction Schedule	$ 753,136.76
2	Lufkin	Shelby	US 96	7.965	13.185	80902069	ADD PASSING LANES AND RECONSTRUCT PAVEMENT	Finalizing for Construc	$ 11,900,000.00
2	Brownwood	Comanche	CR	6.427	6.51	92317077	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 771,715.30
2	Waco	Hill	SH 171	9.982	22.221	41803024	SEAL COAT	Construction Schedule	$ 525,657.28
2	Lufkin	Angelina	FM 2251	0	5.431	211501016	RESURFACE WITH SEAL COAT	Construction Schedule	$ 173,710.40
2	Odessa	Pecos	US 67	16.927	28.59	7502026	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 13,995,600.00
2	Odessa	Pecos	US 67	1	16.831	7503022	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 18,997,200.00
2	San Angelo	Sutton	US 277	9.101	21.376	16002028	HOT ASPHALT RUBBER SURFACE TREATMENT	Construction Schedule	$ 1,046,863.24
2	Waco	Bosque	FM 2490	1	8.927	239601007	SEAL COAT	Construction Schedule	$ 331,912.10
2	Waco	Bosque	SH 174	0	17.883	51903032	SEAL COAT	Finalizing for Construc	$ 813,000.00
2	Waco	Coryell	SH 236	0	6.855	51301018	SEAL COAT	Construction Schedule	$ 187,891.06
2	Lufkin	Angelina	FM 2109	0	8.634	89302018	RESURFACE WITH SEAL COAT	Construction Schedule	$ 277,226.80
2	Lufkin	Shelby	SH 147	0.169	7.49	6402019	RESURFACE WITH SEAL COAT	Construction Schedule	$ 257,503.85
2	Laredo	Val Verde	US 277	0	16.871	16005047	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 556,225.00
2	Bryan	Milam	US 79	6.041	8.586	20406059	OVERLAY, SIDEWALKS, RESTRIPE INTERSECTION	Finalizing for Construc	$ 3,730,000.00
2	San Angelo	Glasscock	SH 158	4.914	5.67	46304024	CONSTRUCT OVERPASS	Finalizing for Construc	$ 17,109,352.00
2	Austin	Caldwell	IH 10	1	3.7	53503025	BASE REPAIR, SEALCOAT, OVERLAY AND PAVEMENT MARKINGS ON	Construction Schedule	$ 3,586,580.82
2	San Antonio	Wilson	US 181	6.254	6.454	10003083	INSTALL TRAFFIC SIGNAL	Construction Schedule	$ 143,332.75
2	Beaumont	Jasper	US 96	5.698	5.713	6504083	UPGRADE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 70,652.00
2	Amarillo	Carson	US 60	14.798	20.636	16904036	PRESERVATION AND SAFETY IMPROVEMENTS ON A FREIGHT CORRIDOR	Construction Schedule	$ 8,221,788.75
2	Amarillo	Carson	US 60	6.417	15.19	16905042	PRESERVATION AND SAFETY IMPROVEMENTS ON A FREIGHT CORRIDOR	Construction Schedule	$ 12,685,031.95
2	Amarillo	Carson	US 60	1.688	6.422	16905041	FULL DEPTH REHAB AND OVERLAY	Finalizing for Construc	$ 8,829,249.67
2	San Antonio	Atascosa	US 281	12.393	12.593	7304048	INSTALL FLASHING BEACON & SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 68,882.34
2	San Angelo	Tom Green	US 67	7.465	18.626	7706099	ACP OVERLAY	Construction Schedule	$ 3,384,897.57
2	Beaumont	Chambers	SH 73	21.172	21.271	50803099	GRADE SEPARATION & CLOSE CROSSOVER	Construction Schedule	$ 85,075.00
2	Beaumont	Jasper	US 96	2.279	2.288	6504080	UPGRADE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 58,276.00
2	Beaumont	Jasper	US 96	4.079	4.084	6504081	UPGRADE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 46,852.00
2	Beaumont	Jasper	US 96	1.195	1.2	6504079	UPGRADE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 44,472.00
2	Beaumont	Jasper	US 96	4.323	4.328	6504082	UPGRADE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 46,852.00
2	Brownwood	Comanche	SH 36	1	10.791	18202038	BASE OVERLAY,2 COURSE SURFACE TREATMENT, ACP	Construction Schedule	$ 5,314,297.75
2	Lufkin	Angelina	US 59	1.24	14.616	17603131	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 1,481,182.10
2	Lufkin	Angelina	US 59	2.017	9.579	17603135	PLANE, HMA, OCST, PFC	Construction Schedule	$ 8,390,438.40
2	Lufkin	Angelina	US 59	10.678	11.513	255301115	CONVERT TO 4 LANE FRWY W/ 2 LANE NB & SB FRONTAGE ROADS	Finalizing for Construc	$ 13,557,000.00
2	Abilene	Scurry	FM 1606	12.919	13.073	152601019	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,261,400.00
2	Waco	Falls	IH 35	0	1.9	1503035	RECONSTRUCT AND WIDEN FROM FOUR TO SIX LANES TO REDUCE	Construction Schedule	$ 29,425,008.05
2	Waco	Limestone	SH 164	0	16.999	41302032	SEAL COAT	Construction Schedule	$ 789,342.15
2	Lufkin	Nacogdoches	SH 21	24.774	25.148	11808075	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,664,300.00
2	Lufkin	Polk	US 59	22.908	22.929	17605192	CONCRETE REPAIRS TO SUBSTRUCTURE	Finalizing for Construc	$ 15,125.00
2	Lufkin	San Jacinto	US 59	2.502	4.474	17702099	REESTABLISH THE ERODED SLOPE NEAR THE ABUTMENT AND PLACE	Construction Schedule	$ 12,737.00
2	Atlanta	Upshur	US 80	1	3.315	9603073	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 102,734.00
2	Atlanta	Panola	US 59	20.027	22.241	6303062	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 138,265.00
2	Waco	Hamilton	FM 1602	7.86	19.217	77405015	SEAL COAT	Finalizing for Construc	$ 368,500.00
2	Fort Worth	Erath	SH 6	20.674	26.533	25801029	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY,	Finalizing for Construc	$ 4,865,250.00
2	Dallas	Navarro	FM 637	0	5.688	99501022	RECONSTRUCT EXISTING ROADWAY AND ADD SHOULDERS	Construction Schedule	$ 7,542,301.58
2	Dallas	Navarro	SH 14	0	8.424	9302020	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 405,173.21
2	Dallas	Navarro	FM 85	23.115	24.462	71902031	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 80,821.58
2	Atlanta	Harrison	US 80	25.18	33.158	9609080	RESURFACE EXISTING 2-LANE HIGHWAY	Under Development	$ 3,832,699.65

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Lufkin	Nacogdoches	US 59	1.99	9.775	256001084	UPGRADE INSTALL SAFETY LIGHTING WITHIN PROJECT	Construction Schedule	$ 294,150.00
2	Lufkin	Nacogdoches	US 59	2.385	9.777	256001080	RESURFACE WITH SEAL COAT (NB LANES ONLY)	Construction Schedule	$ 434,132.40
2	Waco	Coryell	US 84	26.1	30.885	5505050	SEAL COAT	Construction Schedule	$ 828,992.30
2	Yoakum	Wharton	US 59	1	8.33	8908098	UPGRADE TO RURAL FREEWAY	Finalizing for Construc	$ 208,000,000.00
2	Amarillo	Carson	IH 40	2.822	4.878	27502072	INSTALL MEDIAN BARRIER	Finalizing for Construc	$ 650,000.00
2	Childress	Donley	IH 40	1	2.652	27506031	OVERLAY	Construction Schedule	$ 1,999,704.80
2	Childress	Donley	IH 40	1	3.223	27510031	OVERLAY	Construction Schedule	$ 998,888.20
2	Amarillo	Gray	IH 40	1	4.917	27507037	OVERLAY	Construction Schedule	$ 4,936,021.05
2	Amarillo	Gray	IH 40	1	1.649	27509028	OVERLAY	Construction Schedule	$ 341,612.95
2	Amarillo	Gray	IH 40	1.424	6.135	27511081	OVERLAY	Construction Schedule	$ 2,334,214.55
2	Amarillo	Oldham	IH 40	34.09	49.132	9004064	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 278,888.00
2	Odessa	Crane	US 385	25.815	32.276	22903035	WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY	Construction Schedule	$ 26,011,706.30
2	Waco	Bosque	FM 219	24.009	24.02	72402024	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,100,000.00
2	Yoakum	Fayette	FM 1579	1.354	1.362	149801008	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 710,000.00
2	Corpus Christi	Jim Wells	US 281	28.524	35.295	25501084	OVERLAY ROADWAY	Finalizing for Construc	$ 4,800,000.00
2	Atlanta	Cass	US 59	2.293	8.693	21803087	RESURFACE EXISTNG 4-LANE DIVIDED HIGHWAY	Finalizing for Construc	$ 8,155,000.00
2	Pharr	Kenedy	US 77	11.643	12.988	32705042	CONSTRUCT MAINLANES & OVERPASSES	Construction Schedule	$ 6,885,125.70
2	Pharr	Willacy	US 77	10.02	10.95	32710062	CONSTRUCT MAINLANES & OVERPASSES	Construction Schedule	$ 7,955,099.45
2	Lufkin	Polk	US 59	29.073	31.11	17605190	SEAL COAT SB LANES ONLY	Construction Schedule	$ 120,720.60
2	Lufkin	Polk	US 59	29.073	31.11	17605191	SEAL COAT NB LANES ONLY	Finalizing for Construc	$ 130,445.00
2	Paris	Fannin	FM 1629	1	3.867	198001008	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 677,488.50
2	Waco	Limestone	FM 1245	20	25.583	239402008	SEAL COAT	Construction Schedule	$ 103,099.12
2	Lufkin	Angelina	US 59	0	6.033	17602122	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 30,258.00
2	Lufkin	San Jacinto	FM 1127	0	5.398	168101013	RESURFACE WITH SEAL COAT	Construction Schedule	$ 201,501.60
2	Bryan	Freestone	IH 45	11.628	11.728	67502086	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,700,000.00
2	Beaumont	Jasper	FM 1408	0	5.336	141901011	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 228,837.00
2	Brownwood	Eastland	IH 20	8.977	12.473	706084	REALIGN EXISTING ROADWAY INCLUDING GRADING, PAVEMENT	Construction Schedule	$ 80,051,162.10
2	El Paso	Hudspeth	IH 10	37.503	40.072	207050	INSTALL LED FLASHING CHEVERONS (CURVE)	Finalizing for Construc	$ 418,080.00
2	Beaumont	Jasper	US 96	19.779	20.159	6408058	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 96,618.50
2	Amarillo	Carson	IH 40	5.995	10.386	27504052	BRIDGE JOINTS AND OVERLAY	Finalizing for Construc	$ 6,646,791.87
2	Amarillo	Carson	IH 40	0	6.26	27504056	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 40,630.00
2	Childress	Donley	IH 40	1	1.591	27508038	OVERLAY	Construction Schedule	$ 780,738.40
2	Childress	Donley	IH 40	1.591	3.232	27508039	OVERLAY	Construction Schedule	$ 746,269.00
2	San Angelo	Tom Green	US 87	38.361	51.222	7002088	SEAL COAT	Finalizing for Construc	$ 858,000.00
2	Bryan	Burleson	SH 21	22.813	23.013	11603063	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 98,029.00
2	Bryan	Milam	US 190	1	3.027	18502036	WIDEN FROM 2 LANE TO 4 LANE DIVIDED RURAL	Finalizing for Construc	$ 14,200,000.00
2	Brownwood	Mills	US 183	0	2.155	27401036	SEAL COAT	Finalizing for Construc	$ 106,608.00
2	San Angelo	Sutton	US 277	0.59	9.003	16001036	ADD PASSING LANES	Under Development	$ 5,889,100.00
2	San Angelo	Sutton	US 277	0	9.003	16001037	PROFILE EDGELINE AND CENTERLINE MARKINGS	Under Development	$ 235,515.00
2	Fort Worth	Jack	US 380	0.5	7.099	130901033	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Construction Schedule	$ 2,178,793.12
2	San Angelo	Edwards	US 83	0	3.51	3609010	SEAL COAT	Finalizing for Construc	$ 141,000.00
2	Lufkin	Polk	US 59	9.54	14.445	17605181	PLANE, HMA & PERMEABLE FRICTION COURSE	Finalizing for Construc	$ 3,685,520.50
2	Bryan	Freestone	FM 27	0.025	10.048	45602027	SAFETY WORK CONSISTING OF MILLED EDGELINE AND CENTERLINE	Finalizing for Construc	$ 54,091.00
2	Bryan	Leon	FM 811	0	12.656	114502022	REHABILITATE EXISTING ROAD CONSISTING OF GRADING, STRUCTURES	Finalizing for Construc	$ 7,600,000.00
2	Bryan	Robertson	FM 46	0	1.37	4914011	SAFETY WORK CONSISTING OF MILLED EDGELINE AND CENTERLINE	Finalizing for Construc	$ 7,300.00
2	Atlanta	Camp	SL 179	0	1.791	328901010	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 72,373.00
2	Laredo	Val Verde	US 90	20.371	20.696	2206051	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 474,691.49
2	Childress	Knox	US 82	7.366	19.141	13303038	SUPER 2	Finalizing for Construc	$ 9,000,000.00
2	Odessa	Pecos	IH 10	37.289	52.391	14001079	SEAL COAT FRONTAGE ROADS	Finalizing for Construc	$ 743,894.00
2	Atlanta	Harrison	SH 43	16	30.074	20705079	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 568,719.00
2	Odessa	Reeves	IH 20	38.801	47.852	307056	SEAL COAT_IH20 RAMPS	Construction Schedule	$ 30,899.78
2	Odessa	Ward	IH 20	29.681	40.362	404089	SEAL COAT NORTH FRONTAGE ROAD	Construction Schedule	$ 262,941.25
2	Odessa	Ward	IH 20	29.681	40.362	404088	SEAL COAT SOUTH FRONTAGE ROAD	Construction Schedule	$ 293,600.71

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Lufkin	Angelina	SL 287	1	6.027	255301119	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 77,948.00
2	Odessa	Reeves	IH 20	34.817	38.799	306093	SEAL COAT_IH20 RAMPS	Construction Schedule	$ 11,903.53
2	Corpus Christi	Goliad	US 183	0	8.906	15503040	REHABILITATE ROADWAY AND ADD PASSING LANES	Under Development	$ 10,000,000.00
2	Lubbock	Yoakum	SH 214	14.061	26.769	46108023	SUPER 2	Construction Schedule	$ 15,020,008.59
2	Lufkin	San Augustine	FM 711	0	11.299	168001016	RECONSTRUCT AND WIDEN PAVEMENT (24 FT)	Construction Schedule	$ 5,524,106.45
2	Atlanta	Morris	SH 11	0.054	5.645	8310040	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 225,928.00
2	Corpus Christi	Goliad	US 183	0	7.1	15502029	REHABILITATE ROADWAY AND ADD PASSING LANES	Under Development	$ 8,000,000.00
2	Lubbock	Terry	US 82	0.001	18.05	29703029	OVERLAY ARMORNING	Under Development	$ 7,820,000.00
2	Pharr	Cameron	PR 100	22.341	26.228	33104067	CONSTRUCT CONCRETE SIDEWALKS, RAMPS, CURBS, SIGNAGE &	Construction Schedule	$ 3,149,056.24
2	Wichita Falls	Wilbarger	US 183	16.66	25.96	12404038	UPGRADE TO SUPER-2	Finalizing for Construc	$ 10,991,305.30
2	Abilene	Howard	IH 20	10.001	19.184	505109	SPOT BASE REPAIR, 1-COURSE SURFACE TREATMENT, 2 SMA-D	Construction Schedule	$ 7,524,175.75
2	Abilene	Mitchell	IH 20	30.409	31.653	601100	REMOVE EXISTING RAMP	Finalizing for Construc	$ 300,128.25
2	Waco	Hill	FM 2604	0.981	1.009	260401008	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,450,000.00
2	Waco	Hill	FM 933	0.818	0.904	65601036	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 2,600,000.00
2	Dallas	Navarro	FM 637	5.715	5.846	99501026	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,406,524.00
2	Atlanta	Harrison	IH 20	7.328	16.811	49508109	RECONSTRUCT & WIDEN EXISTING INTERSTATE FROM 4 LANES TO 6	Under Development	$ 161,200,000.00
2	El Paso	Presidio	US 67	0	14.623	10409031	SEAL COAT	Finalizing for Construc	$ 672,658.00
2	El Paso	Presidio	US 67	33.265	46.313	10408024	SEAL COAT	Finalizing for Construc	$ 600,208.00
2	Lufkin	Polk	US 59	9.482	31.11	17605189	UPGRADE INSTALL SAFETY LIGHTING WITHIN PROJECT	Construction Schedule	$ 104,740.00
2	Fort Worth	Jack	US 281	36.956	37.2	24907071	GRADE SEPARATION CONSTRUCT BRIDGE AND RETAINING WALLS AT INT	Finalizing for Construc	$ 10,000,000.00
2	Odessa	Andrews	SH 176	39.845	40.811	54801034	CONSTRUCT OVERPASS	Finalizing for Construc	$ 11,457,411.00
2	San Angelo	Reagan	SH 137	20.409	40.374	55809035	GRADING, BASE AND SURFACING	Finalizing for Construc	$ 11,973,000.00
2	Yoakum	Colorado	SH 71	1.491	1.691	26602067	INSTALL SAFTEY LIGHTING	Finalizing for Construc	$ 34,101.50
2	Corpus Christi	Nueces	SH 44	9.771	10.039	37302095	INSTALL PEDESTRIAN CROSSWALK, INSTALL SIDEWALKS	Finalizing for Construc	$ 82,812.00
2	San Angelo	Reagan	SH 137	11.523	24.444	49410016	GRADING, BASE AND SURFACING	Finalizing for Construc	$ 7,752,000.00
2	Yoakum	Wharton	US 59	14.324	21.292	8907155	IMPROVE GUARDRAIL TO DESIGN STANDARD	Finalizing for Construc	$ 955,153.00
2	Abilene	Fisher	FM 419	22.26	22.326	98302022	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 154,224.00
2	Waco	Hamilton	FM 1602	0.309	9.632	55006013	SEAL COAT	Construction Schedule	$ 305,512.44
2	Waco	Hill	SH 171	1	6.045	1903027	SEAL COAT	Construction Schedule	$ 225,354.20
2	San Antonio	Kendall	IH 10	0.343	1.335	14215026	COMPLETE EB/WB FRONTAGE RDS & CONVERT TO ONE WAY OPERATION,	Finalizing for Construc	$ 5,500,000.00
2	Atlanta	Bowie	FM 114	20	22.833	273002008	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 141,628.00
2	Atlanta	Bowie	IH 30	20.678	20.944	61006088	REHABILITATE NORTH & SOUTH FRONTAGE ROADS	Construction Schedule	$ 638,757.20
2	Atlanta	Harrison	IH 20	15.195	15.259	49508103	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END	Construction Schedule	$ 43,468.00
2	Laredo	Val Verde	US 277	16.871	50.801	16005048	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 402,892.00
2	Laredo	Webb	IH 35	26.323	26.474	1803049	NEW LOCATION TWO LANE HIGHWAY	Construction Schedule	$ 441,304.28
2	Dallas	Navarro	FM 744	12.084	17.577	166303019	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 207,656.65
2	Laredo	Webb	IH 35	8.486	16.906	1804056	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 335,715.16
2	Lubbock	Gaines	SH 214	0.995	20.874	46109018	SUPER 2	Construction Schedule	$ 21,763,937.15
2	Tyler	Cherokee	US 175	0	10.566	19804029	WIDEN FROM 2 LANES TO 4 LANES W/DEPRESSED MEDIAN	Finalizing for Construc	$ 125,000,000.00
2	Tyler	Anderson	US 175	4.222	8.046	19803026	WIDEN 2 LANE ROAD TO 4 LANE DIVIDED HWY W/DEPRESSED MEDIAN	Finalizing for Construc	$ 44,000,000.00
2	Corpus Christi	Kleberg	US 77	6.106	9.496	10204099	CONSTRUCT MAINLANES, FRONTAGE ROADS AND STRUCTURES	Finalizing for Construc	$ 45,000,000.00
2	Lufkin	Polk	US 59	33.13	41.316	17701107	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 83,470.00
2	Lufkin	Angelina	FM 706	0	2.149	295901010	RESURFACE WITH SEAL COAT	Construction Schedule	$ 84,403.15
2	San Angelo	Coke	RM 2034	13.002	22.743	201002011	SEAL COAT	Construction Schedule	$ 268,154.34
2	San Angelo	Concho	FM 381	1.015	8.078	82602025	SEAL COAT	Finalizing for Construc	$ 177,000.00
2	San Angelo	Menard	US 377	0	3.973	14903013	SEAL COAT	Finalizing for Construc	$ 372,800.00
2	Childress	Motley	FM 94	12.622	22.862	70405022	WIDENING OF NON-FREEWAY FACILITY	Construction Schedule	$ 6,578,166.13
2	Amarillo	Gray	US 60	1	8.511	16907052	PRESERVATION AND SAFETY IMPROVEMENTS ON A FREIGHT CORRIDOR	Construction Schedule	$ 5,168,445.40
2	Paris	Lamar	US 82	18.089	22.621	4511041	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 22,742.78
2	Amarillo	Sherman	US 54	8.673	10.674	23806033	THICK OVERLAY	Finalizing for Construc	$ 1,300,000.00
2	Beaumont	Tyler	US 69	0.68	7.254	20007054	MILL AND OVERLAY	Finalizing for Construc	$ 4,275,000.00
2	Paris	Hopkins	SH 19	12.315	13	10809050	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 42,535.00
2	Fort Worth	Somervell	US 67	0.011	6.976	25903057	REPAIR BASE FAILURES, MILL, TOM OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 1,419,293.83

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Fort Worth	Somervell	US 67	0.011	1.626	25902052	REPAIR BASE FAILURES, MILL, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 633,363.25
2	Wichita Falls	Archer	US 281	11.22	13.2	24903052	SEAL COAT	Construction Schedule	$ 70,513.35
2	Lubbock	Lamb	US 84	14.484	14.722	5204051	SAFETY	Finalizing for Construc	$ 53,239.00
2	Tyler	Wood	US 69	1.112	7.224	20305044	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 149,142.00
2	Beaumont	Tyler	US 287	1	17.717	34104070	OVERLAY EXISTING ROADWAY	Finalizing for Construc	$ 6,992,320.55
2	Fort Worth	Jack	SH 114	0.747	9.995	44402021	CONSTRUCT SUPER 2	Finalizing for Construc	$ 6,746,250.00
2	Fort Worth	Palo Pinto	SH 16	0.031	6.031	36202021	WIDEN PAVEMENT, REALIGN 3800 , EXTEND CULVERTS, OVERLAY,	Finalizing for Construc	$ 8,700,000.00
2	Wichita Falls	Baylor	US 183	0.5	5.151	12405025	UPGRADE TO SUPER 2	Finalizing for Construc	$ 5,000,000.00
2	Amarillo	Potter	US 87	18.4	19.223	4107106	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 5,024,000.00
2	San Angelo	Kimble	US 83	0	10.762	3601015	SEAL COAT	Finalizing for Construc	$ 3,390,200.00
2	Lufkin	Houston	SH 21	0	0.767	11706049	REPAIR SUBSTRUCTURE	Construction Schedule	$ 915,662.85
2	Corpus Christi	Karnes	FM 1020	2.033	2.5	155201012	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 198,000.00
2	Corpus Christi	Karnes	FM 1020	0.994	1.003	155201011	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 268,400.00
2	Dallas	Navarro	FM 639	0	4.018	322701011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 114,209.80
2	Dallas	Navarro	FM 85	20	23.115	105002011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 185,389.92
2	Dallas	Navarro	FM 1946	0	1.183	182904006	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 43,355.45
2	Brownwood	Comanche	SH 16	0.001	0.677	28901032	SEAL COAT	Construction Schedule	$ 29,781.06
2	Lubbock	Hale	IH 27	23.281	27.787	6705047	RESTORATION OF EXISTING ROAD	Under Development	$ 3,344,436.00
2	San Angelo	Crockett	SH 137	1.023	13.535	55810037	SAFETY TREATED FIXED OBJECT	Finalizing for Construc	$ 390,087.00
2	Atlanta	Titus	FM 1402	4.001	16.206	138401027	TEXTURIZE SHOULDERS & CL TEXTURING	Finalizing for Construc	$ 886,277.00
2	Wichita Falls	Wilbarger	US 287	29.213	29.914	4307111	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 178,096.00
2	Yoakum	Colorado	IH 10	19.365	31.816	27101066	ADD LANES FOR 6-LANE FACILITY	Under Development	$ 180,000,000.00
2	Bryan	Milam	FM 908	6.846	6.946	208701021	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 1,350,000.00
2	Atlanta	Harrison	IH 20	4.838	4.848	49508108	REPLACE BRIDGE & APPROACHES TO IMPROVE VERTICAL CLEARANCE	Finalizing for Construc	$ 7,042,000.00
2	Atlanta	Harrison	FM 1186	25	29.722	6301094	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 138,974.00
2	Corpus Christi	Jim Wells	US 281	0	4.167	25407007	SPOT BASE REPAIR AND OVERLAY	Construction Schedule	$ 5,189,479.75
2	Laredo	Maverick	FM 1021	2.292	2.848	122901070	INTERCONNECT SIGNALS	Construction Schedule	$ 49,815.00
2	Corpus Christi	Kleberg	US 77	12.764	19.299	10204105	OVERLAY ROADWAY	Finalizing for Construc	$ 5,900,000.00
2	Childress	Wheeler	IH 40	16.436	16.437	27512078	BRIDGE MAINTENANCE (CONCRETE REPAIRS TO SUBSTRUCTURE/FULL	Finalizing for Construc	$ 788,533.00
2	Childress	Wheeler	IH 40	16.436	16.437	27512074	BRIDGE MAINTENANCE (ADD VEHICLE DEFLECTION WALLS)	Finalizing for Construc	$ 308,997.00
2	Pharr	Willacy	SH 186	0.412	12.708	43302052	REHABILITATE ROADWAY (SUPER 2)	Construction Schedule	$ 22,340,890.53
2	Lubbock	Lubbock	FM 179	1.49	8.129	88004038	SEAL COAT	Construction Schedule	$ 167,373.00
2	Dallas	Navarro	BI 45-F	8.774	10.074	9213023	MINOR DRAINAGE PAVEMENT OVERLAY	Construction Schedule	$ 2,419,506.75
2	Paris	Rains	FM 2795	0	1.95	20312006	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 25,139.00
2	Paris	Red River	FM 1699	3.358	14.86	72201023	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 63,267.00
2	San Angelo	Edwards	RM 674	0	12.15	37505061	SEAL COAT	Finalizing for Construc	$ 428,371.63
2	Waco	Limestone	FM 339	8.367	8.751	166204006	SEAL COAT	Construction Schedule	$ 9,631.96
2	Tyler	Smith	IH 20	33.781	33.884	49506031	REPLACE BRIDGE RAIL	Construction Schedule	$ 38,067.00
2	Lufkin	Angelina	US 59	1.24	14.538	17603137	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 159,272.00
2	Lufkin	Nacogdoches	US 59	26.072	32.894	17601111	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 75,438.00
2	Lufkin	San Augustine	FM 2558	2.943	2.952	39005006	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 907,600.00
2	San Antonio	Kendall	IH 10	0	1.923	14215028	OVERLAY AND PAVEMENT MARKINGS ON MAIN LANES	Finalizing for Construc	$ 803,761.00
2	Bryan	Freestone	FM 27	0.025	4.645	45602023	REHABILITATE EXISTING ROAD CONSISTING OF GRADING, STRUCTURES	Finalizing for Construc	$ 1,900,000.00
2	Beaumont	Jasper	PW	0	1.837	92012044	SEAL COAT PARK ROADS, PARKING LOTS, AND CAMPSITE PULLOUTS	Finalizing for Construc	$ 515,000.00
2	Beaumont	Tyler	FM 2992	0	2	304301011	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 499,639.47
2	Brownwood	Eastland	SH 6	11.314	13.393	12603034	BASE OVERLAY AND 2 COURSE SURFACE TREATMENT	Finalizing for Construc	$ 3,035,807.00
2	El Paso	Culberson	IH 10	0	6.836	302045	SEAL COAT (FONTAGE ROAD)	Finalizing for Construc	$ 314,456.00
2	El Paso	Hudspeth	FM 192	6.507	6.621	95701019	BRIDGE REPLACEMENT	Finalizing for Construc	$ 193,760.00
2	Fort Worth	Erath	SH 6	14.745	20.15	25706027	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 4,198,408.15
2	Odessa	Loving	SH 302	3.127	20.344	47903016	ROADWAY REHABILITATION	Finalizing for Construc	$ 27,550,000.00
2	Lufkin	Nacogdoches	US 59	0	2.689	17506044	RESURFACE WITH SEAL COAT	Construction Schedule	$ 280,208.90
2	Yoakum	Colorado	IH 10	16.712	19.357	53508072	ADD LANES FOR 6-LANE FACILITY	Under Development	$ 92,000,000.00
2	Yoakum	De Witt	US 87	14.9	15.409	14308088	CONSTRUCT ONE WAY BRIDGE AND APPR (NORTHBOUND)	Finalizing for Construc	$ 13,404,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Burleson	SH 36	0.096	14.113	18603065	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 739,117.88
2	Waco	Bosque	FM 56	1.902	10.727	185203012	REHABILITATE AND WIDEN ROADWAY	Finalizing for Construc	$ 4,600,000.00
2	Paris	Red River	US 82	17.188	34.325	4601064	CONSTRUCT SUPER 2	Finalizing for Construc	$ 10,995,929.47
2	Wichita Falls	Baylor	US 82	0	10.673	13304043	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 39,824.33
2	Wichita Falls	Baylor	US 82	4.093	10.857	15606058	SEAL COAT	Finalizing for Construc	$ 527,772.00
2	Amarillo	Hemphill	US 60	0	9.209	16909017	THICK OVERLAY AND JCP JOINT REPAIR	Construction Schedule	$ 4,573,109.63
2	Amarillo	Hemphill	US 60	0	9.305	16909019	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 70,091.10
2	Amarillo	Hemphill	US 60	0	9.305	16909018	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 108,190.00
2	Amarillo	Roberts	US 60	0.5	14.543	16908024	THICK OVERLAY AND JCP JOINT REPAIR	Construction Schedule	$ 8,194,678.26
2	Amarillo	Roberts	US 60	8.294	14.543	16908027	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 49,282.95
2	Lubbock	Yoakum	US 82	14.87	28.651	29702016	OVERLAY ARMORING	Under Development	$ 6,650,000.00
2	Lufkin	Nacogdoches	SH 103	0	8.569	33606028	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 424,316.00
2	Yoakum	Fayette	BS 71-E	24.759	25.026	26514008	CONSTRUCT ONE WAY BRIDGE AND APPR (EASTBOUND)	Finalizing for Construc	$ 12,500,000.00
2	Lufkin	Nacogdoches	FM 1275	11.633	19.216	140701025	RECONSTRUCT, WIDEN AND RESURFACE PAVEMENT	Finalizing for Construc	$ 4,230,901.00
2	Atlanta	Harrison	US 80	18.707	33.189	9609081	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 95,089.50
2	Wichita Falls	Archer	SH 114	0	0.37	13307028	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 1,483.53
2	Wichita Falls	Baylor	SH 114	0.737	10.948	13305027	CENTERLINE TEXTURING	Construction Schedule	$ 19,414.46
2	Wichita Falls	Baylor	SH 114	1.117	10.948	13305028	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 36,703.40
2	Lubbock	Crosby	SH 207	10.676	22.1	45304024	RESTORATION OF EXISTING ROADWAY	Under Development	$ 5,210,000.00
2	Odessa	Pecos	US 285	38.291	53.192	29303019	SEAL COAT	Construction Schedule	$ 567,770.41
2	Tyler	Van Zandt	IH 20	3.355	3.455	49502065	REPLACE BRIDGE & APPROACHES	Under Development	$ 3,000,000.00
2	Lufkin	Shelby	SH 87	35.652	38.484	30401028	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Under Development	$ 2,000,000.00
2	Corpus Christi	Bee	US 181	0	8.5	10007050	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Finalizing for Construc	$ 6,120,000.00
2	Bryan	Freestone	FM 27	0.046	9.901	45601047	REHABILITATE EXISTING ROAD CONSISTING OF GRADING, STRUCTURES	Finalizing for Construc	$ 2,750,000.00
2	Bryan	Madison	IH 45	17.052	17.152	67505088	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,500,000.00
2	Dallas	Navarro	SH 309	3.267	3.371	57401031	REPLACE BRIDGES AND APPROACHES	Construction Schedule	$ 1,523,294.99
2	Dallas	Navarro	FM 667	2.845	10.151	74702019	REHABILITATE EXISTING ROADWAY AND ADD SHOULDERS, MILL, FULL	Construction Schedule	$ 9,374,303.00
2	Brownwood	Coleman	US 67	0	7.696	7805022	SEAL COAT	Construction Schedule	$ 295,631.42
2	Wichita Falls	Wichita	IH 44	8.917	13.518	15607112	INSTALL MEDIAN BARRIER	Construction Schedule	$ 884,615.87
2	Lufkin	Nacogdoches	US 59	1.99	9.372	256001082	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 65,900.00
2	Amarillo	Deaf Smith	US 385	1	2	22604029	SEALCOAT	Construction Schedule	$ 53,893.95
2	Odessa	Pecos	IH 10	77.541	86.881	14004046	SEAL COAT NORTH FRONTAGE ROAD	Construction Schedule	$ 224,892.80
2	Odessa	Pecos	IH 10	77.541	87.763	14004045	SEAL COAT SOUTH FRONTAGE ROAD	Construction Schedule	$ 231,320.23
2	Odessa	Pecos	IH 10	77.541	87.763	14004044	SEAL COAT	Construction Schedule	$ 991,032.67
2	Odessa	Reeves	IH 20	15.708	38.799	306094	SEAL COAT FRONTAGE ROADS	Finalizing for Construc	$ 1,049,878.00
2	Odessa	Reeves	IH 10	21.918	35.844	44105047	SEAL COAT FRONTAGE ROADS	Finalizing for Construc	$ 791,500.00
2	Lubbock	Hale	FM 1914	1.086	9.438	175002009	SEAL COAT	Construction Schedule	$ 199,080.80
2	San Angelo	Glasscock	SH 158	1	18.647	46304026	ACP OVERLAY	Construction Schedule	$ 7,794,954.64
2	Tyler	Wood	US 69	10.795	12.176	19003083	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 111,476.10
2	Tyler	Wood	US 69	10.795	12.176	19003084	PLANE & RESURFACE ROADWAY	Finalizing for Construc	$ 2,420,000.00
2	San Antonio	Uvalde	US 83	11.545	12.21	3608054	INST ADV SIGNALS/SIGNS CURVE, CHEVRONS, HFST CURVE,IMPRV	Finalizing for Construc	$ 330,259.00
2	Amarillo	Oldham	IH 40	16.048	16.058	9003061	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 260,950.00
2	Amarillo	Oldham	IH 40	10.363	10.496	9003060	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 44,948.00
2	Lufkin	Sabine	SH 21	0	6.268	11903028	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 32,587.56
2	Lufkin	Sabine	SH 21	0	6.269	11903029	RESURFACE WITH SEAL COAT	Construction Schedule	$ 233,202.75
2	Yoakum	Gonzales	FM 108	9.831	9.868	71501019	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,900,000.00
2	Corpus Christi	Jim Wells	FM 2044	9.248	9.318	108601019	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 198,000.00
2	San Angelo	Sterling	US 87	0	19.791	6903058	ACP OVERLAY	Under Development	$ 7,215,000.00
2	San Angelo	Sutton	IH 10	0	10.178	14102033	ACP OVERLAY	Finalizing for Construc	$ 5,597,900.00
2	Lufkin	Trinity	FM 2262	24	26.954	238701017	RECONSTRUCT AND WIDEN PAVEMENT TO 24 FT	Construction Schedule	$ 1,562,787.45
2	San Angelo	Tom Green	US 277	0	13.716	26406041	PROFILE EDGELINE AND CENTERLINE MARKING	Finalizing for Construc	$ 358,806.00
2	Amarillo	Moore	US 287	7.81	8.595	6604077	CONCRETE PAVING AT MACHOVEC AREA	Finalizing for Construc	$ 6,000,000.00
2	Odessa	Martin	IH 20	4.16	13.475	504073	INSTALL MEDIAN BARRIER	Construction Schedule	$ 922,214.78

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Odessa	Martin	IH 20	4.445	6.555	504076	BRIDGE REPLACEMENT AND REHAB FRONTAGE ROAD	Finalizing for Construc	$ 20,000,000.00
2	Odessa	Martin	IH 20	0	13.475	504077	SEAL COAT IH 20 S FRONTAGE ROAD	Construction Schedule	$ 238,535.59
2	Odessa	Martin	IH 20	0	13.475	504078	SEAL COAT_IH20 N FRONTAGE ROAD	Construction Schedule	$ 199,899.95
2	Corpus Christi	Kleberg	US 77	9.496	18.144	10204097	CONSTRUCT MAINLANES, FRONTAGE ROADS AND STRUCTURES	Finalizing for Construc	$ 95,000,000.00
2	Laredo	La Salle	IH 35	2.65	7.204	1708105	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,117,007.00
2	Laredo	La Salle	IH 35	2.65	7.204	1708104	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,117,007.00
2	Laredo	Dimmit	US 83	0	7.197	3705054	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 408,462.00
2	Odessa	Andrews	FM 1788	11.386	11.586	171805017	INSTALL INTERSECTION FLASHING BEACON, INSTALL ADVANCED	Finalizing for Construc	$ 44,378.00
2	Odessa	Ward	SH 115	6.563	6.763	35402027	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 66,299.00
2	Lufkin	Shelby	US 96	6.205	6.378	6306099	DECK REPAIRS AND RESEAL JOINTS	Finalizing for Construc	$ 481,241.00
2	Laredo	Dimmit	US 83	0	8.637	3705053	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 150,192.00
2	Laredo	Duval	US 59	21.095	21.295	23705046	IMPROVE TRAFFIC SIGNAL	Finalizing for Construc	$ 111,793.00
2	Brownwood	San Saba	US 190	22.741	23.752	27203038	REHABILITATE URBAN ROADWAY	Finalizing for Construc	$ 4,210,000.00
2	Odessa	Andrews	SH 115	10.011	10.211	35406027	INSTALL INTERSECTION FLASHING BEACON, INSTALL ADV_WARNING	Finalizing for Construc	$ 49,394.00
2	Yoakum	Gonzales	US 90A	30.153	30.553	44501061	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 25,504.00
2	Brownwood	San Saba	US 190	23.773	23.887	27204027	REHABILITATE URBAN ROADWAY	Finalizing for Construc	$ 500,000.00
2	Lufkin	Polk	US 59	10.087	28.053	17605188	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 196,922.00
2	Atlanta	Harrison	FM 1998	0	4.776	192001021	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 283,683.00
2	El Paso	Culberson	US 285	0	0.705	13901019	ROADWAY WIDENING TO A MODIFIED SUPER 2	Construction Schedule	$ 1,951,585.50
2	San Angelo	Coke	RM 1672	1	2.847	45406008	SEAL COAT	Finalizing for Construc	$ 62,000.00
2	San Angelo	Coke	FM 2059	9.979	25.728	246701012	SEAL COAT	Finalizing for Construc	$ 376,000.00
2	San Angelo	Concho	FM 381	14.156	18.229	82602026	SEAL COAT	Finalizing for Construc	$ 92,000.00
2	San Angelo	Tom Green	FM 2335	0	16.256	222801016	SEAL COAT	Finalizing for Construc	$ 653,000.00
2	San Angelo	Tom Green	FM 2288	0	7.959	214102014	SEAL COAT	Finalizing for Construc	$ 405,000.00
2	San Angelo	Tom Green	RM 584	8.804	14.557	257401046	SEAL COAT	Finalizing for Construc	$ 182,000.00
2	Abilene	Scurry	FM 1269	0.201	1.381	187302023	INSTALL ADVANCE CURVE WARNING SIGNALS - EXISTING WARNING SIG	Construction Schedule	$ 55,132.40
2	Waco	Coryell	FM 182	3.66	3.678	121902018	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 960,000.00
2	Waco	Coryell	FM 182	4.334	4.343	121902017	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 750,000.00
2	Waco	Hamilton	FM 218	16.302	20.986	12005026	REHAB & WIDEN ROADWAY	Finalizing for Construc	$ 2,070,000.00
2	Waco	Hill	FM 66	14.409	14.413	59601020	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 505,000.00
2	Waco	Hill	FM 66	13.984	13.998	59601019	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 625,000.00
2	Waco	Hill	FM 934	30.183	43.165	166103014	SEAL COAT	Construction Schedule	$ 310,724.73
2	Tyler	Rusk	FM 2658	1	2.571	265301014	REPAIR & REPAVE ROADWAY	Construction Schedule	$ 1,411,838.90
2	Tyler	Rusk	SH 64	0	2.127	24508052	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 52,958.00
2	Lufkin	Polk	US 59	0	7.964	17604085	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 73,430.00
2	Lufkin	San Augustine	FM 2213	0.072	4.203	168002018	RESURFACE WITH SEAL COAT	Construction Schedule	$ 133,643.25
2	Lufkin	San Jacinto	US 59	0	13.369	17702101	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 91,502.00
2	Lufkin	Shelby	SH 87	26.035	38.484	30401029	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 57,966.06
2	Yoakum	De Witt	FM 952	12	12.75	94102019	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,200,000.00
2	Yoakum	Fayette	FM 1457	0	7.026	144101015	SEAL COAT	Finalizing for Construc	$ 187,548.00
2	Yoakum	Fayette	FM 153	0	11.432	80703035	SEAL COAT	Finalizing for Construc	$ 305,159.00
2	Austin	Llano	RM 152	16.971	18.363	39609021	PEDESTRAIN TRAIL- SIDEWALKS	Construction Schedule	$ 978,603.85
2	San Antonio	Bandera	SH 16	5.122	6.134	29106055	PROFILE EDGELINES/CENTERLINE MARKINGS	Construction Schedule	$ 18,662.40
2	Corpus Christi	Bee	FM 623	7.025	15.398	98801024	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 210,288.00
2	Bryan	Burleson	FM 166	0	15.545	95501027	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 1,331,788.00
2	Bryan	Burleson	FM 166	0.043	7.639	95501029	SEAL COAT	Construction Schedule	$ 286,615.00
2	Bryan	Freestone	FM 27	4.645	6.44	45602025	WIDEN EXISTING ROAD CONSISTING OF IMPROVE SHDRS, SEAL COAT	Finalizing for Construc	$ 500,000.00
2	Atlanta	Harrison	VA	0.008	1.174	91903053	REHABILITATE ROADS,PARKING LOTS & CAMPSITES PULLOUTS IN	Construction Schedule	$ 1,461,073.75
2	Atlanta	Morris	US 259	0	8.979	8501048	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 90,572.50
2	Brownwood	Lampasas	FM 580	0	9.008	23115041	SEAL COAT	Construction Schedule	$ 176,814.10
2	Brownwood	McCulloch	SH 71	0	1.724	256101011	REHAB EXISTING ROADWAY	Construction Schedule	$ 2,743,820.25
2	Childress	Dickens	US 82	6.133	6.134	13202036	BRIDGE MAINTENANCE_(ADDRESS SLIDING BEARING PADS)	Finalizing for Construc	$ 325,130.00
2	Tyler	Cherokee	US 79	0.437	4.057	20604041	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 41,417.10

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Paris	Hopkins	SH 19	12.304	25.397	10809046	MILL AND INLAY	Construction Schedule	$ 1,794,300.20
2	Tyler	Henderson	US 175	25.899	26.099	109905037	INSTALL FLASHING BEACON	Construction Schedule	$ 66,194.20
2	Bryan	Walker	US 190	16.413	18.495	16608050	ASPHALT RUBBER SEAL	Construction Schedule	$ 142,341.00
2	Paris	Hopkins	SH 19	0.048	12.315	40002051	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 1,571,877.00
2	Tyler	Anderson	US 79	0.001	4.105	20602027	MODERNIZE BRIDGE RAIL & APPROACH GUARDRAIL,IMPROVE GUARDRAIL	Finalizing for Construc	$ 802,889.00
2	Bryan	Robertson	US 79	19.101	21.613	4907064	MILLING AND HMA OVERLAY	Construction Schedule	$ 1,488,074.02
2	El Paso	Presidio	US 90	0	14.012	2006017	SEAL COAT	Construction Schedule	$ 1,700,977.19
2	Tyler	Gregg	SH 31	3.428	7.187	42402048	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 307,010.65
2	Fort Worth	Palo Pinto	US 180	14.788	32.64	710063	SEAL COAT MAIN LANES	Construction Schedule	$ 561,152.57
2	Tyler	Anderson	US 79	0	2.763	20601052	MODERNIZE BRIDGE RAIL & APPROACH GUARDRAIL,IMPROVE GUARDRAIL	Finalizing for Construc	$ 524,959.00
2	Tyler	Gregg	SH 31	1.227	3.337	42402047	IMPROVE DRAINAGE, UPGRADE GUARD RAIL	Finalizing for Construc	$ 614,350.00
2	Lufkin	San Jacinto	US 190	8.463	13.215	21302045	RESURFACE WITH SEAL COAT	Construction Schedule	$ 342,569.40
2	Austin	Gillespie	US 290	8.8	18.686	11302065	LEVEL-UP AND TOM	Finalizing for Construc	$ 3,410,000.00
2	Bryan	Milam	US 79	1.202	12.72	20408064	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 30,900.00
2	Atlanta	Morris	SH 11	6.039	6.719	22203059	REHABILITATE PAVEMENT ON EXISTING 4-LANE HIGHWAY	Under Development	$ 2,662,100.00
2	Atlanta	Titus	SH 49	4.633	10.821	22201054	PROFILE CENTERLINE & EDGELINE MARKINGS	Finalizing for Construc	$ 250,052.00
2	Beaumont	Jasper	US 190	0.131	0.434	21308074	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 11,556,953.00
2	El Paso	Culberson	US 90	0.16	0.353	2001021	CONCRETE INTERSECTION	Finalizing for Construc	$ 1,200,000.00
2	Waco	Hill	SH 22	0	19.024	12102060	SEAL COAT	Finalizing for Construc	$ 750,000.00
2	Tyler	Rusk	SH 42	0.272	6.25	54502040	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 316,420.25
2	Lufkin	Angelina	SH 7	0.507	7.084	89401020	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 51,307.54
2	Lufkin	Angelina	SH 7	0.495	7.084	89401021	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 450,149.00
2	Lufkin	Houston	FM 2781	0	11.888	270701011	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 5,534,818.00
2	Lufkin	Polk	US 190	23.939	34.116	21305041	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 665,905.00
2	Lufkin	Sabine	SH 87	0	8.553	30402039	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Under Development	$ 6,920,000.00
2	Lufkin	Trinity	FM 2781	0.189	0.819	34006008	REHAB & WIDEN EXISTING PAVEMENT	Finalizing for Construc	$ 393,000.00
2	Yoakum	Gonzales	US 90	36.362	42.838	2601027	PAVEMENT REPAIR AND RESURFACING	Construction Schedule	$ 2,940,045.60
2	Bryan	Leon	IH 45	24.663	24.773	67503085	REPLACE BRIDGE AND APPROACHES	Under Development	$ 625,000.00
2	Beaumont	Tyler	US 69	9.824	18.37	20005048	OVERLAY EXISTING ROADWAY	Finalizing for Construc	$ 6,500,000.00
2	El Paso	Hudspeth	US 62	13.974	28.763	37405026	CONSTRUCT SUPER 2	Finalizing for Construc	$ 9,076,444.00
2	El Paso	Hudspeth	US 62	30	46.002	37406022	CONSTRUCT SUPER 2	Finalizing for Construc	$ 12,101,925.00
2	El Paso	Hudspeth	US 62	45.672	66.258	37407027	CONSTRUCT SUPER 2	Finalizing for Construc	$ 10,120,407.00
2	El Paso	Presidio	FM 170	0	28.144	95707021	CONSTRUCT CULVERTS	Under Development	$ 2,700,000.00
2	Childress	Childress	US 62	27.172	38.052	38101016	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 453,035.59
2	Childress	Knox	US 82	0	7.55	13303046	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 4,154,000.00
2	San Antonio	Kerr	IH 10	11.218	19.093	14214061	OVERLAY & PAVEMENT MARKINGS ON MAINLANES	Construction Schedule	$ 5,581,640.12
2	Bryan	Leon	IH 45	11.85	24.838	67503087	SEAL COAT	Construction Schedule	$ 463,539.96
2	Childress	Knox	US 82	0	11.597	13302025	SUPER 2	Finalizing for Construc	$ 10,884,733.60
2	Paris	Lamar	US 82	5.647	5.688	169001126	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 69,466.00
2	Odessa	Martin	IH 20	4.861	5.061	504079	BRIDGE DEMOLITION	Construction Schedule	$ 350,835.14
2	Abilene	Callahan	IH 20	15.118	15.107	701062	BRIDGE REHAB	Finalizing for Construc	$ 730,000.00
2	Abilene	Taylor	FM 604	7.01	7.064	97403014	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 714,000.00
2	Laredo	Val Verde	US 277	47.289	47.661	16007032	BRIDGE MAINTENANCE	Finalizing for Construc	$ 496,787.50
2	Corpus Christi	San Patricio	US 77	8.715	9.715	37201100	SAFETY LIGHTING	Construction Schedule	$ 211,104.00
2	Brownwood	Comanche	SH 6	8.922	10.799	25705045	EXPAND 2 LANES TO 4 LANES WITH TWLTL INCLUDING GRADING, STOR	Finalizing for Construc	$ 9,324,475.29
2	Bryan	Walker	IH 45	15.989	16.88	67506108	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE	Finalizing for Construc	$ 30,000,000.00
2	Paris	Red River	FM 1699	0	3.358	161801011	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 42,393.00
2	Waco	Coryell	SH 236	0	0.1	51301017	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 6,450,000.00
2	El Paso	Culberson	IH 10	5.73	18.267	301059	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 968,898.00
2	El Paso	Hudspeth	IH 10	45.369	45.929	208054	BRIDGE APPROACH AND ROADWAY WORK	Construction Schedule	$ 967,529.32
2	Lufkin	Nacogdoches	US 259	0.092	11.461	13806045	UPGRADE INSTALL SAFETY LIGHTING WITHIN PROJECT	Construction Schedule	$ 30,755.00
2	Yoakum	Gonzales	US 183	10.26	15.572	15401066	PAVEMENT REPAIR AND RESURFACING	Construction Schedule	$ 1,621,875.70
2	Yoakum	Fayette	SH 71	0	1.846	26601083	ACP OVERLAY	Finalizing for Construc	$ 500,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Brownwood	Brown	FM 2524	10	11.186	237701047	SEAL COAT	Construction Schedule	$ 84,507.80
2	Bryan	Grimes	SH 6	0.405	4.217	5003103	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 162,139.06
2	Abilene	Howard	FM 700	6.1	6.3	66802018	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 27,574.95
2	Bryan	Washington	BS 36-J	0	1.671	18701044	MILL AND INLAY	Finalizing for Construc	$ 700,000.00
2	Abilene	Howard	FM 700	4.898	5.098	66802015	IMPROVE TRAFFIC SGNLS, INSTL ADV INT WARNING SIG & SIGNS,	Construction Schedule	$ 149,791.95
2	Corpus Christi	Bee	US 59	11.189	12.508	8801068	SPOT BASE REPAIR AND NOVACHIP ROADWAY	Finalizing for Construc	$ 1,500,000.00
2	Lubbock	Gaines	US 62	0.501	2.058	22802048	RESTORATION OF ROADWAY	Finalizing for Construc	$ 10,000,000.00
2	Fort Worth	Erath	US 67	0.386	1.303	7904049	REPAIR BASE FAILURES, REMOVE BRICK, MILL, HMAC OVERLAY,	Finalizing for Construc	$ 1,200,000.00
2	Wichita Falls	Archer	US 82	5.234	13.853	15605060	SEAL COAT	Finalizing for Construc	$ 362,824.00
2	Wichita Falls	Wilbarger	US 287	20.02	20.342	4305107	DECK AND CONCRETE STRUCTURE REPAIR	Construction Schedule	$ 1,915,251.00
2	Odessa	Andrews	US 385	14.021	14.221	22805067	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 41,199.00
2	Odessa	Pecos	US 285	3.266	3.466	14017019	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 41,199.00
2	Odessa	Pecos	US 285	3.336	3.536	14017020	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 41,199.00
2	Odessa	Reeves	US 285	64.388	64.983	13906022	ROADWAY REHABILITATION	Finalizing for Construc	$ 723,782.91
2	Lufkin	Angelina	US 69	6.719	6.919	20001089	INSTALL TRAFFIC SIGNAL	Construction Schedule	$ 161,145.00
2	Lufkin	Polk	US 190	31.066	34.862	21303103	INSTALL WARNING SIGNS, STOP SIGNS AND PAVEMENT MARKINGS	Finalizing for Construc	$ 57,868.00
2	Lufkin	San Augustine	US 96	3.762	6.716	80903040	RECONSTRUCT PAVEMENT AND ADD PASSING LANES	Finalizing for Construc	$ 6,000,000.00
2	Yoakum	De Witt	US 183	12.824	12.924	15501041	MISC BRIDGE REPAIR	Construction Schedule	$ 637,714.00
2	Yoakum	Fayette	SH 71	2.755	14.167	26601084	ACP OVERLAY	Finalizing for Construc	$ 2,500,000.00
2	San Antonio	Wilson	SH 123	18.705	21.59	36605047	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 50,830.94
2	Bryan	Madison	SH 21	20.746	20.89	11705054	BRIDGE WIDENING	Finalizing for Construc	$ 1,000,000.00
2	Atlanta	Upshur	SH 155	1.271	1.471	52002060	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 36,262.00
2	Brownwood	Brown	FM 2524	22.152	23.288	237701046	SEAL COAT	Construction Schedule	$ 52,780.82
2	Abilene	Howard	FM 700	1.008	3.429	66801019	SEAL COAT	Finalizing for Construc	$ 198,140.00
2	Brownwood	Brown	FM 2524	20.05	24.306	237701048	SEAL COAT	Construction Schedule	$ 134,939.78
2	Tyler	Gregg	SH 31	8.21	8.41	42402046	IMPROVE & INTERCONNECT TRAFFIC SIGNALS, INSTALL FLASHING	Construction Schedule	$ 241,857.96
2	Amarillo	Lipscomb	US 60	0	11.241	17002022	SEALCOAT	Construction Schedule	$ 411,685.25
2	Lufkin	Angelina	US 69	10.904	13.007	20002031	WIDEN FROM 2 LANES TO 4 LANE DIVIDED RURAL	Construction Schedule	$ 10,575,167.45
2	Austin	Gillespie	US 290	4.907	5.107	11302064	INSTALL FLASHING BEACON	Finalizing for Construc	$ 70,102.10
2	San Antonio	Wilson	US 87	15.424	15.824	14304067	INSTALL TWO OVERHEAD FLASHING BEACONS	Finalizing for Construc	$ 128,254.00
2	Bryan	Brazos	OSR	0	20.95	47502067	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 16,000,000.00
2	Laredo	Val Verde	US 90	50.875	69.304	2209053	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,219,003.00
2	Laredo	Val Verde	US 90	50.885	62.083	2209054	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 214,467.00
2	Laredo	Webb	US 59	0.528	22.444	54202039	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 327,922.00
2	El Paso	Presidio	US 67	53.738	54.074	2008044	SEAL COAT	Construction Schedule	$ 25,540.34
2	Waco	Falls	FM 147	0.151	12.961	75205030	SEAL COAT	Finalizing for Construc	$ 525,000.00
2	Corpus Christi	Jim Wells	FM 1554	2.142	5.794	148501013	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 72,126.50
2	Tyler	Anderson	SL 256	8.618	8.818	52009045	IMPROVE & INTERCONNECT TRAFFIC SIGNALS, INSTALL FLASHING	Finalizing for Construc	$ 235,779.00
2	Odessa	Pecos	BI 10G	1	2.398	14017021	SEAL COAT	Construction Schedule	$ 100,342.49
2	Laredo	Maverick	US 57	0.787	1.818	30001093	CONSTRUCTION OF A CONTINUOUS TURN LANE	Finalizing for Construc	$ 76,235.00
2	Paris	Fannin	FM 100	8	11.561	17404038	SEAL COAT	Finalizing for Construc	$ 147,781.00
2	Paris	Red River	FM 1699	3.789	14.935	72201024	SEAL COAT	Finalizing for Construc	$ 128,317.00
2	Wichita Falls	Archer	SH 114	0	1.468	13307029	OVERLAY	Finalizing for Construc	$ 450,000.00
2	Wichita Falls	Cooke	FM 51	16.613	17.402	31201080	INSTALL CHEVRON (CURVE), HIGH FRICTION SURFACE TREATMENT	Finalizing for Construc	$ 120,433.50
2	Wichita Falls	Young	SH 114	6.317	27.672	44401042	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 79,579.58
2	Abilene	Taylor	IH 20	10.587	10.986	604078	REPLACE BRIDGE AND APPROACH RAILING OR	Construction Schedule	$ 38,821.30
2	Waco	Bosque	FM 219	0	18.658	105402022	SEAL COAT	Finalizing for Construc	$ 605,000.00
2	Waco	Falls	FM 413	9.646	9.655	80802012	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 876,000.00
2	Waco	Hill	FM 2114	0.801	8.297	206104014	REHABILITATE AND WIDEN ROADWAY	Under Development	$ 4,198,500.00
2	Tyler	Anderson	FM 323	3.42	11.52	89102020	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 105,059.00
2	Tyler	Cherokee	FM 855	0.49	11.64	116102011	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 324,344.00
2	Tyler	Cherokee	FM 241	0.27	17.708	112403011	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 373,941.00
2	Tyler	Cherokee	SH 204	11.09	20.613	19807015	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 69,166.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Tyler	Cherokee	FM 22	0	4.239	63401013	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 225,405.00
2	Tyler	Van Zandt	IH 20	14.569	25.159	49503063	PLANE AND RESURFACE ROADWAY-WBL ONLY	Finalizing for Construc	$ 7,500,000.00
2	Tyler	Van Zandt	FM 47	11.35	20.742	64603016	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 67,964.00
2	Tyler	Wood	FM 2869	65.955	71.375	291801012	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 96,273.00
2	Lufkin	Houston	SH 7	0	0.131	33502036	REPAIR SUBSTRUCTURE	Construction Schedule	$ 167,680.00
2	Lufkin	Polk	FM 3277	2.061	7.59	347101024	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 110,548.00
2	Lufkin	Polk	FM 2665	0	8.817	266701013	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 62,340.00
2	Lufkin	Sabine	SH 21	0	2.05	11902019	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 209,587.50
2	Lufkin	San Augustine	SH 103	0.022	16.945	33607068	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 73,590.76
2	Lufkin	San Augustine	SH 103	8.303	13.928	33607070	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 400,000.00
2	Lufkin	San Jacinto	FM 224	0	7.743	40302019	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 210,308.75
2	Lufkin	Trinity	FM 230	0	3.145	47508013	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 17,179.04
2	Lufkin	Trinity	FM 230	0	3.862	47508014	RESURFACE WITH SEAL COAT	Construction Schedule	$ 140,797.55
2	Yoakum	Fayette	SH 71	22.182	22.382	26508066	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 54,152.00
2	Yoakum	Matagorda	FM 521	10.331	18.911	84603046	ACP OVERLAY	Construction Schedule	$ 1,784,799.30
2	Yoakum	Wharton	FM 1161	0	20.173	130301018	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 420,504.00
2	San Antonio	Bandera	SH 16	1	8.836	29105048	SEAL COAT AND PAVMENT MARKINGS	Construction Schedule	$ 234,885.90
2	San Antonio	Bandera	SH 16	8.836	14.129	29105049	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 215,393.00
2	San Antonio	Medina	FM 2200	5.168	6.168	252001013	INSTALL ADVANCED WARNING SIGNALS & SIGNS	Construction Schedule	$ 13,196.60
2	Corpus Christi	Bee	US 181	0	5.447	10008098	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Finalizing for Construc	$ 3,910,000.00
2	Corpus Christi	Karnes	US 181	1.172	1.83	10005185	SAFETY LIGHTING	Finalizing for Construc	$ 227,883.25
2	Bryan	Grimes	FM 2	11.986	16.217	282701010	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 59,647.00
2	Bryan	Leon	IH 45	24.83	27.33	67503081	RAMP RELOCATION_CONSISTING OF GRADING, STRUCTURES, FLEXIBLE	Construction Schedule	$ 7,628,930.55
2	Bryan	Madison	OSR	0	0.76	47503074	REHABILITATION OF EXISTING ROAD CONSISTING OF GRADING,	Finalizing for Construc	$ 500,000.00
2	Bryan	Milam	FM 485	3.754	3.954	26207038	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 975,000.00
2	Bryan	Milam	FM 485	3.511	3.711	26207037	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 525,000.00
2	Bryan	Milam	FM 487	1.675	20.968	85801036	SEAL COAT	Construction Schedule	$ 571,857.34
2	Bryan	Milam	FM 485	1	10.873	26201028	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 37,454.00
2	Bryan	Washington	SH 105	10.97	12.485	31506034	REPLACE EXISTING BRIDGE FACILITY CONSISTING OF GRADING,	Construction Schedule	$ 6,644,031.30
2	Bryan	Washington	SH 105	0.933	1.501	31506045	SEAL COAT	Construction Schedule	$ 42,216.00
2	Atlanta	Camp	FM 557	8.624	16.5	101902032	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 169,959.50
2	Atlanta	Cass	SH 43	8.484	18.68	56901054	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 139,451.94
2	Atlanta	Cass	FM 3129	7.267	10.169	94505024	REHABILITATE EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 2,419,967.50
2	Atlanta	Cass	FM 995	0.011	7.941	214801015	SEAL COAT	Construction Schedule	$ 227,323.80
2	Atlanta	Cass	FM 1399	0.009	15.681	54608013	SEAL COAT	Construction Schedule	$ 499,326.60
2	Beaumont	Tyler	FM 92	14.939	15.139	70301064	SAFETY LIGHTING	Finalizing for Construc	$ 52,489.00
2	Pharr	Jim Hogg	SH 16	10.245	10.848	51706034	SAFETY LIGHTING	Construction Schedule	$ 115,670.27
2	Pharr	Zapata	SH 16	11.988	12.784	51707044	SAFETY LIGHTING	Construction Schedule	$ 161,184.98
2	Laredo	Val Verde	US 90	0.104	10.954	2207030	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 212,800.00
2	Laredo	Val Verde	US 277	0	7.49	16004048	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,953,425.00
2	El Paso	Hudspeth	US 62	27.035	28.035	37405027	BOX CULVERT STRUCTURAL REPAIR	Construction Schedule	$ 76,981.19
2	El Paso	Presidio	US 67	16.151	33.265	10407023	SEAL COAT	Construction Schedule	$ 853,132.72
2	El Paso	Presidio	US 67	16.151	33.159	10407024	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 165,305.75
2	Childress	Collingsworth	FM 1056	0	7.889	177201015	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 20,985.76
2	Bryan	Grimes	SH 105	0.834	17.798	33801058	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 197,150.00
2	San Angelo	Tom Green	US 87	19.702	34.081	6907107	ACP OVERLAY	Under Development	$ 5,242,580.00
2	Corpus Christi	Aransas	SH 35	12.671	14.591	18004120	CONSTRUCT GRADE SEPARATION	Under Development	$ 15,000,000.00
2	Bryan	Grimes	SH 6	1.086	4.066	5003102	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 132,546.21
2	Wichita Falls	Wichita	IH 44	14.86	15.659	15607113	SAFETY LIGHTING	Finalizing for Construc	$ 68,815.75
2	Bryan	Walker	IH 45	1.779	1.879	67507105	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,700,000.00
2	Atlanta	Bowie	US 82	1	13.179	4604065	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 137,771.00
2	Atlanta	Bowie	US 82	10.168	13.201	4604067	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 186,241.00
2	Atlanta	Upshur	US 271	6.953	11.1	24804072	REHABILITATE PAVEMENT ON EXISTING 4 LANE HIGHWAY	Finalizing for Construc	$ 13,700,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Waco	Limestone	PR 28A	0	3.284	62501001	REHABILITATE PARK ROADS	Finalizing for Construc	$ 1,500,000.00
2	Waco	Hamilton	CR	1.13	1.154	90929040	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 558,440.60
2	Tyler	Anderson	US 287	5.138	9.145	10901062	WIDEN 2 LN RDWY TO SUPER-2 (3 LN) CRITERIA	Construction Schedule	$ 6,233,272.25
2	Bryan	Grimes	SH 30	1.022	6.965	21204043	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 315,414.99
2	Atlanta	Harrison	SL 390	10.222	10.225	157505015	MODERNIZE FLASHING BEACON,INSTALL ADVANCE SIGNALS & SIGNS,	Construction Schedule	$ 189,663.14
2	Pharr	Starr	US 83	0.143	6.3	3806045	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Finalizing for Construc	$ 27,043,091.00
2	Pharr	Zapata	US 83	38.102	44.393	3805040	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Under Development	$ 24,275,323.00
2	Laredo	La Salle	IH 35	19.938	20.288	1801096	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 938,207.45
2	Bryan	Walker	IH 45	16.88	21.614	67506103	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE	Under Development	$ 210,000,000.00
2	Wichita Falls	Wilbarger	US 70	1.141	6.869	14701021	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 32,288.79
2	Wichita Falls	Wilbarger	US 70	1	6.869	14701022	SEAL COAT	Finalizing for Construc	$ 273,000.00
2	Abilene	Jones	US 180	6.58	17.615	29605034	BASE REPAIR LEVEL UP AND OVERLAY	Finalizing for Construc	$ 8,315,916.51
2	Tyler	Wood	CS	7.79	8.492	91035035	W COKE RD PEDESTRIAN SAFE RT & WINNSBORO ELEMENTARY SRTS	Construction Schedule	$ 870,751.00
2	Lufkin	Angelina	FM 1818	0	9.331	179401023	RECONSTRUCT EXISTING PAVEMENT	Under Development	$ 4,385,000.00
2	Lufkin	Nacogdoches	SH 204	8.375	14.305	45004046	ADD PASSING LANES	Under Development	$ 13,046,000.00
2	Atlanta	Harrison	IH 20	20.325	20.335	49509056	REPLACE BRIDGE & APPROACHES TO IMPROVE VERTICAL CLEARANCE	Finalizing for Construc	$ 8,643,000.00
2	El Paso	Brewster	US 90	27.762	36.082	2102025	INSTALL ADVANCED WARNING SIGNS (CURVE), INSTALL CHEVRONS (CU	Finalizing for Construc	$ 108,696.50
2	San Angelo	Crockett	IH 10	1	16.865	14013020	ACP OVERLAY	Under Development	$ 8,745,000.00
2	San Angelo	Sutton	IH 10	0	9.687	14103062	ACP OVERLAY	Finalizing for Construc	$ 5,327,850.00
2	San Angelo	Sutton	IH 10	37.08	43.576	14107032	SEAL COAT	Finalizing for Construc	$ 685,033.39
2	Waco	Coryell	CR	5.154	5.246	90939127	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 985,728.80
2	Abilene	Nolan	IH 20	0.548	15.69	602120	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 106,503.97
2	Wichita Falls	Cooke	IH 35	7.308	15.211	19501119	WIDEN TO 6 LANE FREEWAY FACILITY	Finalizing for Construc	$ 183,700,000.00
2	Amarillo	Gray	SH 70	6.175	6.375	49001034	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 78,277.65
2	Wichita Falls	Wilbarger	US 70	22.583	23.066	4306088	MILL HOT MIX ON BRIDGE AND APPROACHES	Construction Schedule	$ 298,077.01
2	Wichita Falls	Wilbarger	US 70	22.583	23.066	4306089	MILL HOT MIX ON BRIDGE AND APPROACHES	Construction Schedule	$ 107,627.00
2	Wichita Falls	Wilbarger	US 70	22.088	23.064	4306092	MODERNIZE BRIDGE RAIL & APPROACH GUARDRAIL, IMPROVE GUARDRAI	Construction Schedule	$ 1,307,369.00
2	Odessa	Crane	IH 20	0.5	2.03	405028	SEAL COAT FRONTAGE ROADS	Finalizing for Construc	$ 72,466.00
2	Odessa	Crane	IH 20	0.5	2.03	405029	PAVEMENT OVERLAY	Finalizing for Construc	$ 110,148.00
2	Odessa	Reeves	PR 30B	0	1	62601007	REHABILITATE STATE PARK ROADS AND PARKING LOTS	Construction Schedule	$ 448,564.87
2	Odessa	Ward	PR 41	0.5	2.173	237101012	SEAL COAT PARK ROADS, PARKING LOTS, AND CAMPSITE PULLOUTS	Finalizing for Construc	$ 398,315.00
2	San Angelo	Kimble	PW	1.218	1.221	90720005	CONSTRUCT ACCESS ROADS AND PARKING	Finalizing for Construc	$ 737,549.00
2	San Angelo	Kimble	PR 73	0.322	0.327	47401005	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,350,000.00
2	Abilene	Callahan	IH 20	6.694	13.011	607080	MILL & SMA OVRLAY	Finalizing for Construc	$ 6,700,000.00
2	Abilene	Callahan	IH 20	0.001	12.94	607081	SEAL COAT	Finalizing for Construc	$ 573,934.00
2	Abilene	Nolan	IH 20	0.001	6.406	602115	MILL AND FILL WITH SPOT PAVEMENT REPAIR	Finalizing for Construc	$ 7,000,000.00
2	Corpus Christi	Nueces	US 77	16.348	18.354	10203087	CONSTRUCT EXIT RAMPS NB ONLY	Finalizing for Construc	$ 3,000,000.00
2	Laredo	Webb	IH 35	4.61	8.274	1805094	OVERPASS REPLACEMENT AND WIDENING OF FREEWAY (6 LANES)	Finalizing for Construc	$ 75,000,000.00
2	San Antonio	Atascosa	FM 3350	12.75	12.95	42109019	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 49,699.36
2	Waco	Hill	SH 22	9.996	10.896	12103054	WIDEN FROM TWO LANE TO FOUR LANE WITH LEFT TURN LANE	Construction Schedule	$ 5,237,089.11
2	Paris	Red River	US 271	7.567	14.019	22103066	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Finalizing for Construc	$ 42,773.00
2	Odessa	Reeves	FM 761	1.818	2.018	112001019	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 41,999.00
2	Tyler	Van Zandt	US 80	0	2.307	9506071	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 32,810.00
2	San Antonio	Wilson	US 181	0	7.3	10003084	OVERLAY AND PAVEMENT MARKINGS	Finalizing for Construc	$ 4,488,989.00
2	Laredo	Dimmit	US 83	18.542	18.742	3706102	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 36,460.00
2	Dallas	Navarro	FM 55	0	4.341	145103016	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 145,041.24
2	Tyler	Gregg	SH 135	17.869	18.069	37701050	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 71,331.00
2	San Antonio	Atascosa	SH 132	1	2.858	1713011	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 93,038.00
2	San Antonio	Bandera	SH 46	5.046	9.424	104203013	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 135,709.38
2	Tyler	Rusk	SH 323	3.422	11.517	59201016	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 58,668.00
2	Bryan	Washington	FM 332	0	7.554	196001021	SEAL COAT	Construction Schedule	$ 242,867.98
2	Lufkin	Nacogdoches	SH 21	20.285	42.099	11808074	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 1,633,554.50
2	Paris	Rains	US 69	1.189	8.824	20304039	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Construction Schedule	$ 42,063.50

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Fort Worth	Jack	FM 1191	0.002	6.845	133301012	HMAC LEVELUP & FLEXIBLE PAVEMENT REPAIR	Construction Schedule	$ 127,100.00
2	Wichita Falls	Baylor	US 183	8.088	14.288	12501034	ADD SHOULDERS	Finalizing for Construc	$ 4,300,000.55
2	Lubbock	Cochran	SH 214	15.658	32.213	46104027	SEAL COAT	Construction Schedule	$ 546,272.50
2	Lubbock	Cochran	SH 125	1.032	17.899	96702018	INSTALLATION SET'S	Finalizing for Construc	$ 279,838.00
2	Abilene	Callahan	FM 604	1.416	13.79	97401029	SEAL COAT	Finalizing for Construc	$ 359,040.00
2	Abilene	Nolan	IH 20	9.586	10.53	602114	CONSTRUCT NEW INTERCHANGE	Finalizing for Construc	$ 45,615,946.00
2	Abilene	Scurry	FM 2085	0.001	2.54	203402007	SEAL COAT	Finalizing for Construc	$ 47,383.00
2	Waco	Bosque	FM 2114	0	5.2	230501014	WIDEN PAVEMENT TO ADD SHOULDERS, PROVIDE SAFETY UPGRADES	Finalizing for Construc	$ 2,600,000.00
2	Waco	Bosque	FM 219	23.088	23.152	72402025	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 2,700,000.00
2	Waco	Bosque	FM 219	15.734	21.87	105402023	REHAB & WIDEN ROADWAY	Finalizing for Construc	$ 2,700,000.00
2	Waco	Hill	FM 2114	0.092	3.981	230502013	WIDEN PAVEMENT TO ADD SHOULDERS, PROVIDE SAFETY UPGRADES	Finalizing for Construc	$ 2,000,000.00
2	Waco	Hill	US 77	0	7.987	4806036	SEAL COAT	Construction Schedule	$ 352,077.02
2	Waco	Hill	FM 933	0.001	8.918	119002016	SEAL COAT	Construction Schedule	$ 411,194.04
2	Waco	Hill	SH 81	6.272	9.698	1405039	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 180,362.00
2	Tyler	Rusk	FM 1716	5.51	19.082	194001015	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 395,559.00
2	Tyler	Rusk	SH 322	0	9.897	59402028	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 113,343.31
2	Tyler	Rusk	FM 1249	1.564	8.468	37709011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 368,000.00
2	Lufkin	Nacogdoches	SH 21	30.235	39.017	11808080	RESURFACE WITH SEAL COAT	Construction Schedule	$ 362,011.60
2	Lufkin	San Augustine	FM 705	0	23.003	107902018	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 338,934.00
2	Lufkin	San Augustine	FM 705	10.394	12.882	107901035	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 91,825.00
2	Lufkin	San Augustine	SH 103	0.239	8.537	33607071	MILL AND INLAY	Finalizing for Construc	$ 8,700,000.00
2	Lufkin	San Augustine	FM 1277	15.43	21.334	59703013	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 226,207.00
2	Yoakum	Gonzales	FM 108	0	1.5	71502016	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 238,463.00
2	San Antonio	Atascosa	FM 2790	0.501	3.657	174101012	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 93,647.23
2	San Antonio	Atascosa	FM 476	8.135	11.215	85301015	PROFILE EDGELINE/CENTERLINE PAVEMENT MARKINGS	Construction Schedule	$ 57,510.30
2	San Antonio	Atascosa	FM 476	11.191	14.537	85301017	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 149,487.00
2	San Antonio	Atascosa	FM 1549	0.002	8.718	143101020	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 208,439.98
2	San Antonio	Bandera	SH 16	10.959	17.748	29107034	INSTALL PROTECTION, WIDEN PAVEMENT SHOULDER TO 5 FT OR LESS,	Finalizing for Construc	$ 5,252,085.00
2	San Antonio	Bandera	SH 16	10.406	17.973	29107035	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 417,700.77
2	San Antonio	Bandera	SH 16	2.814	9.57	29106052	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 443,775.60
2	San Antonio	Kerr	SH 173	5.859	13.072	42105032	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 387,162.00
2	San Antonio	Wilson	FM 1346	9.928	13.522	143702015	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 173,938.00
2	San Antonio	Wilson	FM 541	3.531	10.123	36609032	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 122,858.67
2	Corpus Christi	Goliad	FM 2442	0.024	8.379	234201012	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 202,256.00
2	Corpus Christi	Goliad	FM 1961	0.001	20.232	184301022	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 378,899.60
2	Bryan	Washington	FM 1155	0.039	7.176	140504024	SEAL COAT	Construction Schedule	$ 283,050.43
2	Atlanta	Harrison	FM 2625	8.581	15.586	84307021	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 210,570.00
2	Atlanta	Harrison	SH 43	3.261	8.339	20802046	REHABILITATION & WIDEN EXISTING 2-LANE ROADWAY	Finalizing for Construc	$ 8,775,000.00
2	Atlanta	Harrison	SH 43	8.339	11.705	20802045	REHABILITATION & WIDEN EXISTING 2-LANE ROADWAY	Finalizing for Construc	$ 7,425,000.00
2	Atlanta	Panola	FM 124	0	9.364	73201027	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 451,790.00
2	Laredo	Duval	SH 359	27.28	29.54	8610052	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 111,250.00
2	Laredo	Val Verde	SH 163	1.095	30.172	41205037	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 294,761.00
2	Brownwood	Brown	FM 2632	0	5.727	257001010	SEAL COAT	Finalizing for Construc	$ 123,506.00
2	Brownwood	Coleman	US 283	0.64	21.932	43705016	PROFILE CENTER AND EDGELINE	Finalizing for Construc	$ 227,469.00
2	Brownwood	Eastland	FM 2214	0.348	10.415	169702029	SEAL COAT	Construction Schedule	$ 381,308.44
2	Brownwood	Eastland	FM 8	5	14.154	55001028	SEAL COAT	Construction Schedule	$ 252,402.74
2	Childress	Motley	SH 70	0.653	12.645	10505034	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 98,307.00
2	Childress	Motley	SH 70	0	12.647	10505035	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 828,856.00
2	Wichita Falls	Wichita	US 82	20.518	24.402	15604117	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 7,823.27
2	Beaumont	Jasper	US 96	9.999	20.298	6408057	OVERLAY EXISTING ROADWAY	Construction Schedule	$ 10,695,585.90
2	Corpus Christi	Aransas	SH 35	0.231	2.232	18004130	DEMOLITION OF EXISTING TIMBER STRUCTURE	Finalizing for Construc	$ 3,000,000.00
2	Dallas	Navarro	IH 45	14.41	17.561	9301097	INSTALLATION OF WIRELESS ITS	Construction Schedule	$ 356,033.00
2	Dallas	Navarro	IH 45	14.41	17.561	9301096	WIDEN FREEWAY FROM 4 TO 6 LANES	Construction Schedule	$ 19,582,455.36

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Austin	SH 36	7.319	8.772	18703068	ACP OVERLAY	Construction Schedule	$ 914,644.85
2	Lubbock	Dawson	US 180	12.86	15.061	29403029	RESTORATION OF EXISTING ROADWAY	Finalizing for Construc	$ 7,825,000.00
2	Paris	Lamar	BU 271B	1.773	1.793	22101077	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 21,463.04
2	Odessa	Ward	SH 18	8.782	10.13	29204065	MILL AND FILL	Finalizing for Construc	$ 3,749,130.00
2	Corpus Christi	Bee	BU 181J	8.217	10.906	10013026	SPOT BASE REPAIR AND OVERLAY NOVACHIP	Finalizing for Construc	$ 1,750,000.00
2	Yoakum	Matagorda	SH 35	13.439	13.639	17904094	IMPROVE TRAFFIC SIGNAL	Construction Schedule	$ 142,253.75
2	Paris	Lamar	BU 271B	1.543	3.077	22101076	MILL AND INLAY	Finalizing for Construc	$ 752,476.10
2	Corpus Christi	Bee	BU 181J	10.906	11.636	10107022	SPOT BASE REPAIR AND OVERLAY AND NOVACHIP	Finalizing for Construc	$ 350,000.00
2	Paris	Hopkins	SH 19	14.14	14.155	10809049	INSTALL ADVANCED INTERSECTION WARNING SIGNALS AND SIGNS	Construction Schedule	$ 20,793.68
2	Tyler	Gregg	SH 135	19.799	21.392	37701048	PLANE & REPAVE ROADWAY	Construction Schedule	$ 2,716,390.21
2	Paris	Lamar	US 82	9.675	9.717	4508038	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 34,653.03
2	Paris	Lamar	US 271	0.173	0.538	13609022	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 11,507.00
2	Paris	Red River	US 82	2.48	2.501	4512084	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 102,719.00
2	Amarillo	Hartley	US 54	1	21.026	23802040	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 137,313.65
2	Abilene	Callahan	IH 20	0.001	6.694	607079	MILL AND OVERLAY	Construction Schedule	$ 7,402,195.25
2	Tyler	Cherokee	US 69	22.532	22.732	19901083	IMPROVE & INTERCONNECT TRAFFIC SIGNALS	Construction Schedule	$ 139,507.17
2	Tyler	Cherokee	US 79	7.284	10.394	20605032	FULL DEPTH REPAIR & RESURFACE ROADWAY	Finalizing for Construc	$ 6,750,000.00
2	Tyler	Henderson	SH 31	0.31	1.132	16304059	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 81,959.15
2	Austin	Lee	SH 21	0.001	2.836	47302038	LEVEL-UP, REPAIR, STRUCT OVERLAY TY-D & TOM OVERLAY	Finalizing for Construc	$ 2,275,960.40
2	Austin	Lee	SH 21	2.836	10.037	47302037	LEVEL-UP, FULL DEPTH REPAIR AND TOM	Construction Schedule	$ 4,519,175.97
2	Austin	Lee	SH 21	11.039	21.924	11601039	LEVEL-UP, FULL DEPTH REPAIR AND TOM	Construction Schedule	$ 7,110,789.52
2	San Antonio	Medina	US 90	8.971	9.171	2404064	MODERNIZE INTERSECTION FLASHING BEACON	Construction Schedule	$ 39,318.37
2	Bryan	Leon	US 79	0.629	7.398	20503050	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 365,244.59
2	Bryan	Milam	US 79	2.366	5.165	20407048	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 12,840.31
2	Atlanta	Bowie	US 82	1	1.443	4604066	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 31,670.00
2	Beaumont	Jasper	US 96	10.865	11.065	6408061	SAFETY LIGHTING	Finalizing for Construc	$ 121,811.00
2	Odessa	Andrews	SH 115	1	25.309	35406026	SEAL COAT	Construction Schedule	$ 887,838.13
2	Paris	Red River	US 82	16.791	16.836	4610002	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 33,077.00
2	Paris	Red River	US 82	17.529	28.238	4601066	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 114,848.00
2	Lubbock	Hockley	US 385	23.238	23.752	22706028	SAFETY	Construction Schedule	$ 28,607.60
2	Lubbock	Lamb	US 84	14.735	14.975	5205045	SAFETY	Finalizing for Construc	$ 53,239.00
2	Abilene	Nolan	BI 20-M	12.538	12.905	615034	REPLACE BRIDGE & APPROACHES	Construction Schedule	$ 4,799,127.69
2	Tyler	Cherokee	US 69	48.7	51.589	19903028	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED CURB & GUTTER ROADWAY	Construction Schedule	$ 16,091,811.10
2	Tyler	Henderson	US 175	3.752	8.053	19801031	WIDEN SBL TO 28', REPAIR & RESURFACE BOTH LANES	Finalizing for Construc	$ 5,800,000.00
2	Lufkin	Shelby	US 84	10.992	20.628	17502091	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 61,960.76
2	Austin	Gillespie	US 290	14.751	18.689	11302067	FULL DEPTH REPAIR	Finalizing for Construc	$ 173,177.44
2	Bryan	Grimes	SH 30	7.035	7.868	21204033	SAFETY IMPROVEMENT WORK CONSISTING OF GRADING, STRUCTURES,	Construction Schedule	$ 6,185,138.96
2	Beaumont	Jasper	US 96	3.814	4.014	6504085	SAFETY LIGHTING	Finalizing for Construc	$ 49,201.00
2	Beaumont	Jasper	US 96	1.837	2.037	6504084	SAFETY LIGHTING	Finalizing for Construc	$ 66,980.00
2	Childress	King	US 82	0	0.417	13301052	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 658,501.00
2	Childress	King	US 82	0	0.988	13301051	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 72,599.78
2	Paris	Hopkins	SH 154	20.13	22.741	40002050	MILL AND INLAY	Construction Schedule	$ 1,529,884.30
2	Paris	Fannin	US 82	11.835	11.915	4520022	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 137,957.40
2	Fort Worth	Jack	US 281	0.001	11.886	24905030	REPAIR BASE FAILURES, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 5,000,000.00
2	Amarillo	Dallam	US 87	9.652	11.601	4002027	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 8,232.60
2	Tyler	Cherokee	US 69	5.787	5.987	19102065	INSTALL SAFETY LIGHTING	Construction Schedule	$ 29,660.00
2	Lufkin	Houston	SH 21	0	8.537	11706046	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 718,430.00
2	Atlanta	Harrison	FM 9	0	0.335	157601011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 8,627.50
2	Atlanta	Harrison	FM 9	1.664	7.884	63204033	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 161,071.50
2	Atlanta	Harrison	FM 9	0	0.335	157601012	REHABILITATE EXISTING 2-LANE HIGHWAY	Finalizing for Construc	$ 296,395.64
2	Atlanta	Harrison	FM 9	0.014	4.01	63204035	SEAL COAT	Construction Schedule	$ 126,412.20
2	El Paso	Hudspeth	US 62	13.974	28.763	37405028	PROFILE EDGELINE MARKINGS, PROFILE CENERLINE MARKINGS	Finalizing for Construc	$ 196,544.80
2	El Paso	Hudspeth	IH 10	3.849	6.845	212106041	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 137,816.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Childress	Motley	US 62	23.814	24.586	14601051	REPLACEMENT OF EXISTING BRIDGE FACILITY	Construction Schedule	$ 2,253,025.40
2	San Antonio	Kerr	IH 10	9.987	11.218	14214063	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 2,145,230.00
2	Bryan	Madison	US 190	18.637	18.837	11705052	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 475,000.00
2	Beaumont	Jasper	US 96	12.084	13.352	6502055	OVERLAY EXISTING ROADWAY	Under Development	$ 1,170,460.00
2	Tyler	Rusk	FM 840	13.847	24.056	59202015	WIDEN TO 26',SAFETY TREAT,IMPROVE GUARDRAIL TO DESIGN STNDS	Construction Schedule	$ 8,339,688.51
2	Lufkin	Trinity	FM 2262	0	5.615	238702008	RECONSTRUCT AND WIDEN PAVEMENT TO 24 FT	Construction Schedule	$ 2,489,344.45
2	San Antonio	Atascosa	SH 97	3.197	4.561	32804044	REHABILITATE EXISTING ROADWAY	Construction Schedule	$ 3,785,042.90
2	Amarillo	Carson	IH 40	15.71	20.936	27503066	EBL - MILL, REHAB AND OVERLAY	Construction Schedule	$ 8,091,371.10
2	Amarillo	Carson	IH 40	10.226	10.386	27504055	SEALCOAT FRONTAGE ROADS	Construction Schedule	$ 13,604.72
2	Amarillo	Gray	IH 40	2.158	5.645	27505046	SEALCOAT FRONTAGE ROADS	Construction Schedule	$ 300,510.60
2	Waco	Falls	CR	0.586	0.606	90938071	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 522,190.60
2	Bryan	Madison	FM 39	7.732	7.932	63902028	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 950,000.00
2	Beaumont	Jasper	US 96	0	1.332	6503044	OVERLAY EXISTING ROADWAY	Under Development	$ 1,229,540.00
2	Bryan	Walker	IH 45	6.737	12.438	67507101	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE	Construction Schedule	$ 112,921,646.30
2	Abilene	Callahan	IH 20	12.847	15.518	701058	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 5,632.20
2	Tyler	Van Zandt	IH 20	15.242	15.31	49503066	REPLACE BRIDGE & APPROACHES	Under Development	$ 2,400,000.00
2	Corpus Christi	Refugio	US 77	20.671	22.676	37103123	MILL AND OVERLAY ROADWAY	Finalizing for Construc	$ 1,500,000.00
2	Waco	Limestone	US 84	24.421	24.831	5701030	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 92,680.00
2	San Antonio	Kerr	SH 16	1.53	1.73	29103070	INSTALL TRAFFIC SIGNAL, INSTALL ADVANCE WARNING SIGNALS AND	Construction Schedule	$ 246,454.49
2	Waco	Coryell	SH 36	13.628	16.17	18304056	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 481,400.00
2	Paris	Fannin	SH 78	5.724	9.5	27902042	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 48,783.00
2	Tyler	Smith	US 271	0	4.66	16502061	WIDEN 2 LN ROAD TO 4 LN DIVIDED HWY WITH DEPRESSED MEDIAN	Finalizing for Construc	$ 31,300,000.00
2	Yoakum	Fayette	CR	1.746	1.755	91328065	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 375,000.00
2	Bryan	Burleson	CR	0.734	0.749	91730053	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES,	Finalizing for Construc	$ 1,000,000.00
2	Brownwood	Eastland	US 183	11.207	12.221	12701033	SEAL COAT	Construction Schedule	$ 45,741.71
2	San Antonio	Kerr	IH 10	18.975	32.193	14214064	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 13,996,037.00
2	Tyler	Rusk	US 79	6.466	12.212	24601034	REPAIR & RESURFACE ROADWAY	Finalizing for Construc	$ 5,584,249.03
2	Abilene	Nolan	IH 20	16.001	19.348	603136	INSTALL MEDIAN BARRIER	Finalizing for Construc	$ 926,640.00
2	Abilene	Nolan	IH 20	15.73	19.517	603135	OVERLAY	Finalizing for Construc	$ 4,100,000.00
2	San Antonio	Kerr	SH 27	5.312	5.512	14204050	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 232,794.45
2	Paris	Red River	SH 37	9.6	13.073	77203019	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 21,678.44
2	Odessa	Ector	IH 20	0.5	8.758	406037	PAVEMENT OVERLAY	Finalizing for Construc	$ 594,513.00
2	Abilene	Shackelford	SH 351	5	8.447	1104027	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 11,398.62
2	Lufkin	Nacogdoches	FM 95	0	0.1	70604019	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,436,385.55
2	Lufkin	San Augustine	SH 147	13.684	14.994	39002050	DECK REPAIRS, RESEAL JOINTS, AND CONCRETE SUBSTRUCTURE REPAI	Finalizing for Construc	$ 198,585.00
2	San Antonio	Atascosa	FM 1099	0	7.67	74806016	REHAB AND WIDEN NARROW ROADWAY	Finalizing for Construc	$ 8,011,787.16
2	Laredo	La Salle	IH 35	25.234	31.557	1802087	FOR THE REHABILITATION OF AN EXISTING HIGHWAY	Finalizing for Construc	$ 5,000,000.00
2	Brownwood	Eastland	SH 206	4.155	5.281	704126	SEAL COAT	Construction Schedule	$ 170,149.52
2	Brownwood	Eastland	US 183	16.478	20.632	12701034	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 946,986.39
2	El Paso	Culberson	IH 10	3.725	5.73	211058	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 160,862.00
2	El Paso	Hudspeth	IH 10	26.069	37.192	206055	INSTALL LED FLASHING CHEVRONS (CURVE), IMPROVE GUARDRAIL TO	Finalizing for Construc	$ 1,128,570.00
2	El Paso	Jeff Davis	SH 118	0	15.219	41501025	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 233,352.03
2	Lufkin	Shelby	US 96	3.202	13.185	80902072	RESURFACE WITH SEAL COAT	Construction Schedule	$ 476,588.90
2	Brownwood	Brown	US 67	1.057	21.001	5406104	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 202,582.00
2	Lufkin	Angelina	US 69	10	23.057	19904067	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 194,886.00
2	Bryan	Grimes	SH 6	0.065	14.448	5003100	MILLING, HMA OVERLAY, PAVEMENT MARKINGS AND MARKERS	Construction Schedule	$ 6,549,921.25
2	Lufkin	Angelina	FM 324	0.846	5.8	17608024	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 566,358.00
2	Lufkin	Angelina	SH 103	2.365	5.635	33605065	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 422,453.00
2	Brownwood	McCulloch	US 87	16.953	18.859	7101056	SEAL COAT	Finalizing for Construc	$ 118,471.00
2	Odessa	Andrews	SH 115	55.099	56.126	54805050	SEAL COAT	Finalizing for Construc	$ 55,452.00
2	Pharr	Starr	US 83	21.622	27.159	3807071	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 109,782.38
2	Tyler	Rusk	US 79	4.162	5.298	20607062	REPAIR & RESURFACE ROADWAY	Finalizing for Construc	$ 2,500,000.00
2	Fort Worth	Jack	US 281	30.271	32.171	24907075	HMAC OVERLAY & PAVEMENT REPAIR	Finalizing for Construc	$ 4,800,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Cooke	US 82	29.675	30.875	4408069	SAFETY LIGHTING	Finalizing for Construc	$ 275,194.15
2	Wichita Falls	Young	SH 114	3.996	4.99	13308035	SPOT MILL, BASE REPAIR & OVERLAY	Construction Schedule	$ 447,751.18
2	Lubbock	Gaines	US 62	1	23.876	29401040	RESTORATION OF ROADWAY	Construction Schedule	$ 11,030,467.55
2	Waco	Hill	SH 31	0	6.585	16202040	SEAL COAT	Construction Schedule	$ 648,847.90
2	Tyler	Rusk	US 259	11.533	18.197	13805057	REPAIR & REPAVE ROADWAY-SBL ONLY	Finalizing for Construc	$ 7,300,000.00
2	Tyler	Rusk	US 79	8.737	11.383	20607060	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 69,184.00
2	Yoakum	Austin	SH 36	8.76	8.96	18703070	IMPROVE TRAFFIC SIGNAL	Finalizing for Construc	$ 208,739.00
2	Yoakum	Gonzales	US 183	0	10.26	15302040	PAVEMENT REPAIR AND RESURFACING	Construction Schedule	$ 5,039,054.25
2	Yoakum	Gonzales	US 183	0	10.576	15302042	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 52,930.90
2	San Antonio	Wilson	SH 123	15.182	21.59	36605046	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 79,379.44
2	San Antonio	Wilson	SH 123	0.167	9.896	36604025	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 124,325.07
2	San Antonio	Wilson	US 87	1	5.126	14303046	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 255,657.28
2	San Antonio	Wilson	US 87	1	4.05	14303048	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 6,078.40
2	Bryan	Burleson	SH 21	10.115	10.793	11602045	SEAL COAT	Construction Schedule	$ 109,593.80
2	Bryan	Milam	US 79	0	2.609	20407051	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 6,939.00
2	Bryan	Robertson	US 190	1	2.3	4908066	MILLING AND HMA OVERLAY	Construction Schedule	$ 434,281.61
2	Bryan	Washington	US 290	6.201	6.38	11409078	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 100,189.00
2	Atlanta	Titus	US 271	4.944	5.665	22105087	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 5,166,675.10
2	Atlanta	Titus	US 271	3.811	4.499	22105065	REPLACE BRIDGES AND APPROACHES	Finalizing for Construc	$ 6,417,387.56
2	Laredo	Maverick	US 277	41.656	63.419	30002040	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 232,637.00
2	Laredo	Webb	US 83	16.479	32.748	3710037	FOR THE REHABILITATION OF AN EXISTING HIGHWAY	Finalizing for Construc	$ 29,000,000.00
2	Brownwood	Brown	US 377	0.075	21.585	12801108	PROFILE CENTER AND EDGELINE	Finalizing for Construc	$ 311,919.00
2	Lubbock	Hockley	US 385	20.311	32.026	22706026	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 12,273,018.58
2	Bryan	Walker	SH 75	0	15.061	16608049	SAFETY WORK CONSISTING OF TEXTURIZING CENTERLINE	Construction Schedule	$ 67,981.35
2	Brownwood	Lampasas	US 281	10.354	25.654	25105061	UPGRADE GUARDRAIL	Finalizing for Construc	$ 327,362.00
2	Brownwood	Brown	US 84	20.112	32.201	5407084	IMPROVE GUARDRAIL	Finalizing for Construc	$ 226,767.00
2	Lufkin	Angelina	SH 103	2.903	15.27	33605062	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 90,285.49
2	Dallas	Navarro	FM 709	35.379	33.934	16209039	FLEXIBLE PAVEMENT REPAIR, MILL, OVERLAY AND PAVEMENT	Construction Schedule	$ 1,523,840.54
2	Tyler	Wood	US 69	10.691	10.891	20305041	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 31,971.00
2	Paris	Red River	US 82	16.817	17.188	4610001	CONSTRUCT SUPER 2	Finalizing for Construc	$ 560,000.00
2	Fort Worth	Erath	SH 6	28.915	36.454	25802058	WIDEN SHOULDERS, EXTEND CULVERTS, MILL, SEAL COAT	Finalizing for Construc	$ 5,681,959.00
2	Fort Worth	Erath	SH 6	11.558	36.374	25802060	SEAL COAT	Finalizing for Construc	$ 392,172.23
2	Wichita Falls	Baylor	US 277	1.006	12.759	15701074	MILL AND OVERLAY, SB ONLY	Finalizing for Construc	$ 2,569,608.00
2	Amarillo	Hemphill	US 60	16.857	30.651	17001033	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 121,919.65
2	Waco	Limestone	SH 7	0	1.503	38203035	MILL/OVERLAY	Finalizing for Construc	$ 555,000.00
2	Lufkin	Trinity	SH 19	0	10.22	10907052	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 632,286.00
2	Yoakum	Fayette	SH 71	17.611	23.232	26508067	IMPROVE GUARDRAIL TO DESIGN STANDAND	Finalizing for Construc	$ 347,550.00
2	Bryan	Grimes	SH 90	25.769	29.878	31503062	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 1,106,491.00
2	Bryan	Walker	SH 75	0	14.585	16608051	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 521,500.66
2	Atlanta	Morris	US 67	0	10.708	1008056	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 147,138.00
2	Laredo	Webb	US 59	23.343	41.923	54201086	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 471,493.00
2	Brownwood	Coleman	US 84	10.023	20.727	5403025	IMPROVE GUARDRAIL	Finalizing for Construc	$ 255,413.00
2	Brownwood	Lampasas	US 281	0.007	10.354	25104026	UPGRADE GUARDRAIL	Finalizing for Construc	$ 327,363.00
2	Brownwood	Lampasas	US 183	11.41	25.145	27206038	PROFILE CENTER AND EDGELINE	Finalizing for Construc	$ 201,825.00
2	Brownwood	Lampasas	US 183	0	6.235	27402028	SEAL COAT	Finalizing for Construc	$ 351,216.00
2	San Antonio	Medina	US 90	11.163	11.311	2406063	INSTALL FLASHING BEACON & SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 73,618.60
2	Corpus Christi	Goliad	US 183	2.326	17.149	15504055	REHABILITATE ROADWAY AND ADD PASSING LANES	Finalizing for Construc	$ 18,000,000.00
2	Tyler	Anderson	FM 322	31.934	44.111	89003027	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 383,211.40
2	Tyler	Anderson	FM 315	0.021	19.844	89002019	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 497,130.00
2	Lubbock	Dawson	SH 137	0.001	18.683	38005024	SEAL COAT	Construction Schedule	$ 762,932.90
2	Bryan	Walker	FM 1374	1.006	18.018	57803048	SEAL COAT	Construction Schedule	$ 454,818.15
2	Paris	Hopkins	FM 2297	0.409	8.185	227501009	SEAL COAT	Finalizing for Construc	$ 225,172.40
2	Tyler	Smith	FM 16	9.49	16.567	52204033	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 279,114.45

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Tyler	Cherokee	FM 347	9.663	21.306	37807032	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 137,256.35
2	Corpus Christi	Karnes	US 181	18.982	28.392	10006065	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Finalizing for Construc	$ 6,970,000.00
2	Tyler	Anderson	SL 256	1.031	1.231	52009048	IMPROVE & INTERCONNECT SIGNALS,INSTALL FLASHING YELLOW ARROW	Finalizing for Construc	$ 196,137.00
2	Tyler	Anderson	SL 256	1.031	1.231	52009047	INSTALL ADVANCE WARNING SIGNALS ON EXISTING INTERSECTION	Finalizing for Construc	$ 75,471.00
2	San Antonio	Uvalde	FM 1574	0.106	0.981	217503008	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 21,458.00
2	Paris	Fannin	FM 2216	0.003	0.006	294502007	SEAL COAT	Finalizing for Construc	$ 99,293.55
2	Paris	Hopkins	FM 269	1.129	11.682	76701014	SEAL COAT	Finalizing for Construc	$ 437,950.00
2	Paris	Hopkins	SH 154	11.783	14.56	40101030	SEAL COAT	Finalizing for Construc	$ 115,245.00
2	Paris	Red River	FM 1699	0.087	3.31	161801012	SEAL COAT	Finalizing for Construc	$ 98,194.95
2	Wichita Falls	Cooke	FM 373	0	9.175	82301033	EXTEND CULVERTS	Construction Schedule	$ 976,950.94
2	Amarillo	Armstrong	SH 207	5.404	18.403	35703025	GUARDRAIL IMPROVEMENTS	Construction Schedule	$ 185,559.70
2	Amarillo	Gray	SH 273	12.887	24.094	56001031	SEALCOAT	Construction Schedule	$ 585,938.56
2	Amarillo	Gray	SH 273	12.994	24.098	56001032	GUARDRAIL IMPROVEMENTS	Construction Schedule	$ 485,975.00
2	Odessa	Pecos	US 285	18.932	38.285	29302022	SEAL COAT	Construction Schedule	$ 684,152.89
2	Abilene	Taylor	FM 1235	1	6.933	66304013	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 49,184.26
2	Abilene	Taylor	FM 89	1	11.716	293501015	SEAL COAT	Finalizing for Construc	$ 210,431.00
2	Waco	Bosque	FM 217	3.821	11.765	83302020	REHABILITATE AND WIDEN ROADWAY	Finalizing for Construc	$ 3,950,000.00
2	Waco	Limestone	FM 73	0	11.696	67301021	SEAL COAT	Construction Schedule	$ 369,740.32
2	Waco	Limestone	FM 73	0	11.696	67301022	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 128,440.00
2	Tyler	Cherokee	FM 343	30	41.046	92601024	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 195,464.00
2	Tyler	Van Zandt	FM 314	1.799	9.24	74501022	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 215,871.00
2	Tyler	Van Zandt	FM 17	0	10.46	44303023	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 75,528.00
2	Tyler	Wood	FM 515	0.008	7.322	65701019	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 212,649.00
2	Tyler	Wood	FM 14	5.58	17.875	49203038	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 406,731.60
2	Lufkin	Angelina	US 69	10	13.96	19904072	RESURFACE WITH SEAL COAT	Construction Schedule	$ 458,344.00
2	Lufkin	Houston	FM 1280	0	7.269	93102021	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 98,233.00
2	Lufkin	Houston	SH 21	2.531	10.403	11802035	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 324,666.00
2	Lufkin	Polk	FM 3126	0	8.691	316001024	RESURFACE WITH SEAL COAT	Construction Schedule	$ 298,639.80
2	Lufkin	Sabine	FM 83	0	3.127	167801023	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 225,818.00
2	Lufkin	Sabine	FM 276	0	4.878	167901013	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 28,912.06
2	Lufkin	Sabine	FM 1592	0	8.715	151001020	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 117,103.00
2	Lufkin	Sabine	SH 21	0	4.363	11902021	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 21,580.56
2	Lufkin	Sabine	FM 276	0.05	4.878	167901014	RESURFACE WITH SEAL COAT	Construction Schedule	$ 198,185.20
2	Lufkin	Sabine	FM 1592	0.082	8.715	151001021	RESURFACE WITH SEAL COAT	Construction Schedule	$ 319,598.55
2	Lufkin	San Augustine	SH 103	13.928	17.037	33607069	RESURFACE WITH SEAL COAT	Construction Schedule	$ 151,758.75
2	Lufkin	San Jacinto	FM 945	0	8.851	259401014	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 310,245.25
2	Lufkin	San Jacinto	FM 3278	1	4.609	319802015	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 23,500.04
2	Lufkin	San Jacinto	FM 980	1	15.851	244302017	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 65,396.99
2	Lufkin	San Jacinto	FM 945	1.066	14.248	75605019	IMPROVE GUARDRAILS TO DESIGN STANDARDS	Finalizing for Construc	$ 241,767.00
2	Yoakum	Calhoun	SH 172	0	4.597	42003015	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 231,970.00
2	Yoakum	Calhoun	SH 185	19.38	30.449	14406028	SEAL COAT	Finalizing for Construc	$ 265,872.00
2	Yoakum	Colorado	FM 1291	0	6.904	110502016	SEAL COAT	Construction Schedule	$ 142,087.55
2	Yoakum	Matagorda	FM 521	0	5.415	84705039	SEAL COAT	Construction Schedule	$ 127,486.45
2	Austin	Llano	SH 29	8.113	10.947	15004047	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 3,281,445.37
2	Austin	Mason	SH 29	0	1.115	15001028	FULL DEPTH REPAIR, SEAL AND TOM OVERLAY	Construction Schedule	$ 437,191.44
2	San Antonio	Bandera	FM 470	16.826	28.689	79204049	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 309,255.00
2	San Antonio	Bandera	PR 37	1	10.894	106601025	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 269,096.00
2	San Antonio	Medina	FM 471	0.051	0.515	84902043	CONSTRUCT GRADE SEPARATION	Finalizing for Construc	$ 3,716,124.00
2	San Antonio	Uvalde	RM 2690	0	11.421	266101014	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 206,554.43
2	Corpus Christi	Jim Wells	FM 738	0	4.114	108701017	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 119,343.05
2	Corpus Christi	Nueces	FM 1355	0	0.592	294201008	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 20,563.25
2	Corpus Christi	Nueces	FM 665	0.001	6.596	8620022	2019 DISTRICT WIDE SEAL COAT PROJECT LOW CONTROL CSJ	Construction Schedule	$ 258,545.50
2	Corpus Christi	Nueces	FM 2826	0.008	7.702	288602017	REHAB ROADWAY AND WIDEN	Finalizing for Construc	$ 3,500,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Freestone	FM 80	0.002	7.79	61203014	SEAL COAT	Construction Schedule	$ 203,600.12
2	Bryan	Grimes	SH 90	16.35	18.97	31503064	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 149,640.57
2	Bryan	Grimes	SH 90	13.34	16.35	31502055	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 174,732.59
2	Bryan	Leon	IH 45	0	11.783	67504069	OVERLAY	Finalizing for Construc	$ 9,000,000.00
2	Bryan	Leon	FM 1146	1	8.017	114802017	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 101,070.00
2	Bryan	Madison	FM 247	5	14.626	57801031	SAFETY WORK CONSISTING OF CENTERLINE TEXTURING	Construction Schedule	$ 42,397.55
2	Bryan	Milam	FM 1331	0	3.219	33704010	SEAL COAT	Construction Schedule	$ 114,931.46
2	Bryan	Walker	FM 1696	0.026	13.823	180902027	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 84,157.00
2	Bryan	Walker	FM 1375	0	7.801	140201034	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 91,259.00
2	Atlanta	Bowie	FM 990	0	10.715	252701015	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 386,084.50
2	Atlanta	Bowie	FM 561	8.47	14.181	33003029	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 64,792.60
2	Atlanta	Camp	SH 11	0	2.5	8307043	INSTALL LED FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 79,205.00
2	Atlanta	Cass	SH 155	0	17.461	52003034	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 371,282.08
2	Atlanta	Marion	FM 729	1.423	8.064	101803045	INSTALL LED FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 73,205.00
2	Atlanta	Upshur	FM 2454	0	7.103	233802014	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 71,210.41
2	Atlanta	Upshur	FM 49	1	6.407	101801030	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 46,635.00
2	Beaumont	Newton	FM 82	4.98	9.323	158302019	SEAL COAT	Construction Schedule	$ 168,310.18
2	Beaumont	Tyler	FM 1013	0.083	12.869	123701034	SEAL COAT	Construction Schedule	$ 507,173.00
2	Laredo	Kinney	US 90	0	0.5	2302042	REPLACEMENT OF BRIDGE AND APPROACH RAIL	Finalizing for Construc	$ 775,030.00
2	Brownwood	Coleman	US 84	0.001	9.84	5402035	IMPROVE GUARDRAIL	Finalizing for Construc	$ 241,694.00
2	Brownwood	San Saba	US 190	9.343	23.709	27203040	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 211,297.00
2	El Paso	Presidio	FM 170	8.011	27.634	95706011	CONSTRUCT CULVERTS	Under Development	$ 2,750,000.00
2	El Paso	Presidio	US 67	0.6	14.623	10409032	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 145,294.35
2	Childress	Childress	FM 2530	0	4.221	254501008	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 15,161.45
2	Lufkin	Angelina	FM 324	2.275	5.814	17608022	RECONSTRUCT EXISTING PAVEMENT	Under Development	$ 5,200,000.00
2	Wichita Falls	Wichita	IH 44	13.92	14.92	15607111	SAFETY LIGHTING	Finalizing for Construc	$ 186,759.50
2	Corpus Christi	Aransas	SH 35	5.705	5.79	18004121	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 41,905.00
2	Corpus Christi	San Patricio	SH 361	4.707	9.421	18010083	MILL AND INLAY	Finalizing for Construc	$ 3,700,000.00
2	Lubbock	Hale	IH 27	0.001	16.284	6706057	TRAFFIC CONTROL DEVICES	Construction Schedule	$ 686,415.85
2	San Angelo	Sutton	IH 10	27.514	36.768	14106047	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 301,108.00
2	San Angelo	Tom Green	RM 853	1.141	1.216	55505024	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 960,707.45
2	San Angelo	Tom Green	US 87	1	10.751	6906035	ACP OVERLAY	Under Development	$ 3,555,000.00
2	Abilene	Mitchell	IH 20	1	10.37	507058	MILL AND FILL WITH SPOT REPAIR	Finalizing for Construc	$ 11,200,000.00
2	Lufkin	Nacogdoches	BU 59-F	16.21	17.281	17507058	INSTALL WARNING SIGNS, INSTALL STOP SIGNS AND INSTALL	Finalizing for Construc	$ 14,125.00
2	Yoakum	Colorado	IH 10	12.1	16.672	53508089	PFC	Finalizing for Construc	$ 4,100,000.00
2	Austin	Gillespie	SH 16	1.233	2.712	29101051	SEAL AND 2" OVERLAY	Construction Schedule	$ 651,305.37
2	San Angelo	Concho	US 83	25.219	25.533	3503052	SEAL COAT	Finalizing for Construc	$ 39,318.58
2	Lufkin	Houston	SH 7	0	11.455	33502033	RESURFACE WITH SEAL COAT	Construction Schedule	$ 455,705.10
2	Lufkin	Polk	US 287	1	10.57	34102047	RESURFACE WITH SEAL COAT	Construction Schedule	$ 541,226.90
2	Lufkin	Polk	US 287	9.577	21.498	34103039	RESURFACE WITH SEAL COAT	Construction Schedule	$ 494,855.25
2	Corpus Christi	Refugio	US 183	0	0.1	15505044	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 84,507.35
2	Atlanta	Bowie	SS 86	0	0.374	61008008	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 21,409.00
2	Pharr	Brooks	SH 285	30.207	35.462	10207045	OVERLAY	Finalizing for Construc	$ 1,408,000.00
2	Amarillo	Carson	US 60	1	1.787	16905043	PRESERVATION AND SAFETY IMPROVEMENTS ON A FREIGHT CORRIDOR	Construction Schedule	$ 992,749.25
2	Wichita Falls	Clay	US 82	0.506	12.94	4402098	MILL AND OVERLAY, NB ONLY	Finalizing for Construc	$ 3,002,134.15
2	Atlanta	Cass	FM 249	30.781	36.551	94504044	INSTALL LED FLASHING CHEVRONS (CURVE), PROFILE EDGELINE	Finalizing for Construc	$ 279,097.00
2	Bryan	Walker	FM 2821	0.046	6.274	285001017	SEAL COAT	Construction Schedule	$ 339,781.08
2	Corpus Christi	San Patricio	US 181	8.531	10.571	10103118	2019 DISTRICT WIDE HOT RUBBER SEAL PROJECT	Finalizing for Construc	$ 111,869.00
2	Lufkin	Angelina	US 59	3.157	5.635	17602118	CONVERT TO 4 LANE FRWY W/ 2 LANE NB & SB FRONTAGE ROADS	Finalizing for Construc	$ 20,650,000.00
2	Amarillo	Moore	US 87	1.001	1.101	6605070	IMPROVE TRAFFIC SIGNALS & INTERCONNECT SIGNALS	Finalizing for Construc	$ 149,069.00
2	Amarillo	Oldham	IH 40	6.509	6.519	9003059	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 46,376.00
2	Abilene	Fisher	US 180	8.975	9.518	29603038	REPLACE BRIDGE AND APROACHES	Finalizing for Construc	$ 3,829,760.00
2	Yoakum	Calhoun	SH 35	11.929	16.293	18001083	SEAL COAT	Construction Schedule	$ 200,081.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Matagorda	SH 35	44.255	48.999	17908040	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 133,277.00
2	Yoakum	Matagorda	SH 35	44.037	48.999	17908041	SEAL COAT	Construction Schedule	$ 158,920.50
2	Beaumont	Newton	SH 87	9.916	14.46	30502049	OVERLAY EXISTING ROADWAY	Finalizing for Construc	$ 1,040,420.00
2	Laredo	La Salle	IH 35	20.343	21.292	1802062	NEW LOCATION TWO LANE HIGHWAY	Construction Schedule	$ 1,021,308.90
2	San Angelo	Crockett	IH 10	25.86	38.961	14010032	ACP OVERLAY	Under Development	$ 7,205,000.00
2	San Angelo	Sutton	IH 10	27.856	37.147	14106046	ACP OVERLAY	Under Development	$ 5,115,000.00
2	San Angelo	Sutton	IH 10	17.364	27.903	14105027	ACP OVERLAY	Under Development	$ 5,775,000.00
2	San Angelo	Sutton	IH 10	9.691	17.233	14104038	ACP OVERLAY	Finalizing for Construc	$ 4,125,000.00
2	Fort Worth	Jack	US 380	7.099	14.07	13410019	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Construction Schedule	$ 1,963,325.55
2	Wichita Falls	Cooke	IH 35	21.566	21.807	19401013	SEAL COAT	Construction Schedule	$ 3,228.65
2	Waco	Hill	FM 310	10.431	1	20906038	SEAL COAT	Construction Schedule	$ 255,816.94
2	Waco	Limestone	FM 339	9.367	1	166203014	SEAL COAT	Construction Schedule	$ 221,663.90
2	Bryan	Grimes	SH 249	39.811	41.982	363502001	CONSTRUCT 4 LANE TOLLWAY	Construction Schedule	$ 48,716,285.00
2	Dallas	Navarro	IH 45	12.179	15.771	9301093	CONSTRUCT PHASE 1 INTERCHANGE AT NEW LOCATION-SH 31 BYPASS	Construction Schedule	$ 30,777,019.40
2	Wichita Falls	Wilbarger	US 70	21.391	24.072	4305109	CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 66,250.00
2	Wichita Falls	Cooke	IH 35	1.688	7.308	19501111	WIDEN TO 6 LANE FREEWAY FACILITY	Under Development	$ 135,800,001.00
2	Wichita Falls	Wichita	US 287	0	2.021	4308081	MILL AND OVERLAY, SB ONLY	Finalizing for Construc	$ 453,629.00
2	Wichita Falls	Wilbarger	US 70	22.615	23.68	4306090	SEAL COAT	Construction Schedule	$ 46,534.03
2	Wichita Falls	Wilbarger	US 70	19.062	21.91	4306093	OVERLAY	Finalizing for Construc	$ 730,650.00
2	Yoakum	Colorado	IH 10	31.83	33.804	27101080	ADD LANES FOR 6-LANE FACILITY	Under Development	$ 20,000,000.00
2	Bryan	Walker	IH 45	0	6.737	67507100	BRIDGE CLASS CULVERT CONSTRUCTION	Construction Schedule	$ 3,702,790.00
2	Bryan	Walker	IH 45	0	6.737	67507096	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE	Construction Schedule	$ 127,398,390.90
2	Atlanta	Morris	IH 30	0	7.276	61004031	RESURFACE EXISTING INTERSTATE FACILITY	Construction Schedule	$ 4,945,248.51
2	Laredo	La Salle	IH 35	0	2.65	1708106	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,200,000.00
2	Laredo	Val Verde	US 277	0	16.91	16005046	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 873,713.49
2	Childress	Wheeler	FM 3303	1	2.182	349502005	WIDENING OF A NON-FREEWAY FACILITY	Under Development	$ 700,000.00
2	Lufkin	Angelina	FM 324	2.275	5.814	17608025	TEXTURIZE SHOULDERS (PROFILE CENTERLINE MARKINGS)	Construction Schedule	$ 30,735.50
2	Laredo	Dimmit	US 83	9.891	27.567	3706098	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 358,982.00
2	Odessa	Reeves	US 285	54.477	54.677	13905047	SAFETY LIGHTING	Finalizing for Construc	$ 43,187.00
2	Odessa	Winkler	SH 302	10.95	11.45	46306031	SAFETY LIGHTING	Finalizing for Construc	$ 104,393.00
2	Brownwood	McCulloch	US 87	17.429	17.485	7101054	RECONSTRUCT URBAN ROAD	Finalizing for Construc	$ 1,972,312.40
2	San Antonio	Kerr	SH 16	2.02	2.22	29103069	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 264,128.00
2	Amarillo	Hutchinson	SH 136	0	0.152	37901045	IMPROVE TRAFFIC SIGNALS & INTERCONNECT SIGNALS	Finalizing for Construc	$ 124,388.60
2	Lufkin	Angelina	SH 103	12.69	12.94	33603071	WIDENING EXISTING PAVING FOR ADDITIONAL TURNING LANES	Finalizing for Construc	$ 1,133,897.00
2	Bryan	Walker	SH 75	0.162	2.019	11001043	INSTALL FLASHING YELLOW ARROW	Finalizing for Construc	$ 101,943.00
2	Tyler	Cherokee	US 69	12.075	22.087	19901084	CONSTRUCT SIDEWALKS FOR PEDESTRIAN NETWORK IN JACKSONVILLE	Finalizing for Construc	$ 1,027,382.00
2	Lufkin	Nacogdoches	FM 1275	2.903	3.103	140703018	IMPROVE TRAFFIC AND PEDESTRIAN SIGNALS AT LOCATION	Construction Schedule	$ 199,913.40
2	Bryan	Milam	US 79	7.335	7.462	20406060	SIDEWALK, RAMPS, BENCHES & LIGHT'G	Finalizing for Construc	$ 1,388,000.00
2	Odessa	Martin	SH 176	27.499	27.699	54802036	INSTALL INTERSECTION FLASHING BEACON, INSTALL ADVANCED	Finalizing for Construc	$ 44,535.00
2	Tyler	Van Zandt	US 80	3.313	3.513	9506069	IMPROVE & INTERCONNECT TRAFFIC SIGNALS	Construction Schedule	$ 125,004.17
2	Lufkin	Angelina	US 69	6.627	6.727	20001091	INSTALL TRAFFIC SIGNAL	Finalizing for Construc	$ 130,000.00
2	Yoakum	De Witt	US 183	13.993	15.414	26906059	ADD 3 LANES FOR A 4-LANE UNDIVIDED HIGHWAY WITH CONTINUOUS	Finalizing for Construc	$ 4,500,000.00
2	San Antonio	Wilson	US 87	6.684	10.457	14303045	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 196,093.24
2	Corpus Christi	Karnes	SH 72	2.966	3.366	27003078	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 135,457.50
2	Bryan	Burleson	SH 36	0	0.101	18604032	GOVERNORS COMMUNITY ACHIEVEMENT AWARD PROJECT TO IMPROVE	Finalizing for Construc	$ 130,128.50
2	Bryan	Burleson	SH 36	0.225	0.425	18603064	IMPROVE TRAFFIC SIGNAL	Finalizing for Construc	$ 290,552.00
2	Bryan	Washington	US 290	5.675	5.725	11409070	REPLACE BRIDGE AND APPROACH RAILING OR ADD END	Finalizing for Construc	$ 50,660.00
2	Bryan	Washington	US 290	6.123	6.223	11409071	REPLACE BRIDGE AND APPROACH RAILING OR ADD END	Finalizing for Construc	$ 35,000.00
2	Bryan	Washington	US 290	9.572	9.693	11409080	DECK REHABILITATION	Finalizing for Construc	$ 450,000.00
2	Bryan	Washington	US 290	10.865	10.976	11409081	DECK REHABILITATION	Finalizing for Construc	$ 400,000.00
2	Atlanta	Morris	US 259	20.52	22.82	39201069	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 17,799.00
2	Atlanta	Morris	US 259	19.267	20.245	22202055	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 7,569.00
2	Atlanta	Morris	US 259	19.267	20.245	22202057	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 184,233.35

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Atlanta	Morris	US 259	19.267	20.245	22202058	INSTALL LED FLASHING CHEVRONS (CURVE), PROFILE EDGELINE MARK	Finalizing for Construc	$ 51,110.00
2	Atlanta	Morris	US 259	20.52	22.916	39201072	INSTALL LED FLASHING CHEVRONS (CURVE), PROFILE EDGELINE	Finalizing for Construc	$ 54,937.00
2	Laredo	Dimmit	US 83	8.759	9.891	3706100	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 19,935.00
2	Laredo	Maverick	US 277	31.465	31.765	30001098	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,868,020.00
2	Laredo	Maverick	US 277	33.111	41.36	30001094	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 156,500.00
2	Dallas	Navarro	FM 667	0	4.85	99703007	REHABILITATE EXISTING ROADWAY AND ADD SHOULDERS	Construction Schedule	$ 6,713,713.62
2	Dallas	Navarro	FM 416	0.008	9.318	99803026	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 355,669.94
2	San Antonio	Atascosa	US 281	5.201	12.169	7303068	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 475,760.44
2	Lufkin	Shelby	SH 87	16.387	26.008	6401067	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 695,254.00
2	San Antonio	Medina	SH 173	38.88	40.493	42101045	RESTORE EXISTING ROADWAY	Construction Schedule	$ 2,225,938.41
2	Lufkin	Angelina	FM 1336	1	2.814	341801011	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 297,335.00
2	Lufkin	Angelina	FM 1336	1	2.814	341801012	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 16,391.50
2	Laredo	Maverick	US 57	2.432	3.123	30001097	RECONSTRUCTION OF EXISTING HIGHWAY	Construction Schedule	$ 5,859,152.59
2	Wichita Falls	Cooke	CR	1.9	2.1	90315088	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 350,000.00
2	Wichita Falls	Cooke	CR	0.7	0.9	90315087	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 355,000.00
2	Wichita Falls	Cooke	CR	0.3	0.5	90315084	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 700,000.00
2	Wichita Falls	Montague	CR	0.3	0.5	90328051	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 365,000.00
2	Odessa	Pecos	SH 18	4.074	4.25	29205016	INSTALL INTERSECTION FLASHING BEACON, INSTALL ADV_WARNING	Finalizing for Construc	$ 110,271.00
2	Odessa	Ward	FM 1776	6.141	6.341	226201017	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 67,527.00
2	Abilene	Howard	SH 350	4.713	13.947	69301036	CEMENT TREATMENT, SEALCOAT AND OVERLAY	Finalizing for Construc	$ 12,300,000.00
2	Tyler	Wood	US 80	34.706	34.906	9602049	INSTALL SAFETY LIGHTING	Construction Schedule	$ 35,127.00
2	Lufkin	Angelina	SH 7	0.022	3.4	55302017	PROFILE EDGELEINE MARKINGS	Construction Schedule	$ 16,334.24
2	Lufkin	Angelina	SH 7	0	3.4	55302018	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 218,205.00
2	Lufkin	San Augustine	SH 7	0	0.256	5902014	OVERLAY WITH PFC	Construction Schedule	$ 80,362.00
2	Yoakum	De Witt	US 183	11.184	11.284	15404033	MISC BRIDGE REPAIR	Construction Schedule	$ 45,150.00
2	Yoakum	De Witt	US 183	5.326	5.426	15404031	MISC BRIDGE REPAIR	Construction Schedule	$ 29,200.00
2	Yoakum	Gonzales	US 90A	8.973	16.56	2506055	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 782,888.00
2	Yoakum	Gonzales	US 183	9.436	9.536	15302044	MISC BRIDGE REPAIR	Construction Schedule	$ 67,950.00
2	Yoakum	Lavaca	US 77A	24.704	28.904	26904038	INSTALL SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 39,443.65
2	Yoakum	Wharton	US 59	1	7.621	8908093	ACP OVERLAY	Construction Schedule	$ 2,720,084.95
2	Austin	Llano	CR	0.625	0.631	91425008	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,100,000.00
2	Corpus Christi	Refugio	CR	0	0.018	91627013	REPLACE BRIDGE AND APPROACHES	Under Development	$ 267,260.00
2	Laredo	La Salle	FM 624	0.5	14.136	237301018	PROFILE EDGELINE MARKING, PROFILE CENTERLINE MARKING	Finalizing for Construc	$ 265,672.00
2	Laredo	La Salle	FM 624	0.5	14.136	237301020	SAFETY TREAT FIXED OBJECT	Finalizing for Construc	$ 1,074,307.00
2	Laredo	Val Verde	US 277	3.226	12.679	29901068	TEXTURIZING SHOULDER AND CENTERLINE	Construction Schedule	$ 114,358.99
2	Brownwood	Coleman	SH 206	0.001	1.237	5405023	SAEL COAT	Finalizing for Construc	$ 51,447.00
2	Bryan	Leon	IH 45	26.381	27.722	67503083	SEAL COAT	Construction Schedule	$ 46,028.52
2	Lubbock	Lubbock	FM 41	1	10.757	64502015	SEAL COAT	Construction Schedule	$ 254,469.45
2	Tyler	Rusk	FM 225	9.95	30.37	59403028	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 786,508.65
2	Lufkin	Shelby	FM 2026	0	10.5	187901023	RESURFACE WITH SEAL COAT	Construction Schedule	$ 377,225.35
2	Lufkin	Nacogdoches	FM 2259	10.799	18.718	211601021	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 36,360.54
2	San Antonio	Wilson	FM 536	10.536	16.254	100901040	PROFILE EDGELINE/CENTERLINE PAVEMENT MARKINGS	Construction Schedule	$ 124,456.84
2	San Antonio	Atascosa	FM 476	1.6	6.454	85302031	PROFILE EDGELINE/CENTERLINE PAVEMENT MARKINGS	Construction Schedule	$ 83,842.65
2	Corpus Christi	Karnes	FM 792	4.018	12.396	112101021	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 243,426.00
2	Corpus Christi	San Patricio	FM 1068	0.734	3.476	252101016	MILLED CENTERLINE RUMBLE STRIP	Finalizing for Construc	$ 24,316.00
2	Waco	Coryell	FM 929	0	14.022	118701029	SEAL COAT	Construction Schedule	$ 1,058,785.97
2	Tyler	Gregg	FM 349	0.013	7.626	42403026	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 294,532.75
2	Lufkin	Nacogdoches	FM 2863	0	2.783	289001007	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 22,985.34
2	Laredo	Val Verde	US 277	0	0.185	2309011	CONCRETE PAVEMENT DIAMOND GRINDING	Construction Schedule	$ 103,727.89
2	Laredo	Val Verde	US 277	1.054	1.117	29901071	CONCRETE PAVEMENT DIAMOND GRINDING	Construction Schedule	$ 41,957.04
2	Brownwood	Lampasas	FM 1478	9.792	11.632	103203012	SEAL COAT	Finalizing for Construc	$ 97,464.00
2	Fort Worth	Erath	FM 205	3.231	14.754	199001021	SEAL COAT MAIN LANES	Construction Schedule	$ 194,195.76
2	Fort Worth	Palo Pinto	FM 2270	0.001	0.501	273601002	SEAL COAT	Finalizing for Construc	$ 53,219.58

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Archer	SH 79	10.124	18.419	28303022	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 30,639.06
2	Wichita Falls	Archer	FM 1180	0	3.317	54403008	SEAL COAT	Finalizing for Construc	$ 78,295.00
2	Wichita Falls	Clay	FM 1740	1	4.558	161502017	WIDEN PAVEMENT, SETS, RUMBLE STRIPS	Finalizing for Construc	$ 850,000.00
2	Wichita Falls	Clay	FM 2847	0	4.921	286201011	SEAL COAT	Finalizing for Construc	$ 119,614.00
2	Wichita Falls	Young	SH 114	15.399	27.672	44401041	UPGRADE TO SUPER-2	Finalizing for Construc	$ 11,000,000.00
2	Wichita Falls	Young	SH 16	0	10.579	65501033	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 39,498.21
2	Wichita Falls	Young	FM 578	0	7.019	103106009	SEAL COAT	Finalizing for Construc	$ 140,000.00
2	Amarillo	Armstrong	SH 207	1.002	14.506	35705025	GUARDRAIL IMPROVEMENTS	Construction Schedule	$ 1,090,476.50
2	Amarillo	Lipscomb	SH 305	23.855	36.202	58202020	SEALCOAT	Finalizing for Construc	$ 560,533.00
2	Amarillo	Ochiltree	FM 759	1	16.446	30805012	SEALCOAT	Construction Schedule	$ 478,724.73
2	Lubbock	Crosby	SH 207	1.637	2.608	45304025	SCRUB SEAL	Construction Schedule	$ 29,092.50
2	Lubbock	Crosby	SH 207	1.637	2.608	45304026	SEAL COAT	Construction Schedule	$ 37,416.30
2	Lubbock	Floyd	FM 97	0.129	0.621	74001014	SCRUB SEAL	Construction Schedule	$ 15,054.40
2	Lubbock	Floyd	FM 97	0.994	2.35	14511010	SCRUB SEAL	Construction Schedule	$ 30,417.50
2	Odessa	Martin	SH 137	0	2.723	49404017	SEAL COAT	Construction Schedule	$ 90,814.17
2	Odessa	Pecos	RM 2400	0	6.02	229701012	SEAL COAT	Construction Schedule	$ 178,289.38
2	San Angelo	Schleicher	RM 864	0	9.527	184602008	SEAL COAT	Finalizing for Construc	$ 359,105.44
2	Abilene	Howard	SH 350	13.721	25.125	69301035	SEAL COAT	Construction Schedule	$ 551,083.35
2	Abilene	Jones	FM 126	13.375	15.452	73302023	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Finalizing for Construc	$ 559,935.00
2	Waco	Hamilton	FM 2005	0	8.477	192703015	SEAL COAT	Construction Schedule	$ 200,664.59
2	Waco	Hamilton	SH 22	0	10.2	12001018	SEAL COAT	Construction Schedule	$ 361,757.56
2	Waco	Hamilton	FM 2005	0	9.752	192703016	SEAL COAT	Finalizing for Construc	$ 225,000.00
2	Waco	Hill	FM 933	13.001	18.822	20906039	SEAL COAT	Construction Schedule	$ 263,402.22
2	Waco	Hill	FM 2959	2.856	6.897	303001009	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 115,770.00
2	Waco	Hill	FM 1713	0	0.549	254701014	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 27,709.00
2	Waco	Hill	SH 81	9.698	14.812	1406042	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 119,683.00
2	Waco	Hill	FM 1244	1.396	3.652	230901011	SEAL COAT	Finalizing for Construc	$ 125,000.00
2	Tyler	Anderson	FM 2054	0	3.448	319901008	WIDEN TO 26' FOR SAFETY,W/MILLED CENTER & EDGELINE RMBLESTRP	Construction Schedule	$ 2,856,015.70
2	Tyler	Cherokee	FM 22	4.239	9.07	63401014	WIDEN UP TO 28' FOR SAFETY, PROFILE CENTER&EDGELINE MARKINGS	Finalizing for Construc	$ 2,156,551.00
2	Tyler	Henderson	FM 85	8.177	8.377	69702059	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 33,870.00
2	Tyler	Rusk	SH 42	13.796	23.571	54503014	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 283,212.00
2	Tyler	Rusk	US 84	0.086	9.88	12304021	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 243,425.00
2	Tyler	Rusk	FM 850	8.621	14.51	116302031	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 222,000.00
2	Tyler	Rusk	US 84	18.73	28.753	12306030	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 392,362.55
2	Tyler	Rusk	US 84	0.075	7.981	12304022	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 269,197.45
2	Tyler	Van Zandt	IH 20	15.769	28.341	49503062	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 460,248.00
2	Lufkin	Angelina	FM 326	0	1.787	250701018	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 127,737.00
2	Lufkin	Angelina	FM 326	0	1.787	250701019	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 16,869.00
2	Lufkin	Nacogdoches	FM 226	20	25.673	89301035	IMPROVE GUARDRAIL TO DESIGN STANDARDS,SAFETY TREAT FIXED	Construction Schedule	$ 193,108.00
2	Lufkin	Nacogdoches	FM 226	0	16.757	89301034	IMPROVE GUARDRAIL TO DESIGN STANDARDS,SAFETY TREAT FIXED	Construction Schedule	$ 889,836.00
2	Lufkin	Nacogdoches	FM 2864	8.651	13.491	289101017	RESURFACE WITH SEAL COAT	Construction Schedule	$ 170,109.70
2	Lufkin	Nacogdoches	SH 21	0	4.489	11806073	RESURFACE WITH SEAL COAT	Construction Schedule	$ 194,597.65
2	Lufkin	Nacogdoches	FM 226	20	25.673	89301037	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 199,690.00
2	Lufkin	San Augustine	SH 21	12.444	19.044	6404040	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 89,404.00
2	Lufkin	San Augustine	SH 103	10.798	10.902	33607073	DECK REPAIRS, RESEAL JOINTS, AND CONCRETE SUBSTRUCTURE REPAI	Finalizing for Construc	$ 150,293.00
2	Lufkin	San Augustine	SH 103	14.424	14.446	33607072	CONCRETE SUBSTRUCTURE REPAIR AND REPAIR STEEL PILING	Finalizing for Construc	$ 73,810.00
2	Lufkin	Shelby	FM 2140	0	2.875	207001010	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 21,486.06
2	Lufkin	Shelby	FM 2261	0.078	3.485	140903019	RESURFACE WITH SEAL COAT	Construction Schedule	$ 132,573.25
2	Lufkin	Shelby	FM 2261	5	10.528	326801011	RESURFACE WITH SEAL COAT	Construction Schedule	$ 213,811.30
2	Lufkin	Shelby	FM 699	3.31	11.48	80901032	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 294,847.00
2	Lufkin	Shelby	FM 699	3.31	11.381	80901034	PROFILE EDGELINE MARKINGS, AND PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 64,475.71
2	Yoakum	De Witt	FM 682	1.225	9.816	84002023	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 330,177.00
2	Yoakum	De Witt	FM 443	1.737	1.837	83902013	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 494,729.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Fayette	FM 1291	0	6.477	126501019	SEAL COAT	Finalizing for Construc	$ 186,566.00
2	San Antonio	Wilson	FM 775	0	0.109	344001013	INSTALL TRAFFIC SIGNAL, ADVANCE INTERSECTION WARNING SIGNALS	Construction Schedule	$ 199,124.23
2	San Antonio	Wilson	FM 1303	3.839	11.036	154801016	PROFILE EDGELINE/CENTERLINE PAVEMENT MARKINGS	Construction Schedule	$ 166,384.95
2	Corpus Christi	Karnes	FM 626	4	13.495	99101026	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 264,057.50
2	Bryan	Madison	IH 45	0.449	8.614	67505085	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 249,854.76
2	Bryan	Madison	OSR	0	0.1	47503067	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 4,600,000.00
2	Bryan	Madison	FM 2158	7.587	7.687	202701013	DECK REHABILITATION	Finalizing for Construc	$ 275,000.00
2	Bryan	Madison	OSR	0.639	0.739	47503076	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,700,000.00
2	Bryan	Madison	OSR	0.335	0.435	47503075	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,700,000.00
2	Dallas	Navarro	IH 45	0	6.591	16601050	INSTALLATION OF WIRELESS ITS	Construction Schedule	$ 116,144.04
2	Atlanta	Harrison	FM 134	15.011	20.065	63203047	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 115,730.84
2	Atlanta	Harrison	SH 43	3.67	4.24	20802042	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 52,752.40
2	Atlanta	Harrison	FM 134	9.24	15.04	63203048	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 182,052.00
2	Atlanta	Harrison	FM 1997	3.934	4.138	191902039	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 34,032.00
2	Atlanta	Harrison	FM 449	0	7.003	64006043	SEAL COAT	Construction Schedule	$ 220,221.90
2	Atlanta	Panola	FM 31	3.007	15.639	73101053	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 323,200.50
2	Atlanta	Panola	FM 1234	0.013	0.863	42804005	SEAL COAT	Construction Schedule	$ 22,923.40
2	Atlanta	Panola	FM 10	3.825	10.013	122201031	SEAL COAT	Construction Schedule	$ 209,229.70
2	Beaumont	Tyler	FM 1745	0.714	0.72	158401029	REPLACE BRIDGE & APPROACHES	Finalizing for Construc	$ 500,000.00
2	Laredo	Duval	FM 1329	0	25.121	198201029	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 610,814.00
2	Laredo	La Salle	FM 624	36.516	41.733	65205021	PROFILE EDGELINE MARKING, PROFILE CENTERLINE MARKING	Finalizing for Construc	$ 104,115.00
2	Laredo	Maverick	SH 131	0	16.756	37503015	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 422,007.21
2	Laredo	Maverick	SH 131	0.003	16.749	37503016	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 41,352.00
2	Laredo	Val Verde	UP 277	0.5	0.587	16101030	IMPROVE TRAFFIC SIGNAL_& INSTALLATION OF SIDEWALKS	Finalizing for Construc	$ 102,307.00
2	Laredo	Webb	SH 44	12	41.669	23703033	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 578,047.00
2	Laredo	Webb	SH 44	12	34.986	23703035	SAFETY TREAT FIXED OBJECT	Finalizing for Construc	$ 921,568.00
2	Laredo	Zavala	FM 140	0.437	9.924	87502009	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 64,638.00
2	Brownwood	Brown	FM 45	2.663	7.235	48006025	SEAL COAT	Construction Schedule	$ 206,916.68
2	Brownwood	Brown	FM 3021	1	4.412	310201009	SEAL COAT	Finalizing for Construc	$ 79,429.00
2	Brownwood	Brown	SH 279	16.879	24.29	48004027	SEAL COAT	Finalizing for Construc	$ 158,406.00
2	Brownwood	Coleman	FM 568	0	6.597	63602020	SEAL COAT	Construction Schedule	$ 110,218.00
2	Brownwood	Eastland	FM 570	6	11.444	102701021	SEAL COAT	Finalizing for Construc	$ 118,866.00
2	Brownwood	Mills	FM 573	0	10.348	102903017	SEAL COAT	Construction Schedule	$ 214,028.68
2	Lubbock	Bailey	US 70	0	9.434	5202036	OVERLAY	Finalizing for Construc	$ 16,250,000.00
2	Yoakum	Calhoun	US 87	0	8.591	14403037	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 176,191.00
2	Lufkin	Shelby	US 96	2.163	12.346	6306098	PLANE, LEVEL-UP AND PFC	Construction Schedule	$ 10,452,733.40
2	Yoakum	Calhoun	US 87	5.897	8.597	14403039	SEAL COAT	Construction Schedule	$ 203,688.50
2	Abilene	Scurry	US 180	6.73	9.106	5317035	SEAL COAT	Finalizing for Construc	$ 139,542.00
2	Atlanta	Cass	US 59	11.12	11.551	21803086	RESURFACE EXISTING 4-LANE HIGHWAY	Finalizing for Construc	$ 800,000.00
2	Bryan	Washington	BS 36-J	20.597	21.554	18605043	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 57,381.37
2	Tyler	Anderson	US 79	9.566	10.929	20601053	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 93,788.95
2	Paris	Lamar	US 82	3.206	3.701	169001121	OVERLAY ON FRONTAGE ROADS	Finalizing for Construc	$ 170,150.20
2	Bryan	Washington	BS 36-J	21.638	22.331	18605041	MILL AND INLAY	Finalizing for Construc	$ 300,000.00
2	Tyler	Anderson	US 79	0.033	2.039	20507077	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 130,237.65
2	Paris	Lamar	US 271	0	9.482	13608042	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 293,492.00
2	Wichita Falls	Wilbarger	US 287	9.98	20.051	4305108	MILL AND OVERLAY	Finalizing for Construc	$ 349,400.00
2	Wichita Falls	Wilbarger	US 287	22.238	29.147	4307113	OVERLAY, SB ONLY	Finalizing for Construc	$ 1,527,722.00
2	Amarillo	Armstrong	US 287	16.555	22.092	4204042	OVERLAY	Construction Schedule	$ 3,501,863.45
2	Amarillo	Carson	US 60	1.132	10.938	16903037	WBL - THICK OVERLAY AND PAVEMENT REPAIR	Construction Schedule	$ 3,383,260.80
2	Amarillo	Carson	US 60	1.132	10.938	16903036	EBL - FULL DEPTH REPAIR, MILL AND FILL	Construction Schedule	$ 8,991,470.01
2	Amarillo	Lipscomb	US 83	0	3.658	3004020	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 5,794.20
2	Amarillo	Sherman	US 54	0	18.666	23806032	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 29,566.95
2	Lubbock	Lamb	US 84	25.924	33.832	5205046	OVERLAY	Finalizing for Construc	$ 13,100,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	San Angelo	Sterling	US 87	0.187	12.257	6904043	ACP OVERLAY	Under Development	$ 4,400,000.00
2	Tyler	Cherokee	US 79	0.005	1.145	20604042	FULL DEPTH REPAIR & RESURFACE ROADWAY	Finalizing for Construc	$ 2,250,000.00
2	Tyler	Henderson	BS 31H	10.069	13.17	16401071	RESURFACE ROADWAY WITH PFC	Construction Schedule	$ 1,146,125.00
2	Corpus Christi	Live Oak	IH 37	29.602	33.206	7401056	REHAB AND OVERLAY WEST FRONTAGE ROAD	Under Development	$ 1,600,000.00
2	Bryan	Freestone	US 79	0.427	0.627	20506032	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 102,349.00
2	Bryan	Leon	US 79	0	16.417	20505047	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 45,835.05
2	Bryan	Milam	SH 36	0.007	6.071	18601023	SEAL COAT	Construction Schedule	$ 270,897.72
2	Bryan	Milam	US 190	1	8.244	18502040	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 427,967.87
2	Childress	Donley	US 287	0	0.113	4208057	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 471,299.25
2	Childress	Donley	IH 40	1	2.652	27506032	SEALCOAT FRONTAGE ROADS	Construction Schedule	$ 135,758.82
2	Amarillo	Gray	IH 40	1	4.917	27507039	SEALCOAT FRONTAGE ROADS	Construction Schedule	$ 336,423.68
2	Corpus Christi	Refugio	US 183	0	6.914	15505042	REHABILITATE ROADWAY AND ADD PASSING LANES	Finalizing for Construc	$ 9,000,000.00
2	Wichita Falls	Wichita	SH 240	4.424	8.985	15602029	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 16,921.92
2	Austin	Gillespie	US 290	22.906	35.448	11203035	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 1,561,411.75
2	Abilene	Scurry	SH 350	1	17.213	69303044	SEAL COAT	Construction Schedule	$ 817,892.30
2	Wichita Falls	Wichita	SH 240	3.316	8.985	15602030	SEAL COAT	Construction Schedule	$ 246,490.09
2	Abilene	Nolan	BI 20-M	12.041	15.76	615036	SEAL COAT	Finalizing for Construc	$ 190,548.21
2	Tyler	Henderson	BU 175G	9.361	10.077	16304058	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 65,781.25
2	Bryan	Grimes	SH 105	43.11	44.784	31504077	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 113,570.37
2	Paris	Rains	US 69	3.97	5.522	20303046	LANDSCAPE DEVELOPMENT	Construction Schedule	$ 29,305.00
2	Fort Worth	Jack	US 281	37.188	46.768	24907073	SEAL COAT MAIN LANES	Construction Schedule	$ 390,308.99
2	Wichita Falls	Archer	US 281	2.803	7.003	24902023	SEAL COAT	Construction Schedule	$ 139,714.52
2	Wichita Falls	Clay	US 82	4.585	4.68	4403048	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,350,000.00
2	Amarillo	Hemphill	US 83	1	6.333	3007021	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 8,447.40
2	Odessa	Terrell	US 90	13.05	24.926	2201030	SEAL COAT	Construction Schedule	$ 410,530.33
2	San Angelo	Glasscock	US 87	0	10.166	6902029	ACP OVERLAY	Under Development	$ 3,706,000.00
2	San Angelo	Runnels	US 67	0.631	19.785	15801082	ACP OVERLAY	Finalizing for Construc	$ 13,000,000.00
2	Abilene	Stonewall	US 83	17.713	20.97	10605038	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 14,839.80
2	Lufkin	Angelina	SH 94	1.643	3.203	31904084	RECONSTRUCT AND WIDEN PAVEMENT	Under Development	$ 2,279,953.00
2	Lufkin	San Jacinto	US 190	1	8.203	21302046	RESURFACE WITH SEAL COAT	Construction Schedule	$ 587,919.60
2	Austin	Blanco	US 290	0.001	3.825	11303031	FULL DEPTH REPAIR, UNDERSEAL AND TOM	Finalizing for Construc	$ 1,637,186.16
2	Beaumont	Tyler	US 69	0.062	9.465	20006055	OVERLAY EXISTING ROADWAY	Finalizing for Construc	$ 6,500,000.00
2	Beaumont	Tyler	US 69	0.692	10.416	20008057	SEAL COAT	Construction Schedule	$ 876,627.00
2	Laredo	Kinney	US 90	0	17.24	2302041	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 289,469.00
2	San Antonio	Medina	PR 37	0	4.286	106602017	INSTALL ADVANCE WARNING SIGNS, INVERTED PROFILE MARKINGS,	Construction Schedule	$ 1,606,109.03
2	Brownwood	Stephens	US 183	8.238	15.742	40402038	SEAL COAT	Under Development	$ 337,199.00
2	Wichita Falls	Cooke	FM 373	9.175	13.704	82301029	EXTEND CULVERTS	Construction Schedule	$ 644,248.68
2	Amarillo	Dallam	US 87	9.652	19.103	4002022	NBL - OVERLAY AND PAVEMENT REPAIR	Construction Schedule	$ 2,626,721.00
2	Amarillo	Dallam	US 87	9.652	19.103	4002023	SBL - OVERLAY AND PAVEMENT REPAIR	Construction Schedule	$ 2,628,547.90
2	Amarillo	Dallam	US 87	3	9.651	4001050	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 28,093.80
2	Lubbock	Floyd	US 62	2.016	18.481	14507038	SEAL COAT	Construction Schedule	$ 807,345.25
2	Lufkin	Nacogdoches	SH 21	27.554	27.582	11808076	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,403,400.00
2	Austin	Blanco	US 290	10.002	12.461	11305048	PROFILE EDGELINE & CENTERLINE MARKS	Finalizing for Construc	$ 27,833.60
2	Austin	Gillespie	US 290	11.902	12.796	11202034	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 53,512.50
2	Atlanta	Harrison	US 59	7.392	7.396	6207089	REPLACE MBGF	Finalizing for Construc	$ 65,000.00
2	Atlanta	Harrison	FM 9	4.011	7.884	63204034	REHABILITATE EXISTING 2-LANE HIGHWAY	Finalizing for Construc	$ 2,772,885.93
2	Laredo	Kinney	US 90	19.725	37.961	2304063	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 354,827.00
2	El Paso	Hudspeth	US 62	0	2.06	37404034	SEAL COAT	Construction Schedule	$ 159,746.56
2	Childress	Hall	US 287	2.305	4.266	4209124	REALIGNMENT	Finalizing for Construc	$ 8,142,200.00
2	Childress	Motley	US 62	0	13.288	14508031	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 529,566.25
2	Lufkin	Angelina	US 69	14.119	22.871	19904070	RESURFACE WITH THIN OVERLAY MIX	Finalizing for Construc	$ 3,700,000.00
2	Austin	Gillespie	IH 10	1	6.954	14213017	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 6,360,280.00
2	San Antonio	Kerr	IH 10	11.139	16.549	14212019	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 6,470,309.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Corpus Christi	Jim Wells	US 281	4.007	10.589	25502050	CONSTRUCT A FOUR LANE RELIEF ROUTE ALONG US 281@ PREMONT	Under Development	$ 1.00
2	San Angelo	Irion	RM 853	0	15.244	55504016	SEAL COAT	Construction Schedule	$ 398,621.06
2	Waco	Hill	FM 744	0	5.505	166301019	REHABILITATE ROADWAY	Under Development	$ 2,200,000.00
2	Waco	Hill	FM 308	0.5	1.39	83402025	REHABILITATE AND WIDEN ROADWAY	Under Development	$ 400,000.00
2	Waco	Hill	FM 66	9.888	14.687	59601017	REHABILITATE ROADWAY	Under Development	$ 2,000,000.00
2	Amarillo	Carson	IH 40	0	6.21	27504054	EBL - MILL, REHAB AND OVERLAY	Construction Schedule	$ 8,018,874.25
2	Abilene	Mitchell	IH 20	10.329	22.184	508105	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 74,818.97
2	Yoakum	Jackson	US 59	10.364	19.543	8903092	MODIFY BRIDGE RAIL AND APPROACH GUARDRAIL & IMPROVE	Finalizing for Construc	$ 789,839.00
2	Dallas	Navarro	IH 45	20.34	25.555	9206101	WIDEN FREEWAY FROM 4 TO 6 LANES	Construction Schedule	$ 44,260,901.06
2	Wichita Falls	Wichita	US 287	18.706	21.663	4309134	SEAL COAT (FRONTAGE ROADS)	Construction Schedule	$ 74,172.36
2	Paris	Lamar	US 82	6.315	6.644	169001118	MILL AND INLAY FRONTAGE ROADS	Finalizing for Construc	$ 226,156.70
2	Wichita Falls	Montague	US 81	3.605	3.896	1305061	PAVEMENT REPAIR AND OVERLAY, NB ONLY	Finalizing for Construc	$ 126,274.00
2	Wichita Falls	Wilbarger	US 287	29.824	34.247	4307115	MILL AND OVERLAY, NB ONLY	Finalizing for Construc	$ 1,039,716.00
2	Wichita Falls	Wilbarger	US 287	34.045	34.247	4307114	OVERLAY, SB FRONTAGE ROAD ONLY	Finalizing for Construc	$ 30,000.00
2	Wichita Falls	Wilbarger	US 287	29.147	34.247	4307112	MILL AND OVERLAY, SB ONLY	Finalizing for Construc	$ 1,144,732.00
2	Odessa	Loving	SH 302	0	3.122	47902021	ROADWAY REHABILITATION	Construction Schedule	$ 6,299,254.40
2	Odessa	Midland	FM 1787	11.826	19.905	171702023	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 12,849,638.45
2	Odessa	Reeves	SH 302	1	3.281	47901019	ROADWAY REHABIITATION	Construction Schedule	$ 5,088,343.19
2	Abilene	Callahan	IH 20	16.865	21.789	701059	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 17,328.06
2	Abilene	Callahan	IH 20	16.569	21.789	701061	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 10,471.06
2	Abilene	Callahan	IH 20	12.847	15.291	701060	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 16,474.68
2	Abilene	Howard	IH 20	18.584	18.768	505112	INSTALL CRASHWALLS	Construction Schedule	$ 6,122,331.35
2	Abilene	Mitchell	IH 20	22.176	33.054	601101	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 65,811.67
2	Waco	Hill	SH 22	9.626	9.316	12102059	MILL/INLAY (REMOVE OLD RR)	Finalizing for Construc	$ 2,000,000.00
2	Lufkin	Polk	US 59	36.206	41.316	17701101	MILL & INLAY, OCST & PFC	Under Development	$ 2,243,170.00
2	San Antonio	Kerr	IH 10	2.264	10.11	14202029	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS ON	Finalizing for Construc	$ 9,870,506.00
2	San Antonio	McMullen	SH 16	0	13.063	51702042	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Finalizing for Construc	$ 21,450,150.57
2	Corpus Christi	Karnes	SH 72	11.764	15.046	27003076	REHABILITATE ROADWAY AND ADD PASSING LANES	Construction Schedule	$ 6,043,903.80
2	Corpus Christi	San Patricio	US 77	13.65	13.85	37201103	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 57,222.50
2	Dallas	Navarro	IH 45	6.591	14.41	9301098	WIDEN FREEWAY FROM 4 TO 6 LANES	Construction Schedule	$ 38,968,376.97
2	Atlanta	Harrison	IH 20	23.747	31.272	49510091	RESURFACE EXISTING INTERSTATE FACILITY	Construction Schedule	$ 8,950,315.30
2	Abilene	Howard	SH 176	5.456	11.138	54804021	ROADWAY REHABILITATION / ARMORING	Finalizing for Construc	$ 10,000,000.00
2	Brownwood	McCulloch	US 190	30	30.88	12804035	RECONSTRUCT URBAN ROAD	Construction Schedule	$ 5,368,381.30
2	Odessa	Reeves	IH 10	1	21.944	44109048	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 195,187.00
2	Atlanta	Panola	US 59	2.678	3.678	6310015	CONSTRUCT GRADE SEPARATION TO INTERSTATE STANDARDS	Under Development	$ 19,969,304.00
2	Laredo	Zavala	US 57	0	14.659	27604031	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 289,904.00
2	Tyler	Henderson	SH 198	10.664	11.859	64605027	REPLACE EXISTING STRUCTURE	Under Development	$ 26,000,000.75
2	Waco	Bosque	SH 6	30.835	42.719	25807045	ADD PASSING LANES, MILL AND INLAY	Finalizing for Construc	$ 7,700,000.00
2	Waco	Bosque	SH 6	19.768	30.811	25806040	ADD PASSING LANES, MILL AND INLAY	Finalizing for Construc	$ 7,600,000.00
2	Waco	Coryell	SH 36	12.794	16.5	18304053	MILL/INLAY	Finalizing for Construc	$ 1,200,000.00
2	Yoakum	Gonzales	US 90A	14.795	16.028	2506056	MISC BRIDGE REPAIR	Finalizing for Construc	$ 909,984.00
2	Waco	Hill	FM 66	6.588	14.687	59601021	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 831,537.00
2	Amarillo	Gray	SH 70	3.58	7.185	49001037	OVERLAY	Finalizing for Construc	$ 6,250,000.00
2	Paris	Red River	FM 911	1.548	8.752	72203013	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 89,017.00
2	Amarillo	Oldham	IH 40	0.03	18.237	9003062	SEALCOAT	Construction Schedule	$ 1,139,878.55
2	Atlanta	Panola	US 79	17.24	23.824	24701057	RESURFACE EXISTING 4-LANE HIGHWAY	Finalizing for Construc	$ 5,948,700.00
2	Tyler	Rusk	US 259	1	8.622	13804046	REPAIR & REPAVE ROADWAY-NBL ONLY	Construction Schedule	$ 5,863,094.69
2	Bryan	Washington	US 290	0	16.16	11409079	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 1,580,814.85
2	Lubbock	Dawson	US 87	1	17.296	6804039	OVERLAY	Finalizing for Construc	$ 5,000,000.00
2	Laredo	Zavala	US 83	10.682	41.683	3703083	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 408,426.00
2	Atlanta	Harrison	IH 20	0	16.811	49508100	RESURFACE EXISTING INTERSTATE FACILITY	Construction Schedule	$ 9,669,351.98
2	Wichita Falls	Montague	US 287	9.484	15.312	22403060	PAVEMENT REPAIR WITH OVERLAY	Finalizing for Construc	$ 2,528,736.00
2	Laredo	Zavala	US 83	34.761	41.736	3703085	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 324,169.62

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Brownwood	Lampasas	US 183	0.077	0.226	27301065	REHAB ROADWAY	Construction Schedule	$ 300,000.00
2	Lubbock	Dawson	SH 137	18.881	20.177	49401018	RESTORATION OF EXISTING ROADWAY	Finalizing for Construc	$ 3,675,000.00
2	Corpus Christi	Bee	US 59	0	1.569	44702050	SPOT BASE REPAIR AND NOVACHIP ROADWAY	Finalizing for Construc	$ 1,500,000.00
2	Lubbock	Terry	US 380	0.001	1.317	29704018	SEAL COAT	Construction Schedule	$ 77,265.90
2	Lubbock	Terry	US 380	0.001	1.317	29704017	SCRUB SEAL	Construction Schedule	$ 49,227.60
2	Yoakum	Wharton	SH 60	36.279	37.381	8910023	MILL AND INLAY	Finalizing for Construc	$ 1,300,000.00
2	Amarillo	Ochiltree	US 83	7.428	7.628	3002048	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 200,749.00
2	Odessa	Reeves	US 285	52.428	54.224	13905048	MILL AND FILL	Finalizing for Construc	$ 5,821,200.00
2	Laredo	Maverick	US 57	0.005	0.313	27601042	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 108,834.00
2	Wichita Falls	Clay	US 82	1.328	4.437	4403050	MILL AND INLAY	Construction Schedule	$ 1,344,061.35
2	Wichita Falls	Cooke	US 82	16.912	17.049	4407070	LANDSCAPING	Construction Schedule	$ 99,569.00
2	Amarillo	Hemphill	US 83	2.9	2.931	3005069	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 2,040,000.00
2	Amarillo	Hemphill	US 83	4.535	4.568	3005070	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 2,040,000.00
2	Lubbock	Dawson	SH 349	0	0.731	38006017	WIDEN NON-FREEWAY	Construction Schedule	$ 10,343,898.15
2	Lubbock	Terry	US 62	0.768	9.317	22801059	SEAL COAT	Construction Schedule	$ 564,315.60
2	Odessa	Martin	SH 349	0	15.284	38008022	ROADWAY REHABILITATION	Construction Schedule	$ 7,516,709.66
2	Abilene	Howard	US 87	22.266	35.377	6901059	SEAL COAT	Finalizing for Construc	$ 940,032.00
2	Abilene	Mitchell	US 84	0.001	0.551	5311025	SEAL COAT	Finalizing for Construc	$ 35,739.00
2	Abilene	Scurry	US 84	6.021	6.698	5307038	INSTALL ADVANCE CURVE WARNING SIGNALS - EXISTING WARNING	Construction Schedule	$ 51,742.00
2	Abilene	Scurry	US 84	32.996	41.706	5310043	SEAL COAT	Finalizing for Construc	$ 604,045.00
2	Abilene	Scurry	US 84	0.001	13.53	5307039	SEAL COAT	Finalizing for Construc	$ 975,190.00
2	Waco	Hill	SH 31	7.337	15.277	16202031	WIDEN FROM TWO LANE TO FOUR LANE DIVIDED. COMPLETES PH I	Construction Schedule	$ 74,735,657.16
2	Tyler	Cherokee	US 84	16.011	17.349	12303021	PLANE, REPAIR & RESURFACE ROADWAY	Construction Schedule	$ 2,950,222.65
2	Tyler	Henderson	SH 31	40.366	40.566	16403054	IMPROVE & INTERCONNECT SIGNALS	Finalizing for Construc	$ 150,305.00
2	Tyler	Henderson	BS 31H	12.141	12.217	16401073	IMPROVE INTERSECTION AND INSTALL SIGNAL	Finalizing for Construc	$ 350,000.00
2	Tyler	Rusk	US 59	0	1.032	17509020	RESURFACE WITH SEAL COAT	Construction Schedule	$ 117,197.20
2	Tyler	Rusk	US 79	1.01	7.366	20606033	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 243,425.00
2	Lufkin	Nacogdoches	US 259	0	6.315	13806044	PLANE, OCST AND PERMEABLE FRICTION COURSE	Finalizing for Construc	$ 3,723,257.60
2	Lufkin	Sabine	US 96	13.987	14.045	6406055	SCOUR REPAIRS CONSISTING OF ADDING TIE-BEAM AND ROCK RIPRAP	Finalizing for Construc	$ 160,000.00
2	Lufkin	Shelby	US 59	0.121	5.308	17505044	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 613,751.00
2	Lufkin	Shelby	US 59	0.014	8.039	17504083	RESURFACE WITH SEAL COAT	Construction Schedule	$ 742,419.15
2	Yoakum	De Witt	US 183	5.324	5.424	15501039	MISC BRIDGE REPAIR	Construction Schedule	$ 152,564.00
2	Yoakum	Fayette	US 290	0	2.128	11408035	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 44,346.20
2	Yoakum	Gonzales	IH 10	0.129	8.012	53505036	ACP OVERLAY	Construction Schedule	$ 6,230,023.10
2	Yoakum	Gonzales	IH 10	0	10.546	53504030	ACP OVERLAY	Construction Schedule	$ 9,891,959.90
2	Corpus Christi	Live Oak	US 281	0	13.337	25402042	BASE REPAIR AND OVERLAY	Construction Schedule	$ 10,404,800.40
2	Bryan	Burleson	SH 21	13.651	23.219	11603064	MILLED EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 38,876.00
2	Bryan	Burleson	SH 36	0	9.513	18602030	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 520,471.35
2	Bryan	Freestone	US 84	19.831	21.314	5704029	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 101,121.13
2	Bryan	Washington	SH 36	2.136	2.179	18605040	REPLACE EXISTING BRIDGE CONSISTING OF GRADING, STRUCTURES	Construction Schedule	$ 1,376,537.15
2	Atlanta	Cass	SH 11	1.083	1.583	22204062	IMPROVE TRAFFIC SIGNALS, INSTALL ADVANCE INTERSECTION	Finalizing for Construc	$ 203,452.00
2	Atlanta	Panola	US 59	0	4.254	6310017	RESURFACE EXISTING 4-LANE HIGHWAY	Construction Schedule	$ 5,079,228.90
2	Laredo	Dimmit	US 83	27.611	38.435	3708041	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 219,766.00
2	Laredo	Webb	US 83	0	16.479	3709033	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 58,068,759.77
2	Brownwood	Eastland	SH 6	30.41	31.735	25704031	RECONSTRUCT ROADWAY AND ADD TWO WAY LEFT TURN LANE	Finalizing for Construc	$ 6,850,000.00
2	Corpus Christi	San Patricio	US 77	10.294	15.794	37201102	OVERLAY ROADWAY (NB AND SB LANES)	Construction Schedule	$ 5,171,693.80
2	Laredo	Val Verde	US 90	7.163	12.876	2301094	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,688,720.00
2	Brownwood	McCulloch	US 87	0	16.953	7006050	IMPROVE GUARDRAIL AND SAFETY TREATMENT	Construction Schedule	$ 142,799.00
2	Lufkin	Shelby	SH 87	10	35.019	30407024	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 668,499.00
2	Lufkin	Polk	SH 146	0	17.735	38801059	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 249,391.00
2	Brownwood	McCulloch	US 87	13.442	16.923	7006051	SEAL COAT	Finalizing for Construc	$ 309,928.00
2	Amarillo	Hutchinson	SH 136	18.786	28.754	35601105	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 15,789.30
2	Brownwood	Lampasas	US 190	0.841	1.935	23101056	PLANING AND ACP OVERLAY	Construction Schedule	$ 1,221,674.50

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Lufkin	Nacogdoches	SL 224	0.971	4.707	256002030	RESURFACE WITH THIN OVERLAY MIXTURE	Finalizing for Construc	$ 1,300,000.00
2	San Antonio	Kerr	SH 16	6.054	6.254	29102037	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 135,271.00
2	Fort Worth	Jack	SH 199	0.001	0.717	17101034	REPAIR BASE FAILURES, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 6,700,000.00
2	Fort Worth	Somervell	SH 144	1.33	5.732	38505028	SEAL COAT MAIN LANES	Construction Schedule	$ 177,870.57
2	Fort Worth	Somervell	SH 144	1.128	5.785	38505030	SEAL COAT	Finalizing for Construc	$ 185,743.76
2	Lubbock	Lynn	US 87	9.963	24.013	6803033	OVERLAY	Finalizing for Construc	$ 4,000,000.00
2	Odessa	Crane	US 385	0	17.84	22902047	PAVEMENT OVERLAY	Finalizing for Construc	$ 1,336,112.00
2	San Angelo	Real	SH 55	0	7.027	23503036	SEAL COAT	Finalizing for Construc	$ 268,732.15
2	Abilene	Nolan	FM 608	15.365	17.627	5315025	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Finalizing for Construc	$ 1,085,023.80
2	Abilene	Taylor	FM 126	4.098	5.606	73303054	OVERLAY	Construction Schedule	$ 1,259,839.00
2	Waco	Hamilton	US 281	0	20.699	25101060	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 176,357.00
2	Waco	Hamilton	US 281	21.245	37.295	25102049	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 124,266.00
2	Tyler	Van Zandt	SH 64	13.055	17.58	24502033	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 283,558.00
2	Tyler	Wood	US 69	1.013	1.213	20305042	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 62,910.00
2	Lufkin	Polk	US 59	0	3.759	17604056	CONST 4 LANE FRWY ON WEST SIDE OF CORRIGAN	Finalizing for Construc	$ 88,600,000.00
2	Lufkin	Polk	US 59	3.759	6.678	17605104	CONSTRUCT 4 LANE FRWY ON WEST SIDE OF CORRIGAN	Finalizing for Construc	$ 69,600,000.00
2	Lufkin	San Jacinto	SH 156	0.474	14.233	40301045	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 88,125.29
2	Lufkin	San Jacinto	SH 156	0.092	14.233	40301046	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 525,470.00
2	Yoakum	Austin	FM 529	0	6.878	40805029	SEAL COAT	Construction Schedule	$ 143,667.20
2	Yoakum	Colorado	FM 155	3.122	3.794	21110045	MILL AND INLAY	Finalizing for Construc	$ 200,000.00
2	Yoakum	Fayette	SH 71	0.04	7.606	26507050	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 462,968.00
2	Austin	Gillespie	US 290	3.082	3.282	11202033	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 65,307.80
2	San Antonio	McMullen	US 59	0	3.514	54205017	2018 HOT RUBBER SEAL PROJECT	Construction Schedule	$ 187,882.70
2	San Antonio	Medina	FM 471	2.76	2.96	154701046	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 49,421.46
2	Corpus Christi	Nueces	SH 361	10.018	10.362	226303042	SAFETY LIGHTING	Finalizing for Construc	$ 94,810.00
2	Corpus Christi	Refugio	SH 202	0.001	7.1	44704022	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 197,777.35
2	Bryan	Grimes	SH 90	26.156	29.839	31503061	ASPHALT RUBBER SEAL	Construction Schedule	$ 198,443.55
2	Bryan	Grimes	SH 90	18.97	26.16	31503065	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 375,138.86
2	Bryan	Robertson	SH 14	0	1.366	9308018	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 4,226.28
2	Atlanta	Bowie	SH 8	0	2.899	6001017	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 62,607.32
2	Atlanta	Bowie	US 67	0	12.072	1012070	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 311,452.00
2	Atlanta	Camp	SH 11	12.803	23.456	8308055	REHABILITATE EXISTING 2-LANE HIGHWAY	Finalizing for Construc	$ 1,500,000.00
2	Atlanta	Cass	SH 49	12.39	19.255	22204060	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 72,087.75
2	Atlanta	Marion	SH 49	11.649	11.849	22205048	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 38,354.00
2	Atlanta	Upshur	SH 155	0	17.245	52005045	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 34,609.00
2	Atlanta	Upshur	SH 155	11.176	17.188	52005048	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 405,704.50
2	Atlanta	Upshur	SH 154	0	11.421	40104038	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 154,952.51
2	Beaumont	Newton	SH 87	1.291	1.491	30503043	SAFETY LIGHTING	Finalizing for Construc	$ 89,819.00
2	Beaumont	Newton	SH 87	1.765	2.145	30506028	OVERLAY EXISTING ROADWAY	Construction Schedule	$ 124,207.00
2	Laredo	Duval	US 59	0.646	12.972	54203036	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 260,684.00
2	Laredo	Kinney	US 277	0.025	13.54	29902037	TEXTURIZING SHOULDERS AND CENTERLINE	Construction Schedule	$ 133,833.06
2	Brownwood	Brown	US 67	1.212	2.227	7901044	PROFILE CENTER AND EDGELINE	Finalizing for Construc	$ 206,170.00
2	Brownwood	Coleman	US 67	21.022	27.167	5404112	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 101,121.00
2	Brownwood	Lampasas	US 183	1.211	2.71	27301034	PROFILE CENTER AND EDGELINE	Finalizing for Construc	$ 66,067.00
2	Brownwood	Mills	US 84	0.054	9.407	5408029	IMPROVE GUARDRAIL	Finalizing for Construc	$ 246,795.00
2	Brownwood	Mills	US 84	1.001	4.941	5409038	IMPROVE GUARDRAIL	Finalizing for Construc	$ 253,639.00
2	Brownwood	Mills	US 84	0.201	1.735	5408030	PROFILE CENTER AND EDGELINE	Finalizing for Construc	$ 134,517.00
2	Brownwood	Mills	US 84	1.735	6.242	5409039	PROFILE CENTER AND EDGELINE	Finalizing for Construc	$ 137,411.00
2	Brownwood	Mills	US 183	2.155	14.666	27401035	SEAL COAT	Finalizing for Construc	$ 675,703.00
2	Childress	Knox	US 277	5.394	8.793	15702048	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 1,720,053.20
2	Childress	Knox	US 82	11.505	11.569	13302027	MISCELLANEOUS CONSRUCTION/CONSTRUCT SIDEWALKS	Finalizing for Construc	$ 272,925.00
2	Tyler	Henderson	FM 59	2.117	14.439	45801024	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 386,515.00
2	Atlanta	Cass	SH 77	18.968	30.317	27703028	RESURFACE EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 3,382,088.60

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	San Antonio	Medina	FM 471	4.789	15.26	154701047	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 459,496.00
2	Abilene	Scurry	US 180	0.952	14.327	29601035	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 48,523.24
2	San Antonio	Medina	FM 2200	0.003	13.739	252001014	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 304,002.06
2	Bryan	Walker	FM 3411	1.055	3.285	339401008	SEAL COAT	Construction Schedule	$ 88,274.20
2	Amarillo	Hutchinson	SH 152	0	7.723	45501047	SEALCOAT	Finalizing for Construc	$ 798,312.00
2	Atlanta	Cass	FM 96	0	11.834	157201019	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 124,749.00
2	Atlanta	Cass	FM 96	0	11.834	157201020	INSTALL LED FLASHING CHEVRONS (CURVE), PROFILE EDGELINE	Finalizing for Construc	$ 499,173.00
2	Tyler	Van Zandt	FM 751	1	9.49	108901022	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 246,798.00
2	Atlanta	Titus	FM 1734	9.994	18	157802029	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 49,824.50
2	Atlanta	Cass	FM 995	7.988	18.963	121603017	SEAL COAT	Construction Schedule	$ 347,316.00
2	Tyler	Henderson	FM 317	0	5.528	88901024	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 192,690.75
2	Atlanta	Upshur	FM 49	1	6.58	257701010	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 48,127.00
2	Corpus Christi	Aransas	FM 1069	8.638	13.858	50704045	WIDEN PAVED SHOULDERS TO >5FT, SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 1,560,701.00
2	Corpus Christi	Aransas	FM 1069	8.202	13.858	50704043	MILLED EDEGLINE AND CENTERLINE RUMBLE STRIP	Finalizing for Construc	$ 352,043.00
2	Tyler	Anderson	FM 320	0.018	8.191	89101014	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 259,625.95
2	Yoakum	Wharton	SH 60	1	9.401	24101049	ACP OVERLAY	Finalizing for Construc	$ 2,700,000.00
2	Atlanta	Titus	US 67	0	9.401	1006042	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 276,945.25
2	Lufkin	Polk	FM 1316	0.814	3.019	251001017	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 16,952.29
2	Tyler	Henderson	FM 2495	0.013	5.301	242601013	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 273,902.00
2	Tyler	Henderson	SH 334	15.291	19.429	139801013	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 200,155.90
2	Tyler	Henderson	FM 2495	0	1.521	242601012	IMPROVE GUARD RAIL TO STANDARDS	Finalizing for Construc	$ 172,725.00
2	Odessa	Pecos	US 385	10	11.574	14017022	SEAL COAT	Construction Schedule	$ 96,053.02
2	Wichita Falls	Wilbarger	BU 287F	0.509	0.609	4320021	INSTALL SIDEWALKS	Finalizing for Construc	$ 65,023.00
2	San Antonio	Medina	SH 132	5.451	10.409	1714017	BASE REPAIR, SEALCOAT, OVERLAY AND PAVEMENT MARKINGS	Finalizing for Construc	$ 5,697,000.00
2	Yoakum	Jackson	SL 521	2.868	4.442	8911005	SEAL COAT	Construction Schedule	$ 73,748.25
2	Tyler	Anderson	SL 256	3.519	3.719	52009049	IMPROVE & INTERCONNECT SIGNALS,INSTALL FLASHING YELLOW ARROW	Finalizing for Construc	$ 201,931.00
2	Odessa	Andrews	US 385	15.629	15.829	22805068	INSTALL INTERSECTION FLASHING BEACON, INSTALL ADVANCED	Finalizing for Construc	$ 34,084.00
2	Paris	Delta	SH 154	15	19.829	40001044	SEAL COAT	Finalizing for Construc	$ 200,403.00
2	Paris	Franklin	FM 71	0.005	3.636	54607015	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 29,923.00
2	Paris	Hopkins	FM 2285	10	19.069	73504021	SEAL COAT	Finalizing for Construc	$ 376,363.00
2	Paris	Lamar	FM 196	12.853	15.678	249001010	SEAL COAT	Construction Schedule	$ 78,080.55
2	Paris	Lamar	FM 38	10.69	11.013	43501075	INSTALL LED FLASHING CHEVRONS	Finalizing for Construc	$ 45,750.00
2	Paris	Lamar	FM 195	11.593	13.644	73002053	SEAL COAT	Finalizing for Construc	$ 67,114.00
2	Paris	Red River	SH 37	1.022	0.92	72202042	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 30,473.53
2	Paris	Red River	FM 410	27.151	27.233	77201030	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 893.00
2	Paris	Red River	SH 37	14.125	14.468	77203022	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 228,514.00
2	Wichita Falls	Archer	SH 114	1.892	7.802	13307027	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 22,001.57
2	Wichita Falls	Baylor	SH 114	10.997	20.511	13306030	CENTERLINE TEXTURING	Construction Schedule	$ 18,170.87
2	Wichita Falls	Baylor	SH 114	10.997	20.511	13306031	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 35,403.60
2	Wichita Falls	Cooke	FM 373	3.599	3.999	356903006	SEAL COAT	Construction Schedule	$ 10,950.12
2	Wichita Falls	Cooke	FM 922	14.38	20.297	185501024	SEAL COAT	Construction Schedule	$ 230,724.52
2	Wichita Falls	Cooke	FM 922	23.162	24.364	84503064	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDL PAVED SURFACE WIDTH	Finalizing for Construc	$ 648,158.00
2	Wichita Falls	Montague	FM 677	0.398	5.918	42302021	SEAL COAT	Construction Schedule	$ 130,720.50
2	Wichita Falls	Montague	FM 1816	0.046	1.11	176701007	SEAL COAT	Construction Schedule	$ 21,945.27
2	Wichita Falls	Montague	FM 677	10.058	14.024	135201022	SEAL COAT	Finalizing for Construc	$ 98,560.00
2	Wichita Falls	Wilbarger	FM 433	6.157	6.857	82102015	HIGH FRICTION SURFACE TREATMENT	Finalizing for Construc	$ 64,077.50
2	Wichita Falls	Young	SH 114	0	4.083	13308036	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 15,263.79
2	Amarillo	Armstrong	FM 285	1	8.522	78902019	SEALCOAT	Finalizing for Construc	$ 250,000.00
2	Amarillo	Gray	SH 273	15.346	35.02	56002035	SEALCOAT	Construction Schedule	$ 929,504.16
2	Amarillo	Gray	SH 152	10	28.16	39701044	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 28,496.10
2	Amarillo	Gray	SH 273	15.348	35.043	56002036	GUARDRAIL IMPROVEMENTS	Construction Schedule	$ 596,852.50
2	Amarillo	Hansford	SH 136	10.085	28.459	79101020	SEALCOAT	Finalizing for Construc	$ 944,460.00
2	Amarillo	Hutchinson	SH 152	0	10.7	55702020	SEALCOAT	Construction Schedule	$ 544,736.41

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Amarillo	Hutchinson	SH 152	0	10.78	55702021	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 17,021.70
2	Amarillo	Hutchinson	FM 3395	1	5.072	212903006	SEALCOAT	Finalizing for Construc	$ 150,720.00
2	Amarillo	Moore	FM 1060	1	15.159	124401019	SEALCOAT	Finalizing for Construc	$ 564,065.00
2	Lubbock	Castro	FM 145	31.24	37.566	75404010	SEAL COAT	Construction Schedule	$ 156,704.80
2	Lubbock	Parmer	FM 145	0.252	0.822	75401009	REALIGN EXISTING ROADWAY AND APPROACHES	Finalizing for Construc	$ 1,000,000.00
2	Odessa	Terrell	SH 349	0	6.606	55605023	SEAL COAT	Construction Schedule	$ 204,778.75
2	San Angelo	Crockett	US 190	0	0.111	227902019	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,000,000.00
2	Abilene	Fisher	SH 70	8.88	9.633	26304031	SEAL COAT	Construction Schedule	$ 31,530.45
2	Abilene	Haskell	US 380	0.001	5.913	36002029	SEAL COAT	Construction Schedule	$ 276,731.20
2	Abilene	Jones	FM 1226	1.007	13.275	136002010	WIDEN ROADWAY	Construction Schedule	$ 4,448,119.56
2	Abilene	Taylor	FM 126	13.366	14.322	73303055	INSTALL ADVANCE CURVE WARNING SIGNALS	Construction Schedule	$ 28,571.20
2	Abilene	Taylor	FM 126	15.608	16.281	73303056	INSTALL ADVANCE CURVE WARNING SIGNALS	Construction Schedule	$ 28,571.20
2	Abilene	Taylor	BI 20-N	1	3.076	616004	SEAL COAT	Finalizing for Construc	$ 89,175.00
2	Abilene	Taylor	FM 382	1	5.641	107001008	SEAL COAT	Finalizing for Construc	$ 130,948.00
2	Abilene	Taylor	FM 126	5.606	23.906	73303057	SEAL COAT	Finalizing for Construc	$ 569,297.00
2	Waco	Falls	FM 431	2.036	7.765	81901028	SEAL COAT	Finalizing for Construc	$ 170,000.00
2	Waco	Falls	FM 413	32.07	38.187	165603013	SEAL COAT	Finalizing for Construc	$ 275,000.00
2	Waco	Limestone	SH 14	0	7.622	9306024	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 76,463.00
2	Waco	Limestone	FM 937	0	16.851	119104025	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 56,407.00
2	Waco	Limestone	FM 342	0	4.986	83102021	SEAL COAT	Finalizing for Construc	$ 175,000.00
2	Tyler	Cherokee	FM 177	4.783	4.983	116103006	INSTALL SAFETY LIGHTING	Construction Schedule	$ 41,269.00
2	Tyler	Cherokee	SH 204	0.021	5.236	45001014	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 38,008.00
2	Tyler	Cherokee	FM 747	4	10.262	240702009	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 155,665.00
2	Tyler	Cherokee	FM 2274	10.007	13.956	215401006	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 117,009.25
2	Tyler	Cherokee	FM 856	0.005	8.898	115001011	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 237,557.75
2	Tyler	Cherokee	SH 21	7.641	14.609	11805022	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 244,241.75
2	Tyler	Henderson	FM 1616	3.445	3.645	109903014	INSTALL SAFETY LIGHTING	Construction Schedule	$ 34,129.00
2	Tyler	Henderson	FM 315	3.346	13.219	55902035	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 139,314.20
2	Tyler	Smith	FM 1253	0.087	11.87	20308016	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 341,348.00
2	Tyler	Van Zandt	FM 47	0	11.367	64602029	IMPROVE GUARD RAIL & DRAINAGE CULVERTS FOR SAFETY	Finalizing for Construc	$ 2,196,734.00
2	Tyler	Van Zandt	FM 47	0.869	11.367	64602030	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 260,107.00
2	Tyler	Van Zandt	FM 47	4.939	10.448	64601034	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 206,809.20
2	Tyler	Wood	SH 154	1.458	17.564	40103026	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 284,164.00
2	Tyler	Wood	FM 779	3.056	3.456	111101013	INSTALL FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 93,092.00
2	Tyler	Wood	FM 312	2.571	2.971	49202021	INSTALL FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 70,704.00
2	Tyler	Wood	FM 49	1.414	13.752	64701026	INSTALL PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 218,619.00
2	Tyler	Wood	SH 182	1.89	11.387	42901024	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 235,705.00
2	Tyler	Wood	FM 779	0.075	0.931	111101014	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 31,196.10
2	Tyler	Wood	FM 779	0.008	3.762	20310023	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 134,966.75
2	Lufkin	Polk	FM 2610	0	4.962	259101010	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 146,296.00
2	Lufkin	Polk	FM 350	0	12.218	92802020	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 801,822.00
2	Lufkin	Polk	FM 2610	0	4.962	259101012	RESURFACE WITH SEAL COAT	Construction Schedule	$ 163,981.60
2	Lufkin	Sabine	FM 83	0	3.338	263702015	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 472,845.00
2	Lufkin	Sabine	FM 83	0	7.538	167801024	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 60,435.56
2	Lufkin	Sabine	SH 87	8.753	13.999	30402041	RESURFACE WITH SEAL COAT	Construction Schedule	$ 218,682.10
2	Lufkin	Sabine	FM 1	13.267	17.864	6405062	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 173,503.00
2	Lufkin	Sabine	FM 1	10	17.864	6405063	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 252,719.00
2	Lufkin	Sabine	SH 103	6.511	6.559	33608027	DECK REPAIRS AND RESEAL JOINTS	Finalizing for Construc	$ 129,252.00
2	Lufkin	San Jacinto	FM 2693	0	3.884	75604012	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 35,377.64
2	Lufkin	San Jacinto	SH 150	18.281	27.788	39503044	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 566,093.00
2	Lufkin	San Jacinto	FM 1514	0.699	2.99	145901013	RESURFACE WITH SEAL COAT	Construction Schedule	$ 87,730.30
2	Lufkin	San Jacinto	SH 150	16.088	27.788	39503046	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 566,075.00
2	Yoakum	Austin	FM 2429	1.882	2.327	232001011	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,790,948.15

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Austin	FM 2502	5.16	6.394	31509011	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 308,066.00
2	Yoakum	Calhoun	SH 238	5.693	6.076	14405043	INSTALL INTERSECTION FLASHING BEACON, SAFETY LIGHTING	Construction Schedule	$ 70,836.00
2	Yoakum	Calhoun	SH 185	12.318	12.518	43201064	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 800,000.00
2	Yoakum	Colorado	FM 155	1	14.527	21110044	SEAL COAT	Finalizing for Construc	$ 360,133.00
2	Yoakum	Jackson	SH 172	22.417	23.873	42002047	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 77,323.00
2	Yoakum	Jackson	FM 1862	0	5.406	174402013	REHABILITATE EXISTING ROADWAY	Finalizing for Construc	$ 4,590,000.00
2	Yoakum	Jackson	FM 616	30.355	35.931	51501070	SEAL COAT	Finalizing for Construc	$ 138,894.00
2	Yoakum	Matagorda	FM 521	1	4.156	84701015	SEAL COAT	Construction Schedule	$ 116,890.15
2	Yoakum	Matagorda	FM 2031	0	6.537	60401045	SEAL COAT	Construction Schedule	$ 196,418.65
2	Yoakum	Wharton	FM 1301	10.533	15.874	141203041	SEAL COAT	Construction Schedule	$ 175,428.40
2	Yoakum	Wharton	FM 960	1	4.724	126001028	SEAL COAT	Construction Schedule	$ 78,756.25
2	Yoakum	Wharton	FM 640	0.5	3.516	126003013	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT_FIXED	Finalizing for Construc	$ 368,058.00
2	Yoakum	Wharton	FM 640	0.5	3.516	126003014	SEAL COAT	Finalizing for Construc	$ 90,335.00
2	Austin	Llano	SH 16	0	12.171	28907022	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 285,099.25
2	Austin	Mason	SH 29	0	12.549	39602028	REPAIR AND SEAL COAT	Construction Schedule	$ 595,987.44
2	San Antonio	Bandera	SH 16	6.67	10.051	29104026	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 88,868.90
2	San Antonio	Kendall	RM 473	1.112	18.964	14209043	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 408,466.14
2	San Antonio	Kendall	RM 473	20.551	26.642	14210023	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 145,117.47
2	San Antonio	Kerr	RM 480	1.173	7.501	85501018	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 194,335.77
2	San Antonio	Kerr	FM 1340	0	21.307	82904033	PROFILE EDGELINE/CENTERLINE MARKINGS	Construction Schedule	$ 507,807.83
2	Corpus Christi	Kleberg	FM 1355	0	2	144601014	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 64,480.50
2	Corpus Christi	Nueces	FM 892	7.306	14.013	108804027	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 192,512.10
2	Corpus Christi	Refugio	FM 774	1.506	21.004	44705070	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 314,273.00
2	Corpus Christi	San Patricio	FM 2046	4.615	6.607	37105001	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 41,663.50
2	Bryan	Freestone	FM 27	9.379	10.048	45602031	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 38,137.85
2	Bryan	Freestone	FM 80	0.071	8.964	132801018	SEAL COAT	Construction Schedule	$ 285,567.81
2	Bryan	Madison	FM 39	0	13.813	63902027	SAFETY WORK CONSISTING OF PROFILE MARKING TEXTURE SHOULDERS	Construction Schedule	$ 131,820.11
2	Bryan	Madison	OSR	5.96	6.035	47503071	REPLACE BRIDGE	Construction Schedule	$ 438,377.20
2	Bryan	Milam	FM 486	5.012	13.219	33705044	SEAL COAT	Construction Schedule	$ 215,873.54
2	Bryan	Milam	FM 485	0	6.26	26207042	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 4,100,000.00
2	Bryan	Milam	FM 485	10.873	18.933	26202027	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 49,783.00
2	Bryan	Milam	FM 485	0	6.26	26207043	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 22,238.00
2	Bryan	Milam	FM 2095	1.022	8.563	195301029	SEAL COAT	Construction Schedule	$ 407,579.18
2	Bryan	Robertson	SH 7	0	8.883	38204018	SAFETY WORK CONSISTING OF ROLLED OR MILLED TEXTURE	Construction Schedule	$ 35,875.25
2	Bryan	Robertson	FM 2549	0	5.764	247901021	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 64,898.00
2	Bryan	Robertson	FM 391	9.916	23.11	26206033	SEAL COAT	Construction Schedule	$ 471,013.08
2	Bryan	Walker	FM 230	0	9.597	47507014	SEAL COAT	Construction Schedule	$ 291,047.72
2	Bryan	Walker	FM 1791	0	15.109	170601030	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 87,852.00
2	Bryan	Walker	FM 2693	0.043	4.631	282901008	SEAL COAT	Construction Schedule	$ 166,221.79
2	Atlanta	Bowie	FM 3098	9.926	13.669	277602013	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 196,898.50
2	Atlanta	Bowie	FM 561	10.004	15.766	191801013	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 59,611.00
2	Atlanta	Camp	SL 255	0	2.596	340301001	CONSTRUCT 2-LANE ROADWAY ON NEW LOCATION	Finalizing for Construc	$ 6,777,999.00
2	Atlanta	Camp	FM 1520	0.893	7.866	123203025	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 182,654.00
2	Atlanta	Camp	SH 11	0	11.884	8307044	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 24,705.00
2	Atlanta	Camp	FM 993	0.258	8.932	123201014	INSTALL LED FLASHING CHEVRONS (CURVE), PROFILE EDGELINE	Finalizing for Construc	$ 384,642.00
2	Atlanta	Cass	FM 250	0	41.75	94601043	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 150,000.00
2	Atlanta	Cass	FM 2791	0	3.297	277301010	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 86,866.50
2	Atlanta	Cass	FM 161	0.087	7.916	157402021	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 150,641.50
2	Atlanta	Cass	FM 3129	2.975	10.17	94505023	IMPROVE GUARDRAIL TO DESIGN STANDARDS & SAFETY TREAT FIXED	Construction Schedule	$ 256,522.25
2	Atlanta	Cass	SH 11	2.958	9.837	21806026	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 166,640.00
2	Atlanta	Cass	SH 77	13.337	18.845	27702051	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 81,391.01
2	Atlanta	Cass	SH 11	12.735	16.792	21805032	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 71,669.81
2	Atlanta	Marion	FM 1968	0.785	1.055	84304016	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 6,424.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Atlanta	Titus	SH 11	0	4.205	8309033	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 94,847.50
2	Atlanta	Titus	FM 2882	0.011	1.316	288101008	SEAL COAT	Construction Schedule	$ 48,459.10
2	Atlanta	Upshur	FM 852	3.999	13.709	64003028	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 216,155.70
2	Atlanta	Upshur	FM 556	0	3.534	101904030	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 78,404.40
2	Atlanta	Upshur	FM 1002	15.731	22.066	64703025	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 66,783.00
2	Atlanta	Upshur	FM 1650	0.042	8.509	64004014	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 221,630.00
2	Atlanta	Upshur	FM 1002	15.745	22.066	64703026	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 103,699.00
2	Atlanta	Upshur	SH 155	1.91	6.591	52005050	RESTORE EXISTING 2-LANE HIGHWAY	Finalizing for Construc	$ 4,097,232.79
2	Beaumont	Jasper	FM 82	14.991	16.315	158301023	SEAL COAT	Construction Schedule	$ 59,409.25
2	Beaumont	Newton	FM 363	3.342	14.163	62703028	SEAL COAT	Construction Schedule	$ 407,435.18
2	Beaumont	Tyler	FM 92	2	12.359	70301065	SEAL COAT	Construction Schedule	$ 457,713.39
2	Pharr	Brooks	US 281	0.367	2.756	25505042	OVERLAY NORTH & SOUTH BOUND LANES	Construction Schedule	$ 667,227.00
2	Laredo	Val Verde	US 90	43.747	50.84	2208024	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 159,318.00
2	Brownwood	Lampasas	US 190	0.001	10.904	27205032	SEAL COAT	Finalizing for Construc	$ 280,000.00
2	El Paso	Brewster	SH 118	0.199	60.275	35804018	SEAL COAT	Construction Schedule	$ 1,259,239.23
2	El Paso	Jeff Davis	SH 118	22.325	28.102	41502027	INSTALL ADVANCED WARNING SIGNS (CURVE), INSTALL CHEVRONS (CU	Finalizing for Construc	$ 99,268.65
2	El Paso	Presidio	US 67	40.007	54.039	2008045	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 157,538.15
2	Childress	Childress	FM 2530	0	3.466	242301011	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 12,549.46
2	Childress	Childress	FM 268	8.97	12.208	253302007	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 69,540.30
2	Childress	Childress	FM 268	0	8.97	70402021	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 191,996.75
2	Childress	Cottle	US 70	21.616	36.66	14603045	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 881,654.00
2	Childress	Hall	FM 656	0.042	12.9	31105014	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 278,042.90
2	Childress	King	US 83	7.109	15.719	3206039	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 3,442,404.60
2	Amarillo	Deaf Smith	US 385	15.862	24.762	22605066	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 51,538.40
2	Amarillo	Deaf Smith	US 385	26.881	32.224	22605070	SEALCOAT	Construction Schedule	$ 389,633.05
2	Corpus Christi	San Patricio	SH 35	3.182	12.476	18006108	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 109,918.55
2	Austin	Gillespie	US 87	18.651	19.95	7201053	MILL, SEAL & TOM	Construction Schedule	$ 463,883.11
2	Amarillo	Gray	SH 70	7.431	7.929	45503035	OVERLAY	Finalizing for Construc	$ 350,000.00
2	Bryan	Milam	US 77	11.674	11.874	21002024	MISCELLANEOUS CONSTRUCTION CONSISTING OF INSTALLATION OF AN	Construction Schedule	$ 59,795.00
2	Amarillo	Hartley	US 385	1	5.686	22601017	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 31,277.96
2	San Angelo	Coke	US 87	1	5.576	6905029	ACP OVERLAY	Under Development	$ 1,688,000.00
2	Lufkin	Houston	SH 7	5.724	5.929	11707041	RESURFACE WITH SEAL COAT	Construction Schedule	$ 83,296.35
2	Austin	Lee	US 77	3.5	8.247	21102026	LEVEL-UP, FULL DEPTH REPAIR AND TOM	Construction Schedule	$ 1,969,890.35
2	Atlanta	Upshur	US 271	1	6.953	24804071	REHABILITATE PAVEMENT ON EXISTING 4 LANE HIGHWAY	Finalizing for Construc	$ 9,343,900.00
2	Lufkin	Houston	US 287	10.198	16.521	10904032	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 444,576.00
2	Amarillo	Gray	SH 152	1	7.431	45503033	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 34,618.50
2	Tyler	Van Zandt	CS	0	0.905	91012132	PEDESTRIAN SIDEWALKS CONNECTING HOUSING AUTHORITY, CITY PARK	Construction Schedule	$ 725,538.00
2	Tyler	Van Zandt	CS	0	0.487	91012131	CONSTRUCT SIDEWALKS CONNECTING PUBLIC HOUSING TO EDGEWOOD	Finalizing for Construc	$ 271,212.00
2	Lufkin	Trinity	US 287	0	9.209	34002028	RESURFACE WITH SEAL COAT	Construction Schedule	$ 300,008.20
2	Lufkin	Trinity	US 287	13.331	21.586	34101029	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 71,548.99
2	San Antonio	Uvalde	US 83	11.44	30.37	3608053	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 699,106.05
2	Corpus Christi	Aransas	BS 35-L	9.347	9.558	18005063	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 95,236.00
2	Bryan	Milam	US 77	0.103	5.593	21001023	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 300,529.52
2	Wichita Falls	Cooke	IH 35	16.205	21.566	19402099	INCREASE SUPERELEVATION, MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 1,568,100.55
2	Laredo	Webb	IH 35	8.278	16.98	1804057	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 376,162.60
2	Amarillo	Moore	SH 152	5.538	24.998	55701031	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 30,832.50
2	Lufkin	Angelina	US 59	1.24	9.183	17603136	PLANE, HMA LEVEL-UP, OCST, PFC (SOUTHBOUND LANES ONLY)	Under Development	$ 5,860,000.00
2	Corpus Christi	San Patricio	FM 1069	0	1.227	154903025	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 72,836.00
2	Corpus Christi	San Patricio	FM 1069	0	1.453	154903027	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 37,612.00
2	Amarillo	Ochiltree	US 83	7.837	8.037	3002053	IMPROVE TRAFFIC SIGNALS & INTERCONNECT SIGNALS	Finalizing for Construc	$ 139,278.00
2	Tyler	Cherokee	FM 347	12	12.593	19804043	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 3,523.90
2	Abilene	Nolan	SH 70	9.016	20.66	26402028	INSTALL MILLED IN CENTERLINE AND EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 101,383.26
2	Tyler	Anderson	SH 19	11.568	18.547	10807035	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 119,854.90

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Tyler	Anderson	SH 19	11.568	18.547	10807036	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 414,376.15
2	Tyler	Van Zandt	IH 20	12.629	12.651	49502064	REPLACE BRIDGE & APPROACHES	Under Development	$ 4,300,000.00
2	Bryan	Burleson	FM 975	1.009	1.781	112901028	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 1,100,000.00
2	Bryan	Freestone	US 287	0	4.402	12203031	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 46,674.00
2	Bryan	Leon	SH 7	19	19.4	33501038	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 12,750,000.00
2	Bryan	Washington	FM 389	10.183	10.383	31508040	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 875,000.00
2	Bryan	Washington	FM 389	9.292	9.492	31508039	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 525,000.00
2	Dallas	Navarro	FM 636	0.013	12.625	57402021	RECONSTRUCT EXISTING PAVEMENT AND ADD SHOULDERS	Under Development	$ 22,211,918.00
2	Brownwood	Eastland	IH 20	15.404	20.008	703094	SEAL COAT	Finalizing for Construc	$ 1.00
2	Childress	Childress	US 62	1	9.913	3201035	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 26,379.46
2	San Angelo	Coke	RM 2034	4.197	13.002	201001014	SEAL COAT	Construction Schedule	$ 248,053.32
2	San Angelo	Tom Green	FM 2334	0	7.096	222903010	SEAL COAT	Construction Schedule	$ 196,154.45
2	Waco	Hamilton	FM 932	0	14.938	86701017	REHABILITATE AND WIDEN ROADWAY	Finalizing for Construc	$ 7,469,000.00
2	Atlanta	Harrison	SL 390	2.95	3.05	157504017	INSTALL TRAFFIC SIGNAL	Finalizing for Construc	$ 310,848.82
2	Waco	Coryell	US 84	33.157	33.267	5506033	DECK AND RAILING REPAIRS/REHABILITATION	Construction Schedule	$ 375,124.10
2	Childress	Childress	US 83	9.996	13.394	3105043	SUPER 2	Finalizing for Construc	$ 1,575,000.00
2	Childress	Collingsworth	US 83	8.541	15.792	3104054	SUPER 2	Finalizing for Construc	$ 5,691,680.00
2	Yoakum	Jackson	US 59	5.741	15.181	8904077	MODIFY BRIDGE RAIL AND APPROACH GUARDRAIL & IMPROVE	Finalizing for Construc	$ 813,998.00
2	Atlanta	Titus	IH 30	0	20.53	61003081	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 1,069,258.70
2	Amarillo	Gray	SH 70	7.174	7.185	49001035	IMPROVE TRAFFIC SIGNALA	Construction Schedule	$ 75,500.75
2	Wichita Falls	Wichita	US 287	2.139	5.272	4308079	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 179,703.00
2	Wichita Falls	Wichita	US 287	0	2.067	4308080	MILL AND OVERLAY, NB ONLY	Finalizing for Construc	$ 381,049.00
2	Abilene	Callahan	US 283	8.541	8.791	43702014	REHABILITATION	Construction Schedule	$ 2,031,838.10
2	Abilene	Callahan	US 283	9.246	9.983	43703040	REHABILITATION	Construction Schedule	$ 1,775,194.00
2	Yoakum	Jackson	US 59	1	5.741	8905046	MODIFY BRIDGE RAIL AND APPROACH GUARDRAIL & IMPROVE	Finalizing for Construc	$ 409,515.00
2	Bryan	Freestone	IH 45	17.184	18.055	67501066	REHABILITATE EXISTING ROAD CONSISTING OF GRADING, STRUCTURES	Construction Schedule	$ 2,844,728.27
2	Childress	Dickens	SH 70	14.776	25.173	10601038	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 279,971.85
2	Laredo	Dimmit	US 83	7.192	8.95	3705055	INTERCONNECT SIGNALS	Finalizing for Construc	$ 123,199.00
2	Fort Worth	Erath	FM 8	19.268	20.797	55002049	REPAIR BASE FAILURES, HMAC OVERLAY,	Finalizing for Construc	$ 1,000,988.00
2	Brownwood	McCulloch	US 190	30	30.156	12804038	RECONSTRUCT ROADWAY TO INCLUDE CONCRETE PAVMENT,STORM DRAIN,	Finalizing for Construc	$ 4,836,726.85
2	San Antonio	Kerr	SH 173	0.182	2.015	60901022	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 111,606.28
2	Lubbock	Hockley	US 385	17.135	18.452	22712011	OVERLAY	Finalizing for Construc	$ 4,670,000.00
2	Wichita Falls	Montague	SH 59	5	5.07	23905034	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 38,059.00
2	Paris	Red River	US 271	2.954	6.134	22102026	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 174,640.00
2	Odessa	Andrews	FM 1788	0	17.48	171805018	PAVEMENT OVERLAY	Finalizing for Construc	$ 414,051.00
2	Odessa	Midland	SH 137	1	4.106	49406013	SEAL COAT	Construction Schedule	$ 101,924.90
2	Abilene	Callahan	SH 36	16.421	31.498	18103025	MILLED EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 266,270.72
2	Abilene	Callahan	SH 36	16.421	31.508	18103026	SEAL COAT	Finalizing for Construc	$ 585,967.00
2	Lufkin	Angelina	US 69	10	23.057	19904074	INSTALL WARNING SIGNS/STOP SIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 36,784.00
2	Bryan	Freestone	US 84	18.01	18.853	5703042	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 955,783.91
2	Bryan	Washington	US 290	6.394	6.494	11409072	REPLACE BRIDGE AND APPROACH RAILING OR ADD END	Finalizing for Construc	$ 50,000.00
2	Corpus Christi	Jim Wells	SH 44	17.692	17.892	37304036	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 92,592.50
2	Lufkin	Shelby	SH 87	20.547	35.019	30407025	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 134,061.86
2	Odessa	Pecos	FM 1053	13.553	33.265	86605041	SEAL COAT	Construction Schedule	$ 653,226.32
2	Lufkin	Nacogdoches	SH 7	0	12.112	55303031	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 171,890.50
2	Lufkin	Nacogdoches	SH 7	4.453	12.112	55303036	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 420,587.00
2	Lufkin	Nacogdoches	SH 21	21.505	26.387	11808079	RESURFACE WITH SEAL COAT	Construction Schedule	$ 255,137.10
2	Wichita Falls	Clay	SH 79	1	14.092	28203029	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 73,700.37
2	Lufkin	Angelina	FM 326	0	1.774	250701020	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 1,400,000.00
2	Lufkin	Shelby	SH 7	0	6.747	5903020	OVERLAY WITH PFC	Construction Schedule	$ 1,973,847.40
2	Yoakum	Fayette	SH 237	7.174	10.527	26701032	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 323,635.80
2	Yoakum	Fayette	FM 609	8.446	20.095	26705018	PAVEMENT REPAIR AND RESURFACING	Construction Schedule	$ 7,564,072.60
2	Corpus Christi	Goliad	SH 239	9.338	14.529	51602030	REHAB ROADWAY AND WIDEN	Finalizing for Construc	$ 8,250,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Atlanta	Bowie	US 259	22.168	28.183	8502051	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 23,251.40
2	Atlanta	Morris	US 259	25.547	27.043	39201070	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 107,789.00
2	Atlanta	Morris	US 259	20.52	29.745	39201071	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 330,037.50
2	Atlanta	Panola	SH 149	0	6.458	39303034	REHABILITATE EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 4,561,994.00
2	Brownwood	Eastland	SH 6	13.395	13.735	12603037	SEAL COAT	Construction Schedule	$ 17,897.82
2	San Angelo	Irion	RM 2469	8.855	30.991	246801017	SAFETY TREATED FIXED OBJECT	Construction Schedule	$ 870,637.81
2	Wichita Falls	Young	US 380	6.975	15.649	13403032	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 2,718,623.03
2	Lufkin	Nacogdoches	SH 21	4.449	17.206	11806070	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 56,059.59
2	San Antonio	Atascosa	FM 476	0.004	6.424	85302032	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 329,458.00
2	Lufkin	Angelina	FM 841	2.248	6.091	115701017	TEXTURIZE SHOULDERS (PROFILE CENTERLINE MARKINGS)	Construction Schedule	$ 33,696.50
2	Abilene	Mitchell	SH 208	10	34.547	45403045	SEAL COAT	Finalizing for Construc	$ 41,382.00
2	Brownwood	Lampasas	FM 1478	11.632	13.482	103203013	SEAL COAT	Finalizing for Construc	$ 36,996.00
2	Brownwood	Brown	FM 2125	0	6.439	201301013	SEAL COAT	Finalizing for Construc	$ 186,551.00
2	Wichita Falls	Young	US 380	18.669	30.623	13402058	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 44,526.23
2	Lubbock	Garza	FM 669	7.044	10.138	45310018	SCRUB SEAL	Construction Schedule	$ 63,441.30
2	Lubbock	Garza	FM 669	7.043	10.139	45310019	SEAL COAT	Construction Schedule	$ 68,834.80
2	Lubbock	Hockley	SH 114	1.001	14.812	13003026	SAFETY - INSTALL BARRIERS	Finalizing for Construc	$ 405,220.00
2	Tyler	Anderson	SH 155	11.101	21.188	52008067	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 901,825.75
2	Lufkin	Nacogdoches	FM 2609	0.001	4.925	259001029	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 30,311.54
2	Lufkin	Shelby	FM 699	13.301	15.743	80901033	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 93,017.00
2	Lufkin	Angelina	FM 2251	0	4.475	211501017	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 21,022.04
2	Lufkin	Angelina	FM 1271	0.488	3.744	140601036	RESURFACING	Construction Schedule	$ 154,880.85
2	Lufkin	Angelina	FM 706	0	4.811	108001015	RESURFACE WITH SEAL COAT	Construction Schedule	$ 197,502.20
2	Paris	Hopkins	FM 3389	4.775	11.719	337001008	2R REHABILITATION	Finalizing for Construc	$ 3,849,450.00
2	Fort Worth	Erath	FM 3025	1.996	8.104	312201015	SEAL COAT MAIN LANES	Construction Schedule	$ 179,289.68
2	Fort Worth	Palo Pinto	SH 254	18.628	25.781	36204045	MILLED EDGELINE & CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 48,510.00
2	Fort Worth	Palo Pinto	FM 919	0.003	22.36	117801029	SEAL COAT	Finalizing for Construc	$ 725,087.29
2	Fort Worth	Palo Pinto	SH 337	0.001	11.235	283902016	SEAL COAT AND FOG SEAL	Finalizing for Construc	$ 437,645.34
2	Wichita Falls	Archer	SH 16	0.119	6.259	65502022	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 22,899.26
2	Wichita Falls	Archer	SH 79	20.584	35.727	28304034	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 56,430.55
2	Wichita Falls	Clay	FM 2332	22.236	34.004	68106014	SEAL COAT	Construction Schedule	$ 226,727.67
2	Wichita Falls	Clay	FM 174	1	4.454	13710024	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 1,300,000.00
2	Wichita Falls	Clay	FM 171	1	9.292	68103013	SEAL COAT	Construction Schedule	$ 145,423.23
2	Wichita Falls	Throckmorton	US 380	24.032	31.201	36101034	FULL DEPTH REPAIR AND OVERLAY	Construction Schedule	$ 1,038,864.10
2	Wichita Falls	Wilbarger	FM 433	2.901	3.101	82102011	REHABILITATE BRIDGE AND APPROACHES	Finalizing for Construc	$ 150,000.00
2	Wichita Falls	Wilbarger	FM 433	3.532	3.732	82102012	REHABILITATE BRIDGE AND APPROACHES	Finalizing for Construc	$ 150,000.00
2	Wichita Falls	Young	FM 209	0	6.019	107602044	SEAL COAT	Construction Schedule	$ 123,745.21
2	Wichita Falls	Young	SH 251	0.178	11.063	13401023	CENTERLINE TEXTURING	Construction Schedule	$ 20,553.74
2	Wichita Falls	Young	US 380	5	18.137	36102045	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 48,971.67
2	Wichita Falls	Young	US 380	8.096	15.644	13403031	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 28,183.83
2	Wichita Falls	Young	SH 251	0.179	11.143	13401024	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 40,559.60
2	Wichita Falls	Young	FM 3003	0	4.958	301801010	SEAL COAT	Finalizing for Construc	$ 131,509.00
2	Wichita Falls	Young	FM 1769	0	14.384	171101030	SEAL COAT	Finalizing for Construc	$ 349,833.00
2	Lubbock	Cochran	SH 114	16.47	16.986	13002024	SCRUB SEAL	Construction Schedule	$ 15,342.45
2	Lubbock	Crosby	FM 378	12.25	13.026	80003017	SEAL COAT	Construction Schedule	$ 43,191.90
2	Lubbock	Crosby	FM 378	12.238	13.026	80003016	SCRUB SEAL	Construction Schedule	$ 28,251.75
2	Lubbock	Dawson	FM 178	0.001	9.008	236001004	SEAL COAT	Construction Schedule	$ 267,570.05
2	Lubbock	Lubbock	FM 2902	0.001	5.21	293203003	SEAL COAT	Construction Schedule	$ 96,588.90
2	Lubbock	Lynn	US 380	0.001	15.023	29705020	SEAL COAT	Construction Schedule	$ 552,037.50
2	Odessa	Martin	IH 20	9.507	9.607	504075	BRIDGE REHABILITATION	Finalizing for Construc	$ 3,480,580.00
2	Odessa	Pecos	SH 349	1	7.007	55604011	SEAL COAT	Construction Schedule	$ 235,545.08
2	Odessa	Pecos	FM 2037	1	10.758	280401009	SEAL COAT	Construction Schedule	$ 237,339.02
2	Odessa	Reeves	RM 652	0	7.793	245103017	ROADWAY REHABILITATION	Finalizing for Construc	$ 9,750,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Odessa	Reeves	RM 652	0.083	7.792	245103018	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 87,470.00
2	San Angelo	Sterling	SH 163	8.162	8.18	33302013	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 750,000.00
2	Abilene	Callahan	FM 374	5.001	7.779	45206006	SEAL COAT	Finalizing for Construc	$ 59,124.00
2	Abilene	Callahan	FM 2287	0.001	7.702	237803007	SEAL COAT	Finalizing for Construc	$ 217,146.00
2	Abilene	Callahan	FM 2287	10.01	17.065	328702009	SEAL COAT	Finalizing for Construc	$ 138,227.00
2	Abilene	Howard	FM 700	9.814	11.919	66804005	SEAL COAT	Finalizing for Construc	$ 75,767.00
2	Abilene	Kent	SH 208	1.031	17.668	201102014	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 47,862.44
2	Abilene	Scurry	FM 1606	11.019	11.6	152601020	INSTALL ADVANCE CURVE WARNING SIGNALS - EXISTING WARNING	Construction Schedule	$ 28,571.20
2	Waco	Bosque	FM 927	0	9.436	42201022	SEAL COAT	Construction Schedule	$ 274,841.18
2	Waco	Bosque	FM 927	0	9.03	77903015	SEAL COAT	Construction Schedule	$ 250,770.32
2	Waco	Bosque	FM 56	0	2.44	42202012	REHABILITATE AND WIDEN ROADWAY	Finalizing for Construc	$ 1,500,000.00
2	Waco	Bosque	SH 144	5.494	6.118	38602025	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 151,254.00
2	Waco	Bosque	FM 927	0	7.624	77904024	SEAL COAT	Construction Schedule	$ 230,908.06
2	Waco	Coryell	FM 932	20	28.014	86702019	SEAL COAT	Finalizing for Construc	$ 450,000.00
2	Waco	Hamilton	FM 219	0	15.552	77402017	SEAL COAT	Construction Schedule	$ 451,478.04
2	Waco	Hill	FM 1242	0.077	0.812	1417077	SEAL COAT	Construction Schedule	$ 32,717.52
2	Waco	Hill	FM 1534	0	4.609	349801005	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 169,499.00
2	Lufkin	Nacogdoches	FM 138	0.02	5.866	92606016	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 206,483.00
2	Lufkin	San Augustine	FM 353	0.626	7.11	11812017	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 56,078.00
2	Lufkin	San Augustine	SH 147	0	5.594	6403021	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 51,983.06
2	Lufkin	San Jacinto	US 59	10.31	13.369	17702057	CONVERT TO 4 LANE FRWY W/ 2 LANE NB & SB FRONTAGE ROADS	Under Development	$ 67,910,000.00
2	Lufkin	Shelby	FM 1970	0.001	4.376	196402011	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 29,789.54
2	Lufkin	Shelby	FM 414	0	6.695	74303018	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 46,015.71
2	Lufkin	Shelby	FM 711	6.52	15.213	89501016	RESURFACE WITH SEAL COAT	Construction Schedule	$ 297,618.65
2	Lufkin	Shelby	FM 699	11.48	13.301	80906001	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 67,507.00
2	Lufkin	Shelby	FM 947	0	11.342	119501030	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 351,208.00
2	Lufkin	Shelby	FM 415	0	7.848	12308014	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 280,844.00
2	Lufkin	Shelby	FM 414	0	6.11	74303019	RESURFACE WITH SEAL COAT	Construction Schedule	$ 220,987.00
2	Lufkin	Shelby	FM 139	0	1.318	74202002	RESURFACE WITH SEAL COAT	Construction Schedule	$ 35,431.75
2	Yoakum	De Witt	FM 237	0	10.476	94101025	SEAL COAT	Finalizing for Construc	$ 271,472.00
2	Yoakum	Fayette	SS 458	1.046	3.351	11413004	SEAL COAT	Construction Schedule	$ 46,134.70
2	Yoakum	Fayette	FM 957	0.293	6.05	144001019	SEAL COAT	Construction Schedule	$ 159,971.00
2	Yoakum	Fayette	SH 95	1	11.121	32302034	REHABILITATE ROADWAY; ACP OVERLAY AND ADD SHOULDERS	Finalizing for Construc	$ 6,500,000.00
2	Yoakum	Fayette	SH 95	11.121	18.817	32303033	REHABILITATE ROADWAY AND ADD SHOULDERS	Finalizing for Construc	$ 6,500,000.00
2	Yoakum	Gonzales	FM 108	0	10.254	71502017	REHAB EXISTING ROADWAY AND ADD SHOULDER	Finalizing for Construc	$ 10,000,000.00
2	Yoakum	Gonzales	FM 1586	0.614	2.754	150901006	SEAL COAT	Finalizing for Construc	$ 67,884.00
2	San Antonio	Atascosa	FM 476	0	8.125	174002033	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 318,921.48
2	San Antonio	Atascosa	US 281A	29	38.62	7313011	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 471,768.00
2	San Antonio	Medina	SH 173	11.422	16.81	42108035	PROFILE EDGELINE/CENTERLINE MARKINGS	Construction Schedule	$ 79,373.10
2	San Antonio	Wilson	FM 539	1	8.869	223301016	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 319,074.25
2	San Antonio	Wilson	FM 541	0	10.122	36609031	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 402,217.00
2	San Antonio	Wilson	FM 1344	0	5.391	112203010	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 126,789.26
2	Corpus Christi	Bee	FM 798	0	6.56	111701016	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 182,930.25
2	Corpus Christi	Goliad	FM 1351	0	10.601	327901008	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 222,914.00
2	Corpus Christi	Live Oak	FM 534	0.026	5.219	180801030	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 164,741.25
2	Corpus Christi	Live Oak	FM 3162	0.028	10.369	324501007	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 363,942.80
2	Bryan	Burleson	FM 2774	0	1.464	282501009	WIDEN PAVEMENT, EDGELINE AND CENTERLINE PROFILE MARKINGS	Finalizing for Construc	$ 1,085,600.00
2	Bryan	Burleson	FM 696	9.945	15.788	150702016	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 769,525.00
2	Bryan	Burleson	FM 60	1.049	3.547	71301042	SEAL COAT	Construction Schedule	$ 74,364.00
2	Bryan	Washington	FM 1155	4.044	5.408	31512016	WIDEN PAVEMENT, EDGELINE AND CENTERLINE PROFILE MARKINGS	Finalizing for Construc	$ 1,045,600.00
2	Atlanta	Harrison	FM 1999	0	5.412	192102016	SEAL COAT	Construction Schedule	$ 170,976.40
2	Atlanta	Harrison	FM 2199	1.693	6.482	84309022	SEAL COAT	Construction Schedule	$ 157,697.80
2	Atlanta	Harrison	FM 2625	10.057	15.613	84307022	SEAL COAT	Construction Schedule	$ 183,189.60

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Atlanta	Panola	FM 1186	0	7.602	73102018	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 223,736.00
2	Atlanta	Panola	FM 699	4.784	16.335	39403041	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 326,726.00
2	Atlanta	Panola	FM 1186	5.161	6.951	73102019	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 182,379.20
2	Laredo	Dimmit	FM 133	10	14.73	23707016	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 9,515,225.01
2	Laredo	Duval	SH 359	4.002	13.43	8608027	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 190,798.00
2	Laredo	Duval	SH 16	34.144	49.354	51709017	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 5,124,645.62
2	Laredo	Webb	SH 359	25.609	33.512	8603030	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 35,587.95
2	Laredo	Webb	FM 1472	6.701	6.655	215003027	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 312,232.70
2	Laredo	Webb	SH 359	25.304	33.512	8603033	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 5,342,223.35
2	Brownwood	Brown	FM 2125	0	3.445	201302012	SEAL COAT	Finalizing for Construc	$ 82,396.00
2	Brownwood	Brown	FM 2273	0	7.898	210601009	SEAL COAT	Finalizing for Construc	$ 169,684.00
2	Brownwood	Brown	FM 1849	0	4.113	177703011	SEAL COAT	Finalizing for Construc	$ 88,857.00
2	Brownwood	Brown	FM 1176	1	12.27	136505016	SEAL COAT	Construction Schedule	$ 253,420.66
2	Brownwood	Coleman	US 283	17.611	21.858	9902024	MILLED EDGELINE/CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 31,016.31
2	Brownwood	Coleman	FM 1026	0	12.107	110401023	SEAL COAT	Finalizing for Construc	$ 278,743.00
2	Brownwood	Comanche	FM 1476	9.5	18.744	103902095	SEAL COAT	Finalizing for Construc	$ 184,494.00
2	Brownwood	Eastland	FM 570	0.049	6.147	102701022	SEAL COAT	Finalizing for Construc	$ 145,619.00
2	Brownwood	Eastland	SH 206	0	7.359	263801024	SEAL COAT	Finalizing for Construc	$ 258,042.00
2	Brownwood	Lampasas	FM 581	0	17.616	86705024	SEAL COAT	Construction Schedule	$ 367,681.68
2	Brownwood	Mills	US 84	4.94	13.946	5501030	SEAL COAT	Construction Schedule	$ 390,205.92
2	Brownwood	Mills	FM 2005	0	9.213	192701010	SEAL COAT	Finalizing for Construc	$ 188,309.00
2	Brownwood	Mills	FM 2005	1	5.662	103001020	SEAL COAT	Finalizing for Construc	$ 99,196.00
2	Brownwood	Stephens	FM 2231	9.986	16.383	209501017	SEAL COAT	Construction Schedule	$ 185,703.80
2	Brownwood	Stephens	FM 1148	0	9.594	129302021	SEAL COAT	Finalizing for Construc	$ 192,080.00
2	Brownwood	Stephens	FM 3201	0	2.932	328501007	SEAL COAT	Finalizing for Construc	$ 64,194.00
2	Childress	Motley	FM 94	22.479	32.186	70406015	2020_DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 340,270.00
2	Childress	Motley	SH 70	17.843	21.981	10504046	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 271,195.00
2	Amarillo	Carson	US 287	1	1.51	4202020	OVERLAY	Construction Schedule	$ 364,716.26
2	Corpus Christi	Jim Wells	SH 44	0.698	8.186	8611050	SPOT BASE REPAIR AND OVERLAY	Finalizing for Construc	$ 10,000,000.00
2	Amarillo	Dallam	US 54	3.715	11.31	23803063	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 40,810.85
2	Amarillo	Deaf Smith	US 60	0.5	6.03	16805042	SEALCOAT	Construction Schedule	$ 674,426.40
2	Tyler	Anderson	US 79	5.235	9.535	20601051	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 280,325.00
2	Amarillo	Ochiltree	US 83	8.513	16.48	3002049	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 49,714.19
2	Amarillo	Dallam	US 54	2.868	11.31	23803064	THICK OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 3,430,000.00
2	Bryan	Milam	US 190	8.247	16.15	18503031	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 452,106.09
2	Brownwood	McCulloch	US 87	18.859	20.246	7101055	SEAL COAT	Finalizing for Construc	$ 142,541.00
2	Waco	Falls	SH 6	5.948	19.073	4903069	SEAL COAT	Finalizing for Construc	$ 650,000.00
2	Abilene	Nolan	BI 20-M	16.996	18.479	615037	SEAL COAT	Finalizing for Construc	$ 89,880.03
2	Amarillo	Gray	US 60	10.962	12.35	16906039	REHAB ROADWAY	Construction Schedule	$ 1,009,438.15
2	Tyler	Gregg	SH 42	4.303	5.3	13801098	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 85,697.00
2	Beaumont	Jasper	US 96	0.707	1.069	6501056	SEAL COAT	Construction Schedule	$ 46,970.00
2	Fort Worth	Palo Pinto	US 281	12.924	14.524	24908043	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 1,224,496.00
2	Corpus Christi	Aransas	BS 35-L	5.79	7.462	18004122	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 796,197.00
2	Paris	Lamar	US 82	6.543	13.458	4509104	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 328,295.00
2	San Antonio	Kerr	SH 27	1.729	1.929	14204051	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 186,577.37
2	Wichita Falls	Wilbarger	US 70	13.397	13.517	14607031	CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 25,000.00
2	Beaumont	Jasper	US 96	0	0.704	6501058	OVERLAY EXISTING ROADWAY	Construction Schedule	$ 387,929.60
2	Paris	Hopkins	SH 19	11.034	12.312	40002052	IMPROVE GUARDRAIL TO DESIGN STNDRDS, SAFETY TREAT FIXED OBJ,	Finalizing for Construc	$ 2,616,543.00
2	Paris	Lamar	BU 271B	3.896	4.96	13606053	MILL AND OVERLAY	Finalizing for Construc	$ 295,993.55
2	Paris	Red River	US 271	5.412	13.352	22103068	BRIDGE RAIL UPGRADE	Construction Schedule	$ 78,300.00
2	Paris	Red River	US 271	5.412	13.868	22103069	SEAL COAT	Finalizing for Construc	$ 350,924.00
2	Fort Worth	Jack	US 281	17.405	24.528	24906062	SEAL COAT	Finalizing for Construc	$ 736,213.73
2	Wichita Falls	Cooke	US 82	29.215	35.02	4408070	SEAL COAT	Finalizing for Construc	$ 350,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Cooke	US 82	17.058	19.216	4407072	SEAL COAT	Finalizing for Construc	$ 130,000.00
2	Wichita Falls	Montague	US 82	27.86	28.294	4406075	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 1,000,000.00
2	Wichita Falls	Montague	US 82	16.09	27.86	4406076	SPOT MILL & OVERLAY	Finalizing for Construc	$ 5,750,000.00
2	Wichita Falls	Wilbarger	US 287	22.238	34.247	4307110	SEAL COAT (VARIOUS LOCATIONS, FRONTAGE ROADS)	Construction Schedule	$ 68,685.61
2	Amarillo	Armstrong	US 287	8.639	13.926	4203042	OVERLAY	Construction Schedule	$ 3,926,048.24
2	Amarillo	Armstrong	US 287	0.043	10.699	4203043	SEALCOAT	Finalizing for Construc	$ 1,058,420.00
2	Amarillo	Carson	US 60	10.811	14.976	16904037	EBL - FULL DEPTH REPAIR, MILL AND FILL	Construction Schedule	$ 3,019,958.00
2	Amarillo	Carson	US 60	10.811	14.976	16904038	WBL - THICK OVERLAY AND PAVEMENT REPAIR	Construction Schedule	$ 1,286,307.81
2	Amarillo	Carson	US 60	5.456	6.687	16903038	SEALCOAT	Construction Schedule	$ 197,863.10
2	Amarillo	Dallam	US 287	1	7.916	6601018	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 48,204.54
2	Amarillo	Dallam	US 287	1	7.916	6601019	SEALCOAT	Construction Schedule	$ 402,771.35
2	Amarillo	Hartley	US 87	2.191	14.68	42501020	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 103,817.74
2	Amarillo	Hartley	US 54	1	20.632	23801033	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 138,542.45
2	Amarillo	Hemphill	US 83	1	7.14	3005067	SEALCOAT	Construction Schedule	$ 760,084.38
2	Amarillo	Hemphill	US 83	1	13.254	3005068	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 19,410.30
2	Amarillo	Hemphill	US 83	1.003	21.802	3006064	SEALCOAT	Finalizing for Construc	$ 590,910.00
2	Amarillo	Moore	US 87	2.829	18.335	6605066	THICK OVERLAY, PAV REPAIR, SIGNS, BMGF	Construction Schedule	$ 11,958,280.93
2	Amarillo	Moore	US 87	2.857	18.335	6605068	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 497,122.00
2	Amarillo	Moore	US 87	2.857	18.335	6605069	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 40,600.00
2	Amarillo	Ochiltree	US 83	17.362	34.922	3003026	BASE REPAIR AND OVERLAY	Finalizing for Construc	$ 8,060,025.35
2	Amarillo	Ochiltree	US 83	9.549	17.386	3002052	OVERLAY	Finalizing for Construc	$ 4,469,738.76
2	Amarillo	Sherman	US 287	1	9.119	6602030	MULLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 57,837.32
2	Amarillo	Sherman	US 287	1.093	20.672	6603041	OVERLAY	Finalizing for Construc	$ 14,721,908.96
2	Amarillo	Sherman	US 287	1	8.209	6602031	SEALCOAT	Construction Schedule	$ 415,655.20
2	Amarillo	Sherman	US 287	1.328	20.672	6603044	MILLED EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 140,615.10
2	Amarillo	Sherman	US 287	1.328	20.672	6603043	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 293,805.00
2	San Angelo	Tom Green	US 87	38.377	51.222	7002090	MILL AND INLAY TRAVEL LANES	Construction Schedule	$ 2,868,854.50
2	San Angelo	Tom Green	US 87	38.377	51.222	7002091	ACP OVERLAY	Finalizing for Construc	$ 9,000,000.00
2	Abilene	Jones	US 83	31.548	31.748	3305088	INSTALL INTERSECTION FLASHING BEACON,ADVANCE WARNING SIGNALS	Construction Schedule	$ 39,333.62
2	Abilene	Mitchell	IH 20	1	10.304	507056	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 50,130.34
2	Tyler	Henderson	SH 31	0.564	5.506	16303051	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 498,317.80
2	Austin	Blanco	US 281	28.616	28.697	25301062	REHABILITATE BRIDGE	Finalizing for Construc	$ 110,000.00
2	Austin	Blanco	US 281	20.896	27.324	25301060	SEAL COAT	Construction Schedule	$ 423,918.26
2	San Antonio	Uvalde	US 90	3.832	15.82	2402073	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 912,611.00
2	San Antonio	Uvalde	US 90	7.124	9.67	2402074	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 153,560.91
2	Corpus Christi	Goliad	US 183	0	0.1	15504059	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 172,959.60
2	Corpus Christi	Jim Wells	US 281	0	17.405	25403079	BASE REPAIR AND OVERLAY (SB LANES)	Construction Schedule	$ 9,549,057.70
2	Bryan	Milam	US 79	0	5.461	20406056	SAFETY WORK CONSISTING OF ROLLED OR MILLED TEXTURE	Construction Schedule	$ 26,189.86
2	Bryan	Milam	US 79	0.363	5.915	20405039	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 576,892.03
2	Childress	Childress	US 287	0	12.227	4212080	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 328,359.75
2	Childress	Donley	US 287	0	12.314	4206070	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 291,456.00
2	Childress	Hardeman	US 287	17.279	28.938	4304080	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 314,404.65
2	Childress	Hardeman	US 287	11.201	15.939	4302076	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 126,083.40
2	San Antonio	Atascosa	SH 97	4.5	4.561	32804041	INTERSECTION OPERATIONAL IMPROVEMENTS	Construction Schedule	$ 275,736.00
2	Lubbock	Lamb	US 84	14.723	19.555	5205044	SEAL COAT	Construction Schedule	$ 244,809.30
2	Bryan	Walker	US 190	1.115	12.962	21301041	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 59,121.36
2	Lubbock	Hockley	US 385	18.451	32.026	22706030	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 206,854.00
2	Wichita Falls	Cooke	US 82	21.091	31.74	4501061	PAVEMENT REPAIR, SEAL AND PFC OVERLAY (EB ONLY)	Construction Schedule	$ 2,164,327.02
2	Wichita Falls	Cooke	US 82	20.968	31.74	4501062	MILL AND OVERLAY, WB ONLY	Construction Schedule	$ 2,432,457.74
2	Tyler	Henderson	BS 31H	6.981	9.361	16304057	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 230,278.20
2	Beaumont	Jasper	US 190	9.544	11.544	21308090	SEAL COAT	Construction Schedule	$ 238,540.70
2	Lufkin	Houston	SL 304	2.432	7.329	185401046	SEAL COAT	Construction Schedule	$ 335,825.00
2	Bryan	Washington	FM 577	0.046	5.067	244701030	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 317,235.82

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	San Antonio	Kerr	SL 534	1.397	3.406	336201016	OVERLAY & PAVEMENT MARKINGS	Finalizing for Construc	$ 1,782,522.00
2	Paris	Delta	SH 24	3.065	9.638	13604044	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 88,316.00
2	Paris	Red River	US 82	16.561	17.529	4610004	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 16,022.00
2	Paris	Red River	US 82	15.642	16.561	4512087	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 6,757.00
2	Amarillo	Dallam	US 87	18.117	34.424	4003064	BASE REPAIR AND OVERLAY	Finalizing for Construc	$ 15,000,000.00
2	Amarillo	Dallam	US 87	1	9.651	4001048	SBL - OVERLAY AND PAVEMENT REPAIR	Construction Schedule	$ 3,100,984.65
2	Amarillo	Dallam	US 54	1	17.119	23804034	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 25,532.55
2	Amarillo	Dallam	US 54	1	17.119	23804035	THICK OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 7,270,000.00
2	Lubbock	Hockley	US 385	20.311	32.026	22706029	SAFETY	Construction Schedule	$ 89,512.60
2	Odessa	Pecos	US 190	5	9.178	22906027	SEAL COAT	Construction Schedule	$ 161,859.06
2	Odessa	Terrell	US 90	25.351	42.754	2202026	SEAL COAT	Construction Schedule	$ 717,062.08
2	Abilene	Borden	US 180	14.489	30.545	29503033	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 44,382.60
2	Abilene	Borden	US 180	3.187	3.387	29502027	INSTALL INTERSECTION FLASHING BEACON, INSTALL ADVANCE	Construction Schedule	$ 57,325.85
2	Abilene	Shackelford	US 180	31.128	42.543	1106049	MILLING SPOT REPAIR 2"OVERLAY	Finalizing for Construc	$ 5,300,000.00
2	Abilene	Stonewall	US 83	9.239	9.376	3301040	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 5,367,648.00
2	Tyler	Cherokee	US 69	37.527	48.789	19903043	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 1,135,275.35
2	Lufkin	Houston	SH 7	5	15.301	33602027	MILLED EDGELINE RUMBLE STRIPS AND MILLED CENTERLINE RUMBLE	Construction Schedule	$ 93,019.34
2	Lufkin	Houston	SH 7	5	15.301	33602026	MODERNIZE BRIDGE RAIL AND APPROACH RAIL, AND IMPROVE	Finalizing for Construc	$ 426,266.00
2	Yoakum	Calhoun	SH 35	4.603	4.803	18001082	INSTALL SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 24,451.15
2	Yoakum	Calhoun	SH 35	4.211	4.418	18001081	INSTALL SAFETY LIGHTING_AT INTERSECTION	Finalizing for Construc	$ 26,724.50
2	San Antonio	Frio	FM 140	11.194	28.994	74801031	INSTALL ADVANCE CURVE WARNING SIGNS, CHEVRONS, PROFILE	Finalizing for Construc	$ 312,786.00
2	Bryan	Robertson	US 79	0.087	4.988	20409056	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 290,945.07
2	Atlanta	Bowie	US 259	0	12.3	8504047	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 164,863.72
2	Atlanta	Bowie	US 259	0	12.3	8504048	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 74,551.12
2	Atlanta	Titus	US 271	21.902	24.827	24801079	TEXTURIZE SHOULDERS & CL TEXTURING	Finalizing for Construc	$ 200,000.00
2	Atlanta	Upshur	US 271	13.605	20.677	24805064	RESURFACE EXISTING 4-LANE HIGHWAY	Construction Schedule	$ 5,482,193.80
2	Laredo	Kinney	US 90	14.82	17.443	2303051	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 51,233.00
2	Brownwood	Stephens	US 180	3.136	31.429	1109072	MILLED EDGELINE/CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 140,155.31
2	Abilene	Nolan	IH 20	6.406	15.726	602121	OVERLAY	Finalizing for Construc	$ 10,252,000.00
2	Wichita Falls	Archer	SH 79	1	10.142	28302035	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 34,113.28
2	Abilene	Scurry	BU 84-G	0.957	6.729	5317034	SEAL COAT	Finalizing for Construc	$ 311,548.00
2	Dallas	Navarro	BI 45-F	12.211	12.725	9213028	FLEXIBLE PAVEMENT REPAIR, MILL, OVERLAY AND PAVEMENT MARKING	Construction Schedule	$ 612,526.14
2	San Antonio	Kerr	SL 534	1.024	1.681	336201015	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 24,482.07
2	Fort Worth	Jack	US 281	11.886	17.114	24906060	REPAIR BASE FAILURES, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 2,600,000.00
2	Wichita Falls	Clay	US 82	3.45	3.5	4402080	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 42,005.00
2	Odessa	Pecos	US 90	10	20.522	2106027	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 99,848.00
2	Odessa	Ward	BI 20-B	10	18.35	401034	PAVEMENT OVERLAY	Finalizing for Construc	$ 332,366.00
2	Abilene	Borden	US 180	1	15.273	29502029	SEAL COAT	Finalizing for Construc	$ 601,185.00
2	Abilene	Fisher	US 180	1	17.4	29602034	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 55,721.56
2	Abilene	Haskell	US 277	10.002	14.523	15709002	SEAL COAT	Construction Schedule	$ 452,520.80
2	Waco	Hill	IH 35	0.001	9.3	1407102	PFC OVERLAY	Finalizing for Construc	$ 10,500,000.00
2	Yoakum	Colorado	US 90	16.52	16.883	2701044	CONSTRUCT ONE WAY BRIDGE AND APPROACHES (WESTBOUND)	Finalizing for Construc	$ 10,000,000.00
2	Austin	Blanco	US 290	2.462	9.078	11306029	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 63,893.00
2	Bryan	Grimes	SH 105	40	40.845	31504067	REPLACE EXISTING BRIDGE FACILITY CONSISTING OF GRADING,	Construction Schedule	$ 4,995,869.10
2	Bryan	Madison	FM 39	7.886	13.813	63902026	REHABILITATE RD AND WIDEN SHOULDERS	Finalizing for Construc	$ 3,750,000.00
2	Beaumont	Newton	SH 63	10.144	10.5	21403035	REPLACE BRIDGE	Finalizing for Construc	$ 15,000,000.00
2	Beaumont	Newton	SH 63	10.288	10.652	21403036	RETROFIT BRIDGE BENTS	Construction Schedule	$ 3,778,052.50
2	El Paso	Culberson	IH 10	10.914	13.906	301060	REPLACE RAILS AT BRIDGES AND APPROACHES	Under Development	$ 48,726.00
2	Childress	Knox	US 277	10.22	12.39	15702051	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 712,797.10
2	Abilene	Howard	US 87	22.266	28.834	6901054	REHABILIATION	Finalizing for Construc	$ 1,800,000.00
2	Lubbock	Gaines	US 62	16.984	19.623	22802047	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 7,457,114.00
2	Lubbock	Terry	US 62	0.5	0.769	22801058	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 542,886.00
2	Corpus Christi	San Patricio	FM 1945	0.278	0.345	120802012	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 512,370.62

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Lubbock	Terry	US 62	9.319	21.763	22801056	REHABILITATION OF ROADWAY	Finalizing for Construc	$ 23,500,000.00
2	Brownwood	Lampasas	US 183	25.58	26.057	27206037	SEAL COAT	Under Development	$ 1.00
2	Yoakum	De Witt	US 87	12.164	14.903	14308099	ACP OVERLAY	Finalizing for Construc	$ 1,000,000.00
2	Corpus Christi	Live Oak	IH 37	5.513	5.446	7402002	INSTALLATION OF CRASH WALL	Finalizing for Construc	$ 100,000.00
2	Corpus Christi	Live Oak	IH 37	37.117	37.067	7307002	INSTALLATION OF CRASH WALL	Finalizing for Construc	$ 100,000.00
2	San Antonio	Medina	SH 211	0	0.001	354403002	CONSTRUCT TWO LANE RURAL HIGHWAY ON NEW LOCATION	Finalizing for Construc	$ 4,400,000.00
2	Wichita Falls	Wichita	US 287	2.902	3.702	4308076	SAFETY LIGHTING	Finalizing for Construc	$ 148,330.60
2	Lufkin	Houston	SH 21	0	0.1	11706047	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 14,648,700.00
2	Lufkin	Polk	US 59	15.347	20.802	17605182	LEVEL-UP, OCST, & PFC (SOUTHBOUND ONLY)	Under Development	$ 3,896,781.00
2	Lufkin	San Jacinto	US 59	0.277	5.407	17702095	PLANE, HMA LEVEL-UP, OCST, AND PFC	Finalizing for Construc	$ 4,390,804.00
2	Lufkin	San Jacinto	US 59	0.593	5.671	17702097	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 550,000.00
2	Atlanta	Harrison	US 80	6.862	15.624	9608056	RESURFACE EXISTING 2-LANE HIGHWAY	Finalizing for Construc	$ 2,759,512.00
2	Laredo	Maverick	FM 1021	1.434	1.634	122901071	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 88,574.00
2	Wichita Falls	Clay	US 82	11.912	11.979	4402090	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 105,855.00
2	Lubbock	Parmer	US 60	24.49	26.341	16803038	REHABILITAITON OF EXISTING ROADWAY	Under Development	$ 7,050,000.00
2	Odessa	Reeves	IH 10	1	6.876	44106036	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 66,309.00
2	Yoakum	De Witt	SH 72	1.591	1.846	27010013	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 6,500,765.00
2	Yoakum	Gonzales	US 90A	27.86	27.96	44501063	MISC BRIDGE REPAIR	Construction Schedule	$ 67,360.00
2	San Antonio	Frio	US 57	0	11.069	27607031	SEAL COAT AND _PAVEMENT MARKINGS	Finalizing for Construc	$ 542,883.00
2	San Antonio	McMullen	SH 72	23.32	28.022	48303035	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 308,139.00
2	Corpus Christi	Live Oak	SH 72	1	10.561	48304038	STRUCTURAL OVERLAY	Finalizing for Construc	$ 5,261,640.70
2	Corpus Christi	Live Oak	SH 72	0	2.509	27009030	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Finalizing for Construc	$ 2,036,200.35
2	Pharr	Brooks	US 281	3.847	10.991	25505040	OVERLAY NORTH & SOUTH BOUND LANES	Construction Schedule	$ 1,967,200.10
2	Laredo	Zavala	US 57	15.984	27.365	27605028	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 251,281.00
2	Lufkin	Shelby	FM 138	5.499	10.799	74302024	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 4,220,000.00
2	Paris	Fannin	SH 78	13.205	14.285	27903036	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 125,874.00
2	Odessa	Pecos	IH 10	0	7.081	44108053	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 429,287.00
2	Yoakum	Matagorda	SH 60	12.573	12.713	24102054	CONSTRUCT SIDEWALKS, CURBS, DRIVEWAYS AND ACCESSIBILITY RAMP	Finalizing for Construc	$ 28,196.00
2	Lubbock	Hockley	FM 300	13.63	13.685	22706027	INTERSECTION & OPERATIONAL IMPROVEMENTS	Construction Schedule	$ 26,201.00
2	Tyler	Gregg	SH 42	7.3	7.35	54504051	CLEAN & PAINT STEEL GIRDERS, CONCRETE & STEEL PILE REPAIR	Construction Schedule	$ 514,481.17
2	Paris	Fannin	SH 78	14.285	28.019	27904024	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 64,356.00
2	Tyler	Gregg	SH 42	5.586	5.786	54504050	IMPROVE & INTERCONNECT TRAFFIC SIGNALS	Finalizing for Construc	$ 165,951.00
2	Tyler	Rusk	SH 64	4.72	4.92	24508050	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 33,094.00
2	Laredo	Maverick	US 57	0	12.702	27602029	MILLED CENTERLINE & EDGELINE RUMBLE STRIP	Finalizing for Construc	$ 94,099.00
2	Laredo	Zavala	US 57	0	16.078	27603042	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 313,251.00
2	Tyler	Rusk	SH 323	11.87	12.07	59201017	INSTALL SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 29,163.00
2	Tyler	Gregg	FM 1252	3.039	3.564	138902011	CONSTRUCT CONTINUOUS CENTER TURN LANE & RIGHT TURN LANE	Construction Schedule	$ 682,092.30
2	Paris	Fannin	RR 3	1	3.02	331001005	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 234,513.00
2	Paris	Lamar	FM 79	0	19.962	68802059	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Construction Schedule	$ 122,670.90
2	Paris	Lamar	FM 1502	0	12.188	145601013	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 155,989.00
2	Paris	Red River	SH 37	1.077	9.6	72202040	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 54,813.66
2	Wichita Falls	Baylor	FM 422	16.707	16.787	81401037	BRIDGE MAINTENANCE	Finalizing for Construc	$ 487,300.00
2	Wichita Falls	Clay	FM 1740	1.884	3.684	161502016	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDL PAVED SURFACE WIDTH	Finalizing for Construc	$ 847,835.00
2	Wichita Falls	Throckmorton	US 183	22.298	22.515	40401030	SAFETY LIGHTING	Finalizing for Construc	$ 67,837.40
2	Wichita Falls	Throckmorton	FM 209	10.35	10.55	107601038	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 500,000.00
2	Amarillo	Gray	IH 40	1	4.917	27507038	SEALCOAT	Construction Schedule	$ 307,340.90
2	Amarillo	Lipscomb	SH 213	0.375	0.404	46001021	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 84,000.00
2	Lubbock	Lynn	SL 76	1.001	2.643	6809012	SAFTEY	Finalizing for Construc	$ 500,000.00
2	Odessa	Martin	BI 20-F	6.931	7.119	516016	IMPROVE AT GRADE CROSSING & DRAINAGE	Finalizing for Construc	$ 5,000,000.00
2	Odessa	Martin	FM 26	18.56	18.63	184201016	CHANNEL EXCAV, PLACEMENT OF CONCRETE RIP RAP, REPLACEMENT OF	Finalizing for Construc	$ 1,250,000.00
2	Abilene	Callahan	FM 1750	0.001	0.065	165502005	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 1,109.80
2	Abilene	Callahan	SH 6	0.001	2.284	12602019	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 8,744.16
2	Abilene	Callahan	FM 2228	10	23.862	210801019	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 55,025.30

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Callahan	US 283	30.927	31.001	43704030	BRIDGE REHAB	Finalizing for Construc	$ 490,000.00
2	Abilene	Callahan	SH 6	0.001	2.284	12602020	OVERLAY	Finalizing for Construc	$ 560,000.00
2	Abilene	Callahan	US 283	27.61	27.692	43704029	BRIDGE REHAB	Finalizing for Construc	$ 563,000.00
2	Waco	Bosque	FM 56	13.548	14.048	39801042	INCREASE SUPERELEVATION	Finalizing for Construc	$ 373,175.00
2	Waco	Bosque	FM 2136	6.705	7.485	205801009	SAFETY TREAT FIXED OBJECTS, WIDEN PAVED SHOULDER TO 5 FT OR	Finalizing for Construc	$ 499,675.00
2	Waco	Hamilton	FM 218	19.675	19.548	12005025	INSTALL CHEVRONS ON CURVE, INCREASE SUPERELELVATION	Construction Schedule	$ 65,975.20
2	Waco	Hill	FM 67	4.052	3.8	166102019	WIDEN PAVED SHOULDER TO 5 FT OR LESS, INCREASE SUPER	Construction Schedule	$ 86,895.55
2	Tyler	Rusk	SH 42	4.867	5.067	54502039	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 37,126.00
2	Lufkin	Angelina	FM 1818	3.781	5.772	179401025	EMERGENCY ROADWAY REPAIRS	Construction Schedule	$ 11,414.00
2	Yoakum	Fayette	FM 957	3.336	3.636	144001020	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,200,000.00
2	San Antonio	Bandera	SH 16	9.809	10.006	29106054	IMPROVE TRAFFIC SIGNALS AND INSTALL FLASHING YELLOW ARROW	Finalizing for Construc	$ 145,172.00
2	Corpus Christi	Bee	FM 797	2.109	4.509	111901013	INSTALL ADVANCE CURVE SIGNALS, INSTALL CHEVRONS, SAFETY TRT	Finalizing for Construc	$ 1,209,672.00
2	Corpus Christi	Karnes	FM 81	10.892	10.965	69101038	WIDEN OR REPLACE STRUCTURE	Construction Schedule	$ 997,101.25
2	Corpus Christi	Karnes	FM 81	16.755	16.83	69101036	WIDEN OR REPLACE STRUCTURE	Construction Schedule	$ 925,644.85
2	Corpus Christi	Karnes	FM 81	17.836	17.909	69101035	WIDEN OR REPLACE STRUCTURE	Construction Schedule	$ 1,051,022.10
2	Corpus Christi	Karnes	FM 81	13.686	13.714	69101041	BRIDGE CULVERT REPLACEMENT	Construction Schedule	$ 564,226.90
2	Corpus Christi	Live Oak	FM 1042	0.674	0.832	155301001	BRIDGE MAINTENANCE	Finalizing for Construc	$ 69,152.00
2	Bryan	Washington	FM 50	7.04	7.08	45703032	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 990,024.40
2	Bryan	Washington	FM 390	3.943	4.143	33808039	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 86,642.00
2	Bryan	Washington	BU 290F	21.561	21.801	11409077	MILL AND INLAY	Finalizing for Construc	$ 1,000,000.00
2	Atlanta	Harrison	FM 2625	9.537	9.97	84307016	CONSTRUCT OVERPASS OVER LIGNITE MINING HAUL ROAD	Construction Schedule	$ 2,562,226.15
2	Atlanta	Upshur	SH 155	0.635	1.326	52005040	RECONSTRUCT FROM 2 LANE TO 4 LANE DIVIDED SECTION	Finalizing for Construc	$ 4,295,739.60
2	Beaumont	Jasper	US 69	1	2.434	20004024	OVERLAY EXISTING ROADWAY	Finalizing for Construc	$ 1,300,000.00
2	Laredo	Webb	FM 1472	3	5.051	215003026	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE STRP	Finalizing for Construc	$ 1,230,600.00
2	El Paso	Hudspeth	IH 10	24.949	25.76	205045	CHANNEL IMPROVEMENTS	Construction Schedule	$ 687,614.00
2	Childress	Dickens	SH 70	22.184	22.312	10601039	REPLACEMENT OF EXISTING BRIDGE	Construction Schedule	$ 1,856,759.60
2	Tyler	Henderson	SH 19	0.003	8.803	10803042	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 265,771.50
2	Yoakum	Wharton	BU 59-R	38.307	40.4	8910024	SEAL COAT	Construction Schedule	$ 69,101.20
2	Lufkin	Polk	SH 146	0	4.373	38801058	RESURFACE WITH SEAL COAT	Construction Schedule	$ 348,520.75
2	Abilene	Scurry	US 180	6.73	9.106	5317033	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 33,189.90
2	Amarillo	Dallam	FM 281	0.005	0.273	162203006	SEALCOAT	Construction Schedule	$ 20,745.00
2	Wichita Falls	Montague	US 81	1.448	2.365	1305062	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 255,294.00
2	Wichita Falls	Montague	SH 59	10.724	11.695	23902038	PAVEMENT OVERLAY AND REPAIR	Finalizing for Construc	$ 525,000.00
2	Corpus Christi	San Patricio	SH 361	9.341	9.988	18010079	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 293,037.00
2	Wichita Falls	Archer	US 277	1.71	5.715	15605049	UPGRADE TO 4 LANE DIVIDED FACILITY	Construction Schedule	$ 14,636,462.93
2	Lubbock	Parmer	US 70	0.001	0.979	5201042	OVERLAY	Finalizing for Construc	$ 3,260,000.00
2	San Angelo	Crockett	SH 137	1	18.307	164301016	RESTORATION OF EXISTING ROAD	Under Development	$ 10,921,000.00
2	San Angelo	Crockett	SH 137	1	13.149	55810036	GRADING, BASE AND SURFACING	Finalizing for Construc	$ 7,289,000.00
2	Yoakum	Gonzales	US 87	1	4.267	14306029	PAVEMENT REPAIR AND SURFACING	Construction Schedule	$ 5,309,018.10
2	Austin	Mason	US 87	12.58	14.026	7103041	FULL DEPTH REPAIR, SEAL AND TOM OVERLAY	Finalizing for Construc	$ 676,000.00
2	Corpus Christi	Live Oak	US 281	24.214	25.718	25401143	IMPROVE TRAFFIC SIGNAL, INTERCONNECT SIGNALS	Construction Schedule	$ 222,352.00
2	Bryan	Freestone	US 84	19.831	26.795	5704026	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 24,778.43
2	Bryan	Freestone	US 84	21.338	26.794	5704027	SEAL COAT	Construction Schedule	$ 245,598.85
2	Bryan	Freestone	US 84	10.29	17.789	5703041	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 44,758.00
2	Bryan	Madison	US 190	9.992	14.053	11703024	WIDEN TO 4 LANE DIVIDED HIGHWAY	Finalizing for Construc	$ 23,000,000.00
2	Atlanta	Bowie	SH 8	2.899	7.773	6002032	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 129,108.26
2	Brownwood	Eastland	US 183	11.215	12.024	12702142	RECONSTRUCT URBAN ROADWAY	Construction Schedule	$ 5,261,162.84
2	Fort Worth	Jack	US 281	37.593	46.777	24907070	UPGRADE TO SUPER 2 DESIGN, EXT CULVERTS, SETS, 2" OVERLAY	Finalizing for Construc	$ 8,750,000.00
2	Yoakum	Wharton	SH 71	7.076	12.701	26605051	IMPROVE GUARDRAIL TO DESIGN STANDRD	Finalizing for Construc	$ 85,820.00
2	Atlanta	Titus	US 67	0	9.278	1007052	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 332,411.00
2	Yoakum	Wharton	US 59	10.885	14.285	8907158	PFC	Finalizing for Construc	$ 4,400,000.00
2	Abilene	Nolan	FM 419	1	4.779	98303027	SEAL COAT	Construction Schedule	$ 164,240.85
2	San Antonio	Kerr	SH 16	2.181	6.113	29103071	BASE REPAIR, SEALCOAT, OVERLAY & PAVEMENT MARKINGS	Finalizing for Construc	$ 2,230,500.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Amarillo	Hartley	FM 281	1	3.515	162201036	SEALCOAT	Construction Schedule	$ 255,055.85
2	Corpus Christi	San Patricio	SL 90	1.599	2.262	18009017	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 300,361.00
2	Paris	Fannin	SH 78	0.201	9.694	27902043	SEAL COAT	Construction Schedule	$ 399,269.55
2	Paris	Fannin	SH 78	0.593	8.419	28001021	SEAL COAT	Construction Schedule	$ 252,005.80
2	Paris	Hopkins	SH 11	13.033	16.853	8302056	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 1,700,000.00
2	Wichita Falls	Wilbarger	US 283	0.702	10.854	12402032	SEAL COAT	Construction Schedule	$ 556,522.43
2	Amarillo	Oldham	RM 1061	5	10.855	124501015	SEALCOAT	Construction Schedule	$ 205,237.87
2	Amarillo	Oldham	RM 1061	5	10.855	124501017	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 37,116.00
2	Amarillo	Oldham	RM 1061	5	10.855	124501016	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 20,297.70
2	Lubbock	Lamb	US 84	6.662	7.742	5204052	OVERLAY	Finalizing for Construc	$ 3,280,000.00
2	San Angelo	Irion	US 67	0	10.457	7702033	ACP OVERLAY	Under Development	$ 4,194,000.00
2	San Angelo	Irion	US 67	1	11.24	7703031	ACP OVERLAY	Under Development	$ 3,072,000.00
2	San Angelo	Irion	US 67	0	10.331	7704032	ACP OVERLAY	Under Development	$ 3,099,000.00
2	San Angelo	Irion	US 67	0	10.219	7705031	ACP OVERLAY	Under Development	$ 3,065,000.00
2	Abilene	Howard	FM 700	7.133	7.607	66803009	BRIDGE REHAB	Finalizing for Construc	$ 1,300,000.00
2	Abilene	Shackelford	US 180	29.858	31.124	1106047	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 10,346.52
2	Abilene	Taylor	US 277	9.292	13.384	40706043	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 33,208.36
2	Waco	Falls	SH 14	0	6.895	9307022	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 300,963.00
2	Waco	Limestone	SH 164	0.76	14.377	41304036	SEAL COAT	Construction Schedule	$ 616,510.60
2	Waco	Limestone	SH 14	17	25.431	9305050	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 89,750.00
2	Tyler	Smith	US 80	0	1.337	9508020	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 13,555.00
2	Tyler	Wood	US 80	15.926	35.647	9602050	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 884,433.85
2	Yoakum	Lavaca	SH 111	11.807	21.889	34606049	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 963,658.00
2	Yoakum	Lavaca	US 90A	9.039	14.646	44601051	SEAL COAT	Construction Schedule	$ 180,419.50
2	Yoakum	Wharton	US 59	14.285	21.269	8907159	PFC	Finalizing for Construc	$ 6,500,000.00
2	Austin	Llano	SH 71	0.001	27.295	70004050	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 869,425.00
2	Bryan	Freestone	SH 14	0	4.257	9303024	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 229,472.76
2	Bryan	Madison	US 190	6.018	6.628	11704034	HOT MIX SURFACE	Finalizing for Construc	$ 50,000.00
2	Bryan	Madison	US 190	6.628	17.82	11704031	WIDEN TO 4 LANE DIVIDED HIGHWAY	Finalizing for Construc	$ 56,000,000.00
2	Bryan	Madison	SH 75	9.194	10.656	16607062	INSTALL CONTINUOUS LEFT TURN LANE	Finalizing for Construc	$ 182,285.00
2	Bryan	Madison	OSR	15.303	21.355	47503081	SEAL COAT	Construction Schedule	$ 185,528.20
2	Atlanta	Bowie	SH 8	9.028	17.329	6102031	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 166,783.20
2	Atlanta	Cass	SH 11	0	2.944	22204061	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 31,415.00
2	Laredo	Maverick	US 277	0	16.516	29903074	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 7,034,495.00
2	Lufkin	Houston	FM 229	1.373	14.31	34004030	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 60,527.79
2	Paris	Lamar	FM 79	0	21.077	68802061	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 220,443.19
2	Atlanta	Titus	FM 127	1	9.8	73401044	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 89,010.60
2	Yoakum	Matagorda	FM 457	0	27.74	60501062	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 291,251.00
2	Paris	Lamar	FM 79	11.752	21.095	68802060	SEAL COAT	Construction Schedule	$ 367,533.25
2	Waco	Limestone	FM 1633	0	9.295	166401019	REHABILITATE PAVEMENT STRUCTURE	Finalizing for Construc	$ 4,185,000.00
2	Wichita Falls	Wichita	FM 1814	1	3.173	176801014	SEAL COAT	Construction Schedule	$ 49,587.49
2	El Paso	Brewster	SH 118	1.064	31.58	35803039	SEAL COAT	Construction Schedule	$ 1,433,823.94
2	Wichita Falls	Cooke	FM 2071	1	9.569	185501027	SEAL COAT	Finalizing for Construc	$ 210,000.00
2	Tyler	Van Zandt	FM 751	1	10.471	108901023	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 474,651.75
2	San Antonio	Kerr	SH 27	1	14.906	14203030	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 502,632.35
2	Corpus Christi	Jim Wells	FM 1352	0.521	5.549	144701024	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 146,905.50
2	Bryan	Walker	SH 75	2.2	16.704	11001041	SAFETY WORK CONSISTING OF CENTERLINE TEXTURING	Construction Schedule	$ 61,781.00
2	Beaumont	Jasper	FM 777	4.385	9.903	110901025	SEAL COAT	Construction Schedule	$ 155,887.74
2	Yoakum	Wharton	FM 102	13.861	19.877	70902055	SEAL COAT	Finalizing for Construc	$ 259,613.00
2	Wichita Falls	Wichita	FM 368	13.977	15.921	80404028	SEAL COAT	Finalizing for Construc	$ 26,038.00
2	Tyler	Wood	SL 564	6.603	12.385	324001019	REPAIR & RESURFACE ROADWAY	Finalizing for Construc	$ 5,912,279.89
2	Tyler	Wood	SL 564	6.359	12.455	324001018	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 435,598.75
2	Abilene	Howard	IH 20	20.288	24.63	505113	MILL AND FILL WITH SPOT REPAIR	Finalizing for Construc	$ 5,210,400.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Paris	Delta	FM 64	1	7.576	39903037	SEAL COAT	Finalizing for Construc	$ 272,904.00
2	Paris	Fannin	FM 100	11.567	16.059	17404037	SEAL COAT	Finalizing for Construc	$ 136,658.25
2	Paris	Fannin	SH 34	29.976	41.035	17403039	SEAL COAT	Finalizing for Construc	$ 401,187.65
2	Paris	Fannin	FM 273	2.225	7.998	76503025	SEAL COAT	Finalizing for Construc	$ 238,542.00
2	Paris	Franklin	FM 1448	0.027	8.46	138001017	SEAL COAT	Finalizing for Construc	$ 253,031.00
2	Paris	Franklin	FM 1448	0.037	7.214	138001018	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Finalizing for Construc	$ 702,893.00
2	Paris	Hopkins	FM 2653	4.253	10.294	253801014	SEAL COAT	Finalizing for Construc	$ 156,715.70
2	Paris	Hopkins	FM 900	1.144	6.916	68005013	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 78,727.00
2	Paris	Lamar	FM 197	0	9.043	76901029	SEAL COAT	Construction Schedule	$ 287,341.40
2	Paris	Lamar	FM 196	6.034	11.927	68001017	SEAL COAT	Construction Schedule	$ 174,639.60
2	Paris	Lamar	FM 38	8.085	18.687	43501077	SEAL COAT	Finalizing for Construc	$ 439,983.00
2	Paris	Lamar	FM 1510	1	5.326	4515012	SEAL COAT	Finalizing for Construc	$ 179,529.00
2	Paris	Lamar	FM 906	17.328	21.702	76902033	2R REHABILITATION	Finalizing for Construc	$ 2,475,000.00
2	Paris	Rains	FM 514	0.032	3.688	72503012	SEAL COAT	Finalizing for Construc	$ 112,805.85
2	Paris	Rains	FM 275	1	2.085	72502021	SEAL COAT	Finalizing for Construc	$ 32,199.75
2	Paris	Rains	FM 2324	0	5.762	219301011	SEAL COAT	Finalizing for Construc	$ 239,123.00
2	Paris	Red River	FM 195	2.089	19.806	73004015	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 162,697.00
2	Paris	Red River	FM 910	10.381	20.119	117701024	SEAL COAT	Finalizing for Construc	$ 281,992.60
2	Paris	Red River	FM 195	0	13.393	73004016	SEAL COAT	Finalizing for Construc	$ 555,809.00
2	Paris	Red River	FM 911	1	8.771	72203015	2R REHABILITATION	Finalizing for Construc	$ 3,768,600.00
2	Wichita Falls	Cooke	FM 1202	0	2.445	135602013	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 400,000.00
2	Wichita Falls	Cooke	FM 1201	5.155	14.494	135601028	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 1,300,000.00
2	Wichita Falls	Cooke	FM 371	0	6.934	82201019	SEAL COAT	Finalizing for Construc	$ 168,436.00
2	Wichita Falls	Montague	FM 2634	0	1.559	270601009	WIDEN PAVEMENT, SETS, RUMBLE STRIPS	Finalizing for Construc	$ 840,000.00
2	Wichita Falls	Montague	FM 2382	0	2.604	82303007	WIDEN PAVEMENT AND OVERLAY	Finalizing for Construc	$ 1,562,400.00
2	Wichita Falls	Wichita	FM 1177	5	11.594	51404013	SEAL COAT	Construction Schedule	$ 149,872.16
2	Wichita Falls	Wichita	SH 25	1.854	16.176	13703082	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 27,147.56
2	Wichita Falls	Wichita	FM 1180	1	5.186	54402017	SEAL COAT	Finalizing for Construc	$ 98,805.00
2	Wichita Falls	Wichita	SH 25	1.591	16.415	13703083	SEAL COAT	Finalizing for Construc	$ 334,431.00
2	Wichita Falls	Wilbarger	US 70	6.126	7.161	14702021	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 5,838.00
2	Wichita Falls	Wilbarger	FM 433	6.563	7.116	82102016	SEAL COAT	Finalizing for Construc	$ 12,207.00
2	Amarillo	Carson	SH 207	25.626	33.958	35603019	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 73,652.00
2	Amarillo	Dallam	US 385	1	15.572	22501019	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 88,641.51
2	Amarillo	Dallam	US 385	1	15.572	22501020	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 50,491.80
2	Amarillo	Dallam	FM 296	1.006	32.958	79001023	SEALCOAT	Finalizing for Construc	$ 973,920.00
2	Amarillo	Gray	FM 2473	1	5.572	231701011	SEALCOAT	Finalizing for Construc	$ 169,805.00
2	Amarillo	Randall	PR 5	0	12.566	53401021	SEALCOAT	Construction Schedule	$ 275,517.67
2	Lubbock	Bailey	SH 214	1.001	12.293	46102020	SEAL COAT	Construction Schedule	$ 412,942.60
2	Lubbock	Bailey	SH 214	4.469	6.647	46102023	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 2,500,000.00
2	Lubbock	Castro	FM 1057	1.767	4.767	189101014	SCRUB SEAL	Construction Schedule	$ 42,271.00
2	Lubbock	Hale	SH 194	4.035	13.008	43904021	SEAL COAT	Construction Schedule	$ 336,357.60
2	Lubbock	Hale	FM 789	0.001	1.171	112602010	SCRUB SEAL	Construction Schedule	$ 40,347.55
2	Lubbock	Lamb	FM 37	1.012	10.455	163101013	SCRUB SEAL	Construction Schedule	$ 108,572.00
2	Lubbock	Parmer	FM 1172	0.036	8.652	244402008	SCRUB SEAL	Construction Schedule	$ 110,843.00
2	Lubbock	Swisher	FM 2301	7.01	23.354	186302006	SEAL COAT	Construction Schedule	$ 147,499.25
2	San Angelo	Menard	US 377	0	3.973	14903014	SEAL COAT	Finalizing for Construc	$ 194,821.26
2	San Angelo	Menard	RM 864	10.169	16.272	129601017	SEAL COAT	Finalizing for Construc	$ 193,268.98
2	Abilene	Fisher	SH 70	0.5	9.633	26304029	MILLED CENTERLINE AND EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 63,012.56
2	Abilene	Fisher	SH 70	1	10.31	26303032	MILLED CENTERLINE AND EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 80,599.18
2	Abilene	Fisher	FM 57	8.029	20.425	31701037	WIDEN ROADWAY AND STRUCTURES	Finalizing for Construc	$ 10,000,000.00
2	Abilene	Jones	FM 1226	0.001	13.422	136001027	INSTALL CENTERLINE AND EDGELINE PROFILE PAVEMENT MARKINGS	Finalizing for Construc	$ 201,909.60
2	Abilene	Jones	FM 707	0.001	2.553	67703010	WIDEN ROADWAY	Construction Schedule	$ 1,144,900.49
2	Abilene	Nolan	FM 1856	0.024	10.022	48801015	SEAL COAT	Construction Schedule	$ 240,760.40

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Nolan	BU 84-J	2.65	3.235	5320006	SEAL COAT	Finalizing for Construc	$ 23,207.62
2	Abilene	Nolan	BI 20-L	0.001	1.589	614005	SEAL COAT	Finalizing for Construc	$ 57,380.46
2	Abilene	Taylor	FM 613	1.001	3.928	69904014	SEAL COAT	Finalizing for Construc	$ 102,930.00
2	Abilene	Taylor	FM 604	1.001	8.017	97403015	SEAL COAT	Finalizing for Construc	$ 160,645.81
2	Waco	Bosque	FM 219	0	1.055	105401009	SEAL COAT	Finalizing for Construc	$ 35,000.00
2	Waco	Falls	FM 2027	0.5	3.488	83306020	REHAB AND WIDEN ROADWAY	Finalizing for Construc	$ 1,350,000.00
2	Waco	Limestone	FM 2310	0	5.787	217301010	SEAL COAT	Finalizing for Construc	$ 175,000.00
2	Tyler	Anderson	SH 294	0.976	8.558	5801018	IMPROVE GUARD RAIL TO STANDARDS	Finalizing for Construc	$ 372,695.00
2	Tyler	Cherokee	SH 135	0.254	14.714	37806020	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 359,415.00
2	Tyler	Cherokee	FM 747	0.01	15.894	111201012	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 431,715.15
2	Tyler	Henderson	RM 2329	0.084	7.123	219601014	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 206,801.00
2	Tyler	Wood	FM 312	1.4	8.867	49202020	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 217,293.00
2	Tyler	Wood	FM 778	0.458	7.372	42902011	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 170,752.00
2	Tyler	Wood	SH 154	9.221	15.308	40102033	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 335,878.35
2	Lufkin	Houston	SH 19	32.488	36.453	10906041	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 43,287.00
2	Lufkin	Houston	FM 230	0	16.229	93101036	RESURFACE WITH SEAL COAT	Construction Schedule	$ 574,674.85
2	Lufkin	Houston	FM 227	0	11.177	93703020	RESURFACE WITH SEAL COAT	Construction Schedule	$ 342,307.70
2	Lufkin	Houston	FM 2022	7.279	13.319	187502025	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 300,000.00
2	Lufkin	Houston	SH 19	32.478	36.453	10906043	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 249,327.00
2	Lufkin	Houston	FM 357	0	7.736	94001020	PROFILE EDGELINE MARKINGS AND PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 57,302.24
2	Lufkin	Polk	FM 1988	0.302	5.466	187602017	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 24,260.89
2	Lufkin	Polk	FM 352	1	3.051	92901021	RESURFACE WITH SEAL COAT	Construction Schedule	$ 59,080.50
2	Lufkin	Polk	FM 943	0	19.146	119401023	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 143,687.74
2	Lufkin	Polk	FM 942	0.004	20.194	119301034	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 158,387.14
2	Lufkin	Sabine	FM 2426	5.008	13.308	226801017	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 38,979.86
2	Lufkin	Sabine	SH 87	0	8.753	30402040	RESURFACE WITH SEAL COAT	Construction Schedule	$ 281,025.20
2	Lufkin	Sabine	SH 87	0.055	6.089	30403027	PROFILE EDGELINE MARKINGS AND PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 50,500.56
2	Lufkin	San Jacinto	FM 1725	0	17.773	158201022	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Construction Schedule	$ 672,387.50
2	Lufkin	San Jacinto	SH 150	17.448	25.918	39503042	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 74,527.20
2	Lufkin	San Jacinto	FM 1725	0	17.773	158201024	RESURFACE WITH SEAL COAT	Construction Schedule	$ 546,467.90
2	Lufkin	Trinity	FM 357	17.739	22.886	211702014	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 178,358.00
2	Yoakum	Austin	FM 1458	0	11.349	52703026	SEAL COAT	Construction Schedule	$ 222,746.70
2	Yoakum	Austin	FM 1094	0.003	10.843	172101011	SEAL COAT	Construction Schedule	$ 209,467.60
2	Yoakum	Austin	FM 1094	0	10.842	172101009	ADD SHOULDER	Finalizing for Construc	$ 8,800,000.00
2	Yoakum	Austin	FM 109	14.548	15.575	71601047	ADD SHOULDERS	Finalizing for Construc	$ 1,000,000.00
2	Yoakum	Calhoun	SH 316	0.091	5.652	58001035	SEAL COAT	Construction Schedule	$ 188,286.45
2	Yoakum	Colorado	FM 109	8.909	14	71602042	ADD SHOULDERS	Construction Schedule	$ 3,553,024.90
2	Yoakum	Colorado	FM 2437	0	3.008	234901008	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 307,589.00
2	Yoakum	Colorado	FM 102	32.63	32.939	2703073	MILL AND INLAY	Finalizing for Construc	$ 280,000.00
2	Yoakum	Colorado	BS 71-F	1	2.803	26608014	SEAL COAT	Construction Schedule	$ 100,223.75
2	Yoakum	Jackson	FM 616	4.921	9.662	49702042	SEAL COAT	Construction Schedule	$ 127,167.15
2	Yoakum	Jackson	FM 710	15.71	16.729	42009022	SEAL COAT	Construction Schedule	$ 34,378.80
2	Yoakum	Matagorda	FM 457	13.532	27.764	60501065	SEAL COAT	Construction Schedule	$ 353,910.75
2	Yoakum	Matagorda	FM 616	0	3.782	49701019	SEAL COAT	Construction Schedule	$ 100,207.20
2	Yoakum	Matagorda	FM 1301	10	16.195	141201021	SEAL COAT	Finalizing for Construc	$ 193,673.00
2	Yoakum	Matagorda	FM 1728	0.043	9.559	168601016	SEAL COAT	Finalizing for Construc	$ 294,735.00
2	Yoakum	Wharton	SH 71	1	7.073	26605049	ACP OVERLAY	Finalizing for Construc	$ 2,250,000.00
2	Yoakum	Wharton	SL 524	0.728	2.1	8914003	SEAL COAT	Construction Schedule	$ 33,206.40
2	Austin	Llano	SH 71	0	18.924	57704022	SEAL COAT	Construction Schedule	$ 900,288.04
2	Austin	Llano	SH 16	0.001	18.451	29001046	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 369,667.75
2	San Antonio	Bandera	RM 187	0.5	14.559	67802037	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 181,160.66
2	San Antonio	Medina	FM 471	0.9	16.355	84902047	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 546,952.63
2	San Antonio	Medina	FM 2676	1.002	18.624	264901033	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 495,937.22

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	San Antonio	Uvalde	SH 127	20.14	21.217	36901039	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 48,019.00
2	San Antonio	Uvalde	RM 2748	1.023	2.262	55404006	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 26,249.14
2	Corpus Christi	Aransas	FM 1069	0	2.987	154902013	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 182,091.00
2	Corpus Christi	Aransas	FM 1069	0	2.987	154902014	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 76,209.50
2	Corpus Christi	Kleberg	FM 1355	0.008	4.663	294202015	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 131,720.75
2	Corpus Christi	Nueces	FM 70	18.938	23.517	155803006	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 151,817.95
2	Corpus Christi	Nueces	FM 70	4.628	18.932	155802037	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 416,432.50
2	Corpus Christi	San Patricio	FM 631	0	5.07	120902018	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 324,721.00
2	Corpus Christi	San Patricio	FM 631	0	5.056	120902019	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 134,150.75
2	Bryan	Freestone	SH 75	0	17.501	16603032	SAFETY WORK CONSISTING OF PROFILE SHOULDERS AND MILLED	Construction Schedule	$ 125,604.43
2	Bryan	Freestone	FM 1366	0.007	6.913	132802011	SEAL COAT	Construction Schedule	$ 183,978.82
2	Bryan	Freestone	SH 75	4.036	17.501	16603033	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 2,099,129.00
2	Bryan	Freestone	FM 489	8.92	15.563	214401015	SEAL COAT	Construction Schedule	$ 232,134.37
2	Bryan	Grimes	FM 1486	0	5.772	141604012	SEAL COAT	Construction Schedule	$ 155,394.40
2	Bryan	Grimes	FM 2620	0.04	11.394	156204014	SEAL COAT	Construction Schedule	$ 377,722.61
2	Bryan	Leon	FM 3178	20.006	25.142	114501047	SEAL COAT	Construction Schedule	$ 171,956.80
2	Bryan	Leon	FM 1848	0	2.083	294803008	SEAL COAT	Construction Schedule	$ 63,993.74
2	Bryan	Madison	SH 75	0	9.96	16607064	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 57,338.00
2	Bryan	Milam	FM 1915	15.008	22.312	26207041	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 2,750,000.00
2	Bryan	Milam	FM 1915	7.595	14.299	294901010	SEAL COAT	Construction Schedule	$ 210,014.14
2	Bryan	Robertson	FM 485	0	3.109	26203038	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 54,517.00
2	Bryan	Walker	FM 2550	0	4.334	248001010	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 50,558.00
2	Bryan	Walker	FM 2296	0	7.398	213501022	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 86,301.00
2	Bryan	Walker	FM 2628	0.04	3.376	180904009	SEAL COAT	Construction Schedule	$ 131,640.68
2	Dallas	Navarro	SH 14	0	8.424	9302021	PAVEMENT REPAIR, OVERLAY AND PAVEMENT MARKINGS	Finalizing for Construc	$ 3,087,895.00
2	Atlanta	Bowie	FM 44	4.619	7.801	33002018	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 83,351.00
2	Atlanta	Bowie	FM 991	0	6.803	1019012	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 216,074.00
2	Atlanta	Bowie	FM 990	10.715	14.058	121301013	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 97,163.50
2	Atlanta	Bowie	US 67	0.015	15.616	1011071	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 407,529.00
2	Atlanta	Bowie	US 67	0.015	15.811	1011072	SEAL COAT	Construction Schedule	$ 1,591,371.60
2	Atlanta	Camp	FM 2254	0	6.361	196801011	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 58,976.31
2	Atlanta	Cass	SH 77	7.811	13.339	27702050	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 51,777.56
2	Atlanta	Cass	FM 125	2.258	14.256	54609042	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 56,118.00
2	Atlanta	Cass	SH 11	9.837	17.899	21805031	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 36,010.00
2	Atlanta	Cass	FM 3129	1	3.874	94503010	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 28,304.40
2	Atlanta	Cass	FM 161	0	12.266	157402022	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 315,392.00
2	Atlanta	Cass	FM 130	0	13.286	157301017	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 97,634.00
2	Atlanta	Cass	FM 2327	0.007	6.078	224101017	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 158,346.00
2	Atlanta	Cass	US 67	0	2.308	1010027	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 27,000.00
2	Atlanta	Marion	FM 3001	7.28	13.836	304102018	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 142,411.45
2	Atlanta	Marion	SH 43	10	18.376	56903022	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 88,363.00
2	Atlanta	Marion	SH 43	1.01	5.731	56902016	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 49,805.00
2	Atlanta	Marion	FM 3001	7.28	13.836	304102019	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 53,556.56
2	Atlanta	Marion	SH 155	0	5.523	52004033	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 135,952.00
2	Atlanta	Marion	FM 2208	0.5	9.424	13812025	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 150,929.46
2	Atlanta	Marion	SH 43	1	5.731	56902017	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 78,208.00
2	Atlanta	Marion	SH 43	10	18.095	56903023	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 133,819.00
2	Atlanta	Morris	US 259	12.461	19.267	8401090	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 52,670.00
2	Atlanta	Morris	US 259	9.035	19.267	8401091	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 103,045.00
2	Atlanta	Morris	US 259	12.759	19.267	8401092	INSTALL LED FLASHING CHEVRONS (CURVE), PROFILE EDGELINE	Finalizing for Construc	$ 170,480.00
2	Atlanta	Titus	FM 1735	1	9.199	122602021	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 252,884.15
2	Atlanta	Titus	FM 1735	1	9.199	122602022	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 70,716.00
2	Atlanta	Titus	FM 1735	1	9.199	122602023	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 153,976.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Atlanta	Titus	SS 185	0.013	0.62	1009008	SEAL COAT	Construction Schedule	$ 18,653.00
2	Atlanta	Upshur	FM 1404	0	6.699	138601022	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 48,387.20
2	Atlanta	Upshur	FM 555	0.012	10.668	101802020	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 278,470.50
2	Atlanta	Upshur	FM 1002	10.024	22.052	64703027	SEAL COAT	Construction Schedule	$ 385,351.00
2	Beaumont	Jasper	FM 105	2.063	8.982	71001050	SEAL COAT	Construction Schedule	$ 419,082.17
2	Beaumont	Newton	FM 1012	0.031	11.02	127701016	SEAL COAT	Construction Schedule	$ 403,333.00
2	Beaumont	Newton	SH 87	1.181	8.673	30503044	SEAL COAT	Construction Schedule	$ 456,846.05
2	Beaumont	Tyler	FM 1746	0.088	4.788	158501024	SEAL COAT	Construction Schedule	$ 179,227.00
2	Beaumont	Tyler	FM 256	4.924	17.177	70303027	SEAL COAT	Construction Schedule	$ 479,233.18
2	Pharr	Brooks	FM 1418	2.086	5.902	69603015	SEAL COAT	Construction Schedule	$ 140,990.50
2	Childress	Briscoe	FM 145	0	2.152	75407010	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 47,348.15
2	Childress	Briscoe	SH 256	0	19.495	54101030	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 39,382.92
2	Childress	Donley	SH 70	10.085	26.842	31001042	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 189,038.00
2	Childress	Donley	SH 70	0	13.42	31101018	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 533,813.37
2	Childress	Hall	SH 256	0	20.665	54102032	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 62,201.73
2	Childress	Hall	SH 70	12.121	16.2	10503018	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 113,815.65
2	Childress	Hall	SH 86	0	15.738	10501032	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 929,627.00
2	Childress	Knox	SH 6	15.627	26.435	9804037	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 310,310.00
2	Bryan	Milam	US 77	12.2	21.22	21101032	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 494,508.76
2	Lubbock	Hale	IH 27	17.346	26.105	6705048	TRAFFIC CONTROL DEVICES	Finalizing for Construc	$ 937,500.00
2	Bryan	Milam	US 77	12.159	20.923	21101031	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 38,596.25
2	Corpus Christi	Aransas	SH 35	10.001	20.806	18004152	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 310,677.75
2	Bryan	Milam	US 77	5.707	12.13	21002026	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 340,248.91
2	Yoakum	Matagorda	SH 35	1	11.059	17904097	ACP OVERLAY AND ADD ACCELERATION LANE	Construction Schedule	$ 5,850,810.05
2	Yoakum	Matagorda	SH 35	11.06	16.586	17904099	ACP OVERLAY	Finalizing for Construc	$ 3,000,000.00
2	Lubbock	Lamb	US 385	0.177	1.574	22704020	SCRUB SEAL	Construction Schedule	$ 60,860.50
2	Yoakum	Calhoun	US 87	9.689	10.185	14403040	SEAL COAT	Construction Schedule	$ 13,637.30
2	Yoakum	Calhoun	SH 35	8.734	12.154	17910108	ACP OVERLAY AND INSTALLING TRAFFIC SIGNALS	Construction Schedule	$ 2,660,714.73
2	Yoakum	Calhoun	US 87	8.673	9.715	14403041	SEAL COAT	Construction Schedule	$ 60,433.80
2	Wichita Falls	Wichita	US 287	0	16.285	4308077	SEAL COAT (VARIOUS LOCATIONS, FRONTAGE ROADS)	Construction Schedule	$ 126,681.45
2	Amarillo	Deaf Smith	US 385	1	15.925	22604028	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 84,315.34
2	Amarillo	Hartley	US 385	15.174	29.687	4102017	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 78,883.16
2	Amarillo	Oldham	US 385	9.032	36.023	22603058	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 164,592.25
2	Amarillo	Oldham	US 385	1	9.038	22602037	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 56,911.37
2	Amarillo	Oldham	US 385	32.266	36.023	22603059	SEALCOAT	Construction Schedule	$ 192,297.75
2	Lubbock	Swisher	IH 27	10.221	10.259	6703050	BRIDGE MAINTENANCE	Construction Schedule	$ 591,782.70
2	Lubbock	Swisher	IH 27	10.221	10.259	6703051	BRIDGE MAINTENANCE	Construction Schedule	$ 500,616.90
2	Lubbock	Swisher	IH 27	2.412	2.572	6702070	BRIDGE MAINTENANCE	Construction Schedule	$ 1,908,685.51
2	Yoakum	Lavaca	US 77	0	13.646	26902065	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED OB	Construction Schedule	$ 238,450.00
2	Yoakum	Lavaca	US 77	0	13.286	26902066	SEAL COAT	Finalizing for Construc	$ 492,800.00
2	Austin	Lee	US 77	8.247	15.418	21103037	LEVEL-UP, FULL DEPTH REPAIR AND TOM	Construction Schedule	$ 2,651,937.32
2	Austin	Lee	US 77	17.97	24.01	21104025	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 64,720.00
2	Atlanta	Bowie	US 82	0	9.161	4605049	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 100,657.00
2	Atlanta	Bowie	US 82	0.722	4.71	4605050	RESURFACE EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 470,867.05
2	Laredo	Webb	IH 35	8.278	16.98	1804059	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,133,962.00
2	Austin	Lee	US 290	9.879	9.779	11407081	BRIDGE REHAB-REPAIR DECK, UPGRADE RAIL- REHABILITATE BRIDGE	Construction Schedule	$ 721,600.75
2	Austin	Gillespie	US 87	0.318	16.995	7106060	PROFILE EDGELINE MARKINGS AND PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 356,032.00
2	Bryan	Milam	US 77	1	12.255	20905046	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 142,586.00
2	Wichita Falls	Wilbarger	US 283	1.8	2.2	12403061	MILL AND OVERLAY	Finalizing for Construc	$ 125,000.00
2	Lubbock	Hale	SH 194	14.912	15.542	43905025	SEAL COAT	Construction Schedule	$ 108,648.80
2	Amarillo	Gray	SH 70	1	1.504	30901044	OVERLAY	Finalizing for Construc	$ 400,000.00
2	Wichita Falls	Montague	US 81	0.386	3.78	1302022	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 12,773.67
2	San Angelo	Coke	US 277	6.537	14.835	26404052	GRADING, BASE AND STRUCTURES	Construction Schedule	$ 6,068,479.65

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Nolan	SH 70	2.789	9.016	26401038	INSTALL MILLED IN CENTERLINE AND EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 58,791.44
2	Yoakum	Matagorda	SH 35	16.586	20.246	17906043	ACP OVERLAY & ADD SHOULDERS	Finalizing for Construc	$ 3,000,000.00
2	Corpus Christi	Aransas	SH 35	0	11.659	18003039	OVERLAY ROADWAY AND ADD PASSING LANES	Finalizing for Construc	$ 9,300,000.00
2	Childress	Collingsworth	US 83	0.5	8.051	3102030	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 175,549.89
2	Dallas	Navarro	FM 1839	0	5.813	178601011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 225,488.73
2	Paris	Fannin	SH 56	0	11.008	4505049	SEAL COAT	Finalizing for Construc	$ 456,832.00
2	Corpus Christi	San Patricio	US 181	6.845	8.52	10103005	2019 DISTRICT WIDE HOT RUBBER SEAL PROJECT	Finalizing for Construc	$ 147,451.70
2	Wichita Falls	Montague	US 81	1	12.265	1303036	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 41,977.68
2	Wichita Falls	Wichita	SH 240	19.523	21.586	51401043	SEAL COAT	Construction Schedule	$ 48,518.54
2	Lubbock	Castro	SH 194	5.959	13.144	43901024	SEAL COAT	Construction Schedule	$ 291,001.70
2	Lubbock	Castro	US 385	12.011	12.208	22701026	SAFETY	Finalizing for Construc	$ 84,759.00
2	Lubbock	Swisher	SH 86	0.016	18.46	30301046	SEAL COAT	Construction Schedule	$ 814,572.30
2	Odessa	Terrell	US 90	1	14.005	2107060	SEAL COAT	Construction Schedule	$ 506,233.52
2	Abilene	Jones	US 180	1	15.35	29604022	MILLED EDGEDLINE RUMBLE STRIPS	Finalizing for Construc	$ 92,020.34
2	Tyler	Anderson	US 287	11.723	16.706	10902026	REPAIR & RESURFACE ROADWAY	Construction Schedule	$ 4,115,722.55
2	Tyler	Rusk	FM 1251	6.845	10.663	138801010	REHABILITATE ROADWAY AND WIDEN TO 26'	Under Development	$ 3,500,000.00
2	Lufkin	Houston	US 287	27.13	31.107	10903038	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 285,824.00
2	Yoakum	Colorado	US 90	2.984	9.82	2604046	SEAL COAT	Construction Schedule	$ 257,503.20
2	Austin	Blanco	SS 356	1.006	1.921	25204002	SPOT REPAIR AND TY D OVERLAY	Finalizing for Construc	$ 268,781.00
2	San Antonio	Kerr	US 83	10	17.977	3610010	SEAL COAT	Finalizing for Construc	$ 363,000.00
2	San Antonio	Kerr	US 83	0	6.329	3602010	SEAL COAT	Finalizing for Construc	$ 254,000.00
2	Bryan	Madison	OSR	0.76	15.239	47503064	REHABILITATION OF EXISTING ROAD CONSISTING OF GRADING,	Construction Schedule	$ 18,706,391.48
2	Dallas	Navarro	FM 744	6.776	12.091	166303017	RECONSTRUCT EXISTING PAVEMENT AND ADD SHOULDERS	Finalizing for Construc	$ 13,718,030.00
2	Atlanta	Upshur	SH 155	0.241	0.635	52005043	REPLACE BRIDGE & APPROACHES	Finalizing for Construc	$ 2,652,582.50
2	Beaumont	Newton	SH 87	6.048	7.304	30501035	OVERLAY EXISTING ROADWAY	Finalizing for Construc	$ 287,580.00
2	Childress	Cottle	US 62	14.486	27.989	3203038	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 581,149.83
2	Childress	Cottle	US 62	28	35.544	3202034	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 26,055.46
2	Childress	Cottle	US 62	15.04	28	3203039	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 35,906.88
2	Childress	Cottle	US 62	28	35.544	3202033	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 350,424.78
2	San Angelo	Sutton	IH 10	3	3.5	14103053	RECONSTRUCTION OF SAFETY REST AREA	Under Development	$ 1,650,000.00
2	Lufkin	Angelina	FM 1194	0	0.669	296001012	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 451,923.90
2	San Angelo	Coke	FM 384	5	8.307	164101007	SEAL COAT	Finalizing for Construc	$ 100,221.39
2	San Angelo	Concho	FM 380	0	12.069	55502021	SEAL COAT	Finalizing for Construc	$ 425,994.79
2	Abilene	Callahan	FM 2945	0.001	3.366	713006	SEAL COAT	Finalizing for Construc	$ 86,603.84
2	Corpus Christi	Goliad	FM 622	0.004	15.154	94304034	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 474,175.50
2	Tyler	Cherokee	US 79	1.206	10.869	20603061	WIDEN ROADWAY FOR PASSING LANES-SUPER2	Construction Schedule	$ 8,258,557.47
2	Beaumont	Tyler	FM 256	4.873	4.973	87703025	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 598,911.40
2	Brownwood	Eastland	IH 20	0	2.955	706259	SEAL COAT	Construction Schedule	$ 119,328.92
2	Abilene	Taylor	US 83	1.5	15.905	3402044	CONSTRUCT SUPER TWO	Finalizing for Construc	$ 10,000,000.00
2	Yoakum	Fayette	IH 10	5.517	11.303	53506044	PAVEMENT REPAIR AND SURFACING	Construction Schedule	$ 6,291,395.25
2	Paris	Lamar	US 271	3.38	17.503	22101075	IMPROVE GUARDRAIL DESIGN STANDARDS; TEXTURIZE SHOULDERS	Construction Schedule	$ 586,066.00
2	Laredo	Maverick	US 277	16.676	24.709	29904065	ADDING PASSING LANES & SURFACING	Construction Schedule	$ 1,615,967.40
2	Abilene	Howard	US 87	25.904	27.661	6901057	DRAINAGE WORK	Finalizing for Construc	$ 883,728.68
2	Lubbock	Gaines	FM 181	0.001	18.974	96101008	SEAL COAT	Construction Schedule	$ 558,323.70
2	Laredo	Dimmit	SH 85	0	17.261	30101082	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 336,299.00
2	Laredo	Maverick	US 277	16.676	25.39	29904072	TEXTURIZING SHOULDERS AND CENTERLINE	Construction Schedule	$ 89,530.19
2	Odessa	Winkler	SH 18	1	11.59	29201036	SEAL COAT	Construction Schedule	$ 376,297.56
2	Atlanta	Panola	SH 315	1	18.264	46203046	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 672,651.00
2	Atlanta	Panola	SH 315	1	18.264	46203047	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 393,445.28
2	Odessa	Winkler	SH 115	10	25.638	35401046	SEAL COAT	Construction Schedule	$ 529,553.11
2	Lufkin	Angelina	SH 94	5.643	9.239	31904087	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 478,755.00
2	San Antonio	Atascosa	FM 3350	13.286	14.823	42109018	INSTALL EDGE MARKING, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 16,106.52
2	Bryan	Washington	SH 36	10.676	10.961	18606083	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 26,271.48

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Baylor	US 82	9.662	10.412	15606057	SAFETY LIGHTING	Finalizing for Construc	$ 218,449.21
2	Amarillo	Ochiltree	SH 70	0.5	18.271	49003030	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 28,051.80
2	Amarillo	Roberts	SH 70	7.423	18.39	49004045	BASE REPAIR AND OVERLAY	Finalizing for Construc	$ 6,600,000.00
2	Amarillo	Roberts	SH 70	18.361	33.368	49005021	BASE REPAIR AND OVERLAY	Finalizing for Construc	$ 9,000,000.00
2	Amarillo	Roberts	SH 70	18.361	33.368	49005022	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 146,694.00
2	Amarillo	Roberts	SH 70	6.848	18.39	49004046	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 112,801.00
2	Odessa	Crane	SH 329	5	7.227	60004014	SEAL COAT	Construction Schedule	$ 15,230.92
2	Odessa	Crane	SH 329	11.866	25.149	60003024	SEAL COAT	Construction Schedule	$ 432,048.65
2	San Angelo	Crockett	FM 305	0	6.786	22905014	SEAL COAT	Construction Schedule	$ 215,122.11
2	Odessa	Ector	FM 1788	5	6.52	171806012	PAVEMENT OVERLAY	Finalizing for Construc	$ 36,090.00
2	Odessa	Midland	SH 349	0	12.58	38010023	ROADWAY REHABILITATION	Finalizing for Construc	$ 11,700,000.00
2	Odessa	Reeves	FM 1450	5	23.731	163901015	SEAL COAT	Construction Schedule	$ 537,085.23
2	Odessa	Upton	SH 349	23.994	24.194	38012023	INSTALL INTERSECTION FLASHING BEACON,INSTALL ADVANCE WARNING	Construction Schedule	$ 69,644.23
2	Odessa	Upton	SH 349	9.481	9.681	38011026	INSTALL INTERSECTION FLASHING BEACON,INSTALL ADVANCE_WARNING	Construction Schedule	$ 120,795.39
2	Odessa	Winkler	SH 18	10.736	10.936	29202041	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 41,199.00
2	Odessa	Winkler	SH 18	1	11.427	29201035	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 100,967.00
2	Abilene	Callahan	SH 36	0.001	16.421	18102031	SEAL COAT	Finalizing for Construc	$ 659,519.00
2	Abilene	Howard	RM 33	0.001	6.829	55805012	SEAL COAT	Construction Schedule	$ 237,337.05
2	Tyler	Henderson	SH 198	15.721	15.821	64605040	IMPROVE SIGNALS	Finalizing for Construc	$ 205,097.00
2	Tyler	Rusk	SH 43	1.46	5.179	20703027	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 107,933.00
2	Tyler	Rusk	US 79	1.079	1.279	20606031	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 33,094.00
2	Tyler	Rusk	SH 43	0	7.939	20702029	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 45,490.80
2	Tyler	Rusk	SH 43	5.179	7.391	20703028	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 57,991.40
2	Tyler	Van Zandt	SH 19	4.577	4.616	10812020	STEEL PILE REPAIRS, CONCRETE PILE REPAIRS, EROSION	Finalizing for Construc	$ 450,000.00
2	Yoakum	De Witt	SH 119	0	7.623	35903027	SEAL COAT	Construction Schedule	$ 261,793.85
2	Yoakum	De Witt	SH 72	1.233	12.18	27001053	SEAL COAT	Finalizing for Construc	$ 338,193.00
2	Yoakum	Gonzales	SH 80	6.092	6.906	28703032	REPLACE BRIDGE AND APPRAOCHES	Finalizing for Construc	$ 10,580,000.00
2	Yoakum	Gonzales	US 90A	20.451	32.94	44501062	SEAL COAT	Construction Schedule	$ 394,623.45
2	San Antonio	Atascosa	SH 85	1	1.91	30108012	REHAB AND WIDEN TO PROVIDE PASSING LANES & OPERATIONAL	Finalizing for Construc	$ 1,360,000.00
2	San Antonio	Atascosa	SH 85	6.274	6.502	74802022	REHAB AND WIDEN TO PROVIDE PASSING LANES & OPERATIONAL	Finalizing for Construc	$ 8,500,000.00
2	San Antonio	Frio	SH 85	14.057	14.855	30103026	REHABILITATE EXISTING ROADWAY	Finalizing for Construc	$ 1,388,949.74
2	San Antonio	Frio	SH 85	5	17.625	30107013	REHAB AND WIDEN TO PROVIDE PASSING LANES & OPERATIONAL	Finalizing for Construc	$ 18,860,000.00
2	San Antonio	Frio	SH 85	0	14.057	30103027	WIDEN TO PROVIDE PASSING LANES & OPERATIONAL IMPROVEMENTS	Finalizing for Construc	$ 17,000,000.00
2	San Antonio	Frio	FM 117	0	17.976	23604028	INSTALL ADVANCE CURVE WARNING SIGNS, CHEVRONS, PROFILE EDGEL	Finalizing for Construc	$ 330,970.00
2	Corpus Christi	Karnes	SH 80	6.728	13.644	34803030	REHAB ROADWAY AND ADD PASSING LANES	Finalizing for Construc	$ 9,000,000.00
2	Corpus Christi	Karnes	SH 119	0	11.31	35904025	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 61,584.00
2	Corpus Christi	Live Oak	US 281	16.876	17.173	25401001	BRIDGE MAINTENANCE	Finalizing for Construc	$ 70,573.00
2	Laredo	La Salle	SH 97	0	14.835	48301053	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 289,384.00
2	Laredo	La Salle	SH 97	0.852	27.074	48301056	REHABILITATION AND CONSTRUCTION OF PASSING LANES	Finalizing for Construc	$ 6,683,000.00
2	Lufkin	Nacogdoches	FM 2259	10.8	18.762	211601020	RECONSTRUCT AND WIDEN PAVEMENT	Under Development	$ 3,915,000.00
2	Lubbock	Gaines	SH 214	0.996	20.872	46109021	SEAL COAT	Construction Schedule	$ 811,220.40
2	Odessa	Winkler	SH 115	10	31.058	35404035	SEAL COAT	Construction Schedule	$ 647,524.03
2	Wichita Falls	Young	SH 16	3.454	14.154	36201051	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 39,917.78
2	Odessa	Pecos	SH 18	13.639	27.732	29206032	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 158,177.00
2	Amarillo	Ochiltree	SH 15	20.002	35.279	35503032	SEALCOAT	Finalizing for Construc	$ 826,925.00
2	Amarillo	Ochiltree	SH 15	20	35.28	35503031	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 22,921.50
2	Waco	Coryell	SH 36	11.689	13.029	18304055	SEAL COAT	Construction Schedule	$ 128,371.20
2	Wichita Falls	Young	US 380	5	7.131	13403033	SEAL COAT	Finalizing for Construc	$ 67,230.00
2	Atlanta	Titus	US 271	20.595	21.608	24801078	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 82,418.00
2	San Antonio	Atascosa	SS 242	0	1.271	32810021	SEAL COAL AND PAVEMENT MARKINGS	Finalizing for Construc	$ 58,648.00
2	Lufkin	Nacogdoches	FM 1275	9.945	11.458	140701029	RESURFACE WITH THIN OVERLAY MIXTURE	Finalizing for Construc	$ 248,114.00
2	Corpus Christi	San Patricio	BS 359B	1.027	1.404	8706030	INSTALLATION OF SIDEWALKS AND BIKE LANES IN MATHIS	Finalizing for Construc	$ 648,000.00
2	Corpus Christi	Karnes	BS 72-B	1	2.096	27004006	REHAB ROADWAY	Construction Schedule	$ 1,875,605.90

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Fort Worth	Erath	SH 108	0.004	20.902	34304047	SEAL COAT	Finalizing for Construc	$ 385,403.13
2	Wichita Falls	Clay	SH 79	0.919	12.106	28202030	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 62,995.94
2	Amarillo	Ochiltree	FM 281	1	15.438	188503012	SEALCOAT	Construction Schedule	$ 583,925.46
2	Lubbock	Gaines	SH 214	0.996	2.154	46109020	SCRUB SEAL	Construction Schedule	$ 25,608.25
2	Odessa	Crane	FM 1233	0	7.302	238402012	SEAL COAT	Construction Schedule	$ 250,408.53
2	Odessa	Pecos	FM 305	10	18.713	22906026	SEAL COAT	Construction Schedule	$ 289,459.80
2	Odessa	Pecos	FM 1776	19.999	39.438	226203016	SEAL COAT	Construction Schedule	$ 665,436.00
2	Odessa	Pecos	FM 1450	1	3	163902017	SEAL COAT	Construction Schedule	$ 65,522.66
2	Odessa	Upton	RM 2401	1	17.885	229801016	SEAL COAT	Construction Schedule	$ 473,159.06
2	Odessa	Upton	SH 349	29.858	30.971	38012025	SEAL COAT	Construction Schedule	$ 40,750.03
2	Tyler	Rusk	SH 64	0	9.262	24508051	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 530,789.00
2	Tyler	Van Zandt	SH 19	22.464	22.664	10802034	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 61,101.00
2	Tyler	Van Zandt	US 80	6.851	10.491	9506068	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 106,258.00
2	Yoakum	Calhoun	FM 1090	0.67	0.87	51503053	INSTALL SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 22,646.75
2	Yoakum	Lavaca	US 90A	0.213	0.313	44502064	MISC BRIDGE REPAIR	Construction Schedule	$ 306,800.00
2	Yoakum	Wharton	US 59	27.99	39.133	8906089	ACP OVERLAY	Construction Schedule	$ 4,855,386.05
2	Yoakum	Wharton	US 59	30.72	36.78	8906088	ACP OVERLAY	Construction Schedule	$ 3,236,915.00
2	San Antonio	Atascosa	FM 3006	0.756	4.765	310501007	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 189,299.53
2	San Antonio	Atascosa	FM 2790	0.013	0.216	288302010	SEAL COAT & PAVEMENT MARKINGS	Finalizing for Construc	$ 8,187.00
2	San Antonio	McMullen	FM 1582	0.001	1.167	150003011	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 31,220.00
2	Corpus Christi	Bee	SH 202	11.589	22.649	44703040	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 308,706.60
2	Corpus Christi	Goliad	SH 239	1.889	9.338	51602029	REHAB AND WIDEN	Finalizing for Construc	$ 12,000,000.00
2	Corpus Christi	Jim Wells	FM 2508	0	0.271	242901012	MISCELLANEOUS CONSTRUCTION	Construction Schedule	$ 252,326.30
2	Bryan	Madison	OSR	13.09	13.12	47503073	REPLACE BRIDGE	Construction Schedule	$ 712,867.60
2	Atlanta	Morris	US 259	27.044	29.745	39201073	RESURFACE EXISTING 4-LANE ROADWAY	Construction Schedule	$ 3,075,443.80
2	Atlanta	Panola	SH 43	0.896	4.981	20704036	RESURFACE EXISTING 2-LANE HIGHWAY	Construction Schedule	$ 2,624,887.10
2	Atlanta	Upshur	US 259	0.035	1.445	39202095	RESURFACE EXISTING 4-LANE ROADWAY	Construction Schedule	$ 1,888,030.35
2	Laredo	La Salle	FM 624	20	25.021	65204064	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 560,975.00
2	Laredo	Maverick	US 277	0	16.516	29903050	ADDING PASSING LANES & SURFACING	Construction Schedule	$ 9,247,619.26
2	Laredo	Maverick	US 277	0	16.516	29903071	TEXTURIZING SHOULDERS AND CENTERLINE	Construction Schedule	$ 167,698.48
2	Laredo	Zavala	FM 117	17.118	29.522	23603026	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 436,768.56
2	Brownwood	Eastland	SH 36	0	4.382	18201016	SEAL COAT	Finalizing for Construc	$ 188,566.00
2	Brownwood	McCulloch	SH 71	2.219	17.772	110201045	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 225,123.00
2	Abilene	Mitchell	SH 208	0.001	8.001	33202029	SEAL COAT	Finalizing for Construc	$ 300,566.00
2	Lufkin	Nacogdoches	FM 1878	2.661	10.4	181001035	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 60,679.09
2	Abilene	Scurry	SH 208	1	13.362	33201025	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 87,001.03
2	Lubbock	Garza	US 380	0.212	20.348	29801042	SEAL COAT	Construction Schedule	$ 713,433.05
2	Laredo	Dimmit	FM 2644	9.096	14.854	263602009	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 161,225.74
2	Fort Worth	Erath	FM 8	1.068	19.364	55002051	SEAL COAT	Finalizing for Construc	$ 708,192.84
2	Lubbock	Garza	US 380	1.001	10.775	29707025	SEAL COAT	Construction Schedule	$ 572,605.80
2	Lufkin	Nacogdoches	FM 1638	0	4.213	140702023	SAFETY TREAT FIXED OBJECTS; PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 2,764,681.65
2	Amarillo	Ochiltree	SH 15	1	19.409	35504041	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 27,805.50
2	Bryan	Washington	FM 389	3.298	13.152	31508042	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 114,667.00
2	Abilene	Mitchell	FM 3525	0.001	2.382	361001003	SEAL COAT	Finalizing for Construc	$ 95,300.64
2	Lufkin	Shelby	FM 2667	0	3.347	266901010	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 27,663.44
2	Lubbock	Hockley	SH 114	17.214	17.714	13004033	SAFETY	Finalizing for Construc	$ 93,462.00
2	Odessa	Winkler	SH 115	29.739	29.939	35404034	INSTALL INSTERSECTION FLASHING BEACON, INSTALL ADVANCED	Finalizing for Construc	$ 34,631.00
2	Wichita Falls	Young	FM 2179	9.252	15.458	52902015	SEAL COAT	Finalizing for Construc	$ 92,728.00
2	Lufkin	Angelina	FM 819	0	2.015	316201012	RESURFACE WITH SEAL COAT	Construction Schedule	$ 114,358.90
2	Fort Worth	Palo Pinto	FM 3027	5	6.735	329801008	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 1,133,240.00
2	Yoakum	Wharton	FM 2765	1	3.548	281902010	SEAL COAT	Finalizing for Construc	$ 120,000.00
2	Tyler	Henderson	FM 59	1.375	1.575	45801023	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 31,725.00
2	Laredo	Zavala	FM 582	0.462	0.844	87805024	RESTORATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 371,991.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Paris	Lamar	FM 2648	0	8.808	265701031	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 4,765,428.62
2	Paris	Rains	FM 2795	2.722	3.374	20312007	CONSTRUCT SIDEWALK	Construction Schedule	$ 904,112.00
2	Paris	Red River	BU 271D	4.017	4.865	22108007	2R REHABILITATION	Finalizing for Construc	$ 510,000.00
2	Fort Worth	Erath	FM 219	0.074	10.278	196302010	SEAL COAT MAIN LANES	Construction Schedule	$ 253,498.72
2	Fort Worth	Erath	SH 108	0.003	20.499	34304045	SEAL COAT MAIN LANES	Construction Schedule	$ 390,962.05
2	Fort Worth	Jack	SH 59	1	12.76	23907020	SEAL COAT MAIN LANES	Construction Schedule	$ 481,417.96
2	Fort Worth	Jack	FM 1191	1	7.978	133302015	HMAC LEVELUP & FLEXIBLE PAVEMENT REPAIR	Construction Schedule	$ 217,100.00
2	Fort Worth	Jack	FM 4	1	16.67	39107030	HMAC LEVELUP & FLEXIBLE PAVEMENT REPAIR	Construction Schedule	$ 662,100.00
2	Fort Worth	Palo Pinto	FM 2951	0.014	3.611	36207009	WIDEN PAVEMENT, EXTEND CULVERTS, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 5,100,000.00
2	Fort Worth	Palo Pinto	SH 337	10	19.761	283901012	MILLED EDGELINE & CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 103,530.00
2	Fort Worth	Palo Pinto	SH 193	1	5.005	43801018	SEAL COAT AND FOG SEAL	Finalizing for Construc	$ 230,052.64
2	Fort Worth	Palo Pinto	SH 108	7.134	11.51	34301037	SEAL COAT AND FOG SEAL	Finalizing for Construc	$ 197,487.01
2	Wichita Falls	Archer	BU 82F	15.596	18.707	15605059	OVERLAY	Finalizing for Construc	$ 1,250,000.00
2	Wichita Falls	Baylor	FM 2180	5	9.922	199601010	SEAL COAT	Construction Schedule	$ 111,757.96
2	Wichita Falls	Baylor	RM 1919	0	15.286	152301020	SEAL COAT	Construction Schedule	$ 347,549.04
2	Wichita Falls	Baylor	FM 2582	0	3.865	257901008	SEAL COAT	Construction Schedule	$ 78,175.04
2	Wichita Falls	Clay	FM 2332	1	15.559	68105018	SEAL COAT	Construction Schedule	$ 302,846.82
2	Wichita Falls	Clay	SH 59	1	4.465	23906012	SEAL COAT	Construction Schedule	$ 115,296.43
2	Wichita Falls	Clay	FM 3393	0	2.554	337403005	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 1,669,739.70
2	Wichita Falls	Clay	SH 59	1	4.465	23906013	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 13,019.93
2	Wichita Falls	Montague	FM 730	0	0.1	229202006	HIGH FRICTION SURFACE TREATMENT (INTERSECTION), TRANSVERSE	Finalizing for Construc	$ 31,581.00
2	Wichita Falls	Throckmorton	US 183	14.579	15.425	12502033	OVERLAY	Construction Schedule	$ 502,416.09
2	Wichita Falls	Throckmorton	FM 1711	10	17.516	161302010	SEAL COAT	Construction Schedule	$ 147,556.10
2	Wichita Falls	Throckmorton	US 380	1	16.854	36005029	FULL DEPTH REPAIR AND OVERLAY	Construction Schedule	$ 3,013,336.46
2	Wichita Falls	Throckmorton	US 283	32.522	35.718	12503046	PAVEMENT REHABILITATION	Construction Schedule	$ 2,442,497.29
2	Wichita Falls	Throckmorton	US 380	19.136	31.201	36101035	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 44,952.94
2	Wichita Falls	Throckmorton	FM 209	8.791	14.76	107601039	SEAL COAT	Finalizing for Construc	$ 162,065.00
2	Wichita Falls	Throckmorton	US 380	18.11	24.032	36101036	SEAL COAT	Construction Schedule	$ 255,909.40
2	Wichita Falls	Throckmorton	US 283	35.623	39.028	12503049	SEAL COAT	Finalizing for Construc	$ 109,376.00
2	Wichita Falls	Wichita	SH 240	3.782	3.858	51401041	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 801,834.34
2	Wichita Falls	Young	FM 1974	0	8.847	221701014	SEAL COAT	Construction Schedule	$ 184,435.38
2	Wichita Falls	Young	SH 79	0.56	1.716	28401051	OVERLAY	Construction Schedule	$ 527,490.50
2	Wichita Falls	Young	SH 79	0	0.56	28305013	OVERLAY	Construction Schedule	$ 201,748.50
2	Wichita Falls	Young	SH 79	0.56	0.843	28401052	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 1,181.65
2	Wichita Falls	Young	SH 79	0	0.56	28305014	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 2,142.68
2	Wichita Falls	Young	SH 67	6.531	17.979	25601057	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 42,712.59
2	Wichita Falls	Young	SH 16	0	10.39	65503023	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 38,642.34
2	Wichita Falls	Young	FM 210	1.113	10.332	44404023	SEAL COAT	Finalizing for Construc	$ 189,000.00
2	Amarillo	Carson	FM 2373	14.143	14.183	221801035	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 5,900,000.00
2	Amarillo	Deaf Smith	FM 809	1	1.272	80102020	SAFETY IMPROVEMENTS BY ADDING TURN LANES AT WILDORADO HIGH	Construction Schedule	$ 375,849.00
2	Amarillo	Hansford	SH 15	16.277	16.3	30802032	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 1,104,000.00
2	Amarillo	Lipscomb	RM 3260	1	10.06	346003009	SEALCOAT	Construction Schedule	$ 240,713.01
2	Amarillo	Lipscomb	SH 23	0.105	7.592	133701024	SEALCOAT	Construction Schedule	$ 236,516.54
2	Amarillo	Lipscomb	SH 15	1	13.632	35502032	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 14,424.60
2	Amarillo	Lipscomb	SH 15	1	19.465	35501049	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 8,911.50
2	Amarillo	Ochiltree	FM 376	0.5	9.709	79902014	SEALCOAT	Finalizing for Construc	$ 398,800.00
2	Amarillo	Oldham	BI 40-C	3.632	3.695	9009006	2018 BMIP REPAIR BRIDGE	Finalizing for Construc	$ 1,150,000.00
2	Lubbock	Crosby	FM 378	1.001	6.224	80004010	SCRUB SEAL	Construction Schedule	$ 107,710.60
2	Lubbock	Floyd	FM 784	27.894	28.406	112801024	SCRUB SEAL	Construction Schedule	$ 18,462.50
2	Lubbock	Hockley	FM 2646	0.001	6.913	269202004	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 251,690.00
2	Lubbock	Lubbock	FM 400	1.001	12.274	104102043	SEAL COAT	Construction Schedule	$ 403,460.00
2	Lubbock	Lubbock	FM 1264	0.001	6.028	316601004	SEAL COAT	Construction Schedule	$ 143,960.75
2	Lubbock	Lynn	SL 76	1.001	2.643	6809013	SCRUB SEAL	Construction Schedule	$ 33,590.25

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Lubbock	Lynn	FM 1054	0.001	14.079	93304005	SEAL COAT	Construction Schedule	$ 341,077.30
2	Lubbock	Lynn	SL 76	0.001	2.634	6809014	SEAL COAT	Construction Schedule	$ 48,014.80
2	Lubbock	Lynn	US 380	22.748	30.258	29706022	SEAL COAT	Construction Schedule	$ 339,814.50
2	Lubbock	Swisher	FM 2301	19.464	19.609	78904006	BRIDGE REPLACEMENT	Finalizing for Construc	$ 234,909.00
2	Lubbock	Yoakum	SH 214	0.001	14.061	46105012	SEAL COAT	Construction Schedule	$ 511,158.95
2	San Angelo	Crockett	SH 349	0	7.723	55602018	SEAL COAT	Construction Schedule	$ 233,424.93
2	Odessa	Ector	SH 158	12.879	17.968	46307049	SEAL COAT	Construction Schedule	$ 167,779.56
2	Odessa	Martin	FM 3113	0	4.008	316901008	SEAL COAT	Construction Schedule	$ 113,272.40
2	Odessa	Martin	SH 137	1.123	15.662	49402028	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 147,331.00
2	Odessa	Midland	RM 1357	1	1.683	305204005	SEAL COAT	Construction Schedule	$ 15,046.63
2	Odessa	Pecos	FM 1450	2.268	2.955	163902018	INSTALL INTERSECTION FLASHING BEACON, INSTALL	Finalizing for Construc	$ 71,243.00
2	Odessa	Pecos	FM 11	41.169	44.088	62904012	SEAL COAT	Construction Schedule	$ 65,035.22
2	Odessa	Pecos	RM 2886	9.936	33.429	290501014	SEAL COAT	Construction Schedule	$ 511,664.66
2	Abilene	Borden	FM 669	1	14.226	55802012	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 167,022.00
2	Abilene	Borden	FM 669	15.444	34.705	55803025	SEAL COAT	Construction Schedule	$ 534,452.80
2	Abilene	Borden	FM 669	1	15.444	55802013	SEAL COAT	Construction Schedule	$ 401,502.20
2	Abilene	Borden	FM 1054	20.022	35.385	327601020	SEAL COAT	Finalizing for Construc	$ 288,155.00
2	Abilene	Callahan	FM 2700	0.001	1.158	275801008	SEAL COAT	Finalizing for Construc	$ 20,992.00
2	Abilene	Fisher	FM 57	12.935	12.961	31701038	REPLACE BRIDGE AND APROACHES	Finalizing for Construc	$ 1,075,080.00
2	Abilene	Howard	IH 20	41.409	42.233	506101	CONSTRUCT NEW SAFETY REST AREAS	Under Development	$ 500,000.00
2	Abilene	Howard	FM 461	1	3.294	165301010	SEAL COAT	Construction Schedule	$ 63,731.65
2	Abilene	Howard	FM 1584	1	12.76	150302010	SEAL COAT	Construction Schedule	$ 298,861.40
2	Abilene	Howard	FM 818	1	17.848	113401018	SEAL COAT	Finalizing for Construc	$ 336,697.00
2	Abilene	Howard	FM 2599	1	5.399	259701006	SEAL WORK	Finalizing for Construc	$ 83,011.00
2	Abilene	Howard	FM 1205	1	4.423	198102011	SEAL COAT	Finalizing for Construc	$ 55,076.00
2	Abilene	Howard	FM 461	1.001	4.924	165304008	SEAL COAT	Finalizing for Construc	$ 147,623.00
2	Abilene	Jones	FM 605	6.547	8.102	97501023	WIDEN ROADWAY	Construction Schedule	$ 634,810.99
2	Abilene	Kent	SH 70	7.908	24.683	26302018	SEAL COAT	Construction Schedule	$ 766,718.75
2	Abilene	Kent	FM 1228	11.855	18.456	124802008	SEAL COAT	Finalizing for Construc	$ 121,307.00
2	Abilene	Mitchell	SH 208	0.001	7.938	33202027	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 57,578.87
2	Abilene	Mitchell	FM 2836	0.972	7.083	233101016	SEAL COAT	Finalizing for Construc	$ 126,486.00
2	Abilene	Mitchell	FM 1298	0.001	1.666	203403008	SEAL COAT	Finalizing for Construc	$ 22,515.00
2	Abilene	Mitchell	FM 2835	0.001	3.221	152704005	SEAL COAT	Finalizing for Construc	$ 51,220.00
2	Abilene	Mitchell	FM 644	1.001	8.895	96602017	SEAL COAT	Finalizing for Construc	$ 227,192.15
2	Abilene	Mitchell	FM 2319	0.001	9.431	247301006	SEAL COAT	Finalizing for Construc	$ 204,927.00
2	Abilene	Scurry	SH 208	0.001	14.458	136103026	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 103,353.84
2	Abilene	Scurry	FM 1611	1.001	7.094	152701015	SEAL COAT	Finalizing for Construc	$ 172,000.00
2	Abilene	Scurry	FM 644	0.001	8.128	96601012	SEAL COAT	Finalizing for Construc	$ 210,323.00
2	Abilene	Scurry	FM 1298	0.001	7.477	203401011	SEAL COAT	Finalizing for Construc	$ 148,789.00
2	Abilene	Shackelford	US 283	5	22.308	12504033	REHABILITATE AND WIDEN ROADWAY	Finalizing for Construc	$ 11,317,109.80
2	Abilene	Shackelford	SH 6	5.654	22.764	12601038	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 26,322.82
2	Abilene	Shackelford	US 283	5.001	22.308	12504032	SEAL COAT	Construction Schedule	$ 533,883.05
2	Abilene	Shackelford	FM 142	5.001	15.457	97201017	SEAL COAT	Finalizing for Construc	$ 187,971.00
2	Abilene	Stonewall	SH 283	30.483	36.064	10606035	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 21,866.80
2	Waco	Bosque	FM 56	0	2.99	185202010	REHABILITATE AND WIDEN ROADWAY	Finalizing for Construc	$ 1,800,000.00
2	Waco	Bosque	FM 56	0	17.555	39801043	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 410,033.00
2	Waco	Bosque	FM 56	0	17.577	39801044	SEAL COAT	Finalizing for Construc	$ 325,000.00
2	Waco	Falls	FM 2027	2.061	2.861	83306019	SAFETY TREAT FIXED OBJECTS, WIDEN PAVED SHOULDER TO 5 FT OR	Finalizing for Construc	$ 499,675.00
2	Waco	Hamilton	SH 22	10.21	17.198	12002013	SEAL COAT	Construction Schedule	$ 275,000.00
2	Waco	Hamilton	FM 219	0	10.574	105404011	SEAL COAT	Construction Schedule	$ 245,314.38
2	Waco	Hamilton	SH 22	9.964	17.201	12002014	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 89,687.00
2	Waco	Hamilton	FM 221	0	13.495	93601024	SEAL COAT	Finalizing for Construc	$ 400,000.00
2	Waco	Hill	FM 1946	0	9.088	182902013	SEAL COAT	Construction Schedule	$ 200,349.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Waco	Hill	FM 3370	1	5.046	20912005	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 249,952.00
2	Waco	Hill	FM 1713	0.549	4.394	254701013	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 84,866.00
2	Tyler	Cherokee	FM 241	10.038	17.714	112403012	WIDEN UP TO 28', IMPROVE CULVERTS FOR SAFETY, PROFILE CENTER	Finalizing for Construc	$ 5,633,892.00
2	Tyler	Rusk	SH 322	0	0.562	59402029	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 720,658.25
2	Tyler	Rusk	FM 918	8.037	11.43	37801032	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 95,023.00
2	Tyler	Wood	SH 154	15.873	16.073	40103027	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 32,228.00
2	Lufkin	Angelina	FM 1818	20.641	26.98	57602065	TEXTURIZE SHOULDERS (PROFILE CENTERLINE MARKINGS)	Construction Schedule	$ 39,953.60
2	Lufkin	Nacogdoches	FM 1087	0.014	10.93	92605007	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 52,118.90
2	Lufkin	Nacogdoches	FM 2782	0	9.031	280802008	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 121,224.00
2	Lufkin	Nacogdoches	FM 941	5	6.52	74301014	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 16,475.50
2	Lufkin	Nacogdoches	FM 2609	7.6	12.617	259002010	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 4,000,000.00
2	Lufkin	San Augustine	FM 3279	0.5	1.999	347201005	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 15,384.00
2	Lufkin	San Augustine	FM 83	8.521	15.273	263701026	RESURFACE WITH SEAL COAT	Construction Schedule	$ 215,979.35
2	Lufkin	San Augustine	SH 147	8.137	13.683	39002049	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 211,335.00
2	Lufkin	San Jacinto	SH 150	5	6.992	39502047	REPAVE SHOULDERS AND RESET GUARDRAILS POSTS.	Construction Schedule	$ 66,579.00
2	Lufkin	San Jacinto	FM 2693	2.751	3.753	75604013	REMOVE AND RESET SEPARATED BOX CULVERT. REPOUR NEW WINGWALL	Construction Schedule	$ 25,419.00
2	Lufkin	Trinity	FM 2262	0	5.615	238702009	IMPROVE GUARDRAIL TO STANDARDS AND SAFETY TREAT FIXED OBJECT	Construction Schedule	$ 457,718.20
2	Yoakum	De Witt	FM 240	14.826	16.547	57305019	PAVEMENT REPAIR AND RESURFACING	Construction Schedule	$ 1,415,962.15
2	Yoakum	De Witt	FM 2656	22.054	28.796	94102020	REHABILITATE EXISTING ROADWAY	Construction Schedule	$ 4,158,113.20
2	Yoakum	Fayette	FM 154	13.476	14.047	33408033	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 498,910.00
2	Yoakum	Fayette	FM 954	0.003	8.81	251401006	SEAL COAT	Construction Schedule	$ 179,398.35
2	Yoakum	Fayette	BS 71-E	32.35	33.538	26514011	SEAL COAT	Construction Schedule	$ 60,353.80
2	Yoakum	Gonzales	FM 2067	0	7.179	94202010	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 409,932.00
2	Yoakum	Gonzales	FM 108	7.238	16.413	71501022	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 1,464,844.00
2	Yoakum	Gonzales	FM 1116	7.025	12.009	57304017	REHABILITATE ROADWAY	Finalizing for Construc	$ 3,750,000.00
2	Yoakum	Gonzales	FM 108	0	16.413	71501024	SEAL COAT	Finalizing for Construc	$ 471,820.00
2	Yoakum	Jackson	FM 822	4.433	4.515	144401012	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 333,432.55
2	Yoakum	Matagorda	FM 2031	0.8	1.9	60401043	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 594,824.55
2	Yoakum	Matagorda	FM 2031	6.349	6.537	60401044	INSTALL SAFTEY LIGHTING	Finalizing for Construc	$ 14,585.60
2	Austin	Llano	SH 261	10.951	12.464	54701026	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Finalizing for Construc	$ 812,144.50
2	San Antonio	Atascosa	FM 99	5.89	7.89	34807017	PROFILE EDGELINE/CENTERLINE MARKINGS	Construction Schedule	$ 36,514.20
2	San Antonio	Atascosa	SL 282	1	2.109	61303009	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 39,522.00
2	San Antonio	Atascosa	SS 162	2.135	0.009	255901005	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 68,771.51
2	San Antonio	Atascosa	FM 791	0	11.712	173903011	SEAL COAT & PAVEMENT MARKINGS	Finalizing for Construc	$ 287,210.00
2	San Antonio	Frio	BI 35-D	2.868	5.146	1716007	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 193,064.52
2	San Antonio	Frio	FM 462	0.003	8.383	172901019	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 242,864.00
2	San Antonio	Frio	FM 462	0.001	4.815	84802009	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 128,785.00
2	San Antonio	Frio	FM 1549	0	3.767	143104008	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 90,724.07
2	San Antonio	McMullen	RR 8	1	2.057	48307003	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 24,287.34
2	San Antonio	Medina	FM 462	12.595	12.685	84804048	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,558,050.00
2	San Antonio	Wilson	FM 2772	0.052	1.975	276101007	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 36,203.66
2	San Antonio	Wilson	FM 1346	13.515	14.203	143702014	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 37,911.12
2	Corpus Christi	Goliad	FM 884	0	6.399	119603018	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 170,777.50
2	Corpus Christi	Goliad	SH 239	0	14.997	307501012	2018 HOT RUBBER SEAL PROJECT	Construction Schedule	$ 514,440.70
2	Corpus Christi	Goliad	FM 81	0	3.094	69102015	REHAB AND WIDEN ROADWAY	Finalizing for Construc	$ 3,024,202.45
2	Corpus Christi	Jim Wells	FM 1352	3.069	3.469	144701023	SAFETY LIGHTING	Finalizing for Construc	$ 104,009.00
2	Corpus Christi	Karnes	FM 887	0	12.727	112202041	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 332,642.00
2	Corpus Christi	Karnes	FM 887	12.727	20.252	112202040	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 194,519.50
2	Corpus Christi	Karnes	FM 626	0	1.949	243201009	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 52,161.00
2	Corpus Christi	Karnes	US 181	2.578	2.756	10005001	BRIDGE MAINTENANCE	Finalizing for Construc	$ 394,860.00
2	Corpus Christi	Karnes	FM 791	0.006	4.2	173901013	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 140,294.55
2	Corpus Christi	Karnes	FM 791	4.204	11.846	112201028	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 240,173.85
2	Corpus Christi	Nueces	FM 892	2.713	7.379	108804025	REHAB AND WIDEN ROADWAY	Finalizing for Construc	$ 3,000,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Corpus Christi	Nueces	SH 361	2.225	2.71	226302002	BRIDGE MAINTENANCE	Finalizing for Construc	$ 144,220.00
2	Bryan	Brazos	OSR	13.98	14.08	47502074	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,000,000.00
2	Bryan	Brazos	OSR	18.37	18.47	47502073	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,000,000.00
2	Bryan	Burleson	FM 166	7.602	15.533	95501026	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 232,327.40
2	Bryan	Grimes	FM 149	10.016	10.216	72001041	INSTALL INTERSECTION FLASHING BEACON	Finalizing for Construc	$ 84,482.00
2	Bryan	Leon	SH 75	15.706	15.772	16604043	REPLACE CULVERT AT MILL BRANCH CREEK	Finalizing for Construc	$ 2,000,000.00
2	Bryan	Madison	OSR	3.3	3.36	47503069	REPLACE BRIDGE	Construction Schedule	$ 622,998.00
2	Bryan	Madison	OSR	6.245	6.335	47503072	WIDEN BRIDGE	Construction Schedule	$ 440,435.30
2	Bryan	Madison	SH 75	9.731	9.937	16607063	INSTALL TRAFFIC SIGNAL	Finalizing for Construc	$ 276,569.00
2	Atlanta	Harrison	FM 1968	0	3.877	84305014	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 81,211.60
2	Atlanta	Harrison	FM 2199	0.02	1.591	84309021	SEAL COAT	Construction Schedule	$ 50,943.00
2	Atlanta	Panola	FM 1186	0	2.184	6302038	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 64,278.00
2	Atlanta	Panola	FM 124	0	5.79	73202011	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 279,353.00
2	Atlanta	Panola	FM 31	0	4.523	64002030	SEAL COAT	Construction Schedule	$ 142,271.80
2	Atlanta	Titus	FM 3417	5	9.268	340401016	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Construction Schedule	$ 3,929,961.30
2	Laredo	Dimmit	FM 190	12.859	14.278	96301034	RESURFACE OF EXISTING HWY	Construction Schedule	$ 45,868.44
2	Laredo	Duval	SH 16	0	11.421	51704062	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 207,282.00
2	Laredo	Duval	SH 359	0	3.889	8605018	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 77,426.00
2	Laredo	Duval	SH 44	0.019	9.605	23704014	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 187,662.00
2	Laredo	Duval	SH 339	34.367	35.094	62302031	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 419,409.40
2	Laredo	Duval	SH 16	15.854	34.144	51708019	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 4,274,520.00
2	Laredo	Duval	SH 359	27.36	42.591	8610054	MILLED EDGELINE AND CENTER LINE RUMBLE STRIP	Finalizing for Construc	$ 370,848.00
2	Laredo	Duval	SH 359	22.22	28.977	8609037	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 245,520.00
2	Laredo	La Salle	FM 624	20	36.5	65204060	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 319,371.00
2	Laredo	Val Verde	SH 163	30.288	50.963	41206020	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 209,588.00
2	Laredo	Webb	SH 359	12.699	25.304	8602027	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 8,073,681.20
2	Laredo	Webb	FM 1472	1	2.893	215002009	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE STRP	Finalizing for Construc	$ 1,200,000.00
2	Laredo	Webb	SH 359	12.699	25.304	8602028	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 56,370.15
2	Laredo	Webb	SH 359	33.512	46.041	8604025	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 53,895.00
2	Laredo	Zavala	FM 117	9.664	11.893	23602016	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 214,004.00
2	Laredo	Zavala	FM 1433	0	1.064	142401009	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 39,477.78
2	Brownwood	Coleman	SH 206	1.149	21.797	45203029	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 253,514.00
2	Brownwood	Coleman	FM 2131	0	4.627	201401018	SEAL COAT	Construction Schedule	$ 131,964.40
2	Brownwood	Eastland	US 183	0	1.876	25702035	SEAL COAT	Construction Schedule	$ 111,271.22
2	Brownwood	Eastland	FM 101	7.212	8.397	70801030	SEAL COAT	Finalizing for Construc	$ 43,092.00
2	Brownwood	Eastland	FM 717	0	3.23	71404013	SEAL COAT	Finalizing for Construc	$ 76,003.00
2	Brownwood	Eastland	SL 254	0.408	5.948	705015	SEAL COAT	Finalizing for Construc	$ 284,071.00
2	Brownwood	Eastland	SH 206	7.359	15.524	263801025	SEAL COAT	Finalizing for Construc	$ 204,128.00
2	Brownwood	Mills	US 84	4.941	19.8	5501028	IMPROVE GUARDRAIL	Finalizing for Construc	$ 416,891.00
2	Brownwood	Mills	SH 16	13.592	17.218	28902017	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 245,559.00
2	Brownwood	Mills	US 84	6.242	19.802	5501029	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 213,810.00
2	Brownwood	San Saba	FM 765	1.001	9.855	87007007	SEAL COAT	Finalizing for Construc	$ 210,038.00
2	Brownwood	Stephens	FM 1148	0	0.729	152501009	SEAL COAT	Finalizing for Construc	$ 18,692.00
2	Brownwood	Stephens	PR 33	5.855	14.39	71402016	SEAL COAT	Finalizing for Construc	$ 212,205.00
2	Brownwood	Stephens	US 183	1.243	1.743	25701047	DRAIANGE IMPROVEMENTS	Construction Schedule	$ 307,470.00
2	Brownwood	Stephens	PR 33	2.89	5.6	71402017	SEAL COAT	Finalizing for Construc	$ 134,225.00
2	Brownwood	Stephens	US 183	1.758	10.626	25701048	SEAL COAT	Finalizing for Construc	$ 695,374.00
2	El Paso	Culberson	RM 652	0	25.688	131402015	INSTALL ADVANCED WARNING SIGNS (CURVE), INSTALL CHEVRONS (CU	Finalizing for Construc	$ 164,318.60
2	El Paso	Culberson	BI 10-D	5	7.92	220008	SEAL COAT	Finalizing for Construc	$ 134,320.00
2	Childress	Briscoe	SH 86	9.133	9.853	30303046	CONSTRUCT SIDEWALK/ADA RAMPS	Finalizing for Construc	$ 150,000.00
2	Childress	Childress	SL 328	0	0.007	4213001	INSTALL ADVANCE INTERSECTION WARNING SIGNALS & SIGNS AND	Finalizing for Construc	$ 28,082.70
2	Childress	Dickens	FM 261	0	14.408	94901016	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 400,752.00
2	Childress	Dickens	SH 208	0	3.266	201101009	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 84,056.88

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Childress	Motley	SH 70	0.094	17.565	10504045	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 470,370.75
2	Yoakum	De Witt	SH 72	0	10.27	27002041	ADD 2 LANES FOR 4-LANE UNDIVIDED	Finalizing for Construc	$ 30,700,000.00
2	Atlanta	Bowie	US 82	9.866	10.991	4604063	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Under Development	$ 8,052,000.00
2	San Antonio	Wilson	US 181	3.032	3.232	10003078	IMPROVE TRAF SIGNALS, INSTALL ADV INTERSEC WARNING SIGNAL/	Construction Schedule	$ 359,109.94
2	Yoakum	Wharton	US 59	7.581	10.885	8908103	PFC	Finalizing for Construc	$ 4,200,000.00
2	Tyler	Henderson	US 175	25.909	31.319	19802029	RECONSTRUCT AS 4-LANE DIVIDED RURAL W/DEPRESSED MEDIAN	Construction Schedule	$ 35,852,746.54
2	San Angelo	Schleicher	US 190	11.94	39.333	39603027	SEAL COAT	Construction Schedule	$ 1,012,383.40
2	Fort Worth	Palo Pinto	US 180	10.304	15.429	709020	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Under Development	$ 3,418,803.00
2	Wichita Falls	Clay	VA	3.761	4.754	90306022	REHABILITATE VARIOUS ROADS, PARKING LOTS AND CAMPSITE	Finalizing for Construc	$ 1,604,119.00
2	Abilene	Shackelford	US 180	6.451	18.238	10702039	PROFILE CENTERLINE-EDGELINE MARKINGS	Construction Schedule	$ 88,567.04
2	Lufkin	Houston	US 287	21	24.256	10903037	INSTALL WARNING SIGNS/STOPSIGNS AND INSTALL PAVEMENT	Finalizing for Construc	$ 74,434.00
2	Yoakum	Austin	SH 36	0	8.942	18704032	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 238,530.25
2	Corpus Christi	Live Oak	FM 1545	0	6.308	155302008	REHAB AND WIDEN	Under Development	$ 3,000,000.00
2	Bryan	Leon	FM 39	14.114	17.14	64301057	REHABILITATE RD AND WIDEN SHOULDERS	Finalizing for Construc	$ 2,250,000.00
2	Amarillo	Hemphill	US 60	15.168	16.756	3005066	OVERLAY	Finalizing for Construc	$ 600,000.00
2	Lufkin	Shelby	US 96	4.228	7.965	80902070	ADD PASSING LANES AND RECONSTRUCT PAVEMENT	Finalizing for Construc	$ 8,165,000.00
2	Bryan	Madison	IH 45	0	18.63	67505086	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 355,274.50
2	Atlanta	Panola	US 79	12.8	16.677	24702046	RESURFACE EXISTING 4-LANE HIGHWAY	Under Development	$ 4,016,900.00
2	Atlanta	Panola	US 79	3	11.199	24602051	REHABILITATE EXISTING 2-LANE HIGHWAY	Under Development	$ 6,296,635.00
2	Lufkin	San Augustine	US 96	0.032	6.243	80904051	RECONSTRUCT PAVEMENT AND ADD PASSING LANES	Finalizing for Construc	$ 14,058,000.00
2	San Antonio	Wilson	SH 123	7.516	9.902	36604026	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 102,138.22
2	Bryan	Burleson	SH 36	14.17	17.338	18603063	ASPHALT RUBBER SEAL	Construction Schedule	$ 293,775.91
2	San Angelo	Sutton	SL 467	1	1.755	14114017	SEAL COAT	Construction Schedule	$ 37,635.02
2	Dallas	Navarro	FM 2555	1.826	5.228	268201021	RECONSTRUCT EXISTING PAVEMENT AND ADD SHOULDERS	Under Development	$ 8,324,371.00
2	Abilene	Howard	IH 20	26.865	26.952	506118	BRIDGE REHAB	Construction Schedule	$ 246,724.00
2	Odessa	Reeves	FM 1450	0	8.5	163901014	ROADWAY REHABILITATION	Construction Schedule	$ 8,074,513.00
2	Tyler	Wood	FM 14	21.237	25.148	49203036	REPAIR AND RESURFACE ROADWAY	Finalizing for Construc	$ 3,850,000.00
2	Corpus Christi	Aransas	SH 35	10.047	20.795	18004115	MILL,SEAL AND OVERLAY	Finalizing for Construc	$ 8,000,000.00
2	Paris	Franklin	SH 37	0.171	0.673	19001033	IMPROVE SCHOOL ZONE, INSTALL SIDEWALKS	Finalizing for Construc	$ 126,163.00
2	Odessa	Reeves	IH 20	0.79	9.72	305053	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 541,383.00
2	Abilene	Howard	RM 33	0.134	0.645	55805013	DRAINAGE IMPROVEMENTS	Finalizing for Construc	$ 158,922.90
2	Lufkin	Nacogdoches	BU 59-F	17.233	18.24	17508045	INSTALL WARNING SIGNS, INSTALL STOP SIGNS AND INSTALL	Finalizing for Construc	$ 14,125.00
2	Lubbock	Terry	SH 137	10	26.618	38004023	SEAL COAT	Construction Schedule	$ 692,406.10
2	Atlanta	Harrison	US 80	15.446	18.694	9608057	SEAL COAT	Construction Schedule	$ 347,422.30
2	Yoakum	Wharton	US 59	22.417	26.348	8907151	ACP OVERLAY	Construction Schedule	$ 4,179,118.10
2	Paris	Lamar	FM 197	15.946	19.838	76901030	SEAL COAT	Construction Schedule	$ 116,844.40
2	Yoakum	De Witt	US 77	1	2.354	37003015	SEAL COAT	Construction Schedule	$ 91,052.20
2	Atlanta	Bowie	SH 98	6.681	6.866	33001034	REHABILITATE BRIDGES AND APPROACHES	Finalizing for Construc	$ 954,501.90
2	Lufkin	Houston	SH 7	0.183	9.341	33601068	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 597,772.00
2	Paris	Hopkins	SH 11	25.634	27.162	10809051	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 64,370.00
2	Bryan	Milam	US 77	6.446	6.546	20905047	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,100,000.00
2	Beaumont	Tyler	US 69	3.04	10.416	20008049	CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY	Finalizing for Construc	$ 70,000,000.00
2	Paris	Lamar	FM 1497	1.556	8.375	68803026	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 28,496.80
2	Paris	Fannin	FM 100	8	19.148	17404033	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Finalizing for Construc	$ 135,729.00
2	Paris	Fannin	FM 816	1	5.421	109702008	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 236,382.70
2	Paris	Lamar	FM 906	3.867	11.627	76902031	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 32,033.60
2	Paris	Lamar	FM 196	1	6.916	68008009	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 24,552.80
2	Paris	Lamar	FM 197	0	19.909	76901027	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Finalizing for Construc	$ 239,815.00
2	Fort Worth	Erath	FM 205	5.864	14.514	199001020	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDTIONAL PAVED SURFACE	Finalizing for Construc	$ 4,184,593.00
2	Wichita Falls	Baylor	US 183	6.15	12.446	12405030	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 4,987,764.45
2	Lubbock	Floyd	FM 97	0.128	7.751	74001015	REHABILITATION OF ROADWAY	Construction Schedule	$ 6,943,400.80
2	Odessa	Pecos	IH 10	64.668	77.568	14003047	SEAL FRONTAGE ROAD	Finalizing for Construc	$ 366,593.00
2	Abilene	Callahan	IH 20	21.777	30.579	702051	SPOT BASE REPAIR, ONE COURSE SURFACE TREATMENT 2"SMA	Under Development	$ 8,000,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Callahan	SH 351	1.002	1.648	1102016	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 1,792.70
2	Abilene	Howard	FM 821	0.001	23.054	115602023	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 82,832.26
2	Lufkin	Shelby	FM 1645	0.026	7.131	168201014	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 5,205,916.00
2	Yoakum	Fayette	FM 2762	0	8.558	282001012	REHABILITATE EXISTING ROADWAY	Finalizing for Construc	$ 5,700,000.00
2	Yoakum	Fayette	FM 2714	0	1.917	313501005	REHABILITATE EXISTING ROADWAY	Finalizing for Construc	$ 1,500,000.00
2	El Paso	Hudspeth	IH 10	37.201	45.324	207045	INSTALL MEDIAN BARRIER	Construction Schedule	$ 610,718.00
2	Tyler	Rusk	US 259	0.075	6.318	13803145	SEAL COAT AND PAVEMENT MARKINGS-NBL ONLY	Construction Schedule	$ 268,328.00
2	Amarillo	Potter	RM 1061	0	24.796	124502046	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 157,050.60
2	Abilene	Scurry	US 180	10.356	15.119	29504048	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 25,834.38
2	Yoakum	Calhoun	SH 238	2.457	5.131	14404043	REHABILITATE ROADWAY	Finalizing for Construc	$ 2,000,000.00
2	Lufkin	Polk	BU 59-J	1.005	5.575	17606014	UPGRADE INSTALL SAFETY LIGHTING WITHIN PROJECT	Construction Schedule	$ 114,030.00
2	Tyler	Henderson	SH 31	13.803	13.903	16401072	RECONSTRUCT PIPE ENTRANCE, ADD LANDSCAPING & LIGHTING	Finalizing for Construc	$ 149,944.00
2	Yoakum	Austin	SH 36	6.365	6.565	18703069	IMPROVE TRAFFIC SIGNAL	Finalizing for Construc	$ 205,940.00
2	Corpus Christi	Aransas	SL 90	0.028	0.125	18008002	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 43,955.00
2	Amarillo	Potter	US 87	16.065	16.075	4105052	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 114,510.00
2	Tyler	Van Zandt	SH 19	0	6.705	10812019	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 164,672.00
2	Lufkin	Trinity	SH 19	10.255	15.869	10908046	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 49,457.30
2	Yoakum	Colorado	US 90A	4.039	14.187	44602038	MOD BRIDGE AND APPROACH RAIL, SAFTEY TREAT FIXED OBJECTS	Finalizing for Construc	$ 973,165.00
2	Yoakum	Colorado	SH 71	1	14.571	26604052	ACP OVERLAY	Finalizing for Construc	$ 3,600,000.00
2	Yoakum	De Witt	US 183	10.874	10.974	15501040	MISC BRIDGE REPAIR	Construction Schedule	$ 147,714.00
2	Yoakum	Jackson	SH 172	0.088	1.39	42001044	SEAL COAT	Construction Schedule	$ 46,513.10
2	Yoakum	Lavaca	US 77A	17.046	17.53	26903035	SAFETY TREAT FIXED OBJECTS, IMPROVE GUARDRAIL TO DESIGN STAN	Construction Schedule	$ 316,783.25
2	Yoakum	Lavaca	US 90A	0	2.435	44502049	SEAL COAT	Construction Schedule	$ 78,914.75
2	Yoakum	Lavaca	US 90A	2.426	4.157	44502066	MILL AND INLAY	Construction Schedule	$ 794,802.65
2	Yoakum	Wharton	US 90A	4.424	11.75	2704041	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 339,620.00
2	Austin	Mason	US 87	0	0.063	7104054	FULL DEPTH REPAIR, SEAL AND TOM	Finalizing for Construc	$ 26,000.00
2	San Antonio	Wilson	US 87	4.621	6.684	14303047	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 79,524.71
2	Bryan	Grimes	SH 6	4.856	14.448	5003095	MISCELLANEOUS CONSTRUCTION CONSISTING OF GRADING, BASE,	Construction Schedule	$ 7,118,635.19
2	Atlanta	Bowie	SH 8	0	1.255	6101023	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 25,295.64
2	Pharr	Willacy	US 77	10.929	14.906	32710057	CONSTRUCT MAINLANES & OVERPASS	Construction Schedule	$ 21,236,608.63
2	Laredo	La Salle	IH 35	17.649	17.725	1801095	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 276,643.50
2	Childress	Donley	US 287	13.514	27.344	4207069	ADD DECEL LANES	Construction Schedule	$ 583,070.35
2	Wichita Falls	Cooke	FM 51	3.352	20.089	31201081	SEALCOAT	Finalizing for Construc	$ 436,520.00
2	Abilene	Howard	FM 700	6.997	9.79	66803008	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 12,168.00
2	Amarillo	Dallam	US 385	15.572	30.47	22502020	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 107,191.91
2	Amarillo	Dallam	US 385	15.275	30.47	22502021	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 51,621.45
2	Tyler	Henderson	SH 334	9.324	12.023	69702061	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 158,859.95
2	Lubbock	Bailey	SH 214	0.02	5.704	46107014	SAFETY	Construction Schedule	$ 29,119.66
2	Lubbock	Bailey	SH 214	0.001	5.719	46107013	SEAL COAT	Construction Schedule	$ 206,083.90
2	Amarillo	Carson	SH 207	5	25.481	35602047	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 32,448.30
2	Fort Worth	Erath	US 281	1	21.5	25003046	UPGRADE TO SUPER 2 DESIGN, EXT CULVERTS, SETS, OVERLAY AND	Construction Schedule	$ 8,245,825.80
2	Wichita Falls	Montague	US 81	12.265	18.432	1304021	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 22,992.94
2	Fort Worth	Erath	US 67	10.765	18.169	25901033	HMAC OVERLAY	Construction Schedule	$ 1,560,148.38
2	Tyler	Wood	US 80	0	3.313	9509039	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 33,589.00
2	San Antonio	Kerr	SL 98	4.654	5.929	52601019	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 73,954.08
2	Tyler	Gregg	SH 135	16.93	19.56	37701049	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 280,837.90
2	San Antonio	Kerr	SL 98	4.664	5.961	52601020	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 46,264.00
2	Tyler	Wood	US 69	12.065	12.265	20305045	INSTALL SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 29,208.00
2	Paris	Franklin	SH 37	0	1.875	18905050	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 1,186,542.00
2	Fort Worth	Erath	US 281	22.782	36.706	25004047	UPGRADE TO SUPER 2 DESIGN, EXT CULVERTS, SETS, OVERLAY AND	Construction Schedule	$ 10,247,717.60
2	Amarillo	Moore	FM 119	0.5	17.163	72701037	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 26,391.00
2	Lubbock	Parmer	SH 214	0.681	23.169	46106024	INSTALLATION OF S.E.T.'S	Finalizing for Construc	$ 880,450.00
2	Abilene	Fisher	SH 70	0.001	15.751	26305022	MILLED CENTERLINE AND EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 127,365.96

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Fisher	SH 70	0.001	15.751	26305023	SEAL COAT	Construction Schedule	$ 707,537.40
2	Abilene	Haskell	US 277	19.771	32.139	15704053	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 45,314.58
2	Abilene	Nolan	FM 608	2.796	5.81	5315024	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Finalizing for Construc	$ 1,060,906.65
2	Tyler	Van Zandt	SH 110	11.916	14.431	50501048	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 116,163.70
2	Lufkin	Houston	SH 19	25.047	32.478	10906042	RESURFACE WITH SEAL COAT	Construction Schedule	$ 493,587.70
2	Lufkin	San Augustine	US 96	1.307	13.73	80904050	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 56,583.10
2	Yoakum	Calhoun	FM 1090	0	2.909	51503054	SEAL COAT	Finalizing for Construc	$ 71,319.00
2	Yoakum	Colorado	US 90A	0	0.42	44602037	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,800,000.00
2	Yoakum	Jackson	SH 111	27.344	38.05	34602013	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 132,595.00
2	Yoakum	Jackson	SH 111	35.05	38.05	34602016	INCREASE SUPERELEVATION	Finalizing for Construc	$ 710,750.00
2	Yoakum	Matagorda	SH 111	10	16.191	34603033	SEAL COAT	Construction Schedule	$ 199,150.05
2	Austin	Gillespie	US 87	0	7.584	7106059	REPAIR, LEVEL-UP & SEAL COAT	Construction Schedule	$ 1,392,318.96
2	Austin	Llano	SH 71	20.996	21.196	70004049	INSTALL INTERSECTION FLASHING BEACON AND SAFETY LIGHTING	Construction Schedule	$ 51,381.85
2	Austin	Mason	US 87	15.746	21.957	7105031	REPAIR, LEVEL-UP & SEAL COAT	Construction Schedule	$ 1,093,247.49
2	Austin	Mason	US 87	0.001	11.662	7104055	IMPROVE GUARDRAIL TO DESIGN STANDARD	Construction Schedule	$ 413,346.50
2	San Antonio	Medina	FM 471	3.898	4.098	154701045	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 50,133.51
2	Corpus Christi	Jim Wells	FM 2507	0.024	1	241301007	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 26,212.00
2	Corpus Christi	Jim Wells	SH 359	13.512	20.749	8702054	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 280,613.55
2	Corpus Christi	Refugio	SH 239	0	10.588	34901030	MILLED EDGELINE AND CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 271,371.00
2	Bryan	Freestone	US 84	26.819	42.18	5705029	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 33,032.36
2	Bryan	Madison	OSR	0	21.373	47503065	SAFETY WORK CONSISTING OF PROFILE MARKING TEXTURE SHOULDERS	Construction Schedule	$ 112,404.42
2	Bryan	Madison	SH 90	1	1.156	31510011	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 5,000.00
2	Atlanta	Upshur	SH 155	14.29	14.407	52002038	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,163,956.20
2	Atlanta	Upshur	SH 155	14.407	15.681	52002039	RECONSTRUCT TO 4-LANE DIVIDED RURAL SECTION	Construction Schedule	$ 3,618,864.15
2	Pharr	Cameron	FM 510	14.379	14.889	105703047	SAFETY LIGHTING	Construction Schedule	$ 106,816.74
2	San Angelo	Real	SH 41	0	18.187	20106032	SEAL COAT	Construction Schedule	$ 653,429.64
2	Yoakum	Wharton	SH 71	1	12.711	26605050	MILLED EDGELINE & CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 46,481.60
2	Paris	Lamar	US 271	3.38	17.503	22101074	CONSTRUCT SUPER 2	Construction Schedule	$ 7,406,907.26
2	Wichita Falls	Montague	SH 59	6.123	14.439	23905033	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 30,947.85
2	Waco	Falls	SH 7	12.432	25.636	38202036	MILL/OVERLAY	Finalizing for Construc	$ 4,000,000.00
2	Wichita Falls	Montague	FM 1816	12.147	22.809	176703019	WIDEN PAVEMENT, SETS, RUMBLE STRIPS	Finalizing for Construc	$ 1,600,000.00
2	Corpus Christi	San Patricio	SH 188	10.722	15.692	99401152	2019 DISTRICT WIDE HOT RUBBER SEAL PROJECT	Finalizing for Construc	$ 313,780.25
2	Wichita Falls	Cooke	FM 372	1.375	16.148	81501048	SEAL COAT	Construction Schedule	$ 370,864.37
2	Lufkin	Polk	FM 3152	0	6.586	322001011	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 89,339.00
2	Lufkin	Polk	FM 3152	0	6.587	322001012	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 252,915.00
2	Amarillo	Deaf Smith	FM 1058	1	37.322	124301025	SEALCOAT	Construction Schedule	$ 1,407,861.72
2	Lufkin	Houston	FM 229	1.373	15.538	34004031	RESURFACE WITH SEAL COAT	Construction Schedule	$ 465,015.80
2	Bryan	Milam	FM 908	0.011	12.552	208701022	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 381,078.36
2	Wichita Falls	Montague	FM 2583	0	3.588	258001008	SEAL COAT	Construction Schedule	$ 78,633.62
2	Paris	Lamar	FM 195	1.41	18.126	73002024	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 286,280.42
2	Austin	Lee	FM 141	12.817	20.117	33405031	REPAIR, LEVEL-UP & SEAL COAT	Construction Schedule	$ 585,171.15
2	Corpus Christi	Nueces	FM 892	0.023	4.013	108804026	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 95,949.00
2	Bryan	Walker	SH 75	3.103	16.242	11001046	ASPHALT RUBBER SEAL	Construction Schedule	$ 202,883.00
2	Atlanta	Titus	US 67	1.701	9.401	1006043	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 59,627.76
2	Yoakum	Wharton	FM 2765	0.001	4.255	281901009	REHABILITATE EXISTING ROADWAY	Finalizing for Construc	$ 2,938,224.30
2	Abilene	Howard	IH 20	27.758	43.486	506121	OVERLAY	Finalizing for Construc	$ 15,113,000.00
2	Austin	Llano	RM 2147	0.001	2.966	268701013	CONSTRUCT LEFT TURN LANES AND RESURFACE	Finalizing for Construc	$ 1,933,500.00
2	Abilene	Nolan	FM 1544	0.001	2.771	342301007	SEAL COAT	Finalizing for Construc	$ 78,185.00
2	Paris	Lamar	FM 1508	1.013	3.853	145202010	SEAL COAT	Finalizing for Construc	$ 85,483.17
2	Amarillo	Gray	SH 273	1.026	2.992	31004027	SEALCOAT	Construction Schedule	$ 120,886.21
2	Corpus Christi	Kleberg	FM 1898	4.688	5.757	294202016	MILL AND INLAY	Construction Schedule	$ 633,963.86
2	San Antonio	Uvalde	FM 3447	1	2.285	217504005	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 28,816.96
2	Yoakum	Wharton	FM 102	18.384	18.885	70902051	SAFETY LIGHTING	Construction Schedule	$ 99,929.50

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Lufkin	Polk	SH 146	0	0.814	251001018	RESURFACE WITH SEAL COAT	Construction Schedule	$ 47,091.20
2	Wichita Falls	Cooke	FM 372	0	1.068	81501049	PAVEMENT REPAIR AND OVERLAY	Construction Schedule	$ 217,014.70
2	Wichita Falls	Cooke	FM 3092	1	2.259	330801014	SEAL COAT	Construction Schedule	$ 45,347.13
2	Corpus Christi	Kleberg	FM 1898	1	3.344	10210030	MILL AND INLAY	Construction Schedule	$ 1,227,093.48
2	Paris	Lamar	FM 1507	1	3.916	145201015	MILL AND OVERLAY	Finalizing for Construc	$ 1,268,042.00
2	Paris	Fannin	SS 311	1	1.415	54905002	SEAL COAT	Finalizing for Construc	$ 17,223.00
2	Corpus Christi	San Patricio	FM 2725	0	3.455	275601014	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 98,959.25
2	Yoakum	Calhoun	FM 1090	5.52	6.498	51503052	SEAL COAT	Construction Schedule	$ 40,340.90
2	Lufkin	Polk	SH 146	0	0.742	38806005	RESURFACE WITH SEAL COAT	Construction Schedule	$ 38,521.10
2	Tyler	Cherokee	FM 347	0.302	2.567	19105007	INSTALL PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 29,322.35
2	Paris	Delta	FM 904	0.007	0.033	120303010	SEAL COAT	Finalizing for Construc	$ 65,545.15
2	Paris	Fannin	US 82	11.493	15.051	4521011	ADD TWO LANES WITH SHOULDERS	Construction Schedule	$ 52,254,417.36
2	Paris	Fannin	FM 2815	0	3.847	287401006	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 1,728,000.00
2	Paris	Fannin	FM 2029	0.003	5.512	273301006	SEAL COAT	Finalizing for Construc	$ 145,417.85
2	Paris	Fannin	FM 64	1.021	1.003	39901010	SEAL COAT	Finalizing for Construc	$ 154,929.40
2	Paris	Fannin	SH 50	1.003	3.266	8201017	SEAL COAT	Construction Schedule	$ 78,294.65
2	Paris	Fannin	FM 79	1	5.472	17404039	SEAL COAT	Finalizing for Construc	$ 185,588.00
2	Paris	Fannin	FM 1396	7.428	18.613	197901013	SEAL COAT	Finalizing for Construc	$ 464,177.00
2	Paris	Franklin	FM 115	0.002	10.663	279701019	SEAL COAT	Finalizing for Construc	$ 329,538.50
2	Paris	Hopkins	FM 2081	0.015	1.61	227502004	SEAL COAT	Finalizing for Construc	$ 45,743.75
2	Paris	Hopkins	FM 900	0.052	8.373	68004014	SEAL COAT	Construction Schedule	$ 253,934.30
2	Paris	Hopkins	FM 69	7.228	7.463	76604019	SEAL COAT	Construction Schedule	$ 202,005.30
2	Paris	Hopkins	FM 1536	2.115	7.342	147501014	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 82,397.00
2	Paris	Lamar	FM 1500	1	5.309	145502011	SEAL COAT	Construction Schedule	$ 156,656.70
2	Paris	Lamar	FM 1500	5.047	10.63	145502010	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 47,179.35
2	Paris	Lamar	FM 1499	2.538	9.283	188101017	SEAL COAT	Construction Schedule	$ 184,966.75
2	Paris	Lamar	FM 137	11.306	34.799	74901057	SEAL COAT	Finalizing for Construc	$ 194,965.35
2	Paris	Lamar	FM 2216	0.004	1.363	294503008	SEAL COAT	Finalizing for Construc	$ 42,465.70
2	Paris	Lamar	FM 38	21.18	26.229	43501076	SEAL COAT	Finalizing for Construc	$ 209,533.00
2	Paris	Rains	FM 2946	1	4.905	227504008	SEAL COAT	Finalizing for Construc	$ 120,012.55
2	Paris	Red River	FM 195	19.806	22.313	170501023	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 31,133.00
2	Paris	Red River	FM 195	20	22.411	170501024	SEAL COAT	Finalizing for Construc	$ 100,056.00
2	Paris	Red River	FM 195	0	2.082	73001010	SEAL COAT	Finalizing for Construc	$ 86,403.00
2	Wichita Falls	Cooke	FM 373	0	8.655	82301034	SEAL COAT	Construction Schedule	$ 193,141.54
2	Wichita Falls	Cooke	FM 922	21.104	21.29	84503062	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 140,199.45
2	Wichita Falls	Cooke	FM 373	10.2	15.17	82302022	SEAL COAT	Construction Schedule	$ 118,440.25
2	Wichita Falls	Cooke	FM 922	13.415	21.099	84503063	SEAL COAT	Construction Schedule	$ 200,651.81
2	Wichita Falls	Cooke	FM 922	9.58	14.401	185501025	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 9,200.10
2	Wichita Falls	Cooke	FM 373	9.175	13.708	82301035	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 1,684,040.48
2	Wichita Falls	Cooke	FM 922	21.299	23.183	84503065	WIDEN PAVEMENT, SETS, RUMBLE STRIPS	Finalizing for Construc	$ 1,100,000.00
2	Wichita Falls	Cooke	FM 1201	16.993	18.416	78203020	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 500,000.00
2	Wichita Falls	Cooke	FM 922	9.579	14.352	185501026	PAVEMENT REPAIR AND OVERLAY	Finalizing for Construc	$ 2,800,000.00
2	Wichita Falls	Montague	FM 677	0	0.268	42302022	SEAL COAT	Construction Schedule	$ 5,428.16
2	Wichita Falls	Montague	FM 1815	0	4.727	176601009	SEAL COAT	Construction Schedule	$ 86,720.29
2	Wichita Falls	Montague	SH 59	0	11.43	42301016	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 42,550.29
2	Wichita Falls	Montague	SH 59	0	11.55	42301017	SEAL COAT	Construction Schedule	$ 371,492.15
2	Wichita Falls	Montague	FM 1806	0.5	3.444	42305011	SEAL COAT	Finalizing for Construc	$ 62,600.00
2	Wichita Falls	Montague	FM 1806	1	12.352	42306014	SEAL COAT	Finalizing for Construc	$ 241,400.00
2	Wichita Falls	Montague	FM 2953	0	6.751	356201005	SEAL COAT	Finalizing for Construc	$ 195,500.00
2	Wichita Falls	Wichita	FM 368	1	7.525	80401019	SEAL COAT	Construction Schedule	$ 173,105.34
2	Wichita Falls	Wichita	SH 258	1	12.165	54401022	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 61,345.68
2	Wichita Falls	Wichita	BU 287H	9.869	11.828	4322011	OVERLAY	Finalizing for Construc	$ 410,105.00
2	Wichita Falls	Wichita	FM 2345	0	7.057	240601008	SEAL COAT	Finalizing for Construc	$ 156,639.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Wilbarger	FM 2897	0	2.442	212801005	SEAL COAT	Construction Schedule	$ 70,087.03
2	Wichita Falls	Wilbarger	SL 404	0.569	1.153	4319004	SEAL COAT	Finalizing for Construc	$ 8,500.00
2	Wichita Falls	Wilbarger	SL 404	0	0.497	4318004	SEAL COAT	Finalizing for Construc	$ 8,500.00
2	Wichita Falls	Wilbarger	SL 145	0	0.811	4315004	SEAL COAT	Finalizing for Construc	$ 17,090.00
2	Amarillo	Armstrong	SH 207	1	14.507	35705024	SEALCOAT	Construction Schedule	$ 514,576.00
2	Amarillo	Armstrong	FM 285	8.521	13.519	240101010	SEALCOAT	Finalizing for Construc	$ 198,310.00
2	Amarillo	Carson	SH 207	25.481	34.453	35603018	SEALCOAT	Construction Schedule	$ 432,518.23
2	Amarillo	Carson	FM 295	1	8.959	79301011	SEALCOAT	Finalizing for Construc	$ 325,165.00
2	Amarillo	Carson	FM 294	8.514	16.759	78802028	SEALCOAT	Finalizing for Construc	$ 354,215.00
2	Amarillo	Carson	FM 293	5	20.764	75303017	SEALCOAT	Finalizing for Construc	$ 591,180.00
2	Amarillo	Dallam	SH 102	1	23.69	114102019	SEALCOAT	Construction Schedule	$ 838,954.27
2	Amarillo	Deaf Smith	FM 2587	0	11.298	261103008	SEALCOAT	Finalizing for Construc	$ 422,565.00
2	Amarillo	Gray	SH 273	4.492	35.046	56003007	SEALCOAT	Construction Schedule	$ 104,818.31
2	Amarillo	Gray	RM 2375	0	6.854	186101013	SEALCOAT	Finalizing for Construc	$ 227,220.00
2	Amarillo	Hansford	SH 15	27.938	35.747	35505041	OVERLAY	Construction Schedule	$ 3,425,912.00
2	Amarillo	Hansford	SH 15	27.967	35.746	35505042	SEALCOAT	Construction Schedule	$ 320,848.82
2	Amarillo	Hansford	SH 15	27.905	35.747	35505043	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 11,263.80
2	Amarillo	Hansford	SH 15	14.464	27.98	30802030	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 21,409.35
2	Amarillo	Hansford	SH 207	1	12.588	35505044	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 102,368.55
2	Amarillo	Hansford	SH 207	1	12.588	35505045	SEALCOAT	Finalizing for Construc	$ 585,520.00
2	Amarillo	Hansford	SH 136	1	17.098	79105021	SEALCOAT	Finalizing for Construc	$ 830,540.00
2	Amarillo	Hutchinson	SH 136	12.554	18.631	35506041	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 9,625.95
2	Amarillo	Moore	FM 281	0.513	11.989	79405016	SEALCOAT	Construction Schedule	$ 416,552.75
2	Amarillo	Moore	FM 3395	1	2.314	212902006	SEALCOAT	Finalizing for Construc	$ 49,095.00
2	Amarillo	Sherman	SH 15	1.633	14.848	79003027	SEALCOAT	Construction Schedule	$ 534,104.45
2	Amarillo	Sherman	FM 1290	0	11.868	133801012	SEALCOAT	Finalizing for Construc	$ 443,710.00
2	Lubbock	Bailey	SH 214	16.607	23.471	46101016	SEAL COAT	Construction Schedule	$ 271,769.15
2	Lubbock	Bailey	SH 214	12.276	15.624	46102021	SEAL COAT	Construction Schedule	$ 139,207.40
2	Lubbock	Castro	FM 1055	6.976	15.003	129101015	SEAL COAT	Construction Schedule	$ 209,417.40
2	Lubbock	Castro	FM 1055	0.001	6.976	129108007	SEAL COAT	Construction Schedule	$ 185,260.60
2	Lubbock	Castro	FM 168	24.41	25.811	87401020	SCRUB SEAL	Construction Schedule	$ 41,644.30
2	Lubbock	Castro	SH 194	13.154	18.455	43902020	SEAL COAT	Construction Schedule	$ 273,390.85
2	Lubbock	Castro	SH 86	25.717	31.593	30203035	SEAL COAT	Construction Schedule	$ 714,287.60
2	Lubbock	Hale	FM 54	0.005	16.687	56306023	SEAL COAT	Construction Schedule	$ 619,188.40
2	Lubbock	Hale	FM 789	0.001	3.395	112602011	SEAL COAT	Construction Schedule	$ 141,868.45
2	Lubbock	Hale	FM 1071	0.001	6.868	56502009	SCRUB SEAL	Construction Schedule	$ 72,453.00
2	Lubbock	Lamb	US 70	29.037	31.196	14503036	SCRUB SEAL	Construction Schedule	$ 51,533.50
2	Lubbock	Lamb	US 70	17.696	31.196	14503037	SAFETY	Construction Schedule	$ 69,107.31
2	Lubbock	Parmer	FM 145	22.198	27.041	82009011	SEAL COAT	Construction Schedule	$ 130,782.80
2	Lubbock	Parmer	FM 145	16.196	22.197	75402013	SEAL COAT	Construction Schedule	$ 160,671.60
2	Lubbock	Swisher	FM 145	0.001	14.469	75405014	SEAL COAT	Construction Schedule	$ 388,058.40
2	Lubbock	Swisher	FM 2301	0.001	7.008	186301006	SEAL COAT	Construction Schedule	$ 142,694.95
2	San Angelo	Kimble	US 377	10.697	22.012	14901018	SEAL COAT	Finalizing for Construc	$ 508,743.32
2	San Angelo	Kimble	US 377	1	10.697	14902018	SEAL COAT	Finalizing for Construc	$ 445,011.99
2	San Angelo	Menard	FM 2873	0	8.141	284402009	SEAL COAT	Finalizing for Construc	$ 200,487.94
2	San Angelo	Menard	RM 2291	0	16.58	214001014	SEAL COAT	Finalizing for Construc	$ 427,753.42
2	San Angelo	Menard	FM 3463	0	8.172	320901007	SEAL COAT	Finalizing for Construc	$ 219,440.64
2	San Angelo	Menard	RM 864	1	1.508	184603008	SEAL COAT	Finalizing for Construc	$ 12,959.72
2	San Angelo	Runnels	FM 383	7.026	16.993	82701012	SEAL COAT	Finalizing for Construc	$ 243,770.72
2	Abilene	Borden	US 180	1	15.273	29502028	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 51,462.00
2	Abilene	Fisher	FM 1812	0.001	7.851	210901010	SEAL COAT	Finalizing for Construc	$ 173,496.24
2	Abilene	Haskell	FM 618	9.301	17.544	98501022	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 58,592.86
2	Abilene	Haskell	FM 3495	0.001	2.586	223201004	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 24,025.78

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Haskell	US 380	5.913	15.674	36003022	SEAL COAT	Construction Schedule	$ 521,219.00
2	Abilene	Haskell	FM 2229	0.001	7.66	211002006	SEAL COAT	Finalizing for Construc	$ 216,484.26
2	Abilene	Jones	SH 92	1.378	17.467	31801031	SEAL COAT	Construction Schedule	$ 710,410.20
2	Abilene	Jones	FM 1235	20	21.966	272102016	SEAL COAT	Finalizing for Construc	$ 39,726.56
2	Abilene	Jones	FM 142	1.001	3.305	97202010	SEAL COAT	Finalizing for Construc	$ 63,705.81
2	Abilene	Jones	FM 2660	0.001	4.476	264701006	SEAL COAT	Finalizing for Construc	$ 84,213.00
2	Abilene	Jones	FM 1835	0.001	4.755	174703007	SEAL COAT	Finalizing for Construc	$ 88,765.00
2	Abilene	Jones	FM 1085	1.001	4.212	125103005	SEAL COAT	Finalizing for Construc	$ 60,268.00
2	Abilene	Nolan	IH 20	24.602	29.404	603121	CONSTRUCT NEW SAFETY REST AREAS	Under Development	$ 1,975,000.00
2	Abilene	Nolan	FM 608	17.627	18.274	203301012	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Finalizing for Construc	$ 190,464.10
2	Abilene	Nolan	FM 1809	0.001	2.721	48802009	SEAL COAT	Finalizing for Construc	$ 66,537.00
2	Abilene	Nolan	BU 84-J	1.01	1.958	5320005	SEAL COAT	Finalizing for Construc	$ 66,156.96
2	Abilene	Stonewall	FM 2211	5.857	14.639	209202010	SEAL COAT	Finalizing for Construc	$ 215,394.84
2	Abilene	Stonewall	US 380	20.973	30.292	10606034	SEAL COAT	Construction Schedule	$ 347,915.00
2	Abilene	Taylor	FM 1086	1.001	15.671	125002012	SEAL COAT	Finalizing for Construc	$ 336,134.36
2	Abilene	Taylor	FM 382	1	4.357	107002009	SEAL COAT	Finalizing for Construc	$ 61,472.00
2	Waco	Falls	FM 413	27.333	31.787	80801059	SEAL COAT	Construction Schedule	$ 133,782.14
2	Waco	Falls	SH 7	12.863	25.636	38202037	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 300,963.00
2	Waco	Falls	FM 413	20.279	27.333	80801060	SEAL COAT	Finalizing for Construc	$ 175,000.00
2	Waco	Hill	SH 174	10.156	10.401	51902019	REHABILITATE BRIDGE AND APPROACHES	Finalizing for Construc	$ 13,000,000.00
2	Waco	Limestone	SH 164	0	16.999	41302033	MISC SPOT PAVEMENT REPAIRS	Construction Schedule	$ 56,407.00
2	Tyler	Anderson	SH 19	11.02	12.57	10806054	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 31,919.50
2	Tyler	Anderson	CR	3	3.5	91008075	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 354,240.00
2	Tyler	Anderson	FM 3266	10.007	11.711	352202001	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 49,584.05
2	Tyler	Cherokee	SH 110	0	10.87	34503023	INSTALL PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 313,755.21
2	Tyler	Cherokee	FM 2274	20.003	24.175	215402006	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 122,611.95
2	Tyler	Cherokee	FM 2274	5.925	9.99	274202001	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 110,263.15
2	Tyler	Henderson	FM 1861	0	1.657	167303009	IMPROVE DRAINAGE AND CULVERTS FOR SAFETY	Finalizing for Construc	$ 339,102.30
2	Tyler	Henderson	FM 2892	0.008	2.044	326201002	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 61,052.00
2	Tyler	Smith	FM 2767	9.8	17.353	42407014	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 255,986.40
2	Tyler	Van Zandt	FM 1861	5.986	9.306	167302017	REPAIR, REPAVE AND WIDEN TO 24'	Construction Schedule	$ 2,579,466.60
2	Tyler	Van Zandt	FM 314	6.93	20	74501015	PROVIDE ADD'L PAVED SURF WIDTH & REPAIR PAVEMENT (SECTIONS)	Construction Schedule	$ 4,209,456.09
2	Tyler	Van Zandt	SH 64	0	8.226	24501034	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 451,009.85
2	Tyler	Wood	FM 1795	0.018	5.122	176202007	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 154,616.50
2	Tyler	Wood	FM 2088	0.003	8.754	193601008	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 249,839.10
2	Tyler	Wood	FM 2088	8.749	8.967	96401010	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 254,072.25
2	Tyler	Wood	FM 1483	1.01	2.589	65704011	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 44,208.40
2	Lufkin	Houston	FM 2967	0.007	2.8	303401005	RECONSTRUCT AND WIDEN PAVEMENT	Construction Schedule	$ 1,828,547.05
2	Lufkin	Houston	SH 19	25.047	36.326	10906040	IMPROVE GUARDRAIL TO DESIGN STANDARD/SAFETY TREAT FIXED	Construction Schedule	$ 465,084.00
2	Lufkin	Houston	FM 132	0	7.176	73702016	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 33,207.60
2	Lufkin	Houston	FM 228	0	10.392	63503024	PROFILE EDGELINE AND CENTERLINE MARKINGS	Construction Schedule	$ 82,617.04
2	Lufkin	Polk	FM 2665	0.86	8.817	266701014	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 39,089.70
2	Lufkin	Polk	FM 350	0.544	5.062	92801012	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 25,591.90
2	Lufkin	Polk	FM 942	0.159	7.859	187702017	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 276,637.00
2	Lufkin	Sabine	FM 83	0	10.267	69401028	PROFILE EDGELINE MARKINGS	Finalizing for Construc	$ 121,081.00
2	Lufkin	Sabine	FM 3121	0	4.917	317001013	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 26,978.06
2	Lufkin	Sabine	FM 3121	0	4.917	317001014	RESURFACE WITH SEAL COAT	Construction Schedule	$ 173,098.30
2	Lufkin	Sabine	FM 2971	0	2.676	167802006	PROFILE EDGELINE MARKINGS AND CENTERLINE MARKINGS	Construction Schedule	$ 24,634.56
2	Lufkin	San Jacinto	FM 224	0.021	7.743	40302020	TEXTURIZE SHOULDERS (PROFILE CENTERLINE MARKINGS)	Construction Schedule	$ 41,219.30
2	Lufkin	San Jacinto	FM 222	0.001	5.52	303801012	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 37,571.04
2	Yoakum	Austin	SH 60	0	2.633	24001025	SEAL COAT	Construction Schedule	$ 87,894.95
2	Yoakum	Austin	PR 38	0	0.809	52707008	SEAL COAT	Construction Schedule	$ 13,791.75
2	Yoakum	Austin	FM 1458	1	3.315	52701015	SEAL COAT	Construction Schedule	$ 63,928.35

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Austin	FM 529	0	2.027	304701011	SEAL COAT	Construction Schedule	$ 42,375.40
2	Yoakum	Austin	FM 109	0	15.575	71601048	SEAL COAT	Finalizing for Construc	$ 230,685.00
2	Yoakum	Calhoun	SH 185	17.168	19.184	14405045	SEAL COAT	Construction Schedule	$ 75,823.90
2	Yoakum	Colorado	FM 155	5.7	10.058	21110042	INCREASE SUPERELEVATION	Construction Schedule	$ 598,676.80
2	Yoakum	Colorado	FM 155	5.7	10.058	21110043	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 217,169.10
2	Yoakum	Colorado	FM 949	1.003	6.513	110604007	SEAL COAT	Construction Schedule	$ 112,528.00
2	Yoakum	Colorado	FM 949	1.038	9.934	110601014	SEAL COAT	Construction Schedule	$ 203,267.35
2	Yoakum	Colorado	FM 532	0	14.736	143902015	SEAL COAT	Finalizing for Construc	$ 138,495.00
2	Yoakum	Lavaca	FM 155	0	4.826	21112010	SEAL COAT	Finalizing for Construc	$ 138,674.00
2	Yoakum	Lavaca	FM 532	0	5.91	143901009	SEAL COAT	Finalizing for Construc	$ 145,623.00
2	Yoakum	Matagorda	FM 1862	1.008	7.649	174401009	SEAL COAT	Construction Schedule	$ 163,796.15
2	Yoakum	Matagorda	FM 457	5.346	13.54	60501064	PAVEMENT REPAIR AND RESURFACING	Construction Schedule	$ 3,100,208.75
2	Yoakum	Matagorda	FM 521	0	14.724	84603047	SEAL COAT	Finalizing for Construc	$ 566,318.00
2	Yoakum	Wharton	FM 961	10	16.005	126101023	SEAL COAT	Construction Schedule	$ 160,952.90
2	Yoakum	Wharton	SL 523	0.906	3.912	8913003	SEAL COAT	Construction Schedule	$ 97,616.55
2	Yoakum	Wharton	FM 442	1	7.833	83801031	SEAL COAT	Construction Schedule	$ 199,531.70
2	Austin	Blanco	RM 2325	0.036	2.159	28501004	LEVEL-UP AND SEAL COAT	Construction Schedule	$ 164,840.58
2	Austin	Lee	SL 123	0	1.86	21108006	MILL, SEAL & TOM OVERLAY	Construction Schedule	$ 570,738.96
2	Austin	Llano	SH 29	0.48	4.564	15004046	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 5,000,000.00
2	Austin	Llano	SH 29	0	14.642	15002040	LEVEL-UP AND SEAL COAT	Construction Schedule	$ 1,911,114.32
2	Austin	Llano	SH 29	0.001	16.997	15002041	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 470,782.50
2	San Antonio	Kerr	FM 2771	0.001	6.281	85602012	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 205,337.00
2	San Antonio	Medina	FM 1343	0.136	13.233	143601023	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 707,871.77
2	San Antonio	Medina	FM 471	0.07	0.51	84902046	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 27,166.76
2	San Antonio	Uvalde	RM 334	0	7.192	87603010	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 158,552.04
2	Corpus Christi	Refugio	FM 136	1.799	12.764	73801059	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 229,483.25
2	Corpus Christi	Refugio	FM 774	0.005	1.499	44705071	MILL AND OVERLAY ROADWAY	Finalizing for Construc	$ 900,000.00
2	Corpus Christi	San Patricio	FM 2046	1.35	4.605	37105020	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 559,637.00
2	Corpus Christi	San Patricio	FM 136	1.171	6.068	347401010	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 173,462.25
2	Bryan	Freestone	SH 179	0.771	8.416	42601011	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 31,938.81
2	Bryan	Freestone	FS 1366	0.007	0.664	132803007	SEAL COAT	Construction Schedule	$ 13,464.20
2	Bryan	Freestone	FM 488	4.141	19.303	45901076	SEAL COAT	Construction Schedule	$ 432,883.27
2	Bryan	Freestone	FM 488	1.15	4.141	45901077	SEAL COAT	Construction Schedule	$ 29,352.65
2	Bryan	Freestone	FM 80	1.736	2.328	45603019	SEAL COAT	Construction Schedule	$ 16,125.12
2	Bryan	Freestone	FM 489	4.952	8.92	42602020	SEAL COAT	Construction Schedule	$ 137,816.76
2	Bryan	Grimes	SL 429	0.005	0.254	306501005	SEAL COAT	Construction Schedule	$ 12,640.00
2	Bryan	Grimes	FM 2562	0.548	4.425	330201017	SEAL COAT	Construction Schedule	$ 107,630.00
2	Bryan	Grimes	SL 361	0.008	0.19	180901018	SEAL COAT	Construction Schedule	$ 4,831.29
2	Bryan	Leon	SH 75	0	12.112	16606029	SAFETY WORK CONSISTING OF PROFILE SHOULDERS AND MILLED	Construction Schedule	$ 87,397.19
2	Bryan	Leon	SH 75	0	17.489	16604042	SAFETY WORK CONSISTING OF PROFILE SHOULDERS AND MILLED	Construction Schedule	$ 136,182.64
2	Bryan	Leon	FM 1119	6.955	15.73	122301039	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 243,513.99
2	Bryan	Leon	FM 3	0.011	5.139	114701030	SEAL COAT	Construction Schedule	$ 131,509.49
2	Bryan	Leon	FM 2485	7.447	9.936	270501014	SEAL COAT	Construction Schedule	$ 52,221.56
2	Bryan	Leon	FM 832	1.004	2.226	114401007	SEAL COAT	Construction Schedule	$ 26,181.00
2	Bryan	Leon	FM 2485	10.038	13.569	270501015	SEAL COAT	Construction Schedule	$ 125,707.94
2	Bryan	Leon	FM 39	31.706	40.364	64301061	SEAL COAT	Construction Schedule	$ 335,795.13
2	Bryan	Madison	OSR	0	11.588	47504025	SAFETY WORK CONSISTING OF PROFILE MARKING TEXTURE SHOULDERS	Construction Schedule	$ 67,057.38
2	Bryan	Madison	FM 978	11.316	11.416	55202027	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 330,000.00
2	Bryan	Madison	SH 90	1.156	7.467	31501035	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 37,416.00
2	Bryan	Madison	FM 1372	0	11.008	140101021	SEAL COAT	Construction Schedule	$ 384,104.26
2	Bryan	Madison	FM 1372	0	4.735	140102010	SEAL COAT	Construction Schedule	$ 161,970.66
2	Bryan	Milam	FM 485	0	2.013	213302014	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 1,400,000.00
2	Bryan	Milam	FM 1445	0	13.693	140302016	SEAL COAT	Construction Schedule	$ 189,324.79

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2	Bryan	Robertson	FM 46	0	1.37	4914012	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 2,000,000.00
2	Bryan	Robertson	FM 2446	0.041	14.04	233702011	SEAL COAT	Construction Schedule	$ 492,996.69
2	Bryan	Robertson	FM 2413	0.008	0.126	330102005	SEAL COAT	Construction Schedule	$ 6,132.88
2	Bryan	Robertson	FM 1940	0.041	13.784	169101016	SEAL COAT	Construction Schedule	$ 470,466.61
2	Bryan	Walker	FM 405	0.038	8.545	75601026	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 51,628.00
2	Bryan	Walker	FM 2793	5.041	6.472	339002010	SEAL COAT	Construction Schedule	$ 60,769.76
2	Bryan	Walker	FM 2929	10.041	14.067	140201036	SEAL COAT	Construction Schedule	$ 146,725.76
2	Atlanta	Bowie	SH 98	3.086	9.43	33001036	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 118,676.00
2	Atlanta	Camp	FM 2454	0	0.612	233801009	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 6,580.64
2	Atlanta	Camp	FM 1519	0.882	5.398	268302011	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 79,817.41
2	Atlanta	Cass	SH 8	4.727	18.598	6203042	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 174,824.43
2	Atlanta	Cass	FM 250	0	1.089	27705011	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 25,000.00
2	Atlanta	Cass	SH 8	10.645	18.575	6203043	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 342,461.00
2	Atlanta	Cass	FM 1841	0	9.923	257601013	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 76,860.00
2	Atlanta	Cass	SH 8	4.727	18.598	6203044	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 85,224.41
2	Atlanta	Morris	FM 250	0	5.237	94602025	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 60,739.00
2	Atlanta	Morris	FM 997	0	3.788	39206010	PROFILE EDGELINE & CENTERLINE MARKINGS	Construction Schedule	$ 76,480.02
2	Atlanta	Titus	FM 2348	0	8.462	224001017	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 222,503.30
2	Atlanta	Titus	FM 2348	0.019	3.082	224001019	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 156,882.50
2	Atlanta	Titus	SL 96	0.014	0.575	22106004	SEAL COAT	Construction Schedule	$ 32,695.00
2	Atlanta	Upshur	FM 555	0	7.223	101802019	PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 63,654.99
2	Atlanta	Upshur	FM 993	0.143	2.945	151101012	INSTALL LED FLASHING CHEVRONS (CURVE), PROFILE EDGELINE	Finalizing for Construc	$ 124,252.00
2	Beaumont	Jasper	FM 2799	0.133	1.722	277901006	SEAL COAT	Construction Schedule	$ 59,525.00
2	Beaumont	Jasper	FM 252	12.779	39.912	78501035	SEAL COAT	Construction Schedule	$ 612,569.20
2	Beaumont	Newton	FM 253	6.679	11.925	94702018	SEAL COAT	Construction Schedule	$ 197,274.64
2	Beaumont	Newton	SH 87	9.994	17.295	30504038	SEAL COAT	Construction Schedule	$ 409,147.52
2	Beaumont	Tyler	FM 1943	0	7.444	182802015	SEAL COAT	Construction Schedule	$ 206,852.02
2	Pharr	Brooks	SH 285	18.833	22.643	48203031	SEAL COAT	Construction Schedule	$ 191,129.80
2	Pharr	Brooks	SH 285	15.93	18.833	48203033	SEAL COAT	Construction Schedule	$ 148,656.70
2	Pharr	Jim Hogg	SH 16	5.757	31.085	51706033	PROFILE EDGELINE MARKINGS, RAISED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 340,420.63
2	Pharr	Jim Hogg	SH 16	0.08	2.717	51710019	SEAL COAT	Finalizing for Construc	$ 117,145.00
2	El Paso	Culberson	US 62	0.458	15.03	23301044	MODERNIZE BRIDGE RAIL AND APPROACH GUARDRAIL, SAFETY TREAT F	Construction Schedule	$ 1,924,662.40
2	El Paso	Culberson	US 62	3.619	8.75	23302029	METAL BEAM GUARD FENCE AND SGT UPGRADE TO STANDARDS	Construction Schedule	$ 609,311.00
2	El Paso	Culberson	IH 10	12.343	14.844	301058	REPLACE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 110,840.00
2	El Paso	Hudspeth	FM 2249	10	15.121	212201016	SEAL COAT	Finalizing for Construc	$ 94,116.00
2	El Paso	Hudspeth	FM 1437	0	16.377	128201016	SEAL COAT	Finalizing for Construc	$ 753,342.00
2	Childress	Briscoe	SH 86	8.083	8.911	30303049	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 32,118.59
2	Childress	Childress	FM 94	0	7.757	191401012	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 272,026.00
2	Childress	Collingsworth	FM 338	0	12.133	44901019	MILLED CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 35,500.00
2	Childress	Collingsworth	FM 338	0	13.94	44901020	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 54,484.22
2	Childress	Donley	SH 273	0.149	23.315	56004013	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 757,786.00
2	Childress	Foard	US 70	6.146	15.696	14606029	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 255,967.90
2	Childress	Foard	SH 6	0	7.609	9802029	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 388,608.00
2	Childress	Hall	SH 86	20	33.867	10502024	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 819,109.00
2	Childress	Hardeman	SH 6	0	6.79	9702039	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 3,877,535.90
2	Childress	Knox	SH 6	9.991	23.751	9805035	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 370,701.40
2	Childress	Knox	FM 267	7.726	16.92	53802022	2020_DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 207,469.00
2	Childress	Knox	FM 1292	0	4.673	214603004	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 113,450.00
2	Childress	Knox	FM 267	0	7.726	216403008	2020 DISTRICT WIDE SEALCOAT	Finalizing for Construc	$ 187,648.00
2	Yoakum	Calhoun	FM 1593	4.284	4.384	109005016	IMPROVE ROADWAY ACCESS AND DRAINAGE	Construction Schedule	$ 76,962.00
2	Odessa	Reeves	US 285	54.182	64.388	13905043	ROADWAY REHABILITATION	Finalizing for Construc	$ 21,061,013.92
2	Dallas	Navarro	BI 45-F	8.401	8.596	9213024	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,658,580.64
2	Dallas	Navarro	FM 1578	33	35.024	99701044	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 74,312.32

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Laredo	La Salle	IH 35	10.154	20.862	1801097	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 5,124,008.90
2	Lufkin	Nacogdoches	FM 225	15.618	17.992	181002025	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 151,553.00
2	Waco	Hill	SH 81	17.658	20.075	1407101	MILL/OVERLAY	Finalizing for Construc	$ 923,383.00
2	Tyler	Gregg	FM 2204	2.121	7.084	207201015	REPAIR & REPAVE ROADWAY	Under Development	$ 2,000,000.00
2	Lufkin	Angelina	FM 1818	20.053	28.182	57602067	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 312,007.00
2	Lufkin	Shelby	SH 87	26.035	38.484	30401030	RESURFACE WITH SEAL COAT	Under Development	$ 507,844.00
2	Austin	Mason	RM 1871	10.902	11.259	175301017	REPLACE BRIDGE & APPROACHES	Finalizing for Construc	$ 3,534,838.90
2	Bryan	Burleson	FM 60	13.58	13.68	71301040	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 425,000.00
2	Bryan	Burleson	FM 2039	0.038	4.634	83313016	REHABILITATE RD AND WIDEN SHOULDERS	Finalizing for Construc	$ 4,800,000.00
2	Atlanta	Morris	VA	0.002	1.27	91920033	CONSTRUCT PARKING FOR CABINS AND BASS LODGE	Under Development	$ 150,000.00
2	Tyler	Anderson	US 79	0	9.035	20601050	WIDEN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 9,415,101.60
2	Tyler	Anderson	US 79	0	4.105	20602026	WIDEN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 4,151,012.64
2	Lufkin	Polk	US 190	2.2	12.426	21304047	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 796,635.00
2	Bryan	Madison	US 190	14.053	15.984	11703035	HOT MIX SURFACE	Finalizing for Construc	$ 50,000.00
2	Paris	Red River	CR	0.82	0.826	90127045	BRIDGE REPLACEMENT	Finalizing for Construc	$ 175,872.34
2	Fort Worth	Jack	FM 1191	0.009	6.832	133301013	SEAL COAT MAIN LANES & FOG SEAL	Finalizing for Construc	$ 283,078.59
2	Lubbock	Cochran	SH 125	1	17.88	96702019	SEAL COAT	Construction Schedule	$ 471,424.45
2	Lubbock	Hockley	FM 597	0.001	9.544	129106007	SEAL COAT	Construction Schedule	$ 285,410.00
2	San Antonio	Medina	SH 16	1	3.73	29108024	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 159,172.69
2	Corpus Christi	Live Oak	FM 534	0.017	4.45	180802013	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 144,071.75
2	Corpus Christi	Live Oak	FM 799	10.023	23.812	105802023	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 365,881.75
2	Laredo	Duval	FM 1329	21.982	26.138	198201027	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 142,671.26
2	Laredo	Maverick	SL 480	20.594	20.641	29914026	FOR THE CONSTRUCTION OF DRAINAGE IMPROVEMENTS TO REDUCE	Finalizing for Construc	$ 500,000.00
2	Yoakum	Wharton	SH 71	15.987	17.44	26606048	MILL AND INLAY	Under Development	$ 800,000.00
2	Bryan	Robertson	US 79	15.346	18.489	20502058	ASPHALT RUBBER SEAL	Construction Schedule	$ 207,124.17
2	Atlanta	Camp	US 271	0	4.239	24802064	SEAL COAT	Construction Schedule	$ 465,032.60
2	Laredo	Maverick	US 277	27.878	29.031	29904078	INTERCONNECT SIGNALS	Construction Schedule	$ 111,468.00
2	San Antonio	Medina	FM 462	18.596	20.85	84804046	REHAB & WIDEN NARROW ROADWAY TO ADD SHOULDERS	Construction Schedule	$ 2,397,370.01
2	Brownwood	Brown	SH 279	35.474	37.926	48001038	RECONSTRUCT ROADWAY	Finalizing for Construc	$ 9,000,000.00
2	Amarillo	Moore	US 87	1	10.844	42502036	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 98,513.56
2	Abilene	Callahan	IH 20	12.988	21.79	701055	SPOT BASE REPAIR, 1-COURSE SURFACE TREATMENT, 2 SMA-D	Construction Schedule	$ 4,339,204.63
2	Yoakum	Fayette	IH 10	12.595	19.009	53507049	PAVEMENT REPAIR AND SURFACING	Construction Schedule	$ 5,893,200.70
2	Childress	Knox	US 277	0	2.92	15711001	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 1,694,261.40
2	Bryan	Robertson	US 190	10.815	13.28	4908067	MILLING AND HMA OVERLAY	Construction Schedule	$ 970,026.20
2	Tyler	Van Zandt	SH 64	17.545	23.475	24502031	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Construction Schedule	$ 8,814,407.45
2	Amarillo	Hutchinson	SS 119	0.116	0.316	35605021	IMPROVE TRAFFIC SIGNALS & INTERCONNECT SIGNALS	Finalizing for Construc	$ 135,752.35
2	Lufkin	Shelby	SH 87	18.042	26.008	6401068	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 49,427.50
2	Brownwood	Stephens	PR 33	0	5.855	71402015	SEAL COAT	Finalizing for Construc	$ 315,473.38
2	Amarillo	Ochiltree	FM 377	1.5	15.805	79008022	SEALCOAT	Construction Schedule	$ 526,861.15
2	Lufkin	Nacogdoches	SH 21	23.084	42.099	11808078	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 98,807.35
2	Tyler	Gregg	FM 1252	3.564	9.691	138902012	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 135,200.40
2	Abilene	Mitchell	SH 208	10.007	20.211	45403043	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 70,625.72
2	Wichita Falls	Montague	FM 2634	1.572	2.765	270601008	SAFETY TREAT FIXED OBJECTS, PROVIDE ADD'L PAVED SURFACE WIDT	Finalizing for Construc	$ 629,726.00
2	Wichita Falls	Montague	FM 2953	0	4.279	270602017	SAFETY TREAT FIXED OBJECTS, PROVIDE ADD'L PAVED SURFACE WIDT	Finalizing for Construc	$ 2,258,673.00
2	Wichita Falls	Wichita	FM 367	0	10.94	68104041	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 4,277,955.13
2	Wichita Falls	Wilbarger	FM 924	2.082	2.282	116201015	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 400,000.00
2	Amarillo	Oldham	FM 809	2.478	2.811	80101013	SAFETY IMPROVEMENTS BY ADDING TURN LANES AT WILDORADO HIGH	Construction Schedule	$ 283,242.54
2	San Angelo	Concho	US 87	1.116	16.916	7003056	SEAL COAT	Construction Schedule	$ 1,400,173.70
2	Abilene	Callahan	FM 2047	0.001	3.821	285601007	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 25,707.02
2	Abilene	Fisher	SH 70	1	10.31	26303034	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 35,976.56
2	Abilene	Haskell	FM 2163	0.001	17.061	203103013	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 16,489.42
2	Abilene	Howard	FM 821	5.664	6.664	115602022	INSTALL ADVANCE CURVE WARNING SIGNALS - EXIST WARNING SIGNS	Construction Schedule	$ 22,246.00
2	Abilene	Jones	FM 707	1.015	12.877	48401023	WIDEN ROADWAY	Construction Schedule	$ 7,367,268.84

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Waco	Bosque	PR 7A	5	11.68	53601006	REHABILITATE PARK ROADS, PARKING LOTS AND CAMPSITE PULLOUTS	Finalizing for Construc	$ 750,000.00
2	Lufkin	Angelina	FM 2109	8.634	13.772	266201015	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 35,045.90
2	Lufkin	Nacogdoches	SH 21	0	4.43	11806068	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 30,372.50
2	Lufkin	San Augustine	SH 147	2.57	12.168	39001036	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 49,815.80
2	Lufkin	San Augustine	FM 1277	15.43	21.337	59703012	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 30,364.80
2	Yoakum	Calhoun	FM 1593	1.951	4.384	109005018	REWORK EXISTING ROAD BY ADDING ASPHALTIC BASE, ACP OVERLAY,	Finalizing for Construc	$ 4,170,875.00
2	Yoakum	Wharton	FM 441	8.42	12.306	130203010	RESTORATION OF EXISTING ROADWAY	Finalizing for Construc	$ 2,613,838.75
2	Austin	Gillespie	RM 1623	0.009	6.56	153402008	IMPROVE GUARDRAIL, SAFETY TREAT OBJECTS,PROFILE EDGELINE	Finalizing for Construc	$ 5,370,847.00
2	Austin	Lee	FM 696	14.754	15.86	33403021	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 1,026,900.00
2	San Antonio	Atascosa	FM 1333	8.185	18.211	174003017	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 244,360.00
2	Bryan	Washington	FM 390	0.016	8.958	33809028	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 316,017.55
2	Beaumont	Jasper	FM 1408	0	5.348	141901013	WIDEN, OVERLAY	Finalizing for Construc	$ 5,300,000.00
2	Corpus Christi	Aransas	SH 35	10.001	20.799	18004128	REPLACE 241 SMALL SIGN AND SUPPRORT ASSEMBLIES DAMAGED BY	Finalizing for Construc	$ 152,759.00
2	Yoakum	Austin	SH 36	7.516	7.733	18703066	RESTORE ROADWAY	Construction Schedule	$ 1,037,823.05
2	San Antonio	Kerr	SH 27	0.292	0.492	14205081	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 159,277.37
2	Amarillo	Hartley	US 54	1	21.026	23802037	SEALCOAT	Construction Schedule	$ 1,065,109.40
2	Corpus Christi	San Patricio	US 77	8.33	11.25	37201101	UPGRADE TO FREEWAY STANDARDS	Under Development	$ 40,000,000.00
2	Corpus Christi	San Patricio	US 77	5.998	8.829	37104062	UPGRADE TO FREEWAY STANDARDS	Under Development	$ 40,000,000.00
2	Bryan	Freestone	IH 45	17.184	32.077	67501070	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 714,377.50
2	Bryan	Robertson	US 79	8.5	15.332	20502056	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 434,781.44
2	Lubbock	Hale	US 70	0.868	8.365	14505031	OVERLAY	Finalizing for Construc	$ 8,000,000.00
2	Paris	Delta	SH 24	14.44	14.543	13603055	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 677,741.45
2	Tyler	Henderson	US 175	8.146	9.458	19801023	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH DEPRESSED MEDIAN	Construction Schedule	$ 12,999,154.87
2	Lufkin	Sabine	SH 21	0	5.793	11904033	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 43,337.30
2	Laredo	Maverick	FM 1021	0	0.379	122901065	RESURFACE EXISTING HIGHWAY	Construction Schedule	$ 99,816.21
2	Lubbock	Crosby	US 62	10.564	20.548	45302019	SAFETY-RUMBLE STRIPS	Construction Schedule	$ 51,108.00
2	Odessa	Reeves	IH 20	28.718	29.737	306090	SEAL COAT	Construction Schedule	$ 44,668.42
2	Odessa	Reeves	IH 20	19.628	20.483	306091	SEAL COAT	Construction Schedule	$ 34,889.34
2	Abilene	Fisher	US 180	9.444	9.589	29602033	BRIDGE REPLACEMENT	Construction Schedule	$ 2,066,214.25
2	Abilene	Taylor	IH 20	0.5	13.935	604080	PLANING, SPOT REPAIR AND SMA OVERLAY	Under Development	$ 14,250,000.00
2	Abilene	Taylor	IH 20	0.5	13.934	604082	SEAL COAT	Finalizing for Construc	$ 276,658.00
2	Abilene	Taylor	IH 20	0.5	13.934	604081	SEAL COAT	Finalizing for Construc	$ 524,296.00
2	Yoakum	Austin	SH 36	0	5.755	18704031	CONSTRUCT AUXILLARY LANES	Construction Schedule	$ 6,199,160.33
2	Abilene	Howard	US 87	4.93	22.265	6808066	SEAL COAT	Under Development	$ 1,182,534.00
2	Odessa	Andrews	SH 115	1	1.32	35406029	MILL AND FILL	Finalizing for Construc	$ 1,010,394.00
2	Fort Worth	Palo Pinto	US 180	35.499	37.312	801046	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 1,800,000.00
2	Fort Worth	Palo Pinto	US 180	34.541	35.499	710061	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 900,000.00
2	Laredo	Maverick	BU 277N	1.627	2.24	29913032	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 477,819.00
2	Abilene	Howard	US 87	21.222	22.266	6808063	REHABILITATION	Finalizing for Construc	$ 1,200,000.00
2	Amarillo	Hemphill	US 60	16.155	17.005	3006060	CONCRETE PAVING	Finalizing for Construc	$ 4,400,000.00
2	Lubbock	Lubbock	US 87	10.39	11.39	6801074	NEW INTERCHANGE	Under Development	$ 16,000,000.00
2	Waco	Hill	SH 31	0	7.234	16202041	SEAL COAT	Under Development	$ 750,000.00
2	Yoakum	Wharton	US 90A	0.5	12.725	2704040	CONSTRUCT SUPER 2 LANES	Finalizing for Construc	$ 9,168,750.00
2	Bryan	Grimes	SH 6	4.75	4.85	5003099	REPLACE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 400,000.00
2	Bryan	Grimes	SH 6	11.62	11.72	5003097	REPLACE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 200,000.00
2	Bryan	Grimes	SH 6	6.912	7.012	5003101	REPLACE BRIDGE AND APPROACHES	Under Development	$ 5,000,000.00
2	Bryan	Robertson	US 79	0.523	1.105	20409060	UPGRADE CULVERT AND DRAINAGE	Finalizing for Construc	$ 1,300,000.00
2	Paris	Fannin	US 82	9.56	11.493	4520018	ADD TWO LANES WITH SHOULDERS	Construction Schedule	$ 10,864,024.98
2	Beaumont	Jasper	SH 63	14.869	17.945	24402099	SEAL COAT	Under Development	$ 228,989.70
2	Dallas	Navarro	SH 22	17.425	23.765	12105051	OVERLAY, SHOULDER TEXTURE, CL TEXTURE, SAFETY END TREATMENTS	Under Development	$ 5,617,962.00
2	Tyler	Cherokee	US 175	0	0.519	19804042	ROADWORK TO TIE BACK INTO EXISTING ROADWAY	Finalizing for Construc	$ 4,500,000.00
2	Bryan	Burleson	SH 36	0	2.119	18604033	ASPHALT RUBBER SEAL	Construction Schedule	$ 206,068.65
2	Laredo	Webb	US 59	0.003	11.68	54202041	CONSTRUCTION OF SUPER-2 HIGHWAY	Under Development	$ 22,500,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Waco	Falls	SH 7	0.421	10.883	38201044	SEAL AND OVERLAY	Construction Schedule	$ 3,381,182.74
2	Lufkin	Polk	FM 1988	10.153	16.002	187601038	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 224,949.00
2	Tyler	Cherokee	SH 204	9.931	20.635	19807014	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 15,000,000.00
2	Corpus Christi	Bee	US 181	5.224	15.505	10008095	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Under Development	$ 9,500,000.00
2	Corpus Christi	Bee	US 181	15.111	15.624	10008097	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Under Development	$ 90,000.00
2	Amarillo	Moore	US 87	1.12	2.93	6605065	PRESERVE AND IMPROVE SAFETY ON A FREIGHT CORRIDOR	Finalizing for Construc	$ 13,700,000.00
2	Wichita Falls	Wilbarger	US 70	22.226	22.242	4306086	BRIDGE MAINTENANCE	Construction Schedule	$ 467,465.70
2	Tyler	Van Zandt	IH 20	14.035	25.377	49503065	IMPROVE GUARD RAIL TO STANDARDS	Finalizing for Construc	$ 1,215,139.00
2	Lufkin	Polk	FM 3126	3.319	8.691	316001025	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 4,400,000.00
2	Lufkin	San Jacinto	SL 424	0	3.023	17713008	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 191,991.00
2	Yoakum	Wharton	SH 60	0	0.5	24002031	ACP OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 350,000.00
2	Bryan	Madison	FM 978	11.368	11.568	55202029	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 425,000.00
2	Laredo	Val Verde	US 90	0	10.973	2207031	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 5,031,514.00
2	Childress	Foard	US 70	0	0.743	14606024	REHABILITATION OF EXISTING ROADWAY	Under Development	$ 1,700,000.00
2	Tyler	Henderson	SH 334	10.939	12.507	69702039	CONSTRUCT 2 LN STRUCTURE TO COMPLETE 4 LN FACILITY	Construction Schedule	$ 38,888,998.57
2	Wichita Falls	Young	SH 16	1	3.51	36201050	FULL DEPTH REPAIR AND OVERLAY	Construction Schedule	$ 1,427,493.15
2	Abilene	Howard	US 87	24.045	24.251	6901058	BRIDGE REHAB	Construction Schedule	$ 446,125.25
2	Wichita Falls	Clay	US 82	8.401	8.44	4402083	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 37,645.00
2	Wichita Falls	Clay	US 82	12.295	12.311	4402091	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 16,125.00
2	Wichita Falls	Clay	US 82	9.817	9.901	4402086	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 211,365.00
2	Wichita Falls	Clay	US 82	8.29	8.329	4402082	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 38,525.00
2	Wichita Falls	Clay	US 82	9.303	9.342	4402084	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 42,965.00
2	Lubbock	Swisher	IH 27	11.13	12.154	6702072	BRIDGE MAINTENANCE	Finalizing for Construc	$ 562,335.00
2	Odessa	Pecos	IH 10	11.37	19.283	14006035	SEAL COAT MAIN LANES	Finalizing for Construc	$ 629,801.00
2	Odessa	Pecos	IH 10	0	24.534	44107072	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 1,301,456.00
2	Odessa	Pecos	IH 10	52.431	64.587	14002037	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 598,780.00
2	Odessa	Pecos	IH 10	11.37	19.283	14006034	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 224,872.00
2	San Angelo	Concho	US 83	25.533	26.002	3504032	WIDEN GRADING, BASE, PAVING, STRUCTURES	Under Development	$ 3,700,000.58
2	San Angelo	Sutton	SL 467	2.536	6.698	14114016	SEAL COAT	Construction Schedule	$ 229,854.21
2	San Antonio	Atascosa	SH 16	21.273	21.473	51701047	INSTALL INTERSECTION FLASHING BEACON AND INSTALL ADVANCE	Construction Schedule	$ 59,011.18
2	San Angelo	Tom Green	FM 1223	20	43.22	136401016	SEAL COAT	Finalizing for Construc	$ 426,817.86
2	Abilene	Stonewall	FM 1263	0.001	16.477	198301013	SEAL COAT	Finalizing for Construc	$ 340,932.00
2	Lufkin	Trinity	FM 355	0	14.003	93001028	RESURFACE WITH SEAL COAT	Construction Schedule	$ 546,935.00
2	San Antonio	Bandera	RM 337	1.006	4.093	79203010	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 91,447.00
2	Bryan	Madison	FM 247	5.01	14.581	57801032	SEAL COAT	Construction Schedule	$ 327,383.17
2	Beaumont	Newton	FM 1414	7.677	15.702	130001026	SEAL COAT	Construction Schedule	$ 304,076.20
2	Childress	Dickens	US 82	1.868	10.104	13201048	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 2,477,607.65
2	Abilene	Scurry	FM 1605	0.001	2.108	152903009	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 28,736.88
2	Yoakum	Matagorda	SH 60	10.917	11.117	24102053	IMPROVE TRAFFIC SIGNAL	Construction Schedule	$ 196,209.65
2	San Angelo	Sutton	US 277	0.148	9.14	15906024	SAFETY TREATED FIXED OBJECTS	Construction Schedule	$ 170,544.02
2	Corpus Christi	Karnes	FM 2509	1	3.002	10012009	S,TRT,FIXED OBJECTS,MILLED EDGELINE RUMB. STRIPS,ADDITIONAL	Finalizing for Construc	$ 880,900.00
2	Brownwood	Stephens	FM 3099	10	13.632	346901013	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, PROFILE PAVEMENT	Finalizing for Construc	$ 2,178,000.00
2	Amarillo	Deaf Smith	US 385	25.488	25.688	22605063	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 83,816.50
2	Abilene	Scurry	FM 1607	3.219	3.754	152902010	SIDEWALK ADA IMPROVEMENTS	Finalizing for Construc	$ 212,708.00
2	Paris	Franklin	IH 30	0.002	10.674	61002057	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Finalizing for Construc	$ 999,222.50
2	Paris	Hopkins	FM 2297	1.482	8.137	227501008	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Finalizing for Construc	$ 80,649.00
2	Paris	Lamar	FM 196	13.096	15.651	249001009	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 10,652.00
2	Paris	Red River	FM 910	10.658	16.439	117701023	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Finalizing for Construc	$ 70,058.00
2	Paris	Red River	FM 195	13.39	22.251	170501022	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 9,612.00
2	Fort Worth	Jack	SH 59	20.233	21.235	13405034	ADD TURN LANES	Finalizing for Construc	$ 2,727,091.00
2	Wichita Falls	Clay	SH 148	0.5	1.418	39103031	OVERLAY SHOULDERS	Finalizing for Construc	$ 1,211,333.00
2	Wichita Falls	Young	FM 701	3.689	3.803	57003019	BRIDGE MAINTENANCE	Finalizing for Construc	$ 465,205.00
2	Wichita Falls	Young	FM 1974	8.694	8.781	221701015	BRIDGE MAINTENANCE	Finalizing for Construc	$ 758,910.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Young	FM 701	6.037	6.142	57003020	BRIDGE MAINTENANCE	Finalizing for Construc	$ 559,915.00
2	Amarillo	Lipscomb	SH 15	17.564	17.602	35501052	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 1,692,800.00
2	Amarillo	Lipscomb	SH 15	1.304	1.32	35501050	REPLACE BRIDGE	Finalizing for Construc	$ 1,670,000.00
2	Amarillo	Roberts	FM 282	21.65	21.82	79801025	REPLACE EXISTING BRIDGE AND APPROACHES	Construction Schedule	$ 2,430,204.70
2	Lubbock	Yoakum	SH 214	0.001	14.061	46105011	SUPER 2	Finalizing for Construc	$ 13,200,000.00
2	Abilene	Callahan	US 283	1	5.276	43702017	3"OVERLAY	Finalizing for Construc	$ 3,706,738.15
2	Abilene	Callahan	US 283	1.001	5.331	43702018	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 12,156.90
2	Abilene	Howard	FM 1584	8.18	12.713	150302011	PAVEMENT WIDENING	Construction Schedule	$ 3,157,590.82
2	Abilene	Kent	US 380	14.262	17.445	10603037	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 12,057.22
2	Abilene	Kent	SH 70	1	14.261	10603036	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 53,307.90
2	Abilene	Scurry	FM 2085	2.123	2.535	203402006	HIGH FRICTION SURFACE TREATMENT-CURVE, TEXTURIZE SHOULDERS	Construction Schedule	$ 72,051.65
2	Abilene	Shackelford	FM 576	12.723	13.282	103105016	HIGH FRICTION SURFACE TREATMENT-CURVE, TEXTURIZE SHOULDERS	Construction Schedule	$ 66,889.00
2	Abilene	Shackelford	FM 2482	5	10.202	238001009	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 19,248.26
2	Abilene	Shackelford	SH 6	5.185	22.758	12601039	REHAB ROADWAY	Finalizing for Construc	$ 8,400,000.00
2	Lufkin	Shelby	FM 139	20.844	21.006	74201056	SCOUR REPAIRS CONSISTING OF ADDING TIE-BEAM AND ROCK RIPRAP	Finalizing for Construc	$ 160,000.00
2	Yoakum	Gonzales	FM 77	1.969	3.97	68701013	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,619,053.00
2	Yoakum	Gonzales	FM 2091	0.312	0.813	208001009	MISC BRIDGE REPAIR	Finalizing for Construc	$ 862,117.00
2	San Antonio	Wilson	FM 537	12.3	12.41	100902018	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 742,560.00
2	Laredo	Zavala	FM 393	20	25.502	193702029	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 7,000,000.00
2	Brownwood	Eastland	US 183	12.285	16.528	12701030	ADD PASSING LANES	Construction Schedule	$ 4,150,583.52
2	El Paso	Culberson	FM 3541	10	16.189	115806006	FULL DEPTH RECLAMATION AND ADD SHOULDERS	Finalizing for Construc	$ 7,429,559.00
2	Yoakum	Colorado	SH 71	1	1.642	26604050	CONSTRUCT SUPER 2 LANES	Construction Schedule	$ 930,605.25
2	San Antonio	Wilson	SH 123	0.345	7.337	36604024	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 88,324.36
2	Bryan	Washington	SH 36	0	10.574	18605039	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 991,875.29
2	Atlanta	Cass	SH 43	2.432	8.363	56901055	SEAL COAT	Construction Schedule	$ 290,296.90
2	Paris	Hopkins	FS 2285	5	5.341	73506004	SEAL COAT	Finalizing for Construc	$ 14,151.00
2	Fort Worth	Palo Pinto	US 281	28.33	35.127	25002049	WIDEN PAVEMENT AND ADD SHOULDERS	Construction Schedule	$ 4,492,162.15
2	Abilene	Fisher	CR	2.314	2.335	90823046	REPLACE BRIDGES AN APPROACHES	Finalizing for Construc	$ 1.00
2	Abilene	Fisher	CR	5.671	5.683	90823047	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1.00
2	Abilene	Fisher	CR	0.492	0.507	90823045	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1.00
2	Lufkin	Trinity	SH 94	21.838	36.484	31901066	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 63,435.00
2	Lufkin	Trinity	SH 94	7.949	22.847	31903053	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 74,658.30
2	Atlanta	Upshur	SH 155	15.681	16.373	52002037	REPLACE BRIDGES AND APPROACHES	Construction Schedule	$ 11,529,553.80
2	Lubbock	Castro	US 385	13.867	14.647	22606032	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 6,700,123.30
2	San Angelo	Tom Green	RM 853	0	10.475	55505017	GRADING, BASE, STRUCTURES AND SURFACING	Under Development	$ 8,500,000.00
2	San Antonio	Kendall	RM 474	6.654	14.321	104201036	FLEXIBLE PAVEMENT STRUCTURE REPAIR	Construction Schedule	$ 462,854.68
2	San Antonio	Atascosa	SH 97	10	13.532	32803035	RESTORE EXISTING ROADWAY	Construction Schedule	$ 10,141,518.13
2	Bryan	Grimes	FM 3090	17.79	20.94	64305055	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 133,652.58
2	Corpus Christi	Jim Wells	BU 281R	0	2.373	25501087	MILL, SEAL AND OVERLAY	Under Development	$ 1,815,000.00
2	Abilene	Howard	IH 20	24.63	27.758	506122	MILL AND FILL WITH SPOT REPAIR	Finalizing for Construc	$ 3,753,600.00
2	Lubbock	Dawson	SH 137	0.001	17.605	38005023	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 89,994.40
2	Abilene	Callahan	IH 20	21.777	30.579	702007	SEAL COAT	Finalizing for Construc	$ 341,956.00
2	Abilene	Callahan	IH 20	21.777	30.579	702054	SEAL COAT	Finalizing for Construc	$ 341,956.00
2	Abilene	Jones	FM 600	1	12.163	203202014	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 75,477.81
2	Abilene	Nolan	IH 20	7.563	7.679	602118	BRIDGE RAIL REPLACEMENT	Finalizing for Construc	$ 44,472.00
2	Tyler	Henderson	FM 607	0	5.248	74503023	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 143,003.60
2	Tyler	Van Zandt	FM 17	0	10.482	44303021	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 375,204.15
2	Tyler	Wood	FM 2869	21	42.871	295802011	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 501,575.95
2	Lufkin	Polk	FM 1988	10.27	19.541	187601035	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 54,692.50
2	Lufkin	Polk	FM 350	0.357	10.426	65402025	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 50,060.70
2	Lufkin	Polk	FM 3126	0	8.691	316001022	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 36,591.30
2	Lufkin	Sabine	FM 1	0.017	6.101	6411015	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 34,057.60
2	Lufkin	San Jacinto	FM 980	1	15.894	244302016	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 63,658.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Lufkin	San Jacinto	FM 945	1	14.225	75605018	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 61,042.10
2	San Antonio	Bandera	FM 470	25.033	28.19	79204048	INSTALL RAISED EDGELINE AND CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 43,799.68
2	Corpus Christi	Jim Wells	FM 738	0	1.941	108701014	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 657,234.00
2	Corpus Christi	Nueces	FM 70	5.91	10.24	155801020	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 59,548.40
2	Bryan	Leon	FM 1511	13.659	19.986	114501046	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 200,000.00
2	Bryan	Milam	FM 485	1.109	6.769	26201027	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 200,254.46
2	Atlanta	Cass	US 67	0.248	0.575	1010026	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 8,000,000.00
2	Atlanta	Cass	US 59	16.673	20.602	21804119	RESURFACE EXISTING 4-LANE ROADWAY	Finalizing for Construc	$ 5,552,000.00
2	Waco	Hill	SH 22	10.834	11.988	12103063	SPOT BASE REPAIR	Finalizing for Construc	$ 275,000.00
2	Lubbock	Hale	IH 27	6.623	6.66	6706056	BRIDGE MAINTENENACE	Construction Schedule	$ 212,144.00
2	Yoakum	Calhoun	SH 35	4.107	4.328	17910107	WIDEN ROADWAY TO ACCOMMODATE TURN LANE, SIGNAL IMPROVEMENTS	Construction Schedule	$ 229,818.20
2	Atlanta	Bowie	IH 30	0	17.127	61005049	REPAIR PAVEMENT & RESURFACE EXISTING INTERSTATE FACILITY	Construction Schedule	$ 8,296,764.90
2	San Antonio	Wilson	US 181	0.016	9.731	10003082	PROFILE EDGELINE/CENTERLINE MARKINGS	Construction Schedule	$ 250,409.70
2	Fort Worth	Jack	US 380	15.6	16.7	13404037	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS,	Finalizing for Construc	$ 3,600,000.00
2	Abilene	Nolan	SH 70	10	11.23	26307011	SEAL COAT	Under Development	$ 58,011.00
2	Abilene	Stonewall	US 83	17.712	19.67	10605032	TEXTURIZE SHOULDERS AND CENTER LINE	Construction Schedule	$ 17,135.00
2	Lufkin	Shelby	SH 87	17.906	26.008	6401069	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 617,945.00
2	San Antonio	Uvalde	US 83	0	11.44	3607037	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 287,432.19
2	Bryan	Grimes	SH 30	7.418	15.48	21204040	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 480,938.04
2	Bryan	Madison	CR	0.072	0.102	91731031	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 750,000.00
2	Laredo	Duval	SH 16	12.223	13.877	51704065	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 752,601.00
2	Dallas	Navarro	FM 1129	1.744	16.637	71902030	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 553,174.83
2	Amarillo	Gray	SH 70	1	24.887	30901042	SEALCOAT	Construction Schedule	$ 1,529,336.00
2	Lufkin	Angelina	FM 842	0	8.161	116501024	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 5,400,000.00
2	Corpus Christi	Nueces	IH 69E	0	3.162	37310010	MILL,SEAL AND OVERLAY ROADWAY	Construction Schedule	$ 2,042,273.30
2	Lufkin	Shelby	FM 138	5.499	15.754	74302027	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 331,951.00
2	Atlanta	Harrison	US 59	13.145	15.373	6301095	RESURFACE EXISTING 4-LANE HIGHWAY	Construction Schedule	$ 2,928,520.00
2	Wichita Falls	Clay	US 82	2.224	12.94	4402095	MILL, OVERLAY & PFC	Construction Schedule	$ 2,059,071.53
2	Wichita Falls	Throckmorton	US 183	15.425	15.735	12503048	OVERLAY	Construction Schedule	$ 117,043.10
2	San Angelo	Real	US 83	0.944	7.044	3606028	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 50,652.22
2	Abilene	Scurry	FM 1269	0.097	17.107	187302024	SEAL COAT	Under Development	$ 316,521.00
2	Waco	Bosque	SH 144	0	5.548	38602026	TOM OVERLAY	Finalizing for Construc	$ 1,375,000.00
2	Waco	Falls	CR	1.055	1.063	90938065	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 307,000.00
2	Waco	Hill	FM 66	6.589	9.95	59601023	REHABILITATE ROADWAY AND ADD CONCRETE PAVEMENT	Finalizing for Construc	$ 4,000,000.00
2	Waco	Hill	FM 933	0	6.01	119002017	REHAB AND WIDEN ROADWAY	Finalizing for Construc	$ 5,340,000.00
2	Lufkin	Houston	SH 7	0	11.36	33502032	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 58,357.40
2	Lufkin	Nacogdoches	SH 7	0.041	4.453	55303035	RESURFACE WITH SEAL COAT	Construction Schedule	$ 295,747.35
2	Lufkin	San Augustine	FM 1277	0	7.084	59702022	RECONSTRUCT EXISTING PAVEMENT AND WIDEN TO 26FT	Finalizing for Construc	$ 5,810,777.00
2	Lufkin	Shelby	FM 139	27.232	38.349	74201055	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 395,991.00
2	Lufkin	Shelby	SH 87	26.226	38.425	30401031	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 434,407.00
2	Yoakum	Colorado	US 90	16.52	16.883	2701040	CONSTRUCT ONE WAY BRIDGE AND APPROACHES (WESTBOUND)	Construction Schedule	$ 6,163,371.20
2	Yoakum	Gonzales	FM 794	0	4.185	113302030	REHABILITATE ROADWAY	Finalizing for Construc	$ 6,000,000.00
2	Dallas	Navarro	FM 744	4.413	6.776	99701041	RECONSTRUCT EXISTING PAVEMENT AND ADD SHOULDERS	Finalizing for Construc	$ 6,505,383.00
2	Dallas	Navarro	FM 744	1	4.413	166302010	RECONSTRUCT EXISTING PAVEMENT AND ADD SHOULDERS	Finalizing for Construc	$ 9,432,820.00
2	El Paso	Jeff Davis	US 90	18.14	25.86	2005015	FULL DEPTH RECLAMATION, SURFACE TREATMENT	Construction Schedule	$ 3,181,095.62
2	Paris	Lamar	US 271	3.52	11.527	22101078	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	Under Development	$ 26,700,000.00
2	Amarillo	Hartley	US 54	20.656	21.026	23802039	PRESERVE AND IMPROVE SAFETY ON A FREIGHT CORRIDOR	Finalizing for Construc	$ 250,000.00
2	Odessa	Ward	IH 20	25.611	25.711	404091	BRIDGE REPAIR	Finalizing for Construc	$ 1,795,200.00
2	Abilene	Taylor	US 83	14.608	15.57	3401135	REPLACE CULVERT WITH BRIDGE	Under Development	$ 3,000,000.00
2	Lufkin	Sabine	US 96	8.049	11.116	6406053	REHABILITATE EXISTING PAVEMENT AND ADD PASSING LANES	Finalizing for Construc	$ 5,703,322.00
2	Bryan	Milam	US 79	0	0.363	20405038	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 324,000.00
2	Dallas	Navarro	SH 31	13.568	13.723	16204058	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,197,690.00
2	Dallas	Navarro	SH 31	11.246	11.324	16204057	REPLACE BRIDGE AND APPROACHES	Under Development	$ 898,268.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Beaumont	Jasper	US 96	9.999	10.816	6408062	WIDEN TO FOUR LANE DIVIDED HIGHWAY	Under Development	$ 8,000,000.00
2	Childress	Childress	US 287	11.205	11.219	4301081	REPLACEMENT OF EXISTING BRIDGE FACILITY	Finalizing for Construc	$ 416,500.00
2	Lubbock	Lubbock	FM 2641	0.001	7.727	274002014	SEAL COAT	Construction Schedule	$ 197,745.40
2	San Antonio	Medina	SH 173	41.444	44.728	42102029	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 174,504.17
2	Lubbock	Gaines	SH 83	9.434	21.426	58303016	SEAL COAT	Construction Schedule	$ 407,934.35
2	Lubbock	Lynn	FM 179	4	12.043	218401009	SEAL COAT	Construction Schedule	$ 249,381.85
2	Abilene	Callahan	BI 20-T	1.001	3.826	712008	SEAL COAT	Finalizing for Construc	$ 180,249.00
2	Yoakum	Fayette	FM 2237	0.009	2.609	209601022	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 266,968.80
2	Corpus Christi	Karnes	US 181	14.015	14.115	10005184	RECONSTRUCT INTERSECTION	Construction Schedule	$ 5,477,529.95
2	Bryan	Burleson	SL 83	0.011	0.49	11606009	SEAL COAT	Construction Schedule	$ 33,060.34
2	Abilene	Nolan	BS 70-G	11.744	13.987	26306032	SEAL COAT	Under Development	$ 114,107.00
2	Paris	Fannin	SH 78	1.331	0.974	28001020	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Finalizing for Construc	$ 95,744.00
2	Paris	Fannin	FM 1752	4.7	1	170801013	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 658,795.76
2	Paris	Red River	SH 37	14.878	0.3	18904021	MILLED EDGELINE RUMBLE STRIPS, MILLED CENTERLINE RUMBLE	Construction Schedule	$ 37,755.25
2	Lubbock	Parmer	US 60	12.801	13.011	16802031	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 702,809.16
2	Abilene	Jones	US 277	7.226	14.202	15705062	SEAL COAT	Finalizing for Construc	$ 596,132.00
2	Lufkin	Sabine	SH 21	0	6.001	11904034	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 228,800.00
2	Bryan	Robertson	US 79	0	8.317	20501042	ASPHALT RUBBER SEAL	Construction Schedule	$ 446,546.13
2	Abilene	Scurry	US 180	0.952	14.327	29601036	SEAL COAT	Under Development	$ 551,369.00
2	Paris	Hopkins	IH 30	25.939	25.977	61001043	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END	Finalizing for Construc	$ 141,032.00
2	Yoakum	Fayette	US 90	15.424	15.624	2603047	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,725,000.00
2	Yoakum	Fayette	US 90	0	4.079	2602034	MILL AND INLAY	Finalizing for Construc	$ 500,000.00
2	Yoakum	Lavaca	US 77	18.096	23.606	37002022	SEAL COAT	Construction Schedule	$ 388,125.85
2	Laredo	Maverick	US 277	31.465	32.284	30001080	RECONSTRUCTION OF EXISTING HIGHWAY	Construction Schedule	$ 8,652,809.12
2	Paris	Red River	US 271	5.412	13.352	22103065	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 657,605.00
2	San Antonio	Bandera	SH 16	14.204	14.404	29105047	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 117,906.81
2	San Antonio	Frio	SH 85	18.873	19.073	30106017	INSTALL OVERHEAD FLASHING BEACON, INTERSECTION SAFETY	Construction Schedule	$ 82,709.00
2	Lufkin	Nacogdoches	SH 7	0.406	10.92	55303032	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 57,655.80
2	Brownwood	Stephens	US 183	0.009	0.743	25701041	REHABILITATE EXISTING ROADWAY	Construction Schedule	$ 3,232,212.39
2	Bryan	Walker	FM 247	14.299	14.399	57802043	REPLACE BRIDGE AND APPROACH RAILING OR ADD END	Finalizing for Construc	$ 45,000.00
2	Odessa	Ward	SS 57	8.194	8.394	403050	INSTALL INTERSECTION FLASHING BEACON,INSTALL ADVANCE_WARNING	Construction Schedule	$ 148,712.01
2	Abilene	Haskell	BU 277F	17.015	19.141	15703047	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 20,789.16
2	Abilene	Jones	FM 57	1.001	2.996	31703013	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 6,362.94
2	Tyler	Henderson	SH 334	10.583	10.736	69702062	CLEAN AND SEAL JOINTS, EROSION, SPALL REPAIRS	Finalizing for Construc	$ 530,000.00
2	Tyler	Van Zandt	FM 16	9.474	9.534	52203026	IMPROVE INTERSECTION ALIGNMENT	Construction Schedule	$ 471,971.08
2	Lufkin	Shelby	SH 7	0	8.9	5904046	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 93,210.10
2	Yoakum	Colorado	BS 71-F	3.567	3.764	26608013	REHABILITATE EXISTING BRIDGE	Finalizing for Construc	$ 7,700,000.00
2	Yoakum	Lavaca	US 90A	4.269	4.369	44502065	MISC BRIDGE REPAIR	Construction Schedule	$ 435,900.00
2	Austin	Mason	CS	0.654	0.658	91426009	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 385,000.00
2	San Antonio	Atascosa	US 281	1.902	2.102	7303066	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNING	Construction Schedule	$ 78,738.59
2	Corpus Christi	Karnes	SH 239	0.5	10.697	51601018	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 125,618.45
2	San Angelo	Edwards	US 377	0.176	21.461	20103028	SEAL COAT	Finalizing for Construc	$ 851,531.56
2	San Angelo	Edwards	SH 41	0.19	9.27	20105024	SEAL COAT	Construction Schedule	$ 339,929.89
2	Bryan	Washington	FM 109	0.025	4.67	18706026	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 165,997.12
2	Fort Worth	Palo Pinto	US 180	33.171	33.436	710066	CLEAN DITCH AND LINE WITH ROCK GABION MATTRESS	Finalizing for Construc	$ 579,280.00
2	Wichita Falls	Cooke	IH 35	15.211	21.566	19402092	WIDEN TO 6 LANE FREEWAY FACILITY	Under Development	$ 175,000,000.00
2	Corpus Christi	Nueces	SH 361	0.049	1.04	226302098	BRIDGE REHABILITATION (DALE MILLER BRIDGE)	Construction Schedule	$ 3,694,317.40
2	Yoakum	Calhoun	FM 1090	6.501	7.061	51503051	PAVEMENT REPAIR AND RESURFACING	Finalizing for Construc	$ 1,000,000.00
2	Bryan	Washington	BU 290F	20.012	20.955	11409074	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 145,471.12
2	Paris	Fannin	FM 1550	0.031	6.537	148201014	2R REHAB	Finalizing for Construc	$ 2,860,000.00
2	Paris	Red River	FM 911	0.997	1.95	72203014	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 629,501.00
2	Wichita Falls	Cooke	FM 373	20.288	20.538	82302023	SAFETY LIGHTING AT INTERSECTION	Finalizing for Construc	$ 13,422.25
2	Wichita Falls	Cooke	FM 2382	20	26.872	82301036	WIDEN PAVEMENT AND OVERLAY	Finalizing for Construc	$ 4,123,200.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Montague	FM 1816	8.863	12.147	176703018	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDL PAVED SURFACE WIDTH	Finalizing for Construc	$ 1,031,499.00
2	Amarillo	Carson	FM 2161	6.387	6.408	188402011	2018 BMIP REPAIR BRIDGE	Finalizing for Construc	$ 1,640,000.00
2	Amarillo	Gray	RM 1474	12.102	12.117	249101010	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 1,800,000.00
2	Amarillo	Hansford	SH 15	21.797	21.85	30802031	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 2,281,600.00
2	Amarillo	Hartley	FM 767	26.658	27.189	110801020	REPLACE EXISTING BRIDGE	Construction Schedule	$ 5,241,494.70
2	Lubbock	Cochran	SH 214	7.842	32.182	46104024	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 123,895.25
2	Odessa	Pecos	US 285	30.536	30.522	29302020	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 14,844.00
2	San Angelo	Edwards	SH 55	17.726	32.795	23402026	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 137,294.91
2	Abilene	Callahan	BI 20-T	1	3.826	712007	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 30,556.09
2	Abilene	Callahan	FM 604	10.266	10.966	97401028	INSTALL ADVANCE CURVE WARNING SIGNALS - EXISTING WARNING	Construction Schedule	$ 27,199.50
2	Abilene	Callahan	FM 2707	0.9	1.3	45202037	INSTALL ADVANCE WARNING CURVE SIGNALS - EXISTING WARNING	Construction Schedule	$ 25,410.40
2	Abilene	Fisher	FM 1085	7.709	8.009	125101011	HIGH FRICTION SURFACE TREATMENT-CURVE,	Construction Schedule	$ 148,350.00
2	Abilene	Fisher	FM 2142	0.001	10.052	237201008	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 11,544.38
2	Abilene	Fisher	FM 1606	0.001	6.703	152604009	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 10,998.78
2	Abilene	Haskell	SH 6	6.222	13.723	10607025	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 24,217.90
2	Abilene	Haskell	SH 6	15.446	25.306	9807017	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 30,395.76
2	Abilene	Haskell	SH 6	1	16.445	9806022	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 39,031.34
2	Abilene	Haskell	US 380	15.67	31.145	36004031	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 46,281.64
2	Abilene	Haskell	FM 2701	1	1.495	271102006	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 1,579.02
2	Abilene	Haskell	FM 1661	10.001	18.23	165402011	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 24,286.24
2	Abilene	Haskell	BU 277F	17.608	19.57	15704052	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 13,116.06
2	Abilene	Howard	FM 846	1	7.499	115502013	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 48,377.43
2	Abilene	Jones	SH 351	0.5	1.08	1103014	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 1,605.16
2	Abilene	Jones	SH 6	0.001	15.752	10701037	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 53,448.04
2	Abilene	Nolan	SH 153	0.952	18.615	65001032	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 48,537.92
2	Abilene	Shackelford	US 283	22.254	22.292	12504031	HIGH FRICTION SURFACE TREATMENT	Construction Schedule	$ 13,408.60
2	Abilene	Taylor	SH 153	1	3.441	65002014	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 10,642.54
2	Tyler	Van Zandt	US 80	22.347	28.514	9507058	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 474,370.80
2	Lufkin	Nacogdoches	SH 204	1.096	18.328	45004045	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 89,175.10
2	Lufkin	San Augustine	SH 21	2.824	3.307	11810060	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,703,285.75
2	Yoakum	Calhoun	SH 185	11.014	12.353	43201065	ADD TURN LANES & RESURFACING	Finalizing for Construc	$ 600,000.00
2	Yoakum	Fayette	FM 1291	0	6.761	126501018	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 215,468.70
2	Yoakum	Gonzales	FM 1116	0	7.2	57304015	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 801,490.00
2	Yoakum	Jackson	FM 822	14.42	16.527	51505015	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 1,057,277.90
2	Yoakum	Wharton	FM 102	5.051	5.251	70902052	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 23,730.00
2	Yoakum	Wharton	FM 3086	0	4.524	317301004	RESTORE EXISTING ROADWAY	Finalizing for Construc	$ 3,500,000.00
2	Austin	Gillespie	FM 2093	15.653	21.249	190301012	IMPROVE GUARDRAILS,SAFETY TREAT OBJ,PROFILE EDGELINE MARKING	Finalizing for Construc	$ 3,855,877.00
2	Austin	Lee	FM 180	10.6	10.8	311401013	INSTALL INTERSECTION FLASHING BEACON, SAFETY LIGHTING AT	Construction Schedule	$ 53,570.20
2	Austin	Mason	RM 1871	19.071	20.31	175301019	REPAIR, LEVEL-UP AND TOM OVERLAY	Construction Schedule	$ 266,324.40
2	San Antonio	Frio	FM 1582	6.222	6.422	150001024	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNING	Construction Schedule	$ 56,013.44
2	San Antonio	Kerr	SH 27	12.116	12.316	14205082	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNING	Construction Schedule	$ 60,456.30
2	San Antonio	Kerr	SH 173	6.362	6.602	42105030	MODERNIZE INTERSECTION FLASHING BEACON AND INSTALL ADVANCE	Construction Schedule	$ 55,448.50
2	San Antonio	Wilson	FM 1681	10	14.955	21511022	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 131,796.05
2	San Antonio	Wilson	FM 1303	0	11.037	154801015	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 290,757.05
2	Corpus Christi	San Patricio	FM 3512	1.851	1.922	357801005	BRIDGE MAINTENANCE	Finalizing for Construc	$ 64,166.00
2	Bryan	Burleson	SL 83	0	0.494	11606008	MISC WORK CONSISTING OF SIDEWALKS, CURB RAMPS, WALLS, AND	Construction Schedule	$ 104,585.10
2	Bryan	Madison	OSR	5.03	5.1	47503070	WIDEN BRIDGE	Construction Schedule	$ 373,602.20
2	Bryan	Milam	FM 487	1.67	17.079	85801033	SAFETY WORK CONSISTING OF SUBGRADE WIDENING, FLEXIBLE BASE,	Construction Schedule	$ 5,202,388.84
2	Bryan	Washington	FM 1155	7.735	7.853	140504023	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 4,115.50
2	Dallas	Navarro	FM 1126	2.373	3.263	128901029	REPLACE BRIDGE AND APPROACHES.	Construction Schedule	$ 7,228,052.14
2	Beaumont	Jasper	FM 1005	1.482	1.95	127501042	INCREASE SUPERELEVATION	Construction Schedule	$ 177,344.70
2	El Paso	Hudspeth	RM 1111	0.071	0.138	128203009	GRADING, BASE, PAVEMENT, DRAINAGE, SIGNING AND PAVEMENT MARK	Construction Schedule	$ 244,353.53
2	Childress	Collingsworth	FM 1056	0	0.04	177201014	INSTALL ADVANCE INTERSECTION WARNING SIGNALS & SIGNS AND	Finalizing for Construc	$ 28,908.40

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Childress	Collingsworth	FM 1439	4.252	4.272	79708011	REPLACEMENT OF EXISTING BRIDGE FACILITY	Finalizing for Construc	$ 500,000.00
2	Childress	Collingsworth	FM 1547	32.174	32.19	79707032	REPLACEMENT OF EXISTING BRIDGE FACILITY	Finalizing for Construc	$ 375,000.00
2	Childress	Hall	FM 658	0	11.135	105301016	CULVERT EXTENSIONS & SAFETY END TREATMENTS	Construction Schedule	$ 851,726.00
2	Bryan	Walker	US 190	2.185	6.901	21301043	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 272,256.45
2	Tyler	Gregg	BU 259G	2.482	4.303	13801097	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 140,512.50
2	Tyler	Anderson	US 287	1.141	2.984	10901063	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 138,022.50
2	Tyler	Henderson	BS 31H	0	13.064	16401070	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 241,868.00
2	Amarillo	Potter	US 87	9.999	27.367	4105050	PRESERVATION AND SAFETY IMPROVEMENTS ON A FREIGHT CORRIDOR	Construction Schedule	$ 14,420,776.44
2	Lufkin	Angelina	FM 324	3.956	3.984	17608026	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,503,000.00
2	Lufkin	Nacogdoches	SH 7	19.819	19.849	11808085	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,200,000.00
2	Odessa	Midland	FM 1787	1	7.942	171702021	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 10,696,098.95
2	Lubbock	Gaines	US 180	26.189	51.357	29402021	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 128,105.95
2	Childress	Collingsworth	US 83	4.972	9.112	3103042	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 4,137,982.45
2	Abilene	Nolan	IH 20	15.819	31.989	603137	SEAL COAT	Finalizing for Construc	$ 586,742.00
2	Abilene	Nolan	IH 20	15.819	31.989	603138	SEAL COAT	Finalizing for Construc	$ 31,748.00
2	Odessa	Ector	IH 20	0.5	8.758	406038	SEAL COAT OF FRONTAGE ROAD	Finalizing for Construc	$ 391,127.00
2	Odessa	Reeves	IH 20	34.817	38.799	306092	SEAL COAT_IH 20 FRONTAGE ROAD	Construction Schedule	$ 186,077.64
2	San Angelo	Crockett	US 190	0	26.881	227902018	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 238,206.81
2	San Angelo	Runnels	US 67	0	13.986	7801037	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 180,516.84
2	Waco	Hamilton	US 84	0	9.713	5502023	REHABILITATE ROADWAY AND ADD PASSING LANES	Finalizing for Construc	$ 5,044,600.00
2	Lufkin	Houston	SH 21	0.049	15.692	11706048	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 100,929.80
2	Lufkin	Nacogdoches	FM 343	15.958	15.979	230001020	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,400,000.00
2	Lufkin	Nacogdoches	FM 1087	0.14	8.944	92605009	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 7,500,000.00
2	Yoakum	Fayette	US 90	19.011	19.299	2603042	WIDEN BRIDGE AND APPROACHES	Construction Schedule	$ 808,994.00
2	Bryan	Burleson	FM 2039	2.469	2.569	83313015	REPLACE BRIDGE AND APPROACHES	Under Development	$ 700,000.00
2	Bryan	Burleson	FM 60	14.078	14.178	71301041	REPLACE BRIDGE AND APPROACHES	Under Development	$ 625,000.00
2	Bryan	Burleson	FM 2039	0.878	0.978	83313014	REPLACE BRIDGE AND APPROACHES	Under Development	$ 500,000.00
2	Bryan	Burleson	FM 50	42.669	42.769	45701063	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,200,000.00
2	Bryan	Washington	FM 109	4.15	4.25	18706027	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 8,700,000.00
2	Brownwood	Brown	PW	5.769	6.769	92306068	SEAL COAT PARK ROADS, PARKING LOTS AND CAMPSITE PULLOUTS	Finalizing for Construc	$ 1.00
2	El Paso	Culberson	IH 10	10.914	12.609	303046	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 94,162.00
2	El Paso	Hudspeth	IH 10	4.246	15.219	212106043	REPLACE RAILS AT BRIDGES AND APPROACHES	Under Development	$ 194,409.00
2	Fort Worth	Erath	US 67	3.561	12.679	7905060	MILL 0-2", HMAC OVERLAY, ADD PAVEMENT MARKINGS	Under Development	$ 5,219,138.00
2	Corpus Christi	Goliad	US 59	2.224	17.286	8802066	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Under Development	$ 7,500,000.00
2	Bryan	Washington	SH 36	12.947	13.047	18606088	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,000,000.00
2	Atlanta	Harrison	US 80	6.514	6.517	9607045	IMPROVE TRAFFIC SIGNAL AND ADD LEFT TURN LANE	Construction Schedule	$ 399,093.54
2	Atlanta	Panola	US 59	2.025	16.898	6304060	RECONSTRUCT INTERSECTION & RAMPS WITH CONCRETE PAVING	Finalizing for Construc	$ 4,108,200.00
2	Atlanta	Panola	US 59	20.027	22.241	6303065	REHABILITATE 4-LANE DIVIDED HIGHWAY	Finalizing for Construc	$ 6,393,200.00
2	Paris	Fannin	FM 1629	1	3.867	198001009	REHAB EXISTING ROADWAY	Construction Schedule	$ 974,998.70
2	Waco	Limestone	US 84	8.615	10.619	5603065	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 345,184.70
2	Abilene	Howard	FM 700	3.43	6.996	66802019	SEAL COAT	Finalizing for Construc	$ 340,022.00
2	Lufkin	San Augustine	US 96	9.29	13.73	80904053	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 223,158.00
2	Lufkin	San Augustine	US 96	6.248	10.29	80904052	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 269,275.00
2	Lufkin	Trinity	SH 94	7.949	20.401	31903054	RESURFACE WITH SEAL COAT	Under Development	$ 532,959.00
2	Lufkin	Trinity	SH 94	7.949	22.847	31903055	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 317,482.00
2	Atlanta	Panola	US 59	16.814	19.153	6304063	SEAL COAT	Construction Schedule	$ 263,899.50
2	Amarillo	Hutchinson	SH 136	18.62	28.625	35601104	SEALCOAT	Construction Schedule	$ 911,730.62
2	Amarillo	Hutchinson	SH 136	0	14.353	37901044	SEALCOAT	Construction Schedule	$ 1,675,034.60
2	Amarillo	Ochiltree	US 83	6.92	8.02	3002047	SEALCOAT	Construction Schedule	$ 1,024,962.50
2	Fort Worth	Palo Pinto	US 180	0.001	9.481	1110027	REPAIR BASE FAILURES, MILL, HMAC OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 7,407,407.00
2	San Angelo	Real	RM 337	0	20.96	79201032	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 1,011,518.00
2	Abilene	Howard	SH 350	0.001	25.125	69301034	ROADWAY REHABILITATION / ARMORING	Under Development	$ 14,000,000.00
2	Abilene	Jones	FM 600	1.001	12.163	203202016	SEAL COAT	Under Development	$ 335,617.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Taylor	FM 1235	1.001	16.067	66303030	SEAL COAT	Finalizing for Construc	$ 324,983.00
2	Abilene	Taylor	FM 1235	1.001	6.933	66304014	SEAL COAT	Under Development	$ 177,990.00
2	Waco	Falls	FM 413	0.928	10.897	80802015	REHABILITATE ROADWAY	Finalizing for Construc	$ 5,715,100.00
2	Lufkin	Houston	FM 227	5.126	11.876	93701024	RECONSTRUCT AND WIDEN PAVEMENT	Under Development	$ 4,310,000.00
2	Yoakum	Austin	SH 159	0	4.845	40802048	REHABILITATE ROADWAY	Finalizing for Construc	$ 4,000,000.00
2	Yoakum	Jackson	US 59	13.318	18.258	8903090	INSTALL MEDIAN BARRIER	Construction Schedule	$ 718,068.75
2	Austin	Blanco	RM 1623	0	8.279	153401018	LEVEL-UP, REPAIR, AND SEAL COAT	Finalizing for Construc	$ 960,000.00
2	Austin	Gillespie	RM 1376	0	7.97	189903008	SEAL COAT	Finalizing for Construc	$ 895,000.00
2	Austin	Llano	SH 29	4.564	8.109	15004048	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 5,000,000.00
2	Austin	Llano	SH 29	10.936	13.657	15004049	CONSTRUCT SUPER 2 PASSING LANES	Finalizing for Construc	$ 5,000,000.00
2	Corpus Christi	Live Oak	US 59	0.654	30.291	54206048	2018 HOT RUBBER SEAL PROJECT	Construction Schedule	$ 1,210,826.24
2	Bryan	Freestone	FM 80	0.005	7.129	61201049	REHABILITATE RD AND WIDEN SHOULDERS	Finalizing for Construc	$ 7,500,000.00
2	El Paso	Jeff Davis	SH 17	14.237	19.983	10402030	SEAL COAT	Finalizing for Construc	$ 264,316.00
2	Fort Worth	Palo Pinto	US 281	15.451	23.254	25001036	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY,	Finalizing for Construc	$ 10,000,000.00
2	Lubbock	Swisher	IH 27	13.188	14.173	6702071	BRIDGE MAINTENANCE	Finalizing for Construc	$ 1,127,593.00
2	Odessa	Pecos	IH 10	1	11.393	14005026	SEAL COAT_FRONTAGE ROAD	Finalizing for Construc	$ 379,836.00
2	Odessa	Ward	IH 20	0	16.561	402059	SEAL COAT FRONTAGE ROAD	Finalizing for Construc	$ 878,512.00
2	Bryan	Walker	FM 247	0.03	13.765	57802046	SEAL COAT	Construction Schedule	$ 432,602.28
2	Bryan	Milam	FM 1600	1.007	9.292	151901032	SEAL COAT	Construction Schedule	$ 226,800.68
2	Paris	Franklin	FM 115	12.293	12.415	72301037	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 36,726.45
2	Paris	Red River	SH 37	9.599	14.07	77203020	SEAL COAT	Construction Schedule	$ 192,337.45
2	Amarillo	Sherman	FM 119	23.404	29.221	72703015	SEALCOAT	Construction Schedule	$ 276,512.48
2	Abilene	Nolan	US 277	1.001	1.639	40703011	SEAL COAT	Finalizing for Construc	$ 33,679.40
2	Abilene	Taylor	FM 1086	1	3.251	125001006	SEAL COAT	Finalizing for Construc	$ 44,126.46
2	Corpus Christi	Jim Wells	FM 738	4.125	7.803	108702010	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 100,205.05
2	Bryan	Milam	FM 1915	0.04	6.136	248101019	SEAL COAT	Construction Schedule	$ 235,223.14
2	El Paso	Presidio	US 67	1	16.179	10406026	SEAL COAT	Construction Schedule	$ 779,312.80
2	Amarillo	Gray	SH 152	1	6.422	45503034	FULL DEPTH RECLAMATION AND OVERLAY	Finalizing for Construc	$ 4,800,000.00
2	Austin	Lee	US 77	24.44	27.779	21107044	TOM OVERLAY	Construction Schedule	$ 1,166,226.17
2	Abilene	Scurry	CS	0.42	0.44	90819026	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,020,000.00
2	Wichita Falls	Archer	CR	4.28	4.38	90329026	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 244,740.70
2	Lubbock	Swisher	CR	0	0.544	90517015	BRIDGE PREVENTATIVE MAINTENANCE	Finalizing for Construc	$ 543,612.60
2	Abilene	Callahan	CR	1.035	1.067	90834027	REPLACE BRIDGES ND APPROACHES	Finalizing for Construc	$ 320,000.00
2	Abilene	Scurry	CR	1.559	1.585	90819025	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 320,892.00
2	Beaumont	Newton	SH 12	13.049	16.248	49902031	MILL, JOINT REPAIR, OVERLAY	Finalizing for Construc	$ 1,600,000.00
2	Pharr	Brooks	SH 285	23.538	24.342	48203035	REHABILITATE ROADWAY	Finalizing for Construc	$ 2,382,336.00
2	Abilene	Nolan	IH 20	16.539	17.174	603134	REHABILITATE ROADWAY,1-CST, OVERLAY	Construction Schedule	$ 2,154,098.00
2	Abilene	Taylor	IH 20	5.805	6.438	604074	REPLACE BRIDGE AND APPROACH RAILING OR	Construction Schedule	$ 60,525.40
2	Abilene	Taylor	IH 20	8.763	9.402	604077	REPLACE BRIDGE AND APPROACH RAILING OR	Construction Schedule	$ 83,619.80
2	Paris	Lamar	FM 905	1	16.59	73003027	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 64,844.80
2	Paris	Hopkins	IH 30	18.345	25.577	1002096	MILL AND OVERLAY, PFC	Finalizing for Construc	$ 4,773,027.00
2	Paris	Delta	FM 198	6.263	13.246	76302009	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 29,395.20
2	Paris	Fannin	FM 898	6.376	8.415	51005016	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 5,802,465.23
2	Paris	Hopkins	IH 30	25.607	33.507	61001044	MILL AND OVERLAY, PFCY	Finalizing for Construc	$ 5,226,973.00
2	Paris	Hopkins	FM 1567	9.939	12.808	64104018	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 12,465.60
2	Paris	Lamar	FM 38	26.199	31.661	74902020	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 23,028.80
2	Paris	Lamar	FM 196	0	6.057	68007011	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 25,243.20
2	Paris	Red River	SH 37	14.068	21.378	18904020	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 557,060.13
2	Paris	Red River	SH 37	0.453	17.2	18902051	SAFETY TREAT FIXED OBJECTS, TEXTURIZE SHOULDERS	Construction Schedule	$ 2,051,210.88
2	Paris	Red River	FM 410	0	7.156	215501011	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 29,998.40
2	Paris	Red River	FM 410	4.167	12.27	77202017	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 30,605.60
2	Paris	Red River	FM 195	0	13.39	73004014	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 54,944.00
2	Yoakum	Colorado	US 90	16.988	17.783	2701045	REPLACE BRIDGE AND APPROACHES	Under Development	$ 10,225,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Colorado	US 90	15.419	16.52	2606031	ACP OVERLAY	Under Development	$ 600,000.00
2	Odessa	Reeves	US 285	34.994	52.388	13904048	PAVEMENT REPAIR	Construction Schedule	$ 20,000.00
2	Wichita Falls	Cooke	IH 35	16.156	21.566	19402098	SEAL COAT (VARIOUS LOCATIONS ON FRONTAGE ROADS)	Construction Schedule	$ 174,077.69
2	Brownwood	Stephens	US 180	12.428	13.048	1109065	RECONSTRUCT URBAN ROADWAY INCLUDING CURB AND GUTTER AND	Construction Schedule	$ 2,349,423.25
2	Yoakum	De Witt	US 87	15.465	17.194	14308097	WIDEN ROADWAY TO ACCOMMODATE 14' TWO WAY LEFT TURN LANES	Construction Schedule	$ 3,207,871.95
2	Tyler	Gregg	SH 31	1.054	1.827	13801096	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 54,594.50
2	San Antonio	Kerr	SL 98	6.618	6.818	52601018	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 149,675.87
2	Brownwood	Stephens	US 180	11.702	12.428	1108026	RECONSTRUCT URBAN ROADWAY	Construction Schedule	$ 3,624,311.98
2	Atlanta	Panola	SH 149	3.597	5.577	6311042	WIDEN EXISTING 2 LN HIGHWAY TO 4 LN DIVIDED INCLUDING	Construction Schedule	$ 18,970,628.60
2	Wichita Falls	Clay	US 287	8.877	15.707	22402044	MILL AND REPLACE PFC (SB)	Construction Schedule	$ 1,273,591.07
2	Wichita Falls	Clay	US 287	17.009	23.174	22401060	MILL AND REPLACE PFC (SB)	Construction Schedule	$ 1,210,159.15
2	El Paso	Culberson	US 285	0	0.705	13901020	PAVEMENT REPAIR	Construction Schedule	$ 20,000.00
2	Odessa	Reeves	US 285	24.836	34.929	13903039	ROADWAY WIDENING TO A MODIFIED SUPER 2	Construction Schedule	$ 20,665,254.15
2	Odessa	Reeves	US 285	14.034	24.835	13903040	HMAC, FLBS, SEAL COAT, SIGN & PAV MRK	Construction Schedule	$ 11,003,836.62
2	Odessa	Reeves	US 285	0.745	14.069	13902026	PAVEMENT REPAIR	Construction Schedule	$ 20,000.00
2	Yoakum	De Witt	US 87	20.265	24.506	14309069	ACP OVERLAY	Construction Schedule	$ 2,022,176.12
2	Bryan	Burleson	SH 21	0.064	10.114	11602044	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 998,464.42
2	Dallas	Navarro	IH 45	20.7	33.566	9206104	FULL DEPTH CONCRETE PAVEMENT REPAIR	Finalizing for Construc	$ 319,746.04
2	Pharr	Starr	FM 755	27.507	31.762	110304027	REALIGNMENT WITH PARTIAL WIDENING TO 4 LANES	Construction Schedule	$ 13,235,190.43
2	Abilene	Taylor	US 277	4.238	5.167	40705027	LED FLASHING CHEVRONS & HIGH FRICTION SURFACE TREATMENT	Construction Schedule	$ 856,613.70
2	Tyler	Van Zandt	SH 64	31.887	39.31	24519028	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 450,239.90
2	Lufkin	San Jacinto	FM 223	0.701	6.345	39505023	TEXTURIZE SHOULDERS (PROFILE CENTERLINE MARKINGS)	Construction Schedule	$ 30,689.90
2	Corpus Christi	Refugio	SH 202	0	7.1	44704020	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 64,138.55
2	Bryan	Leon	SH 7	15.258	15.428	33503042	REPLACEMENT OF AN EXISTING BRIDGE FACILITY CONSISTING OF	Construction Schedule	$ 2,009,280.88
2	Bryan	Leon	SH 7	9.003	17.39	33503054	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 277,898.20
2	San Angelo	Runnels	FM 384	7.026	9.785	82801017	SEAL COAT	Finalizing for Construc	$ 86,577.98
2	Amarillo	Moore	FM 722	1	16.228	72704020	SEALCOAT	Construction Schedule	$ 586,565.50
2	Amarillo	Deaf Smith	FM 1259	1.008	3.858	124302030	SEALCOAT	Construction Schedule	$ 159,656.25
2	Amarillo	Armstrong	FM 294	0	10.789	78803022	SEALCOAT	Construction Schedule	$ 338,644.00
2	Amarillo	Hutchinson	FM 2171	0.043	4.304	55707015	SEALCOAT	Construction Schedule	$ 150,063.50
2	Amarillo	Randall	PW	10	11	90411056	SEALCOAT ROADS, PARKING LOTS,CAMPSITE PULLOUTS THROUGHOUT TH	Finalizing for Construc	$ 425,000.00
2	San Angelo	Kimble	US 377	0	9.45	14803026	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 87,168.35
2	San Angelo	Real	RM 335	0.891	7.189	83002020	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 33,774.52
2	San Angelo	Tom Green	FM 388	4.006	17.964	228401030	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 118,180.11
2	Abilene	Fisher	FM 608	3.496	4.657	237901011	INSTALL CHEVRONS ON CURVE, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 29,932.60
2	Abilene	Jones	FM 2404	2.343	3.212	247401008	INSTALL CHEVRONS ON CURVE, PROFILE EDGELINE MARKINGS,	Construction Schedule	$ 29,017.60
2	Abilene	Jones	FM 126	0.991	3.36	73302022	INSTALL CHEVRONS ON CURVE,_PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 43,947.00
2	Abilene	Jones	FM 1812	10.603	18.554	210902014	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 59,328.94
2	Abilene	Jones	FM 707	5.6	6	48401022	HIGH FRICTION SURFACE TREATMENT-CURVE,	Construction Schedule	$ 104,446.00
2	Abilene	Jones	FM 605	10.2	11	97501021	INSTALL CHEVRONS ON CURVE, PROFILE EDGELINE MARKINGS,	Construction Schedule	$ 37,247.30
2	Abilene	Shackelford	US 283	5	19.638	12504029	MILLED EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 26,083.95
2	Abilene	Taylor	FM 89	2.721	4.8	293501014	INSTALL CHEVRONS ON CURVE, PROFILE EDGELINE MARKINGS,	Construction Schedule	$ 61,016.20
2	Tyler	Anderson	FM 321	13.133	16.525	89201020	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 116,442.50
2	Tyler	Henderson	RM 3054	0	4.168	230202008	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 148,982.40
2	Tyler	Van Zandt	FM 47	0	5.055	64601033	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 179,911.25
2	Tyler	Wood	SH 182	1.889	11.388	42901023	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 1,252,610.15
2	Lufkin	Houston	SH 21	0	16.804	11802034	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 79,899.20
2	Lufkin	Houston	FM 2022	7.288	13.313	187502024	TEXTURIZE SHOULDERS (PROFILE CENTERLINE MARKINGS)	Construction Schedule	$ 31,707.20
2	Lufkin	Houston	FM 227	11.302	15.109	93702033	RECONSTRUCT AND WIDEN PAVEMENT TO 24'	Construction Schedule	$ 2,241,892.45
2	Lufkin	Polk	FM 2610	0	4.962	259101011	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 25,944.30
2	Lufkin	Sabine	FM 1	13.267	17.864	6405060	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 26,744.40
2	Lufkin	San Jacinto	FM 3460	5.535	7.286	343701008	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 11,979.50
2	Lufkin	Trinity	FM 357	10	17.723	207103012	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 537,701.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Austin	Mason	US 377	0	11.046	14904017	TEXTURIZE SHOULDERS- PROF PAVEMENT MARKERS	Construction Schedule	$ 81,652.20
2	Austin	Mason	US 377	20	24.263	39602027	TEXTURIZE SHOULDERS- PROFILE PAVEMENT MARKERS	Construction Schedule	$ 31,511.90
2	San Antonio	Medina	SH 211	1.773	1.876	354403005	INSTALL OVERHEAD FLASHING BEACON, ADVANCE WARNING SIGNS WITH	Construction Schedule	$ 56,071.00
2	Corpus Christi	Aransas	FM 136	0	2.613	73802024	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 27,042.25
2	Corpus Christi	San Patricio	FM 136	0	3.189	73803029	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 29,412.35
2	Bryan	Freestone	FM 2777	0	2.581	282601006	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 100,000.00
2	Bryan	Leon	FM 39	17.191	24.048	64301059	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 247,239.97
2	Bryan	Madison	FM 2158	5	10.057	202701012	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 160,000.00
2	Bryan	Madison	FM 39	7.655	13.813	63902029	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 175,582.22
2	Bryan	Milam	FM 1600	9.25	11.59	151901031	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 70,000.00
2	Bryan	Milam	FM 1963	0	1.172	20908009	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 40,000.00
2	Bryan	Milam	FM 2095	7.589	10.883	195301026	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 96,421.21
2	Bryan	Robertson	FM 937	0	5.491	119105007	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 164,857.83
2	Bryan	Robertson	SH 7	0	8.883	38204019	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 291,893.37
2	Atlanta	Titus	US 271	22.35	23.455	24801077	CONSTRUCT GRADE SEPARATION AND APPROACHES ON 4-LANE HIGHWAY	Construction Schedule	$ 14,887,891.34
2	Beaumont	Jasper	FM 2246	9.123	9.241	212001027	ADD SHOULDERS	Construction Schedule	$ 122,052.37
2	Beaumont	Tyler	FM 1013	7.75	9.85	123701032	INCREASE SUPERELEVATION	Construction Schedule	$ 334,661.70
2	Laredo	Val Verde	SL 79	0.129	3.289	362101012	REHABILITATION OF AN EXISTING HIGHWAY	Construction Schedule	$ 5,700,828.30
2	Brownwood	Brown	US 67	1.046	1.146	5406105	CONSTRUCT RIGHT TURN LANE	Finalizing for Construc	$ 350,000.00
2	Odessa	Ward	SH 18	12.801	16.7	29204063	ROADWAY REHABILITATION	Finalizing for Construc	$ 6,000,000.00
2	Yoakum	De Witt	US 87	14.9	15.409	14308098	REHABILITATE EXISTING BRIDGES	Finalizing for Construc	$ 7,500,000.00
2	Atlanta	Panola	US 59	19.662	19.67	6304061	REPLACE MBGF	Finalizing for Construc	$ 75,000.00
2	Atlanta	Panola	US 59	20.019	20.023	6304062	REPLACE MBGF	Finalizing for Construc	$ 65,000.00
2	Laredo	Dimmit	US 83	17.714	27.643	3706099	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 26,000,000.00
2	Laredo	La Salle	SH 97	14.634	15.353	48301055	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,000,000.00
2	Yoakum	Fayette	SH 159	3	9.549	26702038	REHABILITATE ROADWAY	Finalizing for Construc	$ 3,500,000.00
2	Lubbock	Lamb	US 385	5.605	14.714	22702022	TEXTURIZE SHOULDERS (MILLED-IN)	Construction Schedule	$ 24,693.40
2	Odessa	Ward	SH 115	0	8.675	35402028	SEAL COAT	Construction Schedule	$ 331,139.95
2	San Angelo	Runnels	US 83	2.552	12.234	3501033	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 86,830.37
2	Abilene	Jones	US 83	4.602	19.738	3304068	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 89,118.76
2	Abilene	Stonewall	US 83	0.941	13.252	3301039	TEXTURIZE SHOULDERS AND CENTER LINE	Construction Schedule	$ 90,972.08
2	Lufkin	Angelina	FM 326	3.901	4.403	326401010	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 1,600,000.00
2	Lufkin	Trinity	US 287	0	9.196	34002026	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS, PROFILE	Construction Schedule	$ 44,492.80
2	Yoakum	Gonzales	FM 2067	1.81	1.91	94202011	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,550,000.00
2	Yoakum	Gonzales	US 87	13.663	13.763	14307039	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 7,050,000.00
2	Yoakum	Gonzales	US 90A	7.039	7.239	2505023	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,000,000.00
2	Corpus Christi	Refugio	SH 35	2.58	13.784	18002040	SAFETY TRT FIXED OBJECTS, INSTALL PASSING LANES ON 2 LANE RD	Finalizing for Construc	$ 1,158,794.00
2	Bryan	Grimes	SH 30	20.01	28.752	21201036	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 332,543.09
2	Bryan	Walker	SH 30	0	13.127	21202035	REHABILITATION OF EXISTING ROAD CONSISTING OF GRADING,	Construction Schedule	$ 17,093,872.08
2	Laredo	La Salle	FM 468	11.002	12.032	65204065	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 32,642.00
2	Laredo	La Salle	FM 624	0.5	14.136	237301021	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 477,050.00
2	Dallas	Navarro	FM 667	0	2.476	74702018	REHABILITATE EXISTING ROADWAY AND ADD SHOULDERS	Construction Schedule	$ 3,964,546.36
2	Laredo	La Salle	IH 35	20.343	38.086	1802085	REPLACEMENT OF BRIDGE AND APPROACH RAIL	Construction Schedule	$ 556,573.46
2	Odessa	Ward	SS 57	0	11.17	403051	SEAL COAT	Finalizing for Construc	$ 275,106.00
2	Tyler	Cherokee	FM 347	12.002	12.593	19804041	SEAL COAT & PAVEMENT MARKINGS - SECTIONS	Construction Schedule	$ 31,013.00
2	San Angelo	Menard	US 190	0.003	20.563	39605020	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 181,407.86
2	San Angelo	Real	US 83	16.467	27.694	3605041	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 108,661.27
2	Abilene	Borden	FM 1610	10	21.292	153101015	SEAL COAT	Finalizing for Construc	$ 266,120.00
2	Abilene	Callahan	SH 206	0.001	4.805	263802009	SEAL COAT	Finalizing for Construc	$ 168,803.00
2	Abilene	Fisher	US 180	0.001	13.672	29603036	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 98,381.85
2	Abilene	Mitchell	BI 20-H	1	2.069	511026	SEAL COAT	Under Development	$ 33,241.00
2	Abilene	Shackelford	FM 576	5	14.894	103105017	SEAL COAT	Finalizing for Construc	$ 218,024.00
2	Abilene	Stonewall	US 83	4.333	16.597	3207031	TEXTURIZE SHOULDERS AND CENTER LINE	Construction Schedule	$ 91,083.06

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Waco	Hamilton	SH 22	0	10.17	12001020	REHAB AND WIDEN ROADWAY	Under Development	$ 4,590,000.00
2	Tyler	Rusk	FM 95	36.643	38.595	70602023	REHABILITATE ROADWAY AND WIDEN TO 26'	Under Development	$ 1,200,000.00
2	Tyler	Van Zandt	PW	3.737	4.087	91012124	SEAL COAT PARK ROADS, PARKING LOTS & CAMPSITE PULLOUTS	Finalizing for Construc	$ 205,000.00
2	Lufkin	Houston	SH 21	0	5.724	11707040	RECONSTRUCT PAVEMENT AND ADD PASSING LANES	Construction Schedule	$ 10,410,667.85
2	Lufkin	Nacogdoches	SH 21	0	0.1	11806071	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,400,000.00
2	Lufkin	Nacogdoches	SH 204	1	18.328	45004048	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 913,965.00
2	Lufkin	Nacogdoches	FM 226	20	25.673	89301038	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 4,550,000.00
2	Lufkin	San Augustine	FM 353	0	7.11	11812015	RECONSTRUCT AND WIDEN PAVEMENT	Under Development	$ 5,036,000.00
2	Lufkin	San Augustine	FM 1277	7.084	15.397	59702023	RECONSTRUCT EXISTING PAVEMENT AND WIDEN TO 26FT	Finalizing for Construc	$ 5,810,777.00
2	Lufkin	Shelby	FM 1279	0	5.717	140902013	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 198,669.00
2	Lufkin	Shelby	FM 2913	0.033	3.168	12309005	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 117,333.00
2	Yoakum	De Witt	FM 240	12.366	12.783	57305020	REPLACE BRIDGE AND APPROACHES	Under Development	$ 740,000.00
2	Yoakum	Gonzales	FM 108	6.13	6.41	71501025	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,510,000.00
2	Austin	Mason	RM 1871	11.041	11.046	175301020	REMOVE EXISTING RELIEF BRIDGE STRUCTURE 1753-1-2	Finalizing for Construc	$ 20,000.00
2	Bryan	Freestone	FM 80	3.014	3.114	61201045	REPLACE BRIDGE AND APPROACHES	Under Development	$ 900,000.00
2	Atlanta	Cass	SH 8	0.551	0.911	6202024	CASS COUNTY APPROACH TO SULPHUR RIVER BRIDGE	Finalizing for Construc	$ 1,502,416.00
2	Laredo	Duval	SH 16	13.877	15.854	51704063	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 645,979.00
2	Laredo	La Salle	FM 624	36.516	41.752	65205020	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 182,630.00
2	Laredo	Zavala	FM 1867	9.686	13.368	179901019	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 504,427.00
2	Brownwood	Comanche	SH 36	16.429	22.28	18301043	ACP OVERLAY	Construction Schedule	$ 1,309,548.50
2	Brownwood	Eastland	FM 8	0	4.534	55001029	SEAL COAT	Under Development	$ 121,399.00
2	Brownwood	San Saba	FM 45	0.108	7.058	48008024	RECONSTRUCT EXISTING 2 LANE HIGHWAY	Finalizing for Construc	$ 6,140,000.00
2	El Paso	Brewster	US 90	30	31.877	2101057	ROADWAY REHABILITATION	Construction Schedule	$ 542,773.59
2	El Paso	Culberson	SH 118	0	1.517	51201013	SEAL COAT	Finalizing for Construc	$ 69,782.00
2	El Paso	Jeff Davis	IH 10	0	6.997	304053	SEAL COAT (FRONTAGE ROAD)	Finalizing for Construc	$ 304,612.00
2	Childress	Knox	SH 6	22.255	26.425	9804036	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 2,400,000.00
2	Lufkin	Angelina	SH 103	0	15.27	33605064	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 88,412.00
2	Odessa	Ward	SH 18	10.085	10.663	29204066	MILL AND FILL	Finalizing for Construc	$ 2,671,856.00
2	Beaumont	Jasper	US 96	0	0.68	6501057	SEAL COAT	Under Development	$ 58,231.05
2	Atlanta	Cass	US 59	11.551	13.792	21804117	RESURFACE EXISTING 4-LANE HIGHWAY	Finalizing for Construc	$ 4,400,000.00
2	Yoakum	Wharton	SH 71	14.146	15.987	26605052	MILL AND INLAY	Under Development	$ 1,000,000.00
2	Paris	Lamar	US 271	0.17	9.436	13608043	PFC OVERLAY	Finalizing for Construc	$ 3,920,000.00
2	Amarillo	Armstrong	US 287	26.688	32.351	4205032	OVERLAY WITH PAVEMENT REPAIR	Finalizing for Construc	$ 3,800,000.00
2	Abilene	Nolan	US 84	0.001	10.792	5312073	SEAL COAT	Finalizing for Construc	$ 776,361.00
2	Tyler	Henderson	SH 31	15.834	16.786	16402042	REPAIR & RESURFACE ROADWAY	Finalizing for Construc	$ 1,500,000.00
2	Austin	Blanco	US 281	0.007	14.943	25203052	SEAL COAT	Finalizing for Construc	$ 1,808,000.00
2	Corpus Christi	Refugio	US 77	12.146	18.988	37102074	OVERLAY ROADWAY	Finalizing for Construc	$ 6,450,000.00
2	Corpus Christi	San Patricio	SH 361	0	0.6	18010082	UPGRADE/ADD DIRECT CONNECTORS	Under Development	$ 60,000,000.00
2	Beaumont	Jasper	US 96	0	5.393	6407044	WIDEN TO FOUR LANE DIVIDED HIGHWAY	Under Development	$ 50,000,000.00
2	Fort Worth	Erath	FM 3025	1.811	8.113	312201016	SEAL COAT	Finalizing for Construc	$ 179,893.60
2	Wichita Falls	Cooke	FM 2896	10	14.301	135701026	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Finalizing for Construc	$ 2,777,246.28
2	Wichita Falls	Throckmorton	FM 209	1	8.611	107601037	SEAL COAT	Construction Schedule	$ 194,755.20
2	Wichita Falls	Throckmorton	FM 2356	12	17.116	275301009	SEAL COAT	Construction Schedule	$ 129,756.97
2	Lubbock	Hockley	FM 597	9.094	13.325	129105009	SEAL COAT	Construction Schedule	$ 124,615.10
2	Lubbock	Lubbock	FM 597	16.146	18.659	204702012	SEAL COAT	Construction Schedule	$ 64,805.55
2	San Antonio	Wilson	FM 536	0	9.547	100901039	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 329,232.37
2	Corpus Christi	Bee	FM 799	0.177	10.507	105803015	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 311,089.65
2	Corpus Christi	Karnes	FM 81	10.534	19.289	69101042	REHAB AND WIDEN ROADWAY	Finalizing for Construc	$ 6,450,872.75
2	Bryan	Washington	FM 1948	0.027	9.054	223802022	SEAL COAT	Construction Schedule	$ 245,728.66
2	Bryan	Washington	FM 1935	0	2.86	261901009	SEAL COAT	Construction Schedule	$ 104,847.57
2	Atlanta	Panola	FM 2517	0.137	18.27	223901026	SEAL COAT	Construction Schedule	$ 442,029.00
2	Laredo	Duval	FM 716	18.813	22.47	108303014	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 89,782.82
2	Atlanta	Harrison	SL 390	0	3.929	157505016	CONSTRUCT 4-LANE DIVIDED HIGHWAY TO INTERSTATE STANDARDS	Under Development	$ 154,275,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Amarillo	Deaf Smith	US 60	3.35	16.577	16807044	SEALCOAT	Construction Schedule	$ 489,665.68
2	Amarillo	Hemphill	US 83	1	6.33	3007022	OVERLAY WITH PAVEMENT REPAIR	Finalizing for Construc	$ 2,200,000.00
2	Abilene	Haskell	US 277	1.001	10.005	15703048	SEAL COAT	Finalizing for Construc	$ 1,123,178.00
2	Abilene	Taylor	US 84	0.001	11.21	5401033	SEAL COAT	Under Development	$ 515,711.00
2	Tyler	Cherokee	US 69	37.34	37.525	19902058	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 22,130.90
2	Paris	Red River	US 82	2.489	14.929	4512082	SEAL COAT	Construction Schedule	$ 607,308.10
2	Odessa	Pecos	SH 349	1	4.126	55603050	SEAL COAT	Finalizing for Construc	$ 113,975.00
2	San Angelo	Runnels	US 67	0.001	13.986	7801039	ADD PASSING LANES	Under Development	$ 9,790,200.00
2	Austin	Gillespie	US 290	8.864	12.796	11202032	SEAL COAT	Finalizing for Construc	$ 495,900.00
2	Austin	Gillespie	US 290	22.874	26.854	11203034	SEAL COAT	Finalizing for Construc	$ 500,000.00
2	Corpus Christi	Bee	US 181	1	8.866	10101067	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Under Development	$ 6,110,000.00
2	Tyler	Rusk	SH 315	0.479	9.25	46201023	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 463,008.65
2	Tyler	Anderson	SL 256	0.005	4.497	52009051	SEAL COAT AND PAVEMENT MARKINGS-ROADWAY & SHOULDERS	Finalizing for Construc	$ 488,970.95
2	Wichita Falls	Clay	US 82	5.059	5.175	4402087	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 106,300.00
2	Corpus Christi	Nueces	SS 22	5.173	3.096	37301106	2018 HOT RUBBER SEAL	Construction Schedule	$ 146,068.80
2	Amarillo	Ochiltree	SL 143	10.868	3.763	261301020	SEALCOAT	Finalizing for Construc	$ 378,610.00
2	Lubbock	Bailey	US 70	11.625	0.587	14501031	TREE REMOVAL IN CLEAR ZONE	Construction Schedule	$ 255,400.00
2	Paris	Hopkins	SH 11	27.162	11.521	8312003	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 70,539.00
2	Tyler	Wood	US 80	5.193	6.443	9601044	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 106,054.50
2	Paris	Lamar	US 271	9.847	3.409	13607049	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 117,788.00
2	Paris	Delta	SH 24	9.638	1.254	13603065	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 162,719.00
2	Paris	Fannin	SH 34	0.817	0.094	17402015	SEAL COAT	Finalizing for Construc	$ 320,536.10
2	Paris	Fannin	FM 824	8.794	0.007	115401020	2R REHABILITATION	Finalizing for Construc	$ 4,840,000.00
2	Paris	Franklin	FM 115	10.663	0.004	72301038	SEAL COAT	Finalizing for Construc	$ 162,208.05
2	Paris	Franklin	FM 900	6.916	2.935	68006019	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 44,529.00
2	Paris	Hopkins	FM 275	14.034	1.026	72501046	SEAL COAT	Finalizing for Construc	$ 90,501.90
2	Paris	Hopkins	FM 71	4.045	0.005	54606021	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 100,498.00
2	Paris	Hopkins	SH 19	5.888	5.49	40002053	CREATING A LEFT TURN LANE AND CONTINUES TURN LANE FOR	Finalizing for Construc	$ 731,443.95
2	Paris	Lamar	FM 1500	9.856	2.527	145501011	SEAL COAT	Construction Schedule	$ 77,979.65
2	Paris	Rains	FM 2081	1.611	1.521	227503004	SEAL COAT	Finalizing for Construc	$ 47,237.60
2	Paris	Rains	FM 47	3.353	0.032	77001018	SEAL COAT	Finalizing for Construc	$ 198,031.45
2	Paris	Rains	FM 514	3.626	0.905	72503011	SEAL COAT	Construction Schedule	$ 54,561.00
2	Paris	Red River	FM 195	17.991	2.015	73001009	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 27,176.00
2	Paris	Red River	FM 1699	10.003	0.081	161902009	SEAL COAT	Finalizing for Construc	$ 127,298.00
2	Amarillo	Carson	SH 207	25.48	25.304	35602048	REPLACE EXISTING LIFT STATION	Finalizing for Construc	$ 750,000.00
2	San Angelo	Sutton	IH 10	9.857	9.38	14103063	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 1,734,108.00
2	Abilene	Fisher	CR	1.425	1.438	90823048	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 230,412.00
2	Abilene	Fisher	CR	6.885	6.9	90823042	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 146,465.00
2	Abilene	Fisher	CR	1.175	1.19	90823050	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 262,548.00
2	Abilene	Fisher	CR	2.413	2.455	90823049	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,611,573.00
2	Abilene	Fisher	CR	2.23	2.247	90823041	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 262,548.00
2	Abilene	Fisher	CR	4.455	4.466	90823040	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 350,064.00
2	Abilene	Fisher	CR	2.545	2.562	90823039	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 291,720.00
2	Abilene	Fisher	CR	0.522	0.54	90823043	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 260,000.00
2	Abilene	Jones	CR	0.527	0.535	90824050	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 320,000.00
2	Abilene	Nolan	CR	1.451	1.463	90820026	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 320,000.00
2	Tyler	Van Zandt	CR	1.747	1.869	91012021	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 340,690.00
2	Tyler	Wood	CR	1.271	1.368	91035034	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 825,000.00
2	San Antonio	Atascosa	US 281	0	5.201	7303067	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 394,843.52
2	San Antonio	Bandera	SH 173	0	10.454	42106019	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 461,454.60
2	Corpus Christi	Nueces	US 77	0	4.132	10216001	CONSTRUCT RELIEF ROUTE AROUND DRISCOLL	Construction Schedule	$ 86,158,273.49
2	Beaumont	Newton	SH 63	10.332	10.652	21403037	REPLACE BRIDGE APPROACH	Finalizing for Construc	$ 1,900,000.00
2	Laredo	La Salle	FM 133	14.574	6.852	23701020	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 134,473.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Laredo	Val Verde	PW	0	0.612	92211041	REHABILITATION OF EXISTING STATE PARK ROAD	Finalizing for Construc	$ 831,781.00
2	Laredo	Val Verde	SL 79	5.859	0	362101015	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 10,651,034.06
2	Laredo	Val Verde	PW	0	0.449	92211043	REHABILITATION OF EXISTING STATE PARK ROAD	Finalizing for Construc	$ 4,114,830.00
2	Laredo	Val Verde	PW	0.613	1.121	92211044	REHABILITATION OF EXISTING STATE PARK ROAD	Finalizing for Construc	$ 1,000,000.00
2	Brownwood	Comanche	SH 16	16.337	13.592	28901033	PROFILE CENTER AND EDGELINE MARKING	Finalizing for Construc	$ 200,038.00
2	Brownwood	Comanche	SH 36	16.429	22.28	18301046	MILLED EDGELINE/CENTERLINE RUMBLE STRIPS	Finalizing for Construc	$ 44,306.00
2	Brownwood	San Saba	US 190	24.015	0.187	27204029	PROFILE CENTER AND EDGELINE MARKINGS	Finalizing for Construc	$ 132,999.00
2	El Paso	Culberson	FM 2185	14.638	0.044	115801009	ROADWAY REHABILITATION WITH WIDENING	Finalizing for Construc	$ 874,519.00
2	Childress	Wheeler	US 83	0.844	3.029	3101022	SUPER 2	Under Development	$ 1,720,000.00
2	Abilene	Nolan	IH 20	0.001	15.728	602122	SEAL COAT	Finalizing for Construc	$ 469,657.75
2	Paris	Franklin	FM 3357	1	3.191	335401014	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 636,110.20
2	Tyler	Rusk	SH 322	0.016	13.84	59402027	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 699,238.00
2	Bryan	Washington	FM 2935	0.005	3.601	305601008	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 127,301.10
2	Yoakum	Jackson	US 59	10.338	13.325	8903091	PLANING AND ACP OVERLAY	Finalizing for Construc	$ 2,400,000.00
2	Bryan	Washington	BU 290F	18.822	19.884	11410096	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 72,002.63
2	Amarillo	Lipscomb	FM 377	0	0.987	79009011	SEALCOAT	Construction Schedule	$ 29,511.25
2	Lubbock	Hockley	SH 114	1	12.716	13003025	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 59,795.20
2	Odessa	Reeves	RM 652	0	7.793	245103019	PAVEMENT REPAIR	Construction Schedule	$ 20,000.00
2	San Angelo	Crockett	RM 2083	17.801	35.719	128003014	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 155,267.80
2	Abilene	Callahan	FM 18	0.001	15.494	611022	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 141,915.41
2	Abilene	Kent	SH 208	1	17.668	201102012	TEXTURIZE SHOULDERS-ROLLED-IN OR MILLED-IN	Construction Schedule	$ 75,119.78
2	Abilene	Scurry	BU 84-H	0.001	3.035	5316005	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 24,797.06
2	Abilene	Shackelford	US 283	5	10.5	12504030	INSTALL ADVANCE CURVE WARNING SIGNS, INSTALL CHEVRONS ON	Construction Schedule	$ 63,150.00
2	Tyler	Gregg	FM 2767	0	0.917	42408004	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 34,879.90
2	Lufkin	San Augustine	SH 21	0	0.436	11810057	REMOVE & REPLACE 2 STRUCTURES	Construction Schedule	$ 5,545,387.95
2	Lufkin	Shelby	FM 3172	0	6.98	81003015	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 35,115.70
2	Yoakum	De Witt	FM 237	0	10.476	94101024	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 710,178.25
2	Yoakum	Gonzales	FM 1115	0	4.471	126202013	RESTORE ROADWAY	Construction Schedule	$ 2,536,927.00
2	Yoakum	Matagorda	FM 457	27.572	27.749	60501060	REPLACE SWING BRIDGE	Construction Schedule	$ 39,245,867.50
2	San Antonio	Atascosa	FM 476	8.119	11.191	85301014	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 112,210.04
2	Corpus Christi	Karnes	FM 887	3.9	5.098	112202039	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 434,734.00
2	Corpus Christi	Refugio	US 77	19.163	20.263	37103120	OVERLAY ROADWAY	Finalizing for Construc	$ 1,050,000.00
2	Bryan	Burleson	FM 60	1.049	3.491	71301038	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 87,978.27
2	Bryan	Burleson	FM 696	9.945	15.777	150702015	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 165,567.82
2	Bryan	Washington	FM 594	1	3.623	342501008	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 80,000.00
2	Bryan	Washington	FM 2621	0	6.684	258401014	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 210,000.00
2	Bryan	Washington	FM 2447	10.09	11.571	129901038	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 50,000.00
2	Brownwood	San Saba	FM 45	6.949	12.19	48008025	RECONSTRUCT EXISTING 2 LANE HIGHWAY	Under Development	$ 7,000,000.00
2	San Angelo	Tom Green	US 87	29.878	51.157	7002089	SAFETY TREATED FIXED OBJECT	Construction Schedule	$ 440,609.50
2	Corpus Christi	San Patricio	SH 361	0.156	4.707	18010077	OVERLAY BOTH DIRECTIONS	Construction Schedule	$ 3,831,338.95
2	Waco	Coryell	BS 36-E	0.991	1.528	18405005	OVERLAY	Finalizing for Construc	$ 957,487.00
2	Paris	Delta	SH 19	0.978	1.056	13604035	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,195,061.50
2	Paris	Lamar	US 82	16.775	17.917	4511038	INSTALL CONTINUOUS TURN LANE	Construction Schedule	$ 572,324.25
2	San Angelo	Concho	US 87	1.219	17.943	7003057	SAFETY TREATED FIXED OBJECTS	Construction Schedule	$ 274,043.00
2	Yoakum	Austin	SH 36	0.04	3.482	18703067	INSTALL MEDIAN BARRIER	Construction Schedule	$ 536,332.75
2	Yoakum	De Witt	SH 72	0.102	1.233	27001054	ACP OVERLAY	Finalizing for Construc	$ 500,000.00
2	San Antonio	Uvalde	US 90	7.373	12.922	2401102	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 362,996.90
2	Bryan	Freestone	US 79	0.273	4.725	20506031	OVERLAY CONSISTING OF PLANING, HMA, BASE RPR, PAVEMENT	Construction Schedule	$ 1,338,496.13
2	Brownwood	Stephens	US 180	13.048	14.159	1109067	RECONSTRUCT URBAN ROADWAY	Construction Schedule	$ 3,324,978.93
2	Wichita Falls	Baylor	US 82	0	12.558	13304044	SEAL COAT	Construction Schedule	$ 570,916.15
2	Lubbock	Dawson	US 180	0	13.828	29403027	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 70,690.45
2	Corpus Christi	Bee	SH 202	1.396	22.667	44703038	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 193,463.20
2	Tyler	Henderson	BS 31H	6.981	9.361	16304056	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 237,021.50

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Washington	FM 577	4.168	5.066	244701028	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 56,651.15
2	Paris	Delta	SH 19	8.911	9.134	52501020	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,019,930.83
2	Lubbock	Terry	US 385	0	11.649	22709019	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 59,721.60
2	San Angelo	Concho	US 87	0	13.671	7005025	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 118,920.47
2	Abilene	Borden	US 180	14.439	30.586	29503031	TEXTURIZE SHOULDERS-ROLLED-IN OR MILLED-IN	Construction Schedule	$ 72,814.70
2	Abilene	Scurry	US 180	0.001	10.226	29504045	TEXTURIZE SHOULDERS-ROLLED-IN OR MILLED-IN	Construction Schedule	$ 65,340.66
2	Abilene	Shackelford	US 180	31.036	42.33	1106044	PROFILE CENTERLINE-EDGELINE MARKINGS	Construction Schedule	$ 91,940.00
2	San Antonio	Frio	FM 140	11	28.994	74801030	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 526,901.62
2	Corpus Christi	Goliad	US 183	0	7.1	15502026	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 101,442.05
2	Bryan	Burleson	CR	2.49	2.52	91730058	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 425,000.00
2	Bryan	Burleson	CR	0.81	0.84	91730057	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 750,000.00
2	Bryan	Leon	US 79	8.135	13.217	20503049	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 283,582.58
2	Waco	Bosque	SH 6	1.02	13.216	25804035	ADD PASSING LANES, MILL AND INLAY	Under Development	$ 8,700,000.00
2	El Paso	Brewster	US 67	19.676	25.985	2101053	ROADWAY REHABILITATION	Construction Schedule	$ 2,409,712.72
2	Corpus Christi	Goliad	US 183	1.057	17.149	15504053	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 131,369.70
2	El Paso	Hudspeth	US 62	0	0.306	37404033	METAL BEAM GUARD FENCE ADN SGT UPGRADE TO STANDARDS	Construction Schedule	$ 32,238.00
2	Corpus Christi	Bee	US 59	0	11.153	8801069	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Under Development	$ 6,000,000.00
2	Odessa	Andrews	US 385	1	14.697	22804043	ROADWAY REHABILITATION	Finalizing for Construc	$ 34,250,000.00
2	Corpus Christi	Bee	US 59	0.209	10.558	44702051	PAVEMENT REPAIR AND STRUCTURAL OVERLAY	Under Development	$ 6,000,000.00
2	Laredo	Maverick	US 57	0	5.466	27601041	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,632,960.00
2	Abilene	Scurry	US 84	1.218	8.345	5308068	SEAL COAT	Finalizing for Construc	$ 613,758.00
2	Amarillo	Dallam	US 54	1.915	2.115	23803062	IMPROVE TRAFFIC SIGNALS & INTERCONNECT SIGNALS	Finalizing for Construc	$ 133,986.00
2	Pharr	Starr	US 83	27.171	29.103	3807075	REHABILITATE ROADWAY	Under Development	$ 5,391,000.00
2	Brownwood	Brown	US 377	2.455	3.182	12801115	RECONSTRUCT ROADWAY TO INCLUDE CURB AND GUTTER, STORM SEWER,	Under Development	$ 6,500,000.00
2	Brownwood	Brown	US 377	0.87	1.135	12801111	WIDEN 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH FLUSH MEDIAN	Finalizing for Construc	$ 1,850,000.00
2	Odessa	Reeves	US 285	64.388	78.32	13906021	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 27,800,000.00
2	San Angelo	Concho	US 87	13.777	14.036	7003049	RECONSTRUCTION OF SAFETY REST AREA	Under Development	$ 500,000.00
2	San Angelo	Runnels	US 67	0	0.001	15801081	REPLACE BRIDGES AND APPROACHES	Under Development	$ 4,851,200.00
2	Abilene	Howard	US 87	0.001	4.929	6807033	SEAL COAT	Under Development	$ 347,975.00
2	Abilene	Scurry	US 84	21.766	32.989	5309073	SEAL COAT	Finalizing for Construc	$ 863,860.00
2	Corpus Christi	Karnes	BU 181E	25.152	26.553	34804053	REHAB ROADWAY, WIDEN AND ADD SIGNAL	Under Development	$ 8,500,000.00
2	Laredo	Dimmit	US 83	27.643	38.464	3708042	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 21,000,000.00
2	Paris	Fannin	SH 78	0.179	0.209	27902040	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 5,428,581.00
2	San Antonio	Frio	SH 173	0	5.341	42103014	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 280,561.25
2	Corpus Christi	Karnes	FM 81	12.302	12.377	69101037	WIDEN OR REPLACE STRUCTURE	Construction Schedule	$ 1,080,441.35
2	Yoakum	Wharton	SH 60	33.292	36.278	8910026	ACP OVERLAY	Finalizing for Construc	$ 2,300,000.00
2	Beaumont	Jasper	US 190	10.415	10.615	21308091	IMPROVE TRAFFIC SIGNALS	Finalizing for Construc	$ 187,903.00
2	Odessa	Pecos	US 285	0	13.998	13907025	ROADWAY WIDENING TO A MODIFIED SUPER 2	Finalizing for Construc	$ 28,000,000.00
2	San Angelo	Real	SH 55	0.067	7.027	23503035	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 766,483.00
2	Lufkin	Polk	FM 350	0	0.1	92801013	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,800,000.00
2	Lufkin	San Jacinto	FM 223	0	6.345	39505024	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 252,469.00
2	Yoakum	Wharton	SH 60	0.5	2.343	24003037	ACP OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 1,000,000.00
2	Bryan	Madison	OSR	15.299	15.399	47503080	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,000,000.00
2	Bryan	Madison	OSR	16.785	16.885	47503079	REPLACE BRIDGE AND APPROACHES	Under Development	$ 900,000.00
2	Bryan	Madison	OSR	16.546	16.646	47503078	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,000,000.00
2	Bryan	Madison	OSR	16.183	16.283	47503077	REPLACE BRIDGE AND APPROACHES	Under Development	$ 900,000.00
2	Atlanta	Morris	SH 49	0	1.25	22202056	REHABILITATE EXISTING 4-LANE HIGHWAY	Finalizing for Construc	$ 1,534,696.00
2	Atlanta	Panola	US 79	11.199	15.55	24602050	REHABILITATE EXISTING 2-LANE HIGHWAY	Under Development	$ 3,341,465.00
2	Atlanta	Upshur	SH 155	0	16.239	52005049	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 220,354.00
2	Beaumont	Tyler	FM 92	19.102	21.11	70301066	SEAL COAT	Under Development	$ 64,533.00
2	Laredo	Duval	SH 44	0	10.894	23705043	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 8,556,952.00
2	Lufkin	Polk	FM 356	0	3.595	47511038	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 3,200,000.00
2	Paris	Lamar	FM 1497	7.465	10.808	68803028	2R REHABILITATION	Under Development	$ 1,705,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Fort Worth	Erath	US 281	36.707	39.931	25802054	UPGRADE TO SUPER 2 DESIGN, EXT CULVERTS, SETS, OVERLAY AND	Construction Schedule	$ 2,576,044.60
2	Amarillo	Hutchinson	SH 152	0	10.78	55702019	BASE REPAIR AND OVERLAY	Finalizing for Construc	$ 4,100,000.00
2	Odessa	Terrell	RM 2400	1	34.1	229702027	SEAL COAT	Finalizing for Construc	$ 882,998.00
2	Abilene	Haskell	FM 2976	10	12.898	253601012	SEAL COAT	Under Development	$ 54,249.00
2	Abilene	Jones	FM 1226	1.001	13.275	136002011	SEAL COAT	Under Development	$ 228,244.00
2	Abilene	Jones	FM 126	0.001	18.436	73302024	SEAL COAT	Under Development	$ 377,428.00
2	Abilene	Taylor	FM 613	1	8.19	69903018	SEAL COAT	Finalizing for Construc	$ 156,035.00
2	Waco	Falls	FM 2839	0	2.903	286701009	REHABILITATE ROADWAY	Finalizing for Construc	$ 1,746,600.00
2	Lufkin	Houston	FM 1280	1.188	1.224	167602018	REPLACE BRIDGE AND APPROACHES	Under Development	$ 50,000.00
2	Lufkin	Sabine	FM 83	0	7.538	167801026	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 6,000,000.00
2	Lufkin	San Jacinto	FM 3460	5	7.286	343701009	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 86,088.00
2	Lufkin	Trinity	FM 357	10	17.723	207103013	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 295,913.00
2	Yoakum	Austin	FM 1458	0.618	0.718	52703025	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 500,000.00
2	Yoakum	Austin	SH 60	2.133	2.633	24001024	ACP OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 350,000.00
2	Yoakum	Calhoun	SH 185	1	9.244	43201067	ACP OVERLAY	Finalizing for Construc	$ 2,500,000.00
2	Yoakum	Jackson	FM 3131	1	9.235	175601022	REHABILITATE ROADWAY	Finalizing for Construc	$ 4,200,000.00
2	Yoakum	Jackson	FM 616	32.12	35.95	51501071	REHABILITATE ROADWAY	Finalizing for Construc	$ 3,500,000.00
2	Austin	Blanco	SL 163	0	1.02	25307006	LEVEL UP, SEAL COAT & TY D OVERLAY	Finalizing for Construc	$ 692,836.00
2	Austin	Llano	SH 16	2	12.171	28907021	LEVEL-UP AND SEAL COAT	Finalizing for Construc	$ 1,326,600.00
2	Austin	Mason	US 377	0	11.11	14904018	LEVEL-UP AND SEAL COAT	Finalizing for Construc	$ 1,373,300.00
2	Corpus Christi	Nueces	FM 624	0	6.123	98902054	MILL, SEAL AND OVERLAY	Under Development	$ 3,500,000.00
2	Corpus Christi	Nueces	FM 2444	9.76	10.333	234301038	SAFETY LIGHTING	Finalizing for Construc	$ 150,158.00
2	Bryan	Freestone	FM 80	10.714	10.814	61201047	REPLACE BRIDGE AND APPROACHES	Under Development	$ 500,000.00
2	Bryan	Freestone	FM 27	1.438	1.538	45602028	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,100,000.00
2	Bryan	Freestone	FM 80	7.129	12.09	61201048	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 3,800,000.00
2	Bryan	Grimes	SH 90	22.013	22.113	31503063	REPLACE BRIDGE AND APPROACHES	Under Development	$ 450,000.00
2	Bryan	Grimes	SH 90	1.633	1.733	31502052	REPLACE BRIDGE AND APPROACHES	Under Development	$ 450,000.00
2	Bryan	Grimes	SH 90	4.864	4.964	31502054	REPLACE BRIDGE AND APPROACHES	Under Development	$ 450,000.00
2	Bryan	Grimes	SH 90	3.529	3.629	31502053	REPLACE BRIDGE AND APPROACHES	Under Development	$ 450,000.00
2	Bryan	Grimes	FM 244	1.904	2.004	64305056	REPLACE BRIDGE AND APPROACHES	Under Development	$ 600,000.00
2	Bryan	Robertson	US 79	4.935	5.035	20409057	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 15,000,000.00
2	Bryan	Robertson	FM 46	2.202	2.302	54002027	REPLACE BRIDGE AND APPROACHES	Under Development	$ 800,000.00
2	Atlanta	Bowie	SH 8	0.163	5.357	6201043	SEAL COAT	Construction Schedule	$ 274,571.60
2	Atlanta	Titus	FM 1000	0	5.984	122601015	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 154,572.00
2	Pharr	Willacy	FM 2629	0.214	2.401	262103010	REHABILITATE ROADWAY	Under Development	$ 1,700,000.00
2	Laredo	Kinney	RM 334	1.863	22.525	87602033	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 436,022.00
2	Laredo	Kinney	SL 166	0	1.809	2307015	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 61,072.00
2	Laredo	Maverick	SL 480	10	15.627	29914031	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,982,464.00
2	El Paso	Hudspeth	BI 10-C	0	2.747	219010	SEAL COAT	Finalizing for Construc	$ 126,362.00
2	El Paso	Jeff Davis	SH 166	57.32	71.02	41504013	SEAL COAT	Finalizing for Construc	$ 630,200.00
2	El Paso	Jeff Davis	SH 17	19.983	29.37	10403039	SEAL COAT	Finalizing for Construc	$ 431,802.00
2	El Paso	Jeff Davis	SH 118	21.479	34.446	41502028	SEAL COAT	Finalizing for Construc	$ 596,482.00
2	El Paso	Presidio	US 67	69.582	69.739	10410007	BRIDGE REPLACEMENT	Finalizing for Construc	$ 4,567,200.00
2	Amarillo	Deaf Smith	US 385	26.834	32.224	22605067	OVERLAY	Finalizing for Construc	$ 2,300,000.00
2	Wichita Falls	Young	SH 16	30.643	31.08	13402057	FULL DEPTH REPAIR AND OVERLAY	Construction Schedule	$ 253,127.70
2	Bryan	Washington	US 290	13.246	25.587	18606082	IMPROVE CLOVERLEAF INTERCHANGE	Under Development	$ 50,000,000.00
2	Lubbock	Hale	SH 194	14.942	17.57	43905026	RESTORATION	Finalizing for Construc	$ 9,000,000.00
2	Laredo	Dimmit	SH 85	14.582	17.261	30101083	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 844,031.79
2	Atlanta	Titus	FM 1734	9.994	18.865	157802028	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 229,263.75
2	Amarillo	Randall	FM 1075	0	9.652	321501009	SEALCOAT	Construction Schedule	$ 399,767.04
2	Abilene	Nolan	FM 1230	10.001	18.075	136301015	SEAL COAT	Finalizing for Construc	$ 207,755.65
2	Tyler	Henderson	FM 85	0.001	2.212	71904010	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 78,148.95
2	Corpus Christi	San Patricio	SH 188	6.836	15.388	50703046	2019 DISTRICT WIDE HOT RUBBER SEAL PROJECT	Finalizing for Construc	$ 537,721.70

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Freestone	FM 2547	0.04	5.327	85904015	SEAL COAT	Construction Schedule	$ 184,144.27
2	Bryan	Grimes	SS 234	1.017	1.486	151601008	SEAL COAT	Construction Schedule	$ 13,208.46
2	Bryan	Leon	FM 542	15.073	22.011	42603043	SEAL COAT	Construction Schedule	$ 189,216.24
2	Atlanta	Marion	SH 43	10.01	18.037	56903024	SEAL COAT	Construction Schedule	$ 453,325.30
2	Atlanta	Morris	SH 11	0.054	4.486	8310042	SEAL COAT	Construction Schedule	$ 237,439.20
2	Beaumont	Jasper	FM 3414	5	8.157	340501007	SEAL COAT	Construction Schedule	$ 120,570.88
2	Pharr	Zapata	SH 16	12.13	21.779	51707045	SEAL COAT	Construction Schedule	$ 316,102.85
2	San Antonio	Wilson	SH 97	0	12.728	32802043	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Construction Schedule	$ 21,999,844.75
2	San Antonio	Wilson	SH 97	12.728	13.39	32802044	MILL, SEAL COAT, OVERLAY, PAVEMENT MARKINGS	Construction Schedule	$ 121,000.00
2	Lufkin	Houston	US 287	16.522	17.875	10904030	MILL AND INLAY	Under Development	$ 866,192.00
2	Lufkin	Houston	US 287	17.98	19.347	34001042	MILL AND INLAY	Under Development	$ 910,829.00
2	Yoakum	Matagorda	SH 60	12.854	13.054	24103026	IMPROVE TRAFFIC SIGNAL	Construction Schedule	$ 157,928.75
2	Lufkin	Houston	SH 7	0.185	1.419	33601067	MILL AND INLAY	Under Development	$ 776,599.00
2	Paris	Red River	SH 37	0	0.453	18901011	SAFETY TREAT FIXED OBJECTS, TEXTURIZE SHOULDERS	Construction Schedule	$ 13,608.80
2	San Angelo	Concho	US 83	11.36	25.533	3503051	ADD PASSING LANES	Under Development	$ 9,921,100.00
2	San Angelo	Runnels	US 83	1	12.432	3501036	ADD PASSING LANES	Under Development	$ 8,002,400.00
2	Lufkin	Houston	US 287	28.815	33.721	34001044	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 261,787.00
2	Pharr	Brooks	SH 285	30.228	31.531	10207047	REHABILITATE ROADWAT	Finalizing for Construc	$ 1,720,576.00
2	Paris	Lamar	FM 195	1.264	18.1	73002051	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 70,932.80
2	Pharr	Willacy	BU 77-W	8.03	13.071	32707043	OVERLAY	Finalizing for Construc	$ 1,056,000.00
2	Paris	Delta	FM 198	0	6.263	76301019	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 8,340.00
2	Paris	Hopkins	FM 69	0	1.971	76604018	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 7,843.20
2	Paris	Hopkins	FM 1567	6.091	9.676	64103018	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 40,301.60
2	Paris	Lamar	FM 38	8.149	26.229	43501071	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 75,013.60
2	Paris	Lamar	FM 196	1	14.096	68001016	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 53,205.60
2	Paris	Red River	FM 195	0.033	2.082	73001008	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 8,946.40
2	Paris	Red River	FM 410	25.614	37.274	77201028	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 35,189.60
2	Paris	Red River	FM 410	12.27	15.795	72202039	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 14,844.80
2	Paris	Red River	SH 37	0.071	9.568	72202038	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 417,846.73
2	Abilene	Nolan	SH 70	9.017	21.141	26402029	SEAL COAT	Under Development	$ 413,892.00
2	Abilene	Shackelford	FM 142	5.671	6.071	97201016	HIGH FRICTION SURFACE TREATMENT-CURVE, TEXTURIZE SHOULDERS	Construction Schedule	$ 141,442.00
2	Lufkin	San Augustine	SH 21	9.174	9.195	11810058	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,540,499.15
2	Yoakum	Matagorda	SH 35	20.246	26.306	17906044	ACP OVERLAY	Finalizing for Construc	$ 2,000,000.00
2	Brownwood	Eastland	US 183	12.024	12.691	12702143	RECONSTRUCT URBAN ROADWAY	Construction Schedule	$ 5,695,328.71
2	Brownwood	Stephens	US 183	4.476	4.576	40402039	REPLACE BRIDGE RAIL	Construction Schedule	$ 130,574.36
2	Childress	Childress	US 62	3.232	10.632	3201034	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Finalizing for Construc	$ 2,400,000.00
2	Paris	Rains	SH 19	0.875	7.226	10811020	TEXTURIZE SHOULDERS, ROLLED OR MILLED IN, CENTERLINE AND	Construction Schedule	$ 35,411.20
2	Fort Worth	Jack	US 380	10.974	14.07	13410020	CONSTRUCT SUPER 2	Finalizing for Construc	$ 5,800,000.00
2	Lubbock	Parmer	US 70	0.98	10.676	5201043	OVERLAY	Finalizing for Construc	$ 16,810,000.00
2	Bryan	Freestone	US 84	10.147	17.829	5703039	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 383,023.36
2	Bryan	Freestone	US 84	0	7.628	5702036	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 376,290.15
2	Tyler	Wood	US 80	0	15.161	9509038	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 444,347.60
2	Wichita Falls	Cooke	FM 372	11.793	11.947	19403023	ADD LEFT TURN LANE	Construction Schedule	$ 278,314.00
2	Tyler	Smith	US 80	0	1.327	9508019	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 97,300.20
2	Yoakum	Lavaca	SH 95	18.164	19.455	32403040	WIDEN SHOULDERS	Construction Schedule	$ 625,954.96
2	Yoakum	Lavaca	US 90A	0.557	5.257	44601048	SAFTEY TREAT FIXED OBJECTS	Construction Schedule	$ 807,458.60
2	Bryan	Leon	SH 7	1	17.965	33503050	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 137,015.35
2	Bryan	Leon	SH 7	0	20.134	33501037	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 185,651.35
2	Brownwood	Stephens	US 180	6.665	5.774	1107051	CLEAN AND PATCH SPALL AND CRACKS, REHAB EXTERIOR PAN GIRDERS	Construction Schedule	$ 3,028,717.89
2	Childress	Collingsworth	US 83	1	4.787	3103044	SUPER 2	Under Development	$ 1,400,000.00
2	Childress	Collingsworth	US 83	0.5	8.051	3102029	SUPER 2	Under Development	$ 6,100,000.00
2	Atlanta	Titus	BU 271E	20.513	21.839	24801076	TEXTURIZE SHOULDERS & CL TEXTURING	Finalizing for Construc	$ 300,133.00
2	Lufkin	Nacogdoches	FM 2783	0	3.698	280902007	RESURFACE WITH SEALCOAT	Construction Schedule	$ 168,248.30

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Burleson	FM 2039	0.077	4.592	83313017	SEAL COAT	Construction Schedule	$ 160,216.30
2	Yoakum	Wharton	SH 60	2.274	15.444	24101046	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 1,195,382.80
2	Pharr	Starr	FM 650	0	4.683	3810011	TEXTURIZE SHOULDERS (PROFILE PAVEMENT MARKERS)	Construction Schedule	$ 68,328.74
2	Yoakum	Jackson	US 59	5.742	15.176	8904076	PLANING AND ACP_OVERLAY	Finalizing for Construc	$ 8,000,000.00
2	San Antonio	Uvalde	FM 2369	6.878	10.806	217502013	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 116,559.84
2	San Antonio	Kerr	FM 1338	0	5.897	154401015	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 133,739.83
2	Tyler	Cherokee	FM 347	9.663	12.014	37807031	SEAL COAT & PAVEMENT MARKINGS-SECTIONS	Construction Schedule	$ 114,529.50
2	Wichita Falls	Wilbarger	FM 433	0.526	0.726	82102013	REHABILITATE BRIDGE AND APPROACHES	Finalizing for Construc	$ 150,000.00
2	Amarillo	Carson	FM 294	5	14.75	78801019	SEALCOAT	Construction Schedule	$ 370,655.30
2	Amarillo	Deaf Smith	SH 214	30	35.558	149102011	SEALCOAT	Construction Schedule	$ 152,404.00
2	Amarillo	Gray	US 60	5	10.962	16906038	OVERLAY	Finalizing for Construc	$ 6,829,569.08
2	Amarillo	Moore	FM 2202	5.064	10.176	200101009	SEALCOAT	Construction Schedule	$ 135,742.25
2	San Angelo	Tom Green	FM 380	11.654	27.902	55501041	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 133,567.81
2	Abilene	Fisher	FM 57	13.026	15.826	31701035	INSTALL ADVANCE CURVE WARNING SIGNS, INSTALL CHEVRONS ON	Construction Schedule	$ 18,950.00
2	Tyler	Henderson	FM 3079	0.074	5.209	315502001	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 168,778.50
2	Tyler	Wood	FM 515	0.501	6.178	65703016	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 187,532.90
2	Lufkin	Houston	FM 357	0	7.736	94001019	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 429,710.50
2	Lufkin	Houston	FM 227	0	11.177	93703019	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 54,581.20
2	Lufkin	Houston	FM 227	0.745	12.046	93702031	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 157,798.55
2	Lufkin	Polk	FM 1988	0.351	5.466	187602016	TEXTURIZE SHOULDERS (PROFILE CENTERLINE MARKINGS)	Construction Schedule	$ 26,767.80
2	Lufkin	Polk	FM 352	1.165	8.996	92901020	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 39,687.30
2	Lufkin	Sabine	SH 184	0	9.838	43101030	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 50,782.50
2	Lufkin	San Jacinto	FM 2666	0	7.253	266801009	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 654,154.00
2	Lufkin	San Jacinto	FM 1127	0	6.713	168101012	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 773,802.00
2	Lufkin	San Jacinto	FM 1725	0	17.773	158201023	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 82,150.00
2	Lufkin	San Jacinto	FM 1127	0	6.706	168101014	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 28,454.00
2	Lufkin	San Jacinto	FM 946	1.055	12.201	93905020	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 52,605.00
2	Lufkin	San Jacinto	FM 222	0	5.598	39504019	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 32,206.80
2	Lufkin	Trinity	SH 94	1.066	7.949	31902031	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 32,829.00
2	Lufkin	Trinity	FM 3188	0	4.79	326901008	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS)	Construction Schedule	$ 24,363.80
2	Yoakum	Jackson	US 59	1	5.741	8905047	PFC	Under Development	$ 4,500,000.00
2	Yoakum	Lavaca	SH 95	0	4.487	32402023	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 456,176.25
2	Austin	Mason	SH 29	1.808	16.147	15001026	TEXTURIZE SHOULDER- PROFILE PAVEMENT MARKERS	Construction Schedule	$ 105,994.00
2	Corpus Christi	San Patricio	FM 631	0.605	11.69	50702052	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 90,964.45
2	Bryan	Freestone	FM 489	0.003	7.642	132503022	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 232,113.83
2	Bryan	Freestone	FM 27	1.822	9.902	45601049	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 231,524.09
2	Bryan	Freestone	FM 246	0	7.513	99801020	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 250,000.00
2	Bryan	Milam	FM 2116	2.67	5.129	245701011	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 90,000.00
2	Bryan	Robertson	FM 46	22.848	26.612	54001048	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 139,863.21
2	Bryan	Robertson	FM 2549	5.773	11.742	247901020	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 190,000.00
2	Bryan	Robertson	FM 1373	0	10.486	54006023	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 296,997.77
2	Beaumont	Jasper	SH 62	2.138	11.155	24301050	ADD SHOULDERS AND PERFORM SAFETY UPGRADES_____0	Construction Schedule	$ 9,263,526.95
2	Abilene	Mitchell	BS 208B	8.003	9.609	33202028	SEAL COAT	Under Development	$ 70,662.00
2	Odessa	Winkler	SH 302	11.14	27.592	46306028	LENGTHEN PASSING LANES AND ADD TURNING LANES	Finalizing for Construc	$ 9,000,000.00
2	Yoakum	De Witt	SH 72	9.652	10.987	27002044	ACP OVERLAY	Finalizing for Construc	$ 700,000.00
2	Yoakum	Gonzales	SH 80	5.955	13.46	28703034	CONSTRUCT SUPER 2 LANES	Under Development	$ 18,000,000.00
2	Brownwood	Eastland	IH 20	0	2.933	706260	SEAL COAT	Construction Schedule	$ 146,365.78
2	Lubbock	Lamb	US 385	1.322	6.745	22704019	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 27,762.75
2	Lufkin	Angelina	SH 94	1.316	5.643	31904086	RESURFACE WITH SEAL COAT	Construction Schedule	$ 447,412.50
2	Amarillo	Ochiltree	SH 70	0.701	18.271	49003028	BASE REPAIR AND OVERLAY	Construction Schedule	$ 9,587,756.20
2	Odessa	Ward	FM 1233	10	18.51	238401010	SEAL COAT	Finalizing for Construc	$ 290,342.00
2	San Angelo	Coke	US 277	6.476	14.799	26404050	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 51,623.39
2	San Angelo	Concho	US 83	1	12.359	3502036	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 100,125.60

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Tyler	Anderson	PW	1.967	3.083	91008064	SEAL COAT PAVED ROADS & PARKING LOTS	Finalizing for Construc	$ 68,500.00
2	Corpus Christi	Aransas	SH 35	0	11.765	18003038	SAFETY TRT FIXED OBJECTS, INSTALL PASSING LANES ON 2 LANE RD	Finalizing for Construc	$ 1,206,091.00
2	Corpus Christi	Refugio	US 183	0	7.509	15505040	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 67,345.80
2	Bryan	Milam	CR	2.33	2.36	91712084	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 825,000.00
2	Bryan	Robertson	CR	0.11	0.14	91718082	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 450,000.00
2	Bryan	Robertson	CR	0.76	0.79	91718081	REPLACMENT OF EXISTING BRIDGE FACILITY CONSISTING OF GRADING	Finalizing for Construc	$ 950,000.00
2	Atlanta	Morris	VA	0.006	1.55	91920032	SURFACING ROADS AND PARKING LOTS	Finalizing for Construc	$ 64,829.00
2	Brownwood	Brown	PW	0	1	92306067	SEAL COAT ENTRANCE ROAD AND PARKING LOTS AT WMA OFFICE	Finalizing for Construc	$ 1.00
2	Abilene	Shackelford	US 180	5.01	18.584	10702040	SEAL COAT	Finalizing for Construc	$ 686,163.10
2	Atlanta	Harrison	FM 449	0	19.115	64006041	PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 164,867.00
2	Lubbock	Lamb	US 385	14.714	26.994	22703021	TEXTURIZE SHOULDERS (MILLED-IN)	Construction Schedule	$ 37,365.20
2	Laredo	Dimmit	SL 225	0.5	1.386	3707020	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 234,424.00
2	Corpus Christi	Jim Wells	BU 281R	23.921	25.047	25403080	MILL, SEAL AND OVERLAY	Under Development	$ 9,350,000.00
2	Paris	Fannin	US 69	5.047	9.645	20214014	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 41,989.25
2	Fort Worth	Erath	FM 8	1.012	10.589	55002050	REHABILITATE ROADWAY	Finalizing for Construc	$ 6,723,469.00
2	Fort Worth	Jack	FM 1191	4.941	7.978	133302014	WIDEN PAVEMENT, EXTEND CULVERTS, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 4,800,000.00
2	Lubbock	Castro	US 385	1.155	16.555	22701024	SAFETY-RUMBLE STRIPS	Construction Schedule	$ 79,187.20
2	Lubbock	Lamb	US 385	0.001	5.617	22702025	SAFETY - RUMBLE STRIPS	Construction Schedule	$ 28,686.35
2	San Angelo	Real	US 83	0	16.467	3603034	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 157,557.58
2	Abilene	Callahan	FM 18	0.001	15.51	611024	SEAL COAT	Finalizing for Construc	$ 590,508.00
2	Abilene	Callahan	FM 604	0.001	13.167	97402017	SEAL COAT	Finalizing for Construc	$ 272,617.00
2	Abilene	Fisher	US 83	0.137	1.747	3302018	TEXTURIZE SHOULDERS AND CENTER LINE	Construction Schedule	$ 14,387.82
2	Abilene	Howard	FM 669	0.001	17.889	55804023	SEAL COAT	Under Development	$ 447,781.00
2	Abilene	Jones	US 83	1.131	1.864	3303028	TEXTURIZE SHOULDERS AND CENTER LINE	Construction Schedule	$ 6,155.34
2	Abilene	Kent	US 380	19.874	25.549	29803015	SEAL COAT	Under Development	$ 202,741.00
2	Waco	Bosque	SH 6	12.216	19.735	25805027	ADD PASSING LANES, MILL AND INLAY	Under Development	$ 5,500,000.00
2	Waco	Coryell	SH 36	0	3.773	18304054	OVERLAY	Under Development	$ 1,210,000.00
2	Lufkin	Angelina	FM 843	0.102	6.669	116401012	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 256,923.00
2	Lufkin	Angelina	FM 58	4.577	12.101	57602068	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 5,600,000.00
2	Lufkin	Houston	FM 227	0	5.126	93701025	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 4,300,000.00
2	Lufkin	Nacogdoches	FM 95	0.056	10.891	70604021	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 380,020.00
2	Yoakum	Fayette	SH 159	8.094	9.15	40801044	MILL AND INLAY	Finalizing for Construc	$ 500,000.00
2	Atlanta	Harrison	FM 1999	0	5.412	192102015	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 150,318.00
2	Atlanta	Harrison	FM 450	16.029	22.954	84302025	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 177,236.00
2	Laredo	Duval	SH 339	34.243	45.38	62302032	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 357,540.00
2	Laredo	La Salle	BI 35-C	1.222	1.978	1809011	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 50,491.00
2	Laredo	La Salle	FM 469	9.961	25.84	85201030	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 435,780.00
2	Brownwood	Brown	FM 590	1	9.617	103402015	SEAL COAT	Under Development	$ 197,309.00
2	El Paso	Jeff Davis	US 90	9.236	18.14	2004016	FULL DEPTH RECLAMATION, SURFACE TREATMENT	Construction Schedule	$ 4,384,901.08
2	Childress	Dickens	SH 70	6.776	14.776	10506023	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 1,940,000.00
2	Brownwood	Stephens	US 183	0.754	1.758	25701043	SEAL COAT	Construction Schedule	$ 72,113.96
2	Austin	Lee	US 290	10.062	16.152	11407079	FULL DEPTH REPAIR, LEVEL-UP AND TOM	Finalizing for Construc	$ 3,657,965.87
2	Abilene	Scurry	US 180	0.001	15.12	29504049	SEAL COAT	Under Development	$ 644,676.00
2	Bryan	Milam	US 79	8.586	15.093	20406061	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 5,750,000.00
2	Atlanta	Harrison	SH 43	16.921	21.047	20705080	RESURFACE EXISTING 4-LANE HIGHWAY	Under Development	$ 2,721,741.00
2	Amarillo	Dallam	US 54	1	2.494	23803061	PRESERVE AND IMPROVE SAFETY ON A FREIGHT CORRIDOR	Finalizing for Construc	$ 8,000,000.00
2	Amarillo	Deaf Smith	US 60	6.203	7.042	16805039	REHAB EXISTING ROADWAY	Finalizing for Construc	$ 4,700,000.00
2	Amarillo	Deaf Smith	US 60	1	3.467	16807043	REHAB EXISTING ROADWAY	Finalizing for Construc	$ 18,300,000.00
2	Paris	Franklin	FM 21	3.149	5.29	63301021	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 588,450.24
2	Amarillo	Armstrong	US 287	23.162	26.668	4204043	OVERLAY WITH PAVEMENT REPAIR	Finalizing for Construc	$ 2,400,000.00
2	Amarillo	Dallam	US 287	1	7.916	6601021	THICK OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 3,500,000.00
2	Amarillo	Sherman	US 287	8.211	8.554	6602035	THICK OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 500,000.00
2	Amarillo	Sherman	US 287	6.209	8.211	6602034	WIDEN ROADWAY FROM 2-LANES TO 4-LANES	Finalizing for Construc	$ 2,327,541.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Amarillo	Sherman	US 287	1	6.209	6602033	THICK OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 4,000,000.00
2	Odessa	Ward	SH 18	1	6.333	29203032	ROADWAY REHABILITATION	Finalizing for Construc	$ 8,000,000.00
2	Austin	Blanco	US 281	20.896	27.623	25301061	TOM OVERLAY	Finalizing for Construc	$ 1,500,000.00
2	Corpus Christi	Karnes	SH 80	24.637	25.152	34804052	REHAB ROADWAY, WIDEN AND ADD SIGNAL	Under Development	$ 3,500,000.00
2	Pharr	Starr	US 83	8.739	12.921	3806047	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Finalizing for Construc	$ 24,256,909.00
2	Childress	Donley	US 287	11.938	13.514	4206068	REHABILITATION OF EXISTING ROADS	Under Development	$ 714,750.00
2	Childress	Donley	US 287	0.2	9.88	4208058	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Finalizing for Construc	$ 2,700,000.00
2	Childress	Hall	US 287	0.701	2.683	4209121	REHABILITATION OF EXISTING ROAD	Under Development	$ 746,500.00
2	Childress	Hardeman	US 287	17.028	28.53	4304082	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Finalizing for Construc	$ 4,000,000.00
2	Lubbock	Gaines	FM 1788	0.001	14.718	171803001	SEAL COAT	Construction Schedule	$ 500,886.75
2	Abilene	Scurry	FM 1607	0.001	4.702	152902009	SEAL COAT	Construction Schedule	$ 179,423.65
2	Fort Worth	Erath	FM 219	0.074	10.278	196302011	SEAL COAT	Finalizing for Construc	$ 211,397.50
2	Fort Worth	Jack	FM 1191	0.987	7.964	133302016	SEAL COAT MAIN LANES	Finalizing for Construc	$ 144,951.23
2	Wichita Falls	Baylor	FM 2070	0	7.909	188203010	SEAL COAT	Construction Schedule	$ 200,628.72
2	Wichita Falls	Clay	FM 174	8	8.545	68108022	SEAL COAT	Construction Schedule	$ 13,941.68
2	Wichita Falls	Throckmorton	FM 2651	4	7.747	264501008	SEAL COAT	Construction Schedule	$ 97,295.73
2	Amarillo	Carson	IH 40	17.176	20.936	27503067	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 40,630.00
2	Amarillo	Ochiltree	FM 2711	0.005	16.559	272601015	SEALCOAT	Construction Schedule	$ 774,645.52
2	Lubbock	Cochran	SH 114	8.467	16.469	13001020	SCRUB SEAL	Construction Schedule	$ 199,791.00
2	Lubbock	Cochran	SH 125	20.003	30.516	96702020	SEAL COAT	Construction Schedule	$ 334,896.15
2	Lubbock	Cochran	SH 214	1	7.193	46103016	SEAL COAT	Construction Schedule	$ 287,736.60
2	Lubbock	Hockley	FM 597	0.001	9.094	96902005	SEAL COAT	Construction Schedule	$ 267,838.45
2	Lubbock	Yoakum	FM 1780	0.001	14.238	96704008	SEAL COAT	Construction Schedule	$ 449,616.90
2	Abilene	Howard	FM 461	1	3.649	165303008	SEAL COAT	Finalizing for Construc	$ 75,594.10
2	San Antonio	Wilson	FM 3432	8.169	12.099	85004029	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 141,246.13
2	Bryan	Burleson	FM2155L	0	0.359	50605009	SEAL COAT	Construction Schedule	$ 9,906.02
2	Bryan	Washington	FM 2447	11.581	18.264	129901039	SEAL COAT	Construction Schedule	$ 241,565.87
2	Laredo	Duval	FM 2295	30	40.9	217001014	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 376,073.78
2	Laredo	Webb	FM 649	1.785	6.269	32903022	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 124,376.90
2	Brownwood	Comanche	FM 2247	0	0.229	210704005	SEAL COAT	Construction Schedule	$ 7,309.82
2	Tyler	Gregg	SH 135	10.121	10.64	54501014	RUBBLEIZE CONCRETE PAVEMENT AND RECONSTRUCT ROADWAY	Finalizing for Construc	$ 2,830,000.00
2	Lubbock	Terry	US 380	1.668	1.734	29704019	RESTORATION OF ROADWAY	Finalizing for Construc	$ 5,100,000.00
2	Lufkin	Houston	SL 304	7.329	9.584	185401045	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 192,686.00
2	Lufkin	Houston	SL 304	1	2.432	185401047	SEAL COAT	Finalizing for Construc	$ 128,233.00
2	San Angelo	Coke	US 277	18.212	17.833	26405030	BRIDGE MAINTENANCE	Finalizing for Construc	$ 100,000.00
2	San Angelo	Schleicher	US 190	1	22.712	55812018	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 401,042.00
2	Tyler	Henderson	SH 155	1.829	5.117	52007020	REPAIR & RESURFACE ROADWAY, SBL ONLY	Finalizing for Construc	$ 4,000,000.00
2	Bryan	Grimes	SH 30	1	1.1	21204041	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 7,500,000.00
2	Bryan	Milam	US 77	1.115	1.215	20905048	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,900,000.00
2	El Paso	Brewster	US 67	19.676	25.919	2101058	SEAL COAT	Finalizing for Construc	$ 276,000.00
2	Abilene	Howard	US 87	21.921	22.081	6808065	BRIDGE REHAB	Construction Schedule	$ 6,974,429.33
2	San Angelo	Kimble	US 290	1	15.499	11201020	ADD PASSING LANES	Under Development	$ 10,149,300.00
2	Abilene	Stonewall	US 83	1	4.656	3207033	OVERLAY	Finalizing for Construc	$ 1,838,531.00
2	Lufkin	Sabine	SH 21	0	2.499	11905002	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 77,992.00
2	Austin	Blanco	US 290	2.462	9.08	11306030	LEVEL-UP AND SEAL COAT	Finalizing for Construc	$ 741,587.10
2	Atlanta	Marion	SH 155	3.16	4.7	52004031	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Under Development	$ 10,000,000.00
2	Beaumont	Newton	SH 63	5.531	5.544	21403034	REHAB BRIDGE	Finalizing for Construc	$ 520,000.00
2	Corpus Christi	Kleberg	US 77	3.157	6	10204106	2019 DISTRICT WIDE HOT RUBBER SEAL PROJECT	Finalizing for Construc	$ 178,367.50
2	San Antonio	Atascosa	FM 3350	13.289	15.323	42109017	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 51,793.73
2	San Angelo	Crockett	SH 137	1	18.307	164301015	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 153,994.03
2	San Angelo	Crockett	SH 137	1	13.149	55810032	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 106,912.40
2	San Angelo	Glasscock	SH 137	0.5	12.127	49407010	CENTERLINE AND SHOULDER TEXTUING	Construction Schedule	$ 101,069.96
2	Abilene	Howard	RM 33	0.866	6.798	55805011	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Finalizing for Construc	$ 69,698.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Austin	FM 3013	3.283	3.483	320501012	INSTALL SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 19,890.00
2	Yoakum	Gonzales	SH 80	0	13.68	28703031	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 789,046.00
2	San Antonio	Atascosa	SH 97	1	3.559	32806030	WIDEN RDWY TO PROVIDE PASSING LANES	Construction Schedule	$ 2,903,319.12
2	San Antonio	Atascosa	SH 97	3.559	10	32806029	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES	Construction Schedule	$ 10,380,907.55
2	San Antonio	Atascosa	SH 16	8.339	9.885	61302065	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 101,887.63
2	San Antonio	Frio	FM 117	0	16.56	23604027	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 462,054.83
2	San Antonio	Wilson	SH 119	5.029	11.888	35905010	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 236,282.18
2	Laredo	Dimmit	SH 85	17.261	29.826	30102050	MILLED EDGELINE AND CENTER LINE RUMBLE STRIPS	Construction Schedule	$ 4,000.00
2	San Antonio	Kerr	SH 173	2.032	5.859	42105031	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 167,705.17
2	Lubbock	Gaines	SH 214	0	20.103	46109019	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 91,809.15
2	Lubbock	Yoakum	SH 83	0	12.299	58301019	TEXTURIZE SHOULDERS (MILLED-IN)	Construction Schedule	$ 35,715.40
2	Lubbock	Yoakum	SH 214	14.071	29.138	46108024	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 78,994.10
2	San Angelo	Crockett	SH 163	0	14.312	41203035	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 187,087.64
2	San Angelo	Reagan	US 67	0.067	18.583	7608028	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 154,385.67
2	Yoakum	De Witt	FM 237	10.476	15.477	94103110	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 258,361.00
2	Yoakum	De Witt	SH 119	11.447	18.55	35901030	PAVEMENT REPAIR AND RESURFACING	Construction Schedule	$ 1,995,619.60
2	Yoakum	Jackson	SH 111	9.291	9.491	34601038	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 19,742.50
2	San Antonio	Atascosa	FM 140	10	11.307	74802021	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 42,823.42
2	Corpus Christi	Goliad	SH 239	0	17.97	51602028	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 186,309.55
2	Pharr	Willacy	IH 69E	15.373	15.057	32710063	FREEWAY OPERATIONAL IMPROVEMENT	Under Development	$ 3,932,172.00
2	Odessa	Ector	IH 20	3.102	8.758	406036	INSTALL MEDIAN BARRIER	Construction Schedule	$ 1,466,876.13
2	San Antonio	Atascosa	SH 173	1	2.061	42104032	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 62,964.80
2	Yoakum	Fayette	FM 155	0.997	15.411	21109033	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 1,102,007.00
2	Corpus Christi	Bee	FM 351	6.122	9.539	241202014	MILL AND INLAY	Construction Schedule	$ 3,660,570.05
2	Wichita Falls	Montague	FM 455	7.381	8.381	135202021	IMPROVE HORIZONTAL ALIGNMENT	Construction Schedule	$ 586,386.65
2	Wichita Falls	Wilbarger	FM 1763	6.32	6.414	176901014	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 358,753.50
2	Wichita Falls	Wilbarger	FM 91	1.967	2.119	70201014	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 933,675.33
2	Amarillo	Hemphill	RM 2758	0.572	14.005	298501014	SEALCOAT	Construction Schedule	$ 479,423.25
2	Amarillo	Hemphill	RM 2758	1.032	2.439	298502009	SEALCOAT	Construction Schedule	$ 57,087.50
2	Amarillo	Hemphill	FM 1453	1	6.877	46003011	SEALCOAT	Construction Schedule	$ 174,287.10
2	Amarillo	Lipscomb	FM 3004	0	7.321	307601009	SEALCOAT	Construction Schedule	$ 224,342.00
2	Amarillo	Lipscomb	FM 1453	10.083	14.603	46002015	SEALCOAT	Construction Schedule	$ 145,234.85
2	Amarillo	Lipscomb	SH 23	17.645	28.695	133702011	SEALCOAT	Construction Schedule	$ 523,363.20
2	Lubbock	Garza	US 84	0.001	0.27	5304043	SEAL COAT	Construction Schedule	$ 24,898.45
2	Lubbock	Lubbock	FM 400	1.001	12.274	104102042	SAFETY-RUMBLE STRIPS	Construction Schedule	$ 24,680.65
2	Lubbock	Yoakum	SH 214	0	14.002	46105010	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 71,167.50
2	Odessa	Loving	RM 652	0	11.295	49302018	PAVEMENT REPAIR	Construction Schedule	$ 20,000.00
2	San Angelo	Sutton	RM 1691	0.622	18.129	164901019	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 160,042.13
2	Abilene	Borden	FM 1054	7.989	9.389	93305019	INSTALL ADVANCE CURVE WARNING SIGNALS - EXISTING WARNING	Construction Schedule	$ 55,550.40
2	Abilene	Howard	FM 818	11.342	17.847	113401017	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 49,671.54
2	Abilene	Jones	FM 126	0.283	0.689	73301015	HIGH FRICTION SURFACE TREATMENT-CURVE, TEXTURIZE SHOULDERS	Construction Schedule	$ 146,848.00
2	Abilene	Nolan	US 84	0.113	4.773	5312065	ROADWAY REHABILITATION / ARMORING	Construction Schedule	$ 3,428,904.83
2	Abilene	Nolan	BI 20-L	0.8	1.2	614004	HIGH FRICTION SURFACE TREATMENT OF CURVE AND INSTALL	Construction Schedule	$ 65,621.50
2	Abilene	Nolan	FM 126	1.161	1.7	73304023	HIGH FRICTION SURFACE TREATMENT ON CURVE, PROFILE_EDGELINE	Construction Schedule	$ 104,718.90
2	Abilene	Shackelford	SH 351	8.45	22.286	1104025	PROFILE CENTERLINE-EDGELINE MARKINGS	Construction Schedule	$ 116,451.13
2	Abilene	Taylor	FM 382	2.9	3.3	107001007	HIGH FRICTION SURFACE TREATMENT-CURVE, TEXTURIZE SHOULDERS	Construction Schedule	$ 99,932.00
2	Yoakum	Gonzales	SH 97	0	9.772	34701028	REHABILITATE ROADWAY	Construction Schedule	$ 8,575,655.58
2	Yoakum	Gonzales	SH 97	0.066	9.349	34702030	ACP OVERLAY	Construction Schedule	$ 2,299,942.15
2	Yoakum	Gonzales	SH 97	9.349	12.391	34702029	REHABILITATE ROADWAY	Construction Schedule	$ 2,436,805.80
2	Yoakum	Jackson	FM 822	11.102	14.409	144401011	SAFETY TREAT FIXED OBJECTS, PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 1,712,937.20
2	Corpus Christi	San Patricio	US 77	16.836	19.979	37201106	UPGRADE FREEWAY AND UPGRADE INTERCHANGE	Under Development	$ 127,500,000.00
2	Bryan	Burleson	FM 60	0.004	2.006	50602024	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 195,708.84
2	Bryan	Washington	PR 12	0	0.275	50901006	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 70,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Washington	FM 1371	10	25.859	140501020	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 230,000.00
2	Bryan	Washington	SS 125	0	0.601	11415006	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 30,000.00
2	Bryan	Washington	SH 237	0.043	2.403	26708005	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 87,695.63
2	Beaumont	Jasper	FM 1408	4.732	4.876	141901010	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 958,526.20
2	Beaumont	Jasper	FM 1408	4.034	4.179	141901009	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,019,951.40
2	Laredo	Dimmit	FM 133	1	14.73	23707014	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Construction Schedule	$ 47,945.05
2	Laredo	Webb	SH 359	33.512	46.041	8604023	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 7,633,302.85
2	El Paso	Culberson	US 62	2.979	4.283	37408023	METAL BEAM GUARD FENCE/SGT AND BRIDGE RAIL UPGRADE TO STANDA	Construction Schedule	$ 122,963.60
2	El Paso	Presidio	US 67	69.582	69.739	10410006	NEW TWO-LANE TWIN BRIDGE STRUCTURE FOR SOUTHBOUND TRAFFIC	Construction Schedule	$ 6,408,846.68
2	Yoakum	De Witt	SH 72	0	3.891	27010014	ADD 2 LANES FOR 4 LANE UNDIVIDED AND REHABILITATE ROADWAY	Under Development	$ 7,000,000.00
2	Wichita Falls	Baylor	US 82	3.048	10.399	15606055	MILLED EDGELINE RUMBLE STRIPS (EB ONLY)	Construction Schedule	$ 45,899.12
2	Lufkin	Nacogdoches	SH 7	0	0.01	55303034	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,610,000.00
2	Atlanta	Harrison	US 80	7.613	18.707	9608055	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 338,846.75
2	Brownwood	Stephens	US 183	15.733	16.559	40402037	SEAL COAT	Finalizing for Construc	$ 54,501.00
2	Abilene	Callahan	IH 20	6.172	6.372	607075	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNINING	Construction Schedule	$ 89,872.88
2	Lufkin	San Jacinto	SH 150	16.086	18.281	39503043	RESURFACE WITH SEAL COAT	Construction Schedule	$ 173,587.15
2	San Antonio	Kerr	RM 187	0.048	4.091	67804009	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 107,510.08
2	Atlanta	Bowie	SH 98	6.866	7.079	33001033	REHABILITATE BRIDGES AND APPROACHES	Finalizing for Construc	$ 1,850,569.77
2	Lufkin	Angelina	FM 841	1.007	6.091	115701018	IMPROVE GUARDRAIL TO DES STAND, SAFETY TREAT FIXED OBJECTS,	Finalizing for Construc	$ 4,053,046.00
2	Yoakum	De Witt	FM 766	16.527	16.537	111301029	REPLACE BRIDGE AND APPROACHES	Under Development	$ 380,000.00
2	Lubbock	Lynn	FM 179	12.044	21.838	218401010	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 7,900,000.00
2	Abilene	Callahan	FM 880	5	15.714	48003042	REHAB & WIDEN	Finalizing for Construc	$ 10,000,000.00
2	Lufkin	Angelina	FM 2497	0	0.01	258901024	REMOVE STRUCTURE ONLY	Finalizing for Construc	$ 1,500,000.00
2	Lufkin	Angelina	FM 2497	0	0.01	258901023	REMOVE & REPLACE 2 STRUCTURES	Finalizing for Construc	$ 1,650,000.00
2	Lufkin	Shelby	FM 2261	0.56	0.76	140903020	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 975,000.00
2	Yoakum	De Witt	FM 766	13.597	13.697	111301028	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 8,300,000.00
2	Bryan	Burleson	FM 111	21.653	21.753	192201019	REPLACE BRIDGE AND APPROACHES	Under Development	$ 500,000.00
2	Atlanta	Bowie	SH 8	4.473	6.025	6201035	REPLACE BRIDGES AND APPROACHES	Finalizing for Construc	$ 24,266,351.73
2	Childress	Wheeler	FM 2697	2.167	2.184	263201010	REPLACEMENT OF AN EXISTING BRIDGE	Finalizing for Construc	$ 965,000.00
2	Yoakum	Colorado	BS 71-F	3.748	5.225	26608015	MILL AND INLAY	Under Development	$ 1,500,000.00
2	Amarillo	Hutchinson	SH 136	18.631	19.455	35601106	OVERLAY	Finalizing for Construc	$ 600,000.00
2	Amarillo	Oldham	RM 1061	5	10.855	124501018	OVERLAY	Finalizing for Construc	$ 3,000,000.00
2	Waco	Falls	SH 14	0	6.895	9307021	MILL/OVERLAY	Finalizing for Construc	$ 2,374,395.00
2	Bryan	Freestone	BU 84-R	0	0.75	5703040	SEAL COAT	Construction Schedule	$ 38,930.26
2	Bryan	Grimes	SH 105	13.102	14.852	33801052	SAFETY IMPROVEMENT WORK CONSISTING OF GRADING, STRUCTURES,	Construction Schedule	$ 7,706,154.93
2	Atlanta	Titus	SH 49	4.871	10.993	22201058	REHABILITATE EXISTING 4-LANE HIGHWAY	Finalizing for Construc	$ 7,098,587.00
2	Corpus Christi	Aransas	SH 35	0.647	1.951	311601025	2019 DISTRICT WIDE HOT RUBBER SEAL PROJECT	Finalizing for Construc	$ 105,673.25
2	Fort Worth	Jack	US 380	0.197	7.099	130901035	CONSTRUCT SUPER 2	Finalizing for Construc	$ 5,500,000.00
2	Fort Worth	Palo Pinto	FM 4	0.404	14.188	31406034	WIDEN PAVEMENT, EXTEND CULVERTS, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 7,150,855.00
2	Lufkin	Houston	FM 2712	0	1.815	232401006	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 63,603.00
2	Bryan	Milam	FM 845	1.012	2.943	18506010	REHABILITATE EXISTING ROAD	Finalizing for Construc	$ 1,500,000.00
2	El Paso	Brewster	SH 223	0	1.644	49801015	SEAL COAT	Finalizing for Construc	$ 75,624.00
2	Atlanta	Titus	FM 1402	15.796	16.696	138401029	SEAL COAT	Construction Schedule	$ 51,031.20
2	Paris	Fannin	FM 100	16.058	25.267	17404040	2R REHABILITATION	Under Development	$ 5,087,500.00
2	Paris	Red River	SH 37	1.235	17.206	18902052	MILL AND OVERLAY	Finalizing for Construc	$ 9,317,490.00
2	Wichita Falls	Baylor	US 82	9.347	11.337	15606052	RE-ALIGN ROADWAY	Construction Schedule	$ 4,156,856.75
2	Wichita Falls	Cooke	FM 1198	0	5.113	135101016	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 2,400,000.00
2	Amarillo	Hutchinson	SH 207	7.629	12.428	35506042	FULL DEPTH RECLAMATION AND OVERLAY	Finalizing for Construc	$ 4,600,000.00
2	Lubbock	Swisher	FM 214	0.001	5.959	75504002	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 1,497,915.00
2	Abilene	Fisher	FM 419	0.001	14.093	165201014	SEAL COAT	Under Development	$ 255,493.00
2	Abilene	Haskell	FM 2163	0.001	17.062	203103014	SEAL COAT	Finalizing for Construc	$ 320,941.00
2	Abilene	Haskell	FM 600	0.001	7.668	97206012	SEAL COAT	Under Development	$ 178,479.00
2	Abilene	Jones	FM 605	10.878	14.132	97501022	REHAB	Finalizing for Construc	$ 1,250,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Jones	FM 1226	0.001	13.422	136001029	SEAL COAT	Under Development	$ 286,562.00
2	Abilene	Jones	FM 2404	0.001	5.799	247401009	SEAL COAT	Finalizing for Construc	$ 119,878.00
2	Abilene	Jones	FM 1597	1	6.102	218802008	SEAL COAT	Finalizing for Construc	$ 124,027.00
2	Abilene	Jones	FM 1082	0.97	10.306	97502021	SEAL COAT	Finalizing for Construc	$ 243,744.00
2	Abilene	Jones	FM 707	1	12.877	48401024	SEAL COAT	Finalizing for Construc	$ 243,149.00
2	Tyler	Cherokee	SH 21	0.5	7.942	11804032	REPAIR & RESURFACE ROADWAY	Finalizing for Construc	$ 7,000,000.00
2	Lufkin	Houston	FM 2663	0	4.409	266301008	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 147,972.00
2	Lufkin	Polk	FM 357	0.543	4.043	211703014	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 112,288.00
2	Lufkin	Trinity	SH 94	0	7.949	31902032	RESURFACE WITH SEAL COAT	Under Development	$ 419,145.00
2	Lufkin	Trinity	FM 2262	0	12.181	211701022	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 464,464.00
2	Yoakum	Fayette	US 90	14.703	14.903	2603046	REPLACE BRIDGE AND APPROACHES	Under Development	$ 5,315,000.00
2	Yoakum	Lavaca	FM 530	4.323	10.357	51504034	REHABILITATE ROADWAY	Under Development	$ 5,000,000.00
2	Yoakum	Matagorda	FM 1301	10.726	16.195	141201022	ADD SHOULDERS	Under Development	$ 5,000,000.00
2	Austin	Llano	SH 16	0	18.451	29001045	LEVEL-UP AND SEAL COAT	Finalizing for Construc	$ 2,693,400.00
2	San Antonio	Kendall	US 87	0	2.883	7202020	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 223,694.71
2	Bryan	Freestone	FM 553	5.006	5.769	353701005	SEAL COAT	Construction Schedule	$ 25,165.64
2	Bryan	Freestone	FM 27	4.732	4.832	45602030	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,500,000.00
2	Bryan	Leon	SH 75	2.01	2.11	16604044	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,500,000.00
2	Atlanta	Morris	SH 11	5.919	10.429	22203060	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 361,977.50
2	Beaumont	Jasper	US 96	9.592	9.892	6504086	REPAIRS	Under Development	$ 400,000.00
2	Laredo	Kinney	RM 674	0	17.44	37506026	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 258,133.00
2	El Paso	Jeff Davis	SH 118	0	21.307	51202015	SEAL COAT	Finalizing for Construc	$ 980,122.00
2	Childress	Briscoe	FM 145	0	2.152	75407008	WIDENING OF NON-FREEWAY FACILITY	Under Development	$ 1,214,300.00
2	Childress	Hall	SH 86	20	29	10502023	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 5,130,000.00
2	Yoakum	Wharton	FM 1300	0	5.713	42011017	SEAL COAT	Construction Schedule	$ 163,482.75
2	Tyler	Henderson	FM 2494	0	7.092	240801011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 307,086.55
2	Corpus Christi	Aransas	FM 1781	5.822	8.941	154901051	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 99,239.05
2	Amarillo	Hutchinson	SS 246	1.003	3.944	35609021	SEALCOAT	Construction Schedule	$ 292,493.54
2	Paris	Red River	SH 37	0.061	9.607	72202041	SEAL COAT	Construction Schedule	$ 403,336.35
2	Fort Worth	Somervell	FM 2174	0.009	2.813	208801012	SEAL COAT	Finalizing for Construc	$ 108,402.00
2	Amarillo	Armstrong	SH 207	0	4.825	35702024	SEALCOAT	Construction Schedule	$ 219,085.32
2	Amarillo	Armstrong	FM 1075	1.009	5.69	321502005	SEALCOAT	Construction Schedule	$ 147,083.20
2	Amarillo	Armstrong	FM 2301	8.522	9.57	78902018	SEALCOAT	Construction Schedule	$ 35,351.36
2	Amarillo	Carson	SH 207	5	6.679	35701019	SEALCOAT	Construction Schedule	$ 81,357.44
2	Amarillo	Deaf Smith	FM 809	1	20.081	80102021	SEALCOAT	Construction Schedule	$ 1,300,274.22
2	Amarillo	Deaf Smith	FM 2298	1	6.668	46115008	SEALCOAT	Construction Schedule	$ 188,501.60
2	Amarillo	Gray	FM 2477	1	11.609	272301010	SEALCOAT	Construction Schedule	$ 349,302.30
2	Amarillo	Hansford	SH 51	5.269	11.006	188501018	SEALCOAT	Construction Schedule	$ 268,574.89
2	Amarillo	Hansford	FM 2018	0.041	16.083	188601013	SEALCOAT	Construction Schedule	$ 590,139.16
2	Amarillo	Hutchinson	FM 281	10.409	17.543	79406022	SEALCOAT	Construction Schedule	$ 339,333.41
2	Amarillo	Oldham	FM 809	1.008	2.811	80101014	SEALCOAT	Construction Schedule	$ 136,343.09
2	Amarillo	Sherman	SH 15	14.964	26.774	79003028	SEALCOAT	Construction Schedule	$ 560,738.00
2	Amarillo	Sherman	FM 119	10.357	23.381	72702022	SEALCOAT	Construction Schedule	$ 588,817.36
2	Lubbock	Bailey	FM 1760	4.716	13.656	163403014	SEAL COAT	Construction Schedule	$ 265,476.90
2	Lubbock	Bailey	FM 1760	1	8.382	328601007	SEAL COAT	Construction Schedule	$ 220,282.60
2	Lubbock	Parmer	FM 1172	5.122	11.851	244401010	SEAL COAT	Construction Schedule	$ 190,398.25
2	Lubbock	Parmer	SH 86	0.394	10.278	30201022	SEAL COAT	Construction Schedule	$ 441,120.90
2	San Angelo	Concho	FM 2402	0	18.8	227801011	SEAL COAT	Finalizing for Construc	$ 526,060.97
2	Abilene	Fisher	FM 3205	10	14.056	328801002	SEAL COAT	Finalizing for Construc	$ 88,566.78
2	Abilene	Nolan	FM 608	0.001	5.33	237902009	SEAL COAT	Finalizing for Construc	$ 120,088.50
2	Abilene	Stonewall	FM 1835	0.001	10.344	330601014	SEAL COAT	Finalizing for Construc	$ 241,733.00
2	Abilene	Taylor	US 277	14.208	21.932	40704027	SEAL COAT	Finalizing for Construc	$ 356,459.29
2	Yoakum	Austin	FM 2429	0	3.56	232001014	SEAL COAT	Construction Schedule	$ 102,131.10

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Lavaca	FM 532	9.911	13.986	100701025	SEAL COAT	Construction Schedule	$ 106,249.35
2	Yoakum	Lavaca	FM 957	0	11.052	51506026	SEAL COAT	Construction Schedule	$ 128,361.35
2	Yoakum	Wharton	FM 1300	0	13.585	42010017	SEAL COAT	Construction Schedule	$ 392,759.15
2	Bryan	Grimes	FM 2445	0.002	6.078	233601009	SEAL COAT	Construction Schedule	$ 151,561.90
2	Bryan	Leon	FM 1147	1.007	3.991	114803009	SEAL COAT	Construction Schedule	$ 76,477.40
2	Bryan	Madison	FM 2548	5.02	11.66	254801013	SEAL COAT	Construction Schedule	$ 184,084.20
2	Bryan	Madison	FM 1119	0	3.033	122302014	SEAL COAT	Construction Schedule	$ 83,522.68
2	Atlanta	Bowie	FM 991	0	1.888	277601013	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 128,148.50
2	Atlanta	Morris	FM 997	0	3.788	39206011	INSTALL LED FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 146,410.00
2	Atlanta	Morris	FM 3421	1.012	3.477	75003007	SEAL COAT	Construction Schedule	$ 83,994.80
2	Beaumont	Newton	SL 505	1.02	2.869	30409006	SEAL COAT	Construction Schedule	$ 79,556.00
2	Pharr	Brooks	SH 285	0.161	15.93	48202033	SEAL COAT	Construction Schedule	$ 1,000,000.50
2	Abilene	Nolan	SH 70	2.536	9.016	26401040	SEAL COAT	Finalizing for Construc	$ 244,726.00
2	Yoakum	Wharton	US 59	27.931	26.348	8906081	CONSTRUCT FRONTAGE ROADS	Construction Schedule	$ 9,567,126.97
2	Yoakum	Wharton	US 59	26.348	25.329	8907133	CONSTRUCT FRONTAGE ROADS	Construction Schedule	$ 5,983,757.80
2	San Angelo	Coke	US 277	15.188	29.001	26405029	ADD PASSING LANES	Finalizing for Construc	$ 11,741,050.00
2	San Angelo	Coke	US 277	6.476	14.799	26404054	GRADING, BASE AND STRUCTURES	Under Development	$ 5,799,500.00
2	San Angelo	Concho	US 83	1	12.359	3502038	ADD PASSING LANES	Under Development	$ 7,951,300.00
2	Abilene	Taylor	IH 20	7.631	8.035	604076	REPLACE BRIDGE AND APPROACH RAILING OR	Construction Schedule	$ 69,230.00
2	San Angelo	Tom Green	US 277	0	13.716	26406043	ADD PASSING LANES	Finalizing for Construc	$ 11,658,600.00
2	Beaumont	Jasper	US 96	10.076	18.184	6408059	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 31,476.20
2	Paris	Lamar	FM 79	0	1.4	68802057	MILL AND INLAY	Finalizing for Construc	$ 556,482.00
2	San Angelo	Coke	SH 70	1	6.448	26404053	ADD PASSING LANES	Finalizing for Construc	$ 3,813,600.00
2	Abilene	Jones	US 180	1.001	15.887	29604023	SEAL COAT	Under Development	$ 733,455.00
2	Abilene	Nolan	SH 70	20.142	27.905	26403019	SEAL COAT	Under Development	$ 266,049.00
2	Lufkin	Houston	US 287	21	31.106	10903036	IMPROVE GUARDRAIL TO DESIGN STANDARD AND SAFETY TREAT FIXED	Finalizing for Construc	$ 1,899,954.00
2	Yoakum	Matagorda	SH 35	30.937	42	17907028	ACP OVERLAY	Finalizing for Construc	$ 3,325,000.00
2	San Antonio	McMullen	FM 791	2.19	2.76	173904010	CONSTRUCT BRIDGE & APPROACHES	Construction Schedule	$ 5,350,167.17
2	Corpus Christi	Karnes	FM 2985	0	1.763	302401007	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 579,874.00
2	Childress	Foard	SH 6	0	7.541	9802028	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 516,670.15
2	Amarillo	Gray	SH 70	1	3.58	49001032	REHAB EXISTING ROADWAY	Finalizing for Construc	$ 2,000,000.00
2	Amarillo	Gray	SH 70	1	3.58	49001036	SEALCOAT	Construction Schedule	$ 156,418.50
2	Wichita Falls	Cooke	FM 51	2.34	2.653	31201078	ADD SHOULDERS	Construction Schedule	$ 515,674.50
2	Bryan	Grimes	SS 515	0.007	0.821	33801057	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 51,124.47
2	Yoakum	Colorado	SH 71	2.506	11.7	26603029	CONSTRUCT SUPER 2 LANES	Construction Schedule	$ 8,223,052.50
2	Yoakum	Lavaca	US 90A	0	2.548	44502047	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 284,848.75
2	San Antonio	Frio	IH 35	14.316	19.393	1707134	SEAL COAT AND PAVEMENT MARKINGS ON NB FRONTAGE ROAD	Construction Schedule	$ 273,875.40
2	Bryan	Walker	SH 19	0.098	9.599	10909064	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 855,498.65
2	Laredo	Webb	IH 35	16.98	26.869	1803056	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 512,619.11
2	Tyler	Anderson	US 287	0.012	8.723	12204038	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 1,023,131.50
2	Lubbock	Parmer	SH 214	1.146	23.47	46106023	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 113,650.40
2	Yoakum	Colorado	US 90A	32.939	37.987	2703071	CONSTRUCT SUPER 2 LANES	Construction Schedule	$ 4,348,747.95
2	Yoakum	Jackson	SH 172	13.751	22.418	42002043	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 269,730.50
2	Yoakum	Lavaca	SH 95	14.56	22.062	32403039	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 1,083,383.75
2	San Antonio	Kerr	SH 16	7.838	8.038	29103067	MODERNIZE INTERSECTION FLASHING BEACON AND INSTALL ADVANCE	Construction Schedule	$ 67,786.58
2	Bryan	Leon	SH 7	0	4.449	38205015	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 36,518.50
2	Bryan	Madison	SH 90	1.007	1.153	31510010	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 3,943.80
2	Atlanta	Bowie	US 259	0	0.416	8504033	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 7,612,632.00
2	Paris	Fannin	CR	1.268	1.278	90132093	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 145,000.00
2	Abilene	Callahan	SH 279	26.534	28.693	48003045	SEAL COAT	Finalizing for Construc	$ 102,402.73
2	Bryan	Washington	FM 912	0.005	3.014	31512015	SEAL COAT	Construction Schedule	$ 115,381.06
2	Bryan	Walker	FM 2989	0.434	6.038	256502009	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 180,000.00
2	Amarillo	Dallam	FM 297	5.092	21.009	79402020	SEALCOAT	Construction Schedule	$ 524,054.50

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Yoakum	Wharton	FM 3012	1	7.117	70903008	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 680,420.00
2	Yoakum	Matagorda	FM 2540	0	4.32	252501017	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 270,335.00
2	San Angelo	Tom Green	FM 2288	0	8.137	214102013	CENTERLINE AND SHOULDER TEXTURING	Construction Schedule	$ 73,561.61
2	Amarillo	Deaf Smith	FM 2856	0.009	3.587	289901012	SEALCOAT	Construction Schedule	$ 161,784.00
2	Lubbock	Lubbock	IH 27	12.064	25.052	6707095	TRAFFIC CONTROL DEVICES	Construction Schedule	$ 959,259.25
2	Beaumont	Jasper	US 190	0	0.388	24403061	SEAL COAT	Construction Schedule	$ 46,851.20
2	Corpus Christi	Kleberg	SH 141	12.834	13.751	38304061	MISCELLANEOUS CONSTRUCTION	Construction Schedule	$ 998,629.49
2	San Antonio	Atascosa	SH 97	2.044	4.561	32804045	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 101,826.00
2	Tyler	Cherokee	FM 347	0.17	2.567	19105006	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 79,707.00
2	Paris	Fannin	SH 11	0	7.454	213902010	REHAB	Construction Schedule	$ 8,609,837.62
2	Amarillo	Carson	FM 294	17.072	18.542	78802027	SEALCOAT	Construction Schedule	$ 49,475.50
2	Amarillo	Deaf Smith	SH 214	1	23.931	149101018	SEALCOAT	Construction Schedule	$ 621,823.00
2	Amarillo	Deaf Smith	FM 1412	30.006	44.534	149101019	SEALCOAT	Construction Schedule	$ 398,484.00
2	Amarillo	Hansford	FM 520	9.9	19.984	162101016	SEALCOAT	Construction Schedule	$ 292,049.00
2	Amarillo	Hartley	FM 722	1.035	10.483	72706010	SEALCOAT	Construction Schedule	$ 288,419.75
2	Amarillo	Hutchinson	FM 281	1	10.411	79406021	SEALCOAT	Construction Schedule	$ 373,030.05
2	Amarillo	Sherman	FM 520	1.01	2.48	162102006	SEALCOAT	Construction Schedule	$ 39,652.50
2	Lubbock	Parmer	SH 86	1.509	21.983	30201019	SAFETY-RUMBLE STRIPS	Construction Schedule	$ 103,898.00
2	Abilene	Jones	FM 3326	0.97	9.864	345501009	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Finalizing for Construc	$ 109,328.00
2	Tyler	Van Zandt	SH 110	0	4.953	50501047	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 184,250.50
2	Tyler	Wood	FM 69	0.01	2.55	76605005	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 75,845.00
2	Lufkin	Sabine	SH 87	10.636	26.534	30404045	TEXTURIZE SHOULDERS (PROFILE EDGELINE MARKINGS; PROFILE	Construction Schedule	$ 79,580.00
2	Yoakum	Austin	FM 1094	0	4.13	172102011	ADD SHOULDERS	Finalizing for Construc	$ 2,652,000.00
2	Yoakum	Austin	FM 529	0	2.027	304701010	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 33,477.00
2	Yoakum	Austin	FM 2429	0	3.558	232001009	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 291,308.50
2	Yoakum	Austin	SH 159	4.819	19.561	40802045	ADD SHOULDERS	Construction Schedule	$ 11,959,769.51
2	Yoakum	Colorado	FM 155	1	1.83	21110041	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 70,026.60
2	Yoakum	Colorado	FM 109	0	8.909	71602036	ADD SHOULDERS	Finalizing for Construc	$ 7,000,000.00
2	Yoakum	Jackson	SL 522	1.798	3.071	8912004	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 415,065.20
2	Yoakum	Jackson	FM 616	0.019	3.319	49703009	RESTORE ROADWAY	Construction Schedule	$ 2,064,137.40
2	Yoakum	Lavaca	FM 966	5	5.77	216601005	RESTORE ROADWAY	Construction Schedule	$ 670,649.97
2	Yoakum	Matagorda	FM 2668	9.994	15.367	269701035	RESTORE ROADWAY	Construction Schedule	$ 3,644,263.60
2	Austin	Llano	SH 29	0	14.886	15002035	TEXTURIZE SHOULDER- PROFILE PAVEMENT MARKERS	Construction Schedule	$ 156,238.80
2	Corpus Christi	Refugio	FM 136	12.604	19.607	73801058	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 58,912.25
2	Corpus Christi	San Patricio	FM 136	1	5.968	347401009	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 62,690.35
2	Bryan	Freestone	FM 833	2.851	11.074	213101025	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 218,420.48
2	Bryan	Freestone	PR 64	0.5	1.919	347502007	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 160,000.00
2	Bryan	Freestone	SH 164	3.03	11.754	41305030	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 351,868.68
2	Bryan	Freestone	SP 114	0.367	1.037	299501005	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 50,000.00
2	Bryan	Grimes	FM 2562	4.473	7.206	330201016	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 80,000.00
2	Bryan	Grimes	FM 1696	0.204	6.63	180901017	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 169,910.45
2	Bryan	Leon	FM 542	6.49	15.053	42603042	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 254,628.43
2	Bryan	Leon	FM 745	0	0.444	328201007	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 20,000.00
2	Bryan	Leon	FM 3501	0	0.489	197102007	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 20,000.00
2	Bryan	Madison	FM 978	7.782	11.693	55202028	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 114,843.14
2	Bryan	Madison	SH 90	0.374	7.468	31501034	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 279,484.11
2	Bryan	Madison	OSR	4.442	11.577	47504027	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 212,948.02
2	Bryan	Madison	FM 1452	10.334	15.372	172301015	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 150,000.00
2	Bryan	Madison	SL 160	10	10.575	11708005	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 20,000.00
2	Bryan	Milam	FM 2027	0	6.356	83308020	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 200,000.00
2	Bryan	Walker	FM 2296	0.002	0.229	226901007	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 6,803.10
2	Bryan	Walker	FM 405	0.065	8.524	75601025	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 296,528.91
2	Dallas	Navarro	FM 246	0	1.382	99802008	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 21,949.90

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Laredo	Dimmit	FM 186	0	5.428	30104021	REHABILITATION OF AN EXISTING HIGHWAY	Finalizing for Construc	$ 409,312.00
2	Odessa	Winkler	SH 18	1	11.59	29201034	ROADWAY REHABILITATION	Finalizing for Construc	$ 15,000,000.00
2	Odessa	Andrews	FM 181	26.82	33.61	112702011	SEAL COAT	Finalizing for Construc	$ 210,773.00
2	Odessa	Ector	SH 302	1	8.907	46307048	ROADWAY REHABILITATION	Finalizing for Construc	$ 21,116,300.00
2	Odessa	Ector	FM 1053	5.04	6.58	86601016	SEAL COAT	Finalizing for Construc	$ 53,096.00
2	Odessa	Reeves	FM 1450	8	23.731	163901016	MILL AND FILL	Finalizing for Construc	$ 19,583,801.00
2	Yoakum	Colorado	SH 71	2.152	2.204	26603031	MILL AND INLAY	Under Development	$ 250,000.00
2	Yoakum	De Witt	SH 72	1.232	11.737	27001051	ADD 2 LANES FOR 4-LANE UNDIVIDED AND REHABILITATE ROADWAY	Under Development	$ 31,500,000.00
2	Yoakum	Gonzales	SH 80	13.46	24.672	28704038	CONSTRUCT SUPER 2 LANES	Under Development	$ 17,000,000.00
2	Corpus Christi	Karnes	SH 119	3.753	12.388	35904005	REHAB ROADWAY AND ADD 10' SHLDRS AND ADD PASSING LANES	Finalizing for Construc	$ 20,000,000.00
2	Laredo	Dimmit	SH 85	20.507	29.826	30102051	REHABILITATION OF AN EXISTING HIGHWAY	Under Development	$ 13,500,000.00
2	Laredo	La Salle	SH 97	0	2.918	32808026	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,918,000.00
2	Atlanta	Bowie	US 82	6.271	8.008	4603042	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 135,680.00
2	Odessa	Ector	FM 866	10	15.87	112704012	SEAL COAT	Finalizing for Construc	$ 200,177.00
2	Odessa	Ector	FM 1601	5	12.166	152001019	SEAL COAT	Finalizing for Construc	$ 264,465.00
2	Odessa	Pecos	FM 1776	1	8.055	226202015	SEAL COAT	Finalizing for Construc	$ 264,980.00
2	Odessa	Pecos	FM 1450	1	2.83	163902019	MILL AND FILL	Finalizing for Construc	$ 2,278,199.00
2	San Angelo	Crockett	SH 163	0.102	0.073	41202020	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 433,855.00
2	Abilene	Nolan	FM 608	1	17.672	5315023	REHAB AND WIDEN	Under Development	$ 8,000,000.00
2	Lufkin	Shelby	US 84	1	7.476	12307020	RESURFACE WITH SEAL COAT	Under Development	$ 397,498.00
2	Yoakum	Fayette	FM 609	3.843	8.446	26703030	PAVEMENT REPAIR AND SURFACING	Finalizing for Construc	$ 2,720,000.00
2	Yoakum	Lavaca	US 77A	19.663	19.763	26903036	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,235,000.00
2	Yoakum	Lavaca	US 90A	8.11	8.21	44601050	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 9,400,000.00
2	Yoakum	Lavaca	SH 111	18.33	18.902	34606050	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 8,110,000.00
2	Yoakum	Lavaca	SH 111	13.538	13.638	34606052	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,550,000.00
2	Corpus Christi	Goliad	SH 119	0	8.16	35902005	REHAB ROADWAY AND ADD 10' SHLDRS	Finalizing for Construc	$ 6,000,000.00
2	Brownwood	Lampasas	FM 1494	0	2.211	144901007	SEAL COAT	Under Development	$ 47,093.00
2	Childress	Hall	SH 256	31.05	31.508	54102033	REHABILITATION OF EXISTING ROADWAY	Under Development	$ 2,500,000.00
2	Childress	Knox	SH 222	10.989	12.108	49602018	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Under Development	$ 400,000.00
2	Odessa	Terrell	RM 2886	1	19.17	290502013	SEAL COAT	Finalizing for Construc	$ 431,769.00
2	Lufkin	Nacogdoches	FM 1878	2.572	7.966	181001033	RECONSTRUCT AND WIDEN	Under Development	$ 4,483,283.00
2	Lufkin	Houston	FM 2076	0	5.969	206801006	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 5,200,000.00
2	Lufkin	Shelby	FM 2974	0.011	2.036	303901005	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 76,267.00
2	Yoakum	De Witt	FM 766	10.014	17.671	111301030	REHABILITATE ROADWAY	Finalizing for Construc	$ 6,000,000.00
2	Lufkin	Angelina	FM 1271	0.488	2.594	140601035	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 81,308.00
2	Tyler	Gregg	FM 1249	0	1.089	37708011	REPAIR & REPAVE ROADWAY	Under Development	$ 1,400,000.00
2	Laredo	Dimmit	FM 790	0	1.485	30004010	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 239,580.00
2	Paris	Delta	FM 64	2.081	7.479	39903038	2R REHABILITATION	Finalizing for Construc	$ 3,220,000.00
2	Paris	Rains	FM 275	5.335	5.42	227701012	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,126,080.00
2	Wichita Falls	Baylor	FM 422	1.038	7.02	81401036	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 3,100,000.00
2	Wichita Falls	Clay	SH 148	6.08	13.565	39104027	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 4,500,000.00
2	Wichita Falls	Throckmorton	US 283	35.635	41.92	12503047	PAVEMENT REHABILITATION	Finalizing for Construc	$ 3,300,000.00
2	Lubbock	Yoakum	US 380	0.001	14.552	29701013	OVERLAY ARMORING	Under Development	$ 7,250,000.00
2	Odessa	Crane	FM 1601	0	18.38	152002024	SEAL COAT	Finalizing for Construc	$ 643,503.00
2	Odessa	Martin	FM 2212	0	2.936	209101011	SEAL COAT	Finalizing for Construc	$ 91,779.00
2	Odessa	Martin	FM 2002	0	6.01	187102011	SEAL COAT	Finalizing for Construc	$ 170,849.00
2	Odessa	Martin	FM 2002	0	11.717	187103020	SEAL COAT	Finalizing for Construc	$ 355,173.00
2	Odessa	Martin	FM 2212	10	10.3	6811007	SEAL COAT	Finalizing for Construc	$ 8,456.00
2	Odessa	Pecos	FM 1776	0	6.755	226204014	SEAL COAT	Finalizing for Construc	$ 181,214.00
2	Odessa	Reeves	FM 3078	17.178	17.296	44103033	SEAL COAT	Finalizing for Construc	$ 5,887.00
2	Odessa	Reeves	SH 17	0	2.855	10401017	SEAL COAT	Finalizing for Construc	$ 97,577.00
2	Odessa	Ward	FM 1927	0	14.709	182401012	SEAL COAT	Finalizing for Construc	$ 393,757.00
2	San Angelo	Crockett	SL 466	37.263	39.543	14113006	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 414,125.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	San Angelo	Irion	RM 853	0	0.006	55504017	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 198,818.00
2	Abilene	Callahan	SH 206	6.556	9.102	263803011	SEAL COAT	Finalizing for Construc	$ 108,000.00
2	Abilene	Callahan	US 283	17.38	31.828	43704028	SEAL COAT	Finalizing for Construc	$ 371,520.00
2	Abilene	Callahan	FM 3265	5.001	9.622	346301008	SEAL COAT	Under Development	$ 86,941.00
2	Abilene	Haskell	FM 2082	0.001	3.635	253601011	SEAL COAT	Under Development	$ 67,905.00
2	Abilene	Howard	FM 846	1.001	17.136	187202018	SEAL COAT	Under Development	$ 303,523.00
2	Abilene	Kent	FM 2320	10.547	25.327	124803017	SEAL COAT	Finalizing for Construc	$ 305,838.00
2	Abilene	Kent	US 380	1.001	19.873	29802027	SEAL COAT	Under Development	$ 639,283.00
2	Abilene	Kent	US 380	1	8.734	26301021	SEAL COAT	Under Development	$ 279,182.00
2	Abilene	Mitchell	BI 20-K	1	2.632	613011	SEAL COAT	Under Development	$ 80,987.00
2	Abilene	Scurry	FM 1607	0.001	3.015	152901003	SEAL COAT	Finalizing for Construc	$ 56,713.00
2	Abilene	Scurry	FM 1606	16.24	23.342	152602010	SEAL COAT	Under Development	$ 145,046.00
2	Abilene	Scurry	FM 644	0.001	4.869	96604011	SEAL COAT	Finalizing for Construc	$ 127,248.00
2	Abilene	Scurry	FM 1610	0.001	7.01	153102013	SEAL COAT	Under Development	$ 122,868.00
2	Abilene	Scurry	FM 1609	0.001	10	153001011	SEAL COAT	Under Development	$ 187,501.00
2	Abilene	Shackelford	US 283	1	17.526	43701025	SEAL COAT	Finalizing for Construc	$ 370,916.00
2	Waco	Bosque	SH 174	0	3.211	51903035	TOM OVERLAY	Finalizing for Construc	$ 800,000.00
2	Waco	Falls	FM 434	0	3.758	107701026	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TRT FIXED OBJ,	Finalizing for Construc	$ 4,323,424.00
2	Waco	Hill	FM 1947	1	6.608	183001013	REHABILITATE ROADWAY	Finalizing for Construc	$ 3,083,850.00
2	Waco	Hill	FM 339	0	1.896	166202013	REHABILITATE ROADWAY	Finalizing for Construc	$ 1,232,400.00
2	Waco	Hill	FM 1946	0	9.084	182902014	REHAB AND WIDEN ROADWAY	Finalizing for Construc	$ 3,915,000.00
2	Tyler	Cherokee	FM 22	8.172	8.292	63401015	REPLACE BRIDGE & APPROACHES	Under Development	$ 1,000,000.00
2	Tyler	Wood	FM 2088	8.008	8.108	96401009	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 44,200.00
2	Tyler	Wood	FM 1804	4.2	4.298	227401011	REPLACE BRIDGE & APPROACHES	Under Development	$ 500,000.00
2	Lufkin	Angelina	SH 63	0	13.253	24401046	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 520,881.00
2	Lufkin	Angelina	FM 1669	0	1.606	167502006	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 1,300,000.00
2	Lufkin	Houston	FM 1280	1.093	1.111	167602017	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,300,000.00
2	Lufkin	Nacogdoches	FM 1878	7.966	10.4	181001034	RECONSTRUCT AND WIDEN	Under Development	$ 1,581,088.00
2	Lufkin	San Augustine	FM 1751	0	14.919	168003027	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 462,453.00
2	Lufkin	San Augustine	FM 1751	14.919	18.733	168004007	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 146,007.00
2	Lufkin	San Jacinto	FM 1725	0	0.01	158201026	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,400,000.00
2	Lufkin	San Jacinto	FM 1725	0	0.01	158201025	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,300,000.00
2	Lufkin	San Jacinto	FM 946	3	9.698	93904014	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 5,750,000.00
2	Lufkin	Shelby	FM 353	0	2.658	11813014	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 1,900,000.00
2	Lufkin	Trinity	FM 358	0	0.189	34006009	RECONSTRUCT EXISTING PAVEMENT AND WIDEN TO 24FT	Finalizing for Construc	$ 378,193.00
2	Yoakum	Austin	FM 331	10.521	10.531	40805028	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 2,436,000.00
2	Yoakum	De Witt	FM 108	0	8.299	71503014	REHABILITATE EXISTING ROADWAY AND ADD SHOULDERS	Finalizing for Construc	$ 8,500,000.00
2	Yoakum	Gonzales	SH 97	0.284	0.484	34702033	REPLACE BRIDGE AND APPROACHES	Under Development	$ 410,000.00
2	Yoakum	Wharton	FM 647	2.023	2.048	130202013	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,230,000.00
2	Yoakum	Wharton	SH 60	3.244	3.344	24002032	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 2,660,000.00
2	Yoakum	Wharton	FM 1300	0.322	0.522	42010018	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,045,000.00
2	San Antonio	Kendall	FM 1621	0.058	4.953	251901007	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Finalizing for Construc	$ 2,937,000.00
2	San Antonio	Kendall	RM 473	19.223	20.782	14210026	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, PROFILE CENTERLINE	Finalizing for Construc	$ 1,295,833.00
2	San Antonio	Kendall	RM 473	19.6	20.326	14209044	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, PROFILE CENTERLINE	Finalizing for Construc	$ 609,804.00
2	San Antonio	McMullen	FM 99	0.958	13.372	34813021	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 498,149.00
2	Corpus Christi	Jim Wells	FM 1538	0	8.693	147102009	REHAB AND WIDEN ROADWAY	Under Development	$ 4,500,000.00
2	Corpus Christi	Karnes	FM 81	1.02	9.384	69101040	REHAB AND WIDEN	Under Development	$ 8,000,000.00
2	Bryan	Freestone	FM 489	3.236	3.336	132503023	REPLACE BRIDGE AND APPROACHES	Under Development	$ 700,000.00
2	Bryan	Freestone	FM 80	9.939	10.039	61201046	REPLACE BRIDGE AND APPROACHES	Under Development	$ 750,000.00
2	Bryan	Freestone	FM 489	1.051	1.151	132503026	REPLACE BRIDGE AND APPROACHES	Under Development	$ 600,000.00
2	Bryan	Freestone	FM 489	5.466	5.566	132503025	REPLACE BRIDGE AND APPROACHES	Under Development	$ 900,000.00
2	Bryan	Freestone	FM 80	2.486	2.586	132801017	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,100,000.00
2	Bryan	Freestone	FM 489	4.581	4.681	132503024	REPLACE BRIDGE AND APPROACHES	Under Development	$ 900,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Grimes	FM 244	3.993	4.093	64304034	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,000,000.00
2	Bryan	Grimes	FM 244	3.538	3.638	64304033	REPLACE BRIDGE AND APPROACHES	Under Development	$ 950,000.00
2	Bryan	Grimes	FM 362	12.944	13.044	94401022	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,300,000.00
2	Bryan	Leon	SH 75	4.251	4.351	16604045	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,400,000.00
2	Bryan	Milam	FM 2095	10.903	11.903	195301028	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,000,000.00
2	Bryan	Milam	FM 908	4.061	4.161	85802022	REPLACE BRIDGE AND APPROACHES	Under Development	$ 500,000.00
2	Bryan	Milam	FM 486	8.644	8.744	59005052	REPLACE BRIDGE AND APPROACHES	Under Development	$ 3,800,000.00
2	Bryan	Milam	FM 486	15.534	15.634	33705045	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,200,000.00
2	Bryan	Robertson	FM 2096	7.652	7.752	195401013	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,100,000.00
2	Atlanta	Panola	FM 1970	0	4.043	42803012	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 105,904.00
2	Beaumont	Tyler	FM 2992	0	6.74	304301013	WIDEN AND OVERLAY_EXISTING ROADWAY	Finalizing for Construc	$ 4,100,000.00
2	Beaumont	Tyler	FM 1943	7.468	7.668	182801031	UPGRADE BRIDGE AND APPROACH RAILING	Under Development	$ 86,320.00
2	Beaumont	Tyler	FM 1014	0.815	1.015	123801008	UPGRADE BRIDGE AND APPROACH RAILING	Under Development	$ 80,080.00
2	Laredo	Dimmit	FM 1867	5.757	8.781	179902017	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,209,200.00
2	Laredo	Dimmit	FM 191	5	10.894	87803016	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,358,000.00
2	Laredo	Dimmit	FM 393	0	1.542	87802012	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 38,550.00
2	Laredo	Dimmit	FM 190	12.865	14.278	96301035	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 39,865.00
2	Laredo	Duval	SH 16	0	11.914	51704066	RESURFACE OF EXISTING_HIGHWAY	Finalizing for Construc	$ 642,259.00
2	Laredo	Duval	SH 339	9.941	30.566	62301023	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 932,490.00
2	Laredo	La Salle	SH 44	0	2.295	202202020	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 99,634.00
2	Laredo	La Salle	FM 469	0	15.787	143501023	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 470,400.00
2	Laredo	La Salle	FM 133	0	6.902	23701021	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,425,309.00
2	Laredo	La Salle	FM 469	0	6.775	65204061	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,371,250.00
2	Laredo	La Salle	FM 469	0	8.852	85202013	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 3,098,200.00
2	Laredo	Maverick	FM 1021	18.284	28.894	122902018	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 10,079,500.00
2	Laredo	Webb	SH 44	0	9.622	202201014	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 361,236.00
2	Laredo	Zavala	FM 191	0	0.396	87804012	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 158,400.00
2	Brownwood	Comanche	FM 2247	0	0.229	210704006	SEAL COAT	Under Development	$ 8,593.00
2	Brownwood	Eastland	SH 206	4.155	6	704129	SEAL COAT	Under Development	$ 100,471.00
2	Brownwood	Eastland	FM 2563	0	7.868	248801015	SEAL COAT	Under Development	$ 194,826.00
2	Brownwood	McCulloch	FM 2822	0	6.9	291201007	SEAL COAT	Under Development	$ 138,928.00
2	Brownwood	McCulloch	FM 1028	0	10.558	130601013	SEAL COAT	Under Development	$ 229,019.00
2	Brownwood	San Saba	FM 500	0	12.464	23113025	SEAL COAT	Under Development	$ 266,319.00
2	El Paso	Presidio	SH 17	7.909	8.411	10405024	CONSTRUCT A ROUNDABOUT	Finalizing for Construc	$ 119,087.00
2	El Paso	Presidio	SH 17	0	8.673	10405025	MILL AND INLAY	Finalizing for Construc	$ 700,000.00
2	Childress	Hall	SH 70	5.806	5.997	31102033	REPLACEMENT OF EXISTING BRIDGE FACILITY	Under Development	$ 8,603,000.00
2	Childress	Hall	SH 86	24.447	24.471	10502025	REPLACEMENT OF EXISTING BRIDGE FACILITY	Under Development	$ 250,000.00
2	Childress	Hardeman	FM 1167	3.803	3.827	131301013	REPLACEMENT OF EXISTING BRIDGE FACILITY	Finalizing for Construc	$ 216,580.00
2	Childress	Hardeman	FM 1167	2.315	2.339	131301012	REPLACEMENT OF EXISTING BRIDGE FACILITY	Finalizing for Construc	$ 249,900.00
2	Childress	Hardeman	SL 285	2.98	3.015	4323008	REPLACEMENT OF EXISTING BRIDGE FACILITY	Under Development	$ 945,000.00
2	Childress	Knox	SH 6	9.991	22.091	9805034	REHABILITATION OF EXISTING ROADWAY	Under Development	$ 6,300,000.00
2	Lufkin	San Jacinto	SH 105	0	0.976	33806011	WIDEN FROM 2 TO 4 LANES DIVIDED	Finalizing for Construc	$ 10,300,000.00
2	Brownwood	Eastland	FM 587	0	0.237	103602007	SEAL COAT	Construction Schedule	$ 16,286.10
2	Austin	Lee	US 77	27.779	33.396	21105019	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 6,648,104.71
2	Bryan	Leon	US 79	0	3.542	20505048	OVERLAY CONSISTING OF PLANING, HMA, BASE RPR, PAVEMENT	Construction Schedule	$ 2,762,359.31
2	Atlanta	Titus	US 271	7.139	7.845	22105064	REPLACE BRIDGES AND APPROACHES	Construction Schedule	$ 5,872,714.54
2	San Angelo	Runnels	US 83	1	12.432	3501034	SEAL COAT	Finalizing for Construc	$ 723,778.04
2	Paris	Fannin	US 82	15.051	18.583	4521012	WIDEN FROM 2-LANE TO 4-LANE	Construction Schedule	$ 10,683,969.15
2	Tyler	Anderson	US 175	0	3.27	19803027	WIDEN 2 LNS TO 4-LANE DIVIDED RURAL WITH DEPRESSED MEDIAN	Construction Schedule	$ 22,481,975.15
2	San Angelo	Runnels	US 67	0	13.986	7801038	SEAL COAT	Finalizing for Construc	$ 725,938.07
2	Yoakum	Calhoun	FM 1593	1.727	1.996	109005015	WIDEN ROADWAY TO ACCOMMODATE TURN LANES, SIGNAL IMPROVEMNETS	Construction Schedule	$ 718,852.20
2	El Paso	Jeff Davis	SH 166	36.54	47.935	41503020	WIDENING OF ROADWAY	Under Development	$ 2,402,439.00
2	Odessa	Pecos	US 285	2.398	3.878	14017023	SEAL COAT	Construction Schedule	$ 158,259.31

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Odessa	Martin	SH 349	0	16.312	38007026	ROADWAY REHABILITATION	Construction Schedule	$ 9,289,856.79
2	Tyler	Rusk	US 79	8.519	11.383	20607061	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 222,892.15
2	Tyler	Van Zandt	FM 1256	0	7.954	117201007	WIDEN ROADWAY TO 24' FOR SAFETY	Construction Schedule	$ 5,440,226.35
2	Yoakum	Jackson	FM 234	1.518	4.035	282103009	SAFETY TREAT FIXED OBJECTS,PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 1,205,524.10
2	Yoakum	Jackson	FM 234	4.035	8.345	51501068	SAFETY TREAT FIXED OBJECTS,PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 2,311,128.05
2	San Antonio	Kendall	RM 474	0	6.673	104201032	WIDEN EXISTING ROADWAY TO ADD SHOULDERS	Construction Schedule	$ 5,512,147.64
2	San Antonio	Wilson	US 181	14.188	18.283	10004040	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 283,084.49
2	Laredo	Dimmit	US 277	7.677	16.843	30003073	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 452,987.00
2	Paris	Hopkins	IH 30	14.878	25.597	1002099	IMPROVE GUARDRAIL TO DESIGN STANDARDS, SAFETY TREAT FIXED	Finalizing for Construc	$ 1,229,480.00
2	Odessa	Reeves	IH 10	3.195	8.019	44109047	SEAL COAT	Construction Schedule	$ 313,880.30
2	Waco	Hill	FM 2114	0	5.349	206103013	REHABILITATE AND WIDEN ROADWAY	Construction Schedule	$ 4,321,343.85
2	Wichita Falls	Baylor	US 277	1.006	12.759	15701073	MILL AND OVERLAY, NB ONLY	Finalizing for Construc	$ 2,500,000.00
2	Abilene	Jones	US 277	0.001	7.21	15705060	SPOT BASE REPAIR,MILL & FILL DRIVING LANES,1-COURSE SURFACE	Construction Schedule	$ 7,663,178.80
2	Wichita Falls	Clay	US 82	12.44	12.484	4402092	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 99,055.00
2	Wichita Falls	Clay	US 82	12.452	12.515	4402093	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 99,055.00
2	Yoakum	Wharton	US 59	26.362	30.72	8906090	ACP OVERLAY	Construction Schedule	$ 3,427,702.70
2	Paris	Hopkins	SH 11	16.852	21.538	8302055	SEAL COAT	Construction Schedule	$ 213,289.30
2	Fort Worth	Jack	US 380	0.001	15.263	13404038	WIDEN ROADWAY TO SUPER 2	Finalizing for Construc	$ 14,000,000.00
2	Wichita Falls	Montague	FM 1749	0	12.192	35103023	SEAL COAT	Construction Schedule	$ 429,036.25
2	Abilene	Haskell	FM 3495	0.001	2.855	223201005	SEAL COAT	Finalizing for Construc	$ 110,354.36
2	Abilene	Haskell	FM 618	1.001	17.544	98501024	SEAL COAT	Finalizing for Construc	$ 401,070.00
2	Abilene	Stonewall	FM 2211	0.001	5.856	10610012	SEAL COAT	Finalizing for Construc	$ 149,091.10
2	Yoakum	Calhoun	SH 172	0	4.598	42003016	SEAL COAT	Construction Schedule	$ 134,717.65
2	Austin	Lee	FM 141	0	7.98	33405032	LEVEL-UP & SEAL COAT	Construction Schedule	$ 680,633.70
2	Bryan	Madison	FM 1452	6.826	13.903	172303014	SEAL COAT	Construction Schedule	$ 200,336.54
2	El Paso	Culberson	US 62	10.626	19.013	23301048	SEAL COAT	Construction Schedule	$ 512,701.89
2	Fort Worth	Jack	SH 59	21.235	22.009	13405033	WIDEN PAVEMENT, EXTEND CULVERTS, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 3,654,000.00
2	Lubbock	Hale	IH 27	0.217	1.63	6706054	BRIDGE MAINTENANCE	Finalizing for Construc	$ 597,004.00
2	Lubbock	Yoakum	US 82	0.001	15.027	125301016	OVERLAY ARMORING	Under Development	$ 7,250,000.00
2	Abilene	Callahan	FM 880	0.001	11.392	48005011	REHABILITATE AND WIDEN THE EXISTING ROADWAY	Under Development	$ 6,000,000.00
2	Lufkin	Shelby	FM 947	0	5.671	119501032	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 5,100,000.00
2	Lufkin	Shelby	FM 947	0	5.671	119501031	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 5,100,000.00
2	Yoakum	De Witt	FM 240	7.13	7.33	57305021	REPLACE BRIDGE AND APPROACHES	Under Development	$ 1,900,000.00
2	Childress	Motley	SH 70	12.471	21.981	10504044	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Under Development	$ 2,500,000.00
2	Childress	Motley	FM 94	0	5.265	70405026	WIDENING OF A NON-FREEWAY FACILITY	Finalizing for Construc	$ 4,500,000.00
2	Amarillo	Potter	RM 1061	0	27.706	124502047	OVERLAY	Finalizing for Construc	$ 9,500,000.00
2	Waco	Limestone	US 84	25.588	27.407	5701031	TOM OVERLAY	Finalizing for Construc	$ 475,000.00
2	Yoakum	Wharton	BU 59-S	0	6.59	8915018	MILL AND INLAY	Under Development	$ 3,000,000.00
2	Tyler	Van Zandt	SH 19	10.213	22.931	10802033	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Finalizing for Construc	$ 14,650,000.00
2	Lufkin	Trinity	SH 19	10.22	15.769	10908048	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 589,600.00
2	Yoakum	Jackson	SH 111	3.225	11.46	34601040	ACP OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 2,870,000.00
2	Pharr	Brooks	US 281	2.44	9.677	25505044	RURAL EXPRESSWAY FACILITY	Under Development	$ 58,200,000.00
2	Beaumont	Jasper	SH 63	0	0.156	21401034	SEAL COAT	Construction Schedule	$ 18,189.90
2	Lufkin	San Augustine	SH 21	7.414	7.451	11810059	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,750,420.35
2	Yoakum	De Witt	FM 966	1.057	1.121	216602007	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 401,436.00
2	Paris	Franklin	SH 37	1.877	11.549	18905051	MILL AND OVERLAY	Under Development	$ 5,286,500.00
2	Abilene	Haskell	SH 6	0.001	0.779	15707005	SEAL COAT	Under Development	$ 57,935.00
2	Abilene	Haskell	BU 277F	17.015	19.14	15703049	SEAL COAT	Finalizing for Construc	$ 142,168.00
2	Abilene	Jones	SH 92	0.001	1.195	31803016	SEAL COAT	Under Development	$ 50,787.00
2	Abilene	Jones	SH 6	0.001	0.904	15708008	SEAL COAT	Under Development	$ 19,858.00
2	Abilene	Nolan	SH 70	9.972	11.743	26306031	SEAL COAT	Under Development	$ 63,523.00
2	Abilene	Nolan	FM 608	1.001	17.672	5315066	SEAL COAT	Under Development	$ 388,540.00
2	Abilene	Taylor	BI 20-P	1	3.786	617011	SEAL COAT	Under Development	$ 119,056.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Waco	Limestone	SH 14	7.561	9.461	9306023	MILL/OVERLAY	Finalizing for Construc	$ 615,000.00
2	Yoakum	Colorado	FM 3013	1.142	8.315	320502023	ACP OVERLAY	Under Development	$ 2,500,000.00
2	Yoakum	Jackson	SH 111	27.344	38.046	34602015	ACP OVERLAY AND PAVEMENT REPAIR	Finalizing for Construc	$ 3,780,000.00
2	Austin	Mason	US 87	10.622	15.803	7105030	RECLAIM HOT MIX	Under Development	$ 2,850,000.00
2	Bryan	Grimes	FM 1774	0.525	15.305	140001031	SEAL COAT	Construction Schedule	$ 506,876.51
2	El Paso	Brewster	SH 118	1	8.432	35802031	SEAL COAT	Finalizing for Construc	$ 396,244.00
2	San Angelo	Tom Green	RM 853	0.008	12.78	55505026	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 432,413.00
2	Yoakum	Jackson	FM 822	16.545	20.218	51505016	REHABILITATE EXISTING ROADYWAY	Under Development	$ 2,700,000.00
2	Yoakum	Wharton	FM 653	0.05	10.799	26613016	ACP OVERLAY, INSTALL CURB, INSTALL GUTTER, INSTALL STORM	Under Development	$ 7,000,000.00
2	Paris	Hopkins	FM 71	3.991	11.786	54606020	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 4,300,000.00
2	Paris	Red River	FM 2120	0	3.06	204101018	2R REHABILITATION	Under Development	$ 1,650,000.00
2	Paris	Red River	FM 1487	4	8.169	117701025	2R REHAB	Finalizing for Construc	$ 2,310,000.00
2	Wichita Falls	Cooke	FM 1198	5.113	10.652	135102007	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Finalizing for Construc	$ 2,600,000.00
2	Wichita Falls	Cooke	FM 1201	0	5.155	135601029	WIDEN PAVEMENT AND OVERLAY	Finalizing for Construc	$ 3,570,000.00
2	Amarillo	Carson	FM 293	12.45	13.633	75302022	WIDEN ROADWAY	Finalizing for Construc	$ 551,788.00
2	Amarillo	Hutchinson	SH 136	12.428	18.631	35506043	FULL DEPTH RECLAMATION AND OVERLAY	Finalizing for Construc	$ 5,400,000.00
2	Lubbock	Castro	FM 1057	1.001	16.037	189101015	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 5,079,104.00
2	San Angelo	Kimble	RM 385	0	32.348	82901027	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 309,506.00
2	San Angelo	Kimble	US 377	0.037	0.39	14803027	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 382,495.00
2	Abilene	Fisher	FM 611	0.001	11.667	98302024	SEAL COAT	Under Development	$ 217,672.00
2	Abilene	Fisher	FM 419	13.001	22.928	98302025	SEAL COAT	Under Development	$ 186,869.00
2	Abilene	Fisher	FM 1606	0.001	6.704	152604010	SEAL COAT	Finalizing for Construc	$ 157,000.00
2	Abilene	Fisher	FM 57	0.001	7.96	31702014	SEAL COAT	Finalizing for Construc	$ 253,232.00
2	Abilene	Haskell	FM 2279	0.001	9.107	214602011	SEAL COAT	Under Development	$ 171,305.00
2	Abilene	Haskell	FM 1661	0.001	4.335	165403009	SEAL COAT	Under Development	$ 83,912.00
2	Abilene	Haskell	FM 600	0.001	9.014	98502011	SEAL COAT	Under Development	$ 168,954.00
2	Abilene	Haskell	FM 617	20	30.979	98201015	SEAL COAT	Under Development	$ 223,776.00
2	Abilene	Haskell	SH 283	0.001	6.197	10607026	SEAL COAT	Under Development	$ 225,317.00
2	Abilene	Haskell	SH 6	15.446	25.307	9807023	SEAL COAT	Under Development	$ 411,739.00
2	Abilene	Haskell	SH 6	1.001	16.445	9806066	SEAL COAT	Under Development	$ 619,846.00
2	Abilene	Haskell	SH 6	6.255	13.723	10607027	SEAL COAT	Under Development	$ 288,631.00
2	Abilene	Haskell	FM 617	1	18.733	98202020	SEAL COAT	Under Development	$ 409,850.00
2	Abilene	Jones	FM 2834	0.001	8.064	285801007	SEAL COAT	Finalizing for Construc	$ 143,014.00
2	Abilene	Jones	FM 2834	0.001	9.107	285802011	SEAL COAT	Finalizing for Construc	$ 179,582.00
2	Abilene	Jones	SH 6	0.001	15.753	10701038	SEAL COAT	Under Development	$ 659,523.00
2	Abilene	Jones	FM 2746	0.367	12.043	277101009	SEAL COAT	Under Development	$ 242,639.00
2	Abilene	Nolan	SH 153	0.951	18.615	65001033	SEAL COAT	Under Development	$ 579,369.00
2	Abilene	Nolan	FM 1982	0.001	1.095	190002006	SEAL COAT	Under Development	$ 20,578.00
2	Abilene	Nolan	SL 170	1	2.209	608057	SEAL COAT	Under Development	$ 31,838.00
2	Abilene	Nolan	FM 126	0.501	10.877	73304024	SEAL COAT	Under Development	$ 239,967.00
2	Abilene	Nolan	FM 608	17.673	27.823	203301013	SEAL COAT	Under Development	$ 200,064.00
2	Abilene	Stonewall	FM 1835	0.001	13.416	174702016	SEAL COAT	Under Development	$ 340,391.00
2	Abilene	Stonewall	FM 1835	20.33	27.859	174701012	SEAL COAT	Finalizing for Construc	$ 138,349.00
2	Abilene	Taylor	FM 1235	1	6.904	272103006	REHAB AND SHOULDER WIDENING	Finalizing for Construc	$ 3,000,000.00
2	Abilene	Taylor	SH 153	1	3.441	65002015	SEAL COAT	Under Development	$ 61,844.00
2	Waco	Falls	SH 53	0.986	10.299	23202020	BASE REPAIR/OVERLAY	Finalizing for Construc	$ 1,303,881.00
2	Waco	Limestone	FM 413	0	0.928	80803009	REHABILITATE ROADWAY	Finalizing for Construc	$ 534,900.00
2	Waco	Limestone	SH 7	7.621	10.817	38203036	MILL AND OVERLAY	Under Development	$ 3,185,000.00
2	Lufkin	Sabine	FM 2426	4	13.308	226801018	RESURFACE WITH SEAL COAT	Under Development	$ 354,729.00
2	Lufkin	Trinity	FM 2781	0	0.476	270702008	RECONSTRUCT AND WIDEN PAVEMENT	Finalizing for Construc	$ 292,138.00
2	Lufkin	Trinity	FM 3453	5.172	6.461	343801007	RESURFACE WITH SEAL COAT	Finalizing for Construc	$ 55,562.00
2	Corpus Christi	Nueces	FM 665	0	6.17	105202086	WIDEN TO ADD PASSING LANE AND TURN LANES	Under Development	$ 8,000,000.00
2	Corpus Christi	Refugio	FM 2678	0	9.571	15506213	SPOT BASE REPAIR, SEAL & OVERLAY, ADD PASSING LANES	Finalizing for Construc	$ 6,500,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Bryan	Milam	FM 486	9.436	9.536	33705043	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 270,000.00
2	Atlanta	Titus	FM 1735	1	3.095	122602016	RECONSTRUCT EXISTING 2-LANE HIGHWAY TO INCLUDE CENTER TURN	Finalizing for Construc	$ 8,665,731.00
2	Atlanta	Titus	FM 2348	0	8.462	224001018	PROFILE EDGELINE & CENTERLINE MARKINGS	Finalizing for Construc	$ 221,655.00
2	Pharr	Brooks	SH 285	0.16	15.519	48202034	SUPER 2	Under Development	$ 38,395,000.00
2	Pharr	Jim Hogg	SH 285	2.333	11.629	48201036	SUPER 2	Under Development	$ 23,000,000.00
2	Pharr	Willacy	FM 1425	3.581	12.649	334302016	REHABILITATE ROADWAY	Finalizing for Construc	$ 4,000,000.00
2	Laredo	Kinney	RM 674	17.44	28.453	37506025	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 257,711.00
2	Laredo	Kinney	RM 334	0	1.863	87602034	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 65,073.00
2	Laredo	Kinney	FM 1572	0	16.109	201202017	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 359,123.00
2	El Paso	Brewster	US 385	0	17.627	86608011	SEAL COAT	Finalizing for Construc	$ 810,842.00
2	El Paso	Jeff Davis	RM 505	0	8.827	87101017	SEAL COAT	Finalizing for Construc	$ 406,042.00
2	El Paso	Jeff Davis	SH 17	29.37	41.78	10404014	SEAL COAT	Finalizing for Construc	$ 546,040.00
2	El Paso	Jeff Davis	SS 78	0	1.547	41505016	SEAL COAT	Finalizing for Construc	$ 71,162.00
2	El Paso	Jeff Davis	SS 77	0	0.478	41506004	SEAL COAT	Finalizing for Construc	$ 21,988.00
2	El Paso	Jeff Davis	SH 118	0	15.219	41501026	SEAL COAT	Finalizing for Construc	$ 700,074.00
2	Childress	Briscoe	FM 378	0	11.393	97001017	WIDENING OF NON-FREEWAY FACILITY	Under Development	$ 6,800,000.00
2	Childress	Briscoe	FM 145	0	17.041	243001012	WIDENING OF A NON-FREEWAY FACILITY	Under Development	$ 10,635,700.00
2	Childress	Collingsworth	FM 338	17.861	18.872	23003022	REHABILITATION OF EXISTING ROADWAY	Under Development	$ 3,500,000.00
2	Childress	Foard	SH 6	0	7.621	9802027	REHABILITATION OF EXISTING ROAD	Under Development	$ 4,410,000.00
2	Fort Worth	Erath	SH 108	0	12.638	34303028	WIDEN PAVEMENT, EXTEND CULVERTS, SEAL COAT, PAVEMENT MARKING	Construction Schedule	$ 9,079,686.75
2	San Angelo	Tom Green	FM 388	4.006	17.964	228401031	SEAL COAT	Finalizing for Construc	$ 497,650.45
2	Lufkin	Houston	FM 227	0.18	15.109	93702032	IMPROVE GUARDRAIL TO DESIGN STANDARDS & SAFETY TREAT FIXED	Construction Schedule	$ 999,226.00
2	Bryan	Grimes	SH 249	41.982	51.418	363502002	CONSTRUCT NEW LOCATION 2 LANE NON-TOLLED ROADWAY.	Construction Schedule	$ 174,475,896.00
2	Atlanta	Morris	IH 30	0	7.276	61004032	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 1,953,369.50
2	Amarillo	Lipscomb	SH 23	7.582	17.645	133701023	OVERLAY	Construction Schedule	$ 2,302,923.25
2	Abilene	Callahan	SH 36	7.997	8.197	18102030	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 58,341.55
2	Abilene	Jones	US 83	22.013	32.466	3305091	SPOT BASE REPAIR, MILL & FILL DRIVING LANES WITH 1-CST AND	Construction Schedule	$ 6,078,881.80
2	Childress	Hall	US 287	4.332	14.51	4209123	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 4,762,751.55
2	Bryan	Leon	US 79	1.2	9.3	20504047	WIDEN TO FOUR LANE DIVIDED RURAL SECTION	Under Development	$ 80,000,000.00
2	Tyler	Van Zandt	US 80	14.193	14.963	9506072	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 79,352.35
2	Yoakum	De Witt	US 183	11.035	11.135	15404032	MISC BRIDGE REPAIR	Construction Schedule	$ 66,500.00
2	Corpus Christi	San Patricio	SH 200	0	2.151	354001001	NEW LOCATION ROADWAY	Finalizing for Construc	$ 10,000,000.00
2	Yoakum	Fayette	BS 71-E	24.759	25.026	26514012	REHABILITATE EXISTING BRIDGE	Under Development	$ 9,500,000.00
2	Lubbock	Hockley	SH 114	14.814	20.653	13004034	SEAL COAT	Construction Schedule	$ 509,992.35
2	Brownwood	Stephens	FM 287	0	1.741	308101006	SEAL COAT	Construction Schedule	$ 76,629.26
2	Fort Worth	Palo Pinto	SH 16	12	13.661	36204043	SEAL COAT MAIN LANES	Finalizing for Construc	$ 67,189.88
2	Wichita Falls	Baylor	FM 2395	0.002	6.415	270401011	SEAL COAT	Construction Schedule	$ 162,134.96
2	Lubbock	Gaines	SH 83	1.002	13.999	58302011	SCRUB SEAL	Construction Schedule	$ 330,150.80
2	San Angelo	Sutton	RM 2596	0.5	5.792	164404005	SEAL COAT	Finalizing for Construc	$ 164,914.99
2	Abilene	Borden	FM 1054	1	16.876	93305020	SEAL COAT	Finalizing for Construc	$ 428,718.00
2	Abilene	Callahan	FM 1707	0.002	0.581	360301005	SEAL COAT	Finalizing for Construc	$ 36,570.10
2	Abilene	Callahan	US 283	10.079	17.379	43703041	SEAL COAT	Finalizing for Construc	$ 303,318.36
2	Abilene	Howard	FM 821	0.004	11.471	115602024	SEAL COAT	Finalizing for Construc	$ 426,017.57
2	Lufkin	Angelina	FM 304	1	2.502	206702007	RESURFACE WITH SEALCOAT	Construction Schedule	$ 68,389.70
2	Lufkin	Shelby	FM 2787	0	1.622	274801007	RESURFACE WITH SEALCOAT	Construction Schedule	$ 66,337.55
2	San Antonio	Medina	SH 173	35.729	35.929	42101046	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 87,171.88
2	Corpus Christi	Karnes	BS 123D	0.002	1.326	36607013	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 56,146.20
2	Corpus Christi	Live Oak	FM 888	0.112	7.164	120702023	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 189,596.35
2	Bryan	Burleson	PR 57	0.022	5.695	71302010	SEAL COAT	Construction Schedule	$ 236,969.65
2	Bryan	Washington	FM 390	10.002	18.944	33810022	SEAL COAT	Construction Schedule	$ 298,890.71
2	Dallas	Navarro	IH 45	0	6.591	16601049	WIDEN FREEWAY FROM 4 TO 6 LANES	Construction Schedule	$ 50,818,485.57
2	Laredo	Dimmit	FM 1557	0	6.95	148401013	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	Finalizing for Construc	$ 175,226.00
2	Laredo	Dimmit	FM 133	6	10	23707015	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 8,987,291.03

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Laredo	La Salle	FM 468	11.043	12.032	65204062	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 34,918.00
2	Laredo	La Salle	BI 35-C	1.597	1.978	1809010	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 1,449,077.00
2	Laredo	Webb	SH 44	25.938	41.669	23703019	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 664,097.00
2	Brownwood	Coleman	SH 153	19.758	20.826	5405016	SEAL COAT	Construction Schedule	$ 69,312.00
2	Brownwood	Eastland	FM 3363	5	6.673	715002	SEAL COAT	Construction Schedule	$ 61,812.24
2	Amarillo	Sherman	US 54	0	7.254	23805045	SEALCOAT	Finalizing for Construc	$ 361,860.00
2	San Angelo	Concho	US 87	20.678	20.781	7004038	SEAL COAT	Finalizing for Construc	$ 12,258.53
2	Yoakum	Austin	SH 36	3.41	7.955	18702066	ACP OVERLAY	Construction Schedule	$ 609,817.90
2	Bryan	Leon	US 79	3.933	12.452	20504048	ASPHALT RUBBER SEAL	Finalizing for Construc	$ 657,192.94
2	Childress	Donley	US 287	26.356	27.344	4207067	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 6,674,895.65
2	Brownwood	Brown	SH 279	32.73	39.147	48001037	SEAL COAT	Construction Schedule	$ 247,651.62
2	Paris	Delta	SH 24	9.944	20.38	13603044	UPGRADING OF EXISTING 2-LANE TO A 4-LANE DIVIDED HIGHWAY	Construction Schedule	$ 35,855,913.75
2	Amarillo	Hemphill	US 83	1	6.333	3007019	SEALCOAT	Construction Schedule	$ 1,212,704.59
2	Lufkin	San Jacinto	FM 3018	0	2.503	311201008	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 2,300,000.00
2	Yoakum	Austin	US 90	0.228	3.671	27108018	SEAL COAT	Construction Schedule	$ 139,026.45
2	Amarillo	Dallam	US 87	3.116	9.651	4001047	NBL - OVERLAY AND PAVEMENT REPAIR	Construction Schedule	$ 3,014,337.75
2	Odessa	Pecos	IH 10	5.018	6.437	44107062	CONSTRUCTION OF SAFETY REST AREA	Construction Schedule	$ 19,618,914.55
2	Atlanta	Panola	FM 9	0	2.109	157602010	SEAL COAT	Finalizing for Construc	$ 78,321.80
2	Bryan	Grimes	BS 6-S	20.4	20.5	5011020	REPLACE BRIDGE AND APPROACH RAILING	Finalizing for Construc	$ 225,000.00
2	Lufkin	Polk	FM 2798	0.879	6.514	277802009	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 4,610,000.00
2	Lufkin	Trinity	FM 358	0.009	5.013	93104031	RECONSTRUCT EXISTING PAVEMENT AND WIDEN TO 24FT	Finalizing for Construc	$ 4,270,000.00
2	Yoakum	Colorado	FM 109	11.877	12.032	71602045	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 7,110,000.00
2	San Antonio	Kendall	RM 473	26.476	31.942	14210025	LED CHEVRONS, SAFETY TREAT FIXED OBJECTS, ADD'L PAVED	Finalizing for Construc	$ 2,861,031.00
2	Bryan	Freestone	FM 27	4.643	4.743	45602029	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,800,000.00
2	Dallas	Navarro	FM 3243	10.01	12.912	332501014	RECONSTRUCT EXISTING PAVEMENT AND ADD SHOULDERS	Finalizing for Construc	$ 6,503,779.00
2	Atlanta	Cass	SH 8	4.522	4.722	6202028	RECONSTRUCT INTERSECTION WITH CONCRETE PAVING	Finalizing for Construc	$ 1,500,000.00
2	Tyler	Van Zandt	FM 1652	0	6.03	167201004	WIDEN ROADWAY TO 24' FOR SAFETY	Construction Schedule	$ 4,886,863.96
2	Tyler	Van Zandt	SH 243	12.391	13.713	52202037	WIDEN FROM 2 LNS TO 4 LNS W/FLUSH MEDIAN	Construction Schedule	$ 6,560,716.70
2	Bryan	Washington	FM 2502	12.266	19.501	195501019	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 230,000.00
2	Laredo	Webb	FM 1472	4.708	6.708	215003025	FOR THE CONSTRUCTION AND REHABILITATION OF AN EXISTING	Construction Schedule	$ 3,259,551.40
2	Paris	Hopkins	FM 69	18.3	6.926	76602017	TEXTURIZE SHOULDERS, PROFILE PAVEMENT MARKERS	Construction Schedule	$ 28,548.00
2	Dallas	Navarro	IH 45	6.591	14.41	9301099	INSTALLATION OF WIRELESS ITS	Construction Schedule	$ 208,410.99
2	Abilene	Stonewall	US 83	9.934	14.612	3207032	OVERLAY	Finalizing for Construc	$ 2,351,470.00
2	Corpus Christi	Kleberg	US 77	18.922	19.476	10204103	SAFETY LIGHTING	Construction Schedule	$ 155,657.50
2	Childress	Foard	SH 6	0	11.396	9803037	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Under Development	$ 4,652,220.69
2	Tyler	Cherokee	FM 343	21.206	32.754	92601023	IMPROVE DRAINAGE AND CULVERTS FOR SAFETY	Finalizing for Construc	$ 402,794.50
2	Odessa	Reeves	IH 20	38.801	47.852	307055	SEAL COAT_IH20 FRONTAGE ROAD	Construction Schedule	$ 463,925.71
2	Atlanta	Harrison	SL 390	2.249	6.36	157504016	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 62,781.20
2	Odessa	Reeves	IH 20	5.7	9.7	305052	SEAL COAT	Construction Schedule	$ 255,256.27
2	Brownwood	Eastland	IH 20	12.626	14.341	31405039	SEAL COAT	Construction Schedule	$ 90,778.48
2	Brownwood	Brown	US 377	0.069	5.069	12801110	SEAL COAT	Construction Schedule	$ 317,748.42
2	Brownwood	Lampasas	US 183	25.902	26.632	25105062	MILL AND ACP OVERLAY	Construction Schedule	$ 650,000.00
2	Corpus Christi	Nueces	SH 361	0	0.1	226302096	CONSTRUCT NEW 28 CAR FERRY BOAT	Construction Schedule	$ 9,621,500.00
2	Bryan	Walker	SH 75	0.012	3.103	11001044	ASPHALT RUBBER SEAL	Construction Schedule	$ 202,883.26
2	Paris	Fannin	FM 898	2.096	2.598	51005015	INTERCHANGE MODIFICATION	Construction Schedule	$ 4,172,891.35
2	Paris	Lamar	FM 196	7.054	5.874	68001015	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 2,990,235.82
2	Paris	Red River	FM 1149	0	1.956	129203007	BRIDGE REPLACEMENT	Construction Schedule	$ 464,468.22
2	Paris	Red River	FM 412	14.896	14.906	77301019	RESTORE EMBANKMENT, RESTORE CHANNEL BED DUE TO FLOODING	Construction Schedule	$ 104,320.00
2	Waco	Falls	FM 413	27.849	27.717	80801058	BRIDGE RE-DECKING	Construction Schedule	$ 2,670,883.30
2	Tyler	Rusk	US 79	1.001	7.372	20606034	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 492,105.65
2	Austin	Blanco	VA	3.356	3.359	91423010	SEAL COAT ROADS, PARKING LOTS AND CAMPSITE PULLOUTS WITHIN	Finalizing for Construc	$ 200,000.00
2	San Antonio	Kerr	SH 27	3.144	3.344	14203029	MODERNIZE INTERSECTION FLASHING BEACON, ADVANCE WARNING	Construction Schedule	$ 79,945.37
2	Laredo	Zavala	US 83	0	5.964	3702058	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 248,090.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	El Paso	Presidio	US 67	16.151	33.265	10407022	SEAL COAT	Under Development	$ 872,814.00
2	Laredo	Maverick	US 277	25.293	27.003	29904077	INTERCONNECT SIGNALS	Construction Schedule	$ 219,295.00
2	Lubbock	Crosby	US 62	1.037	15.583	13103031	SEAL COAT	Construction Schedule	$ 1,368,731.15
2	San Angelo	Glasscock	RM 33	1	16.503	55806016	RESTORATION OF EXISTING ROAD	Finalizing for Construc	$ 4,439,980.80
2	San Angelo	Glasscock	SH 137	11.627	28.606	49408015	GRADING, BASE AND SURFACING	Under Development	$ 10,187,000.00
2	Lufkin	Trinity	SH 94	20	36.513	31901067	RESURFACE WITH SEAL COAT	Construction Schedule	$ 764,802.75
2	Laredo	Kinney	US 277	0.025	13.54	29902032	ADDING PASSING LANES & SURFACING	Construction Schedule	$ 11,758,712.58
2	San Antonio	Kendall	RM 474	6.68	14.321	104201034	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 204,892.55
2	Lubbock	Bailey	US 70	11.122	17.585	14501032	SAFETY	Construction Schedule	$ 59,721.91
2	Corpus Christi	Kleberg	FM 1717	0.772	4.062	184501023	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 140,276.75
2	Bryan	Milam	FM 487	5.111	6.987	21003026	SEAL COAT	Construction Schedule	$ 79,520.81
2	Paris	Fannin	SH 34	28.68	29.761	17404036	SEAL COAT	Finalizing for Construc	$ 50,311.30
2	Wichita Falls	Wilbarger	BU 287F	16.398	16.48	4320020	DECK AND CONCRETE STRUCTURE REPAIR	Construction Schedule	$ 365,082.00
2	Amarillo	Moore	RM 1319	5	5.969	243702012	SEALCOAT	Finalizing for Construc	$ 52,376.00
2	San Angelo	Reagan	SH 137	0	11.523	49409017	GRADING, BASE AND SURFACING	Under Development	$ 6,913,000.00
2	Abilene	Fisher	FM 1614	0.001	3.987	153201008	SEAL COAT	Finalizing for Construc	$ 77,999.00
2	Abilene	Jones	FM 600	9.425	17.221	74101022	SEAL COAT	Finalizing for Construc	$ 203,406.12
2	Tyler	Cherokee	FM 235	4.218	4.562	115002005	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 10,279.85
2	Lufkin	Polk	FM 1745	0	4.217	158403013	RESURFACE WITH SEALCOAT	Construction Schedule	$ 191,221.75
2	Lufkin	Sabine	FM 1175	0	0.978	259201006	RESURFACE WITH SEALCOAT	Construction Schedule	$ 39,589.35
2	Lufkin	San Jacinto	SH 150	1.028	16.086	39502038	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 738,181.35
2	Lufkin	San Jacinto	FM 2973	0	1.322	303701006	RESURFACE WITH SEALCOAT	Construction Schedule	$ 60,558.50
2	Lufkin	San Jacinto	FM 945	8.133	12.24	75605020	RESURFACE WITH SEALCOAT	Construction Schedule	$ 166,645.10
2	San Antonio	Kendall	RM 473	31.496	31.92	14210024	INSTALL CHEVRONS, PROFILE EDGELINE & CENTERLINE MARKINGS ON	Construction Schedule	$ 24,816.13
2	Corpus Christi	San Patricio	FM 1074	3.177	17.446	155901025	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 244,898.50
2	Bryan	Grimes	FM 1748	0.517	2.059	151701011	SEAL COAT	Construction Schedule	$ 42,972.50
2	Bryan	Leon	SH 164	0	2.481	41306011	SEAL COAT	Construction Schedule	$ 99,188.98
2	Bryan	Milam	FM 1712	0	1.65	21003025	WIDEN PAVEMENT, EDGELINE AND CENTERLINE PROFILE MARKINGS	Finalizing for Construc	$ 1,426,018.46
2	Beaumont	Jasper	RR 255	0.783	6.972	87701040	SEAL COAT	Construction Schedule	$ 258,112.55
2	Pharr	Jim Hogg	SH 359	16.307	20.183	8607035	SEAL COAT	Finalizing for Construc	$ 204,325.00
2	Corpus Christi	Aransas	BS 35-L	2.116	9.342	18005066	2018 HOT RUBBER SEAL PROJECT	Construction Schedule	$ 373,949.20
2	San Antonio	Kerr	RM 783	1	6.11	113502026	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 253,944.06
2	Paris	Lamar	US 82	6.708	17.057	4509101	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 201,507.67
2	Fort Worth	Jack	FM 2127	22.313	27.494	184801012	REPAIR BASE FAILURES, MILL, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 2,450,000.00
2	Fort Worth	Palo Pinto	SH 16	2.517	4.388	707027	REPAIR BASE FAILURES, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 1,118,745.00
2	Fort Worth	Palo Pinto	SH 16	0.021	10.85	708029	REPAIR BASE FAILURES, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 4,235,320.00
2	Amarillo	Hemphill	FM 1920	0.5	6.987	181902012	ADDITIONAL PAVED SURFACE WIDTH,MILLED EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 3,971,800.00
2	Amarillo	Lipscomb	FM 1920	6.84	16.116	181901015	ADDITIONAL PAVED SURFACE WIDTH,MILLED EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 5,486,000.00
2	El Paso	Culberson	FM 2119	10	15.206	118304003	MILL AND FILL	Finalizing for Construc	$ 8,024,861.00
2	San Angelo	Concho	US 83	25.533	26.002	3504036	SEAL COAT	Finalizing for Construc	$ 56,099.61
2	Abilene	Howard	FM 2230	1	7.693	214901010	EXCAVATION, EMBANKMENT, FLEX BASE, STRUCTURES AND TWO	Under Development	$ 4,646,328.70
2	Yoakum	Fayette	SH 159	12.934	13.034	40801043	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,105,000.00
2	San Antonio	Wilson	FM 1344	10	14.058	112204012	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Finalizing for Construc	$ 2,434,800.00
2	Corpus Christi	Goliad	SH 239	0	14.997	307501011	REHAB ROADWAY	Finalizing for Construc	$ 15,000,000.00
2	Laredo	Zavala	FM 393	20	25.502	193702027	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 8,000,000.00
2	Brownwood	McCulloch	FM 1028	8.452	8.353	130601012	REPALCE BRIDGE AND APPROACHES	Under Development	$ 750,000.00
2	Brownwood	Stephens	FM 3099	20	20.2	346901014	REALIGN INTERSECTION	Under Development	$ 850,000.00
2	Childress	Motley	FM 1045	2.022	2.027	121801009	REPLACEMENT OF AN EXISTING BRIDGE	Finalizing for Construc	$ 309,000.00
2	Childress	Wheeler	FM 1547	5.347	5.387	76103021	REPLACEMENT OF EXISTING BRIDGE FACILITY	Under Development	$ 1,360,000.00
2	Abilene	Taylor	IH 20	5.301	5.935	604073	REPLACE BRIDGE AND APPROACH RAILING OR	Construction Schedule	$ 76,350.10
2	San Antonio	Wilson	SH 123	10.733	18.521	36605045	SEAL COAT & PAVEMENT MARKINGS	Construction Schedule	$ 174,125.24
2	Bryan	Freestone	IH 45	27.426	27.526	67501072	INSTALLATION OF CRASH WALLS	Construction Schedule	$ 477,824.50
2	Laredo	Webb	US 59	11.68	23.364	54202042	CONSTRUCTION OF SUPER-2 HIGHWAY	Under Development	$ 22,500,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Corpus Christi	San Patricio	FM 1069	4.615	4.983	154903026	SAFETY LIGHTING	Finalizing for Construc	$ 106,152.50
2	San Angelo	Runnels	FM 384	0	8.064	164102008	SEAL COAT	Finalizing for Construc	$ 294,770.81
2	San Angelo	Tom Green	FM 380	11.654	27.965	55501042	SEAL COAT	Finalizing for Construc	$ 813,885.16
2	Paris	Rains	FM 275	2.16	3.486	72502020	SEAL COAT	Construction Schedule	$ 59,663.60
2	Bryan	Milam	FM 486	2.562	13.487	59005051	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 372,980.45
2	Yoakum	Fayette	CR	1.4	1.5	91328067	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 273,000.00
2	Atlanta	Titus	IH 30	0	20.53	61003079	RESURFACE EXISTING INTERSTATE FACILITY	Construction Schedule	$ 13,018,957.69
2	Paris	Red River	FM 1158	0	3.804	42702009	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 2,730,751.22
2	Fort Worth	Erath	SH 6	26.643	36.477	25802059	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY,	Finalizing for Construc	$ 11,545,744.00
2	Dallas	Navarro	SH 31	9.878	21.038	16302038	SEAL COAT, PAVEMENT MARKINGS	Construction Schedule	$ 967,837.04
2	Fort Worth	Palo Pinto	FM 3027	0.001	2.738	312401009	WIDEN PAVEMENT, EXTEND CULVERTS, OVERLAY, PAVEMENT MARKINGS	Under Development	$ 2,019,502.00
2	Lufkin	Shelby	SH 7	7.428	13.863	5905045	RESURFACE WITH SEAL COAT	Construction Schedule	$ 501,559.55
2	San Antonio	McMullen	SH 16	13.768	42.153	51703035	REHAB AND WIDEN TO PROVIDE PASSING LANES & OPERATIONAL	Construction Schedule	$ 35,713,857.07
2	El Paso	Culberson	RM 652	1	5.507	131402014	FULL DEPTH REHAB	Finalizing for Construc	$ 14,135,108.00
2	Lubbock	Lubbock	FM 1294	11.151	26.614	186601031	SEAL COAT	Construction Schedule	$ 515,154.85
2	Corpus Christi	San Patricio	FM 1068	0.072	3.472	252101017	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 91,266.45
2	San Antonio	Wilson	SL 181	0.5	5.276	10009022	SEAL COAT AND PAVMENT MARKINGS	Construction Schedule	$ 222,305.79
2	Wichita Falls	Archer	SH 79	3.488	8.388	28302036	OVERLAY	Finalizing for Construc	$ 1,548,032.85
2	Wichita Falls	Young	FM 209	19.89	23.794	107602045	SEAL COAT	Construction Schedule	$ 119,075.49
2	Abilene	Callahan	FM 603	0.001	11.23	97301024	SEAL COAT	Finalizing for Construc	$ 458,096.79
2	Abilene	Callahan	FM 880	15.665	24.788	48003043	SEAL COAT	Finalizing for Construc	$ 300,036.80
2	Abilene	Kent	SH 208	20.004	33.82	136102026	SEAL COAT	Finalizing for Construc	$ 634,450.00
2	Abilene	Mitchell	FM 1982	0.001	7.968	190001014	SEAL COAT	Finalizing for Construc	$ 165,957.00
2	Abilene	Mitchell	SH 350	0.001	6.559	69302014	SEAL COAT	Finalizing for Construc	$ 306,743.77
2	Abilene	Mitchell	FM 1229	0.001	19.444	136202029	SEAL COAT	Finalizing for Construc	$ 504,569.72
2	Lufkin	Angelina	SH 147	0.242	6.43	39003035	SAFETY TREAT FIXED OBJECTS (IMPROVE GUARDRAIL TO SAFETY	Finalizing for Construc	$ 597,403.50
2	Lufkin	San Augustine	FM 1992	0.056	5.268	281001013	RESURFACE WITH SEAL COAT	Construction Schedule	$ 194,106.55
2	Lufkin	San Augustine	FM 1196	0	6.806	89503014	RESURFACE WITH SEALCOAT	Construction Schedule	$ 291,269.70
2	Lufkin	Shelby	FM 2572	0.5	2.159	74203001	RESURFACE WITH SEALCOAT	Construction Schedule	$ 69,429.75
2	San Antonio	Atascosa	FM 476	11.199	14.537	85301016	PROFILE EDGELINE/CENTERLINE PAVEMENT MARKINGS	Construction Schedule	$ 62,697.30
2	San Antonio	Atascosa	FM 1470	0.397	6.442	251801016	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 202,570.19
2	Bryan	Burleson	FM 908	0	13.968	85803017	SEAL COAT	Construction Schedule	$ 398,244.55
2	Bryan	Washington	FM 2780	0.916	9.864	156401027	SEAL COAT	Construction Schedule	$ 278,342.90
2	Bryan	Washington	FM 1155	4.007	6.963	31512014	SEAL COAT	Construction Schedule	$ 101,804.78
2	Atlanta	Panola	FM 2517	1.011	2.286	223902015	SEAL COAT	Finalizing for Construc	$ 55,941.20
2	Laredo	La Salle	SH 44	0	5.098	23702018	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 203,376.00
2	Laredo	Val Verde	US 377	0	8.46	20101015	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 304,128.08
2	Brownwood	Coleman	US 283	0.997	17.661	9901033	MILLED EDGELINE/CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 100,938.75
2	Brownwood	Eastland	FM 2945	0	7.365	714006	SEAL COAT	Construction Schedule	$ 157,638.36
2	Abilene	Jones	US 83	22.607	39.757	3305092	SEAL COAT MAINLANES AND FRONTAGE ROADS	Construction Schedule	$ 2,814,427.90
2	Amarillo	Deaf Smith	US 60	3.373	16.577	16807045	SEALCOAT WBL	Construction Schedule	$ 662,687.85
2	San Antonio	Uvalde	US 90	1	7.37	2401103	OVERLAY & PAVEMENT MARKINGS	Construction Schedule	$ 6,486,844.25
2	Paris	Lamar	US 271	2.386	2.568	169001120	CLOSE CROSSOVER, ADD LEFT TURN LANE	Finalizing for Construc	$ 259,066.05
2	Lubbock	Lubbock	US 84	9.873	10.157	5207067	PRELIMINARY ENGINEERING	Under Development	$ 166,666.00
2	Corpus Christi	Aransas	BS 35-L	5.091	5.936	18005065	INSTALL CONTINUOUS LEFT TURN LANE	Finalizing for Construc	$ 1,500,000.00
2	Wichita Falls	Cooke	FM 372	12.234	13.453	19403024	PAVEMENT REPAIR AND OVERLAY	Construction Schedule	$ 409,513.10
2	Odessa	Pecos	US 190	0	5.348	164001014	SEAL COAT	Construction Schedule	$ 219,984.45
2	Abilene	Borden	US 180	14.274	30.586	29503034	SEAL COAT	Finalizing for Construc	$ 776,911.21
2	Abilene	Shackelford	US 180	22.472	29.708	1105050	SEAL COAT	Finalizing for Construc	$ 383,596.08
2	Austin	Gillespie	SH 16	3.901	3.801	29101050	BRIGE REHAB- REPLACE BEARING, ETC. REHABILITATE BRIDGE FOR	Construction Schedule	$ 556,813.00
2	Childress	Knox	US 277	0	1.571	15710001	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 1,005,649.55
2	Odessa	Upton	US 385	1	7.044	22904057	WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY	Under Development	$ 35,000,000.00
2	Abilene	Scurry	SH 208	0.001	16.784	136103028	SEAL COAT	Finalizing for Construc	$ 824,608.80

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Shackelford	US 180	5	6.509	29606015	SEAL COAT	Finalizing for Construc	$ 77,133.67
2	San Antonio	Medina	US 90	8.167	11.292	2406066	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 256,434.09
2	Laredo	Val Verde	SL 79	7.859	5.859	362101014	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 4,349,655.61
2	Corpus Christi	Aransas	PW	10	11.28	91638012	SEAL COAT ROADWAYS, PARKING LOTS & CAMPSITE PULLOUTS	Finalizing for Construc	$ 165,000.00
2	Paris	Delta	FM 2068	2.841	2.911	109705009	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 428,000.00
2	Paris	Fannin	FM 1743	0	6.55	181502014	2R REHABILITATION	Finalizing for Construc	$ 3,257,004.54
2	Paris	Lamar	FM 137	37.328	37.006	43501079	REPLACE EXISTING BRIDGE	Finalizing for Construc	$ 1,000,000.00
2	Wichita Falls	Cooke	FM 1202	2.435	2.624	135602014	WIDEN PAVEMENT AND OVERLAY	Finalizing for Construc	$ 700,000.00
2	Lubbock	Swisher	FM 1075	0.001	10.877	125601016	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 3,762,960.00
2	San Angelo	Kimble	US 377	7.345	7.323	14804024	BRIDGE MAINTENANCE	Finalizing for Construc	$ 150,000.00
2	Tyler	Wood	FM 2966	14.187	14.287	302301008	REPLACE BRIDGE RAIL	Finalizing for Construc	$ 136,765.00
2	Lufkin	Houston	SH 7	0	0.1	33502034	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 6,500,000.00
2	Lufkin	Houston	SH 7	0	0.1	33502035	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 7,500,000.00
2	Lufkin	Houston	FM 358	0.087	0.622	34005005	RECONSTRUCT EXISTING PAVEMENT AND WIDEN TO 24FT	Finalizing for Construc	$ 650,000.00
2	Lufkin	Trinity	FM 1280	0	9.901	93103018	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 8,100,000.00
2	Yoakum	Lavaca	FM 533	0.88	1.08	100801007	REPLACE BRIDGE AND APPROACHES	Under Development	$ 480,000.00
2	Yoakum	Wharton	FM 1160	1.885	2.221	130201025	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,142,000.00
2	Corpus Christi	San Patricio	PW	1.986	2.026	91628071	SEAL COAT ROADWAY, PARKING LOTS & CAMPSITE PULLOUTS	Finalizing for Construc	$ 237,600.00
2	Bryan	Leon	SH 75	13.946	14.046	16604046	REPLACE BRIDGE AND APPROACHES	Under Development	$ 7,600,000.00
2	Atlanta	Cass	FM 3129	0.04	4.734	319501019	RESURFACE EXISTING 2-LANE HIGHWAY	Under Development	$ 5,108,300.00
2	Beaumont	Jasper	RR 255	13.589	15.625	87701041	MILL AND OVERLAY	Finalizing for Construc	$ 1,950,000.00
2	Brownwood	Coleman	SH 153	31.344	18.008	63601038	MILLED EDGELINE/CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 147,412.03
2	Childress	Foard	RM 1919	11	20.139	152302014	ASPAHLTIC CONCRETE PAVEMENT OVERLAY	Finalizing for Construc	$ 2,640,000.00
2	Bryan	Burleson	FM 60	1.049	3.547	71301032	REHABILITATE EXISTING ROAD CONSISTING OF GRADING, STRUCTURES	Construction Schedule	$ 3,100,412.60
2	Corpus Christi	Goliad	US 183	0	6.215	15503038	TEXTURIZE SHOULDERS (ROLL OR MILL IN) CENTERLINE TEXTURING	Construction Schedule	$ 103,881.20
2	Wichita Falls	Clay	US 82	10.584	10.636	4402085	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 53,330.00
2	Wichita Falls	Clay	US 82	11.758	11.84	4402089	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 87,945.00
2	Yoakum	Austin	SH 36	10.019	12.628	18703064	CONSTRUCT AUXILLARY LANES	Construction Schedule	$ 4,425,306.86
2	Abilene	Taylor	IH 20	12.9	13.534	604075	REPLACE BRIDGE AND APPROACH RAILING OR	Construction Schedule	$ 69,117.15
2	Lubbock	Dawson	SH 137	19.699	33.894	49401017	TEXTURIZE SHOULDERS (MILLED-IN)	Construction Schedule	$ 40,942.00
2	Laredo	Maverick	SL 480	15.653	20.769	29914030	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 243,541.84
2	Laredo	Zavala	US 57	0	16.078	27603043	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 767,097.00
2	Paris	Fannin	SH 78	23.021	13.2	27903035	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 892,287.14
2	Bryan	Washington	SH 36	25.881	10.787	18606065	WIDEN NON-FREEWAY CONSISTING OF GRADING, STRUCTURES, BASE	Construction Schedule	$ 13,817,974.75
2	Paris	Rains	SH 19	0.876	0.126	10811019	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 7,142,003.35
2	Abilene	Jones	US 83	4.761	3.77	3304069	CEMENT TRT BASE, 1-COURSE SURFACE TREATMENT, MILL EXISTING	Construction Schedule	$ 1,800,186.30
2	Abilene	Jones	US 83	4.769	2.814	3303029	CEMENT TRT BASE, 1-COURSE SURFACE TREATMENT, MILL EXISTING	Construction Schedule	$ 3,027,876.60
2	San Antonio	Medina	IH 35	9.545	9.756	1705095	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 286,792.62
2	Laredo	Val Verde	US 277	30.306	42.185	16006033	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 509,584.79
2	Brownwood	Eastland	IH 20	3.167	10.218	706070	CONSTRUCT TWO SAFETY REST AREAS	Construction Schedule	$ 16,616,100.07
2	Fort Worth	Jack	US 281	11.887	17.873	24906059	UPGRADE TO SUPER 2 DESIGN, EXT CULVERTS, SETS, 2" OVERLAY	Finalizing for Construc	$ 6,563,750.00
2	Wichita Falls	Clay	FM 2393	6.573	6.723	240501012	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 988,644.38
2	El Paso	Culberson	FM 2185	0.044	1.726	115802005	ROADWAY REHABILITATION WITH WIDENING	Finalizing for Construc	$ 1,668,734.90
2	Laredo	Val Verde	US 90	0	11.291	2204021	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 4,750,219.00
2	Lufkin	Houston	SH 19	0	7.011	10905042	RESURFACE WITH SEAL COAT	Construction Schedule	$ 411,460.85
2	Abilene	Taylor	US 277	9.492	13.384	40706045	SEAL COAT	Finalizing for Construc	$ 209,199.00
2	Laredo	Maverick	FM 1021	2.389	9.949	122901068	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 3,242,905.34
2	Abilene	Mitchell	CR	3.485	3.5	90821039	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 260,000.00
2	Corpus Christi	Nueces	US 77	0.555	4.594	10202096	CONSTRUCT MAIN LANES AND OVERPASSES	Construction Schedule	$ 36,107,858.58
2	Wichita Falls	Montague	FM 922	1	5.87	84502011	SEAL COAT	Construction Schedule	$ 162,436.61
2	Amarillo	Moore	SH 136	0.249	0.466	37905004	SEALCOAT	Construction Schedule	$ 8,224.24
2	Lubbock	Parmer	FM 1731	10	10.692	30206018	SEAL COAT	Construction Schedule	$ 49,168.30
2	Abilene	Fisher	FM 1085	10.001	15.891	125104007	SEAL COAT	Finalizing for Construc	$ 133,233.05

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Abilene	Jones	FM 605	0.001	6.527	97501024	SEAL COAT	Finalizing for Construc	$ 190,674.00
2	Abilene	Jones	FM 1636	1	9.746	218702012	SEAL COAT	Finalizing for Construc	$ 231,608.87
2	Abilene	Taylor	FM 604	1.001	8.662	97404021	SEAL COAT	Finalizing for Construc	$ 185,405.43
2	Lufkin	San Jacinto	FM 3081	1	8.255	259402012	RESURFACE WITH SEALCOAT	Construction Schedule	$ 302,653.75
2	San Antonio	Uvalde	FM 1796	0	3.79	59501009	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 110,638.26
2	Bryan	Leon	FM 1512	0.04	8.283	145801015	SEAL COAT	Construction Schedule	$ 237,893.50
2	Bryan	Leon	FM 1512	7.115	8.342	61202009	SEAL COAT	Construction Schedule	$ 35,219.46
2	Bryan	Madison	SS 174	0.089	0.379	31501036	SEAL COAT	Construction Schedule	$ 12,118.57
2	Bryan	Robertson	FM 2293	0.067	11.832	213401027	SEAL COAT	Construction Schedule	$ 313,138.18
2	Pharr	Jim Hogg	SH 16	5.973	26.523	51706032	SEAL COAT	Finalizing for Construc	$ 1,203,671.00
2	San Angelo	Menard	US 83	0	13.419	3505058	SEAL COAT	Finalizing for Construc	$ 1,287,599.30
2	Austin	Lee	US 77	24	24.44	21104023	TOM OVERLAY	Construction Schedule	$ 147,053.03
2	Wichita Falls	Wichita	US 287	2.779	3.252	4308078	INSTALL ADVANCE WARNING SIGNS (CURVE), HIGH FRICTION SURFACE	Finalizing for Construc	$ 171,282.45
2	Abilene	Howard	IH 20	10	12.232	505111	INSTALL MEDIAN BARRIER	Construction Schedule	$ 573,322.16
2	Laredo	La Salle	IH 35	0	1.906	1708096	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 4,345,224.00
2	Laredo	La Salle	IH 35	0	1.896	1708103	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 4,714,566.00
2	El Paso	Hudspeth	US 62	0	14.108	37404032	CONSTRUCT SUPER 2	Under Development	$ 15,600,000.00
2	Wichita Falls	Wilbarger	US 70	0	12.416	14607029	MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 23,546.53
2	Amarillo	Randall	US 87	11.667	27.319	6701080	SEALCOAT SBL	Finalizing for Construc	$ 787,950.16
2	Amarillo	Randall	US 87	11.667	27.319	6701081	SEALCOAT NBL	Finalizing for Construc	$ 818,985.84
2	Lubbock	Castro	US 385	1.156	16.555	22701027	SEAL COAT	Construction Schedule	$ 722,914.15
2	Lubbock	Lamb	US 385	0.001	5.616	22702027	SEAL COAT	Construction Schedule	$ 268,877.00
2	San Angelo	Runnels	US 277	0	4.79	40702016	SEAL COAT	Finalizing for Construc	$ 234,363.92
2	Abilene	Jones	US 180	1.563	6.618	29605035	SEAL COAT	Finalizing for Construc	$ 220,126.64
2	Lufkin	San Jacinto	US 59	10.277	13.369	17702091	RESURFACE EXISTING PAVEMENT	Construction Schedule	$ 3,119,709.60
2	Atlanta	Marion	SH 155	4.699	5.523	52004026	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 23,769,317.00
2	Beaumont	Jasper	US 96	0	20.298	6408060	SEAL COAT	Under Development	$ 528,643.65
2	Yoakum	Colorado	FM 1093	0.79	7.816	44604014	RESTORE ROADWAY & ADD SHOULDERS	Finalizing for Construc	$ 4,200,000.00
2	Bryan	Leon	SH 7	0.148	14.439	33501031	REHABILITATE EXISTING ROAD CONSISTING OF PAVEMENT REPAIRS,	Construction Schedule	$ 24,797,030.90
2	Atlanta	Harrison	IH 20	17.704	17.717	49509057	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 440,605.00
2	Brownwood	Brown	SH 279	35.741	36.896	48001039	IMPROVE GUARDRAIL TO DESIGN STANDARDS,INCREASE SUPERELEVATI	Construction Schedule	$ 1,134,544.50
2	Bryan	Milam	FM 487	1.009	4.352	21113017	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 139,488.33
2	Childress	King	US 82	0	11.347	13203034	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 572,422.77
2	Fort Worth	Erath	SH 108	0.975	1.672	25007015	REPAIR BASE FAILURES, REMOVE BRICK, MILL, HMAC OVERLAY,	Finalizing for Construc	$ 1,250,000.00
2	San Antonio	Atascosa	SH 16	1	8.349	61302064	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 979,824.69
2	San Antonio	Wilson	FM 775	0	1.608	85002047	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 54,867.34
2	Corpus Christi	Bee	SH 72	0	7.97	27008023	2018 HOT RUBBER SEAL PROJECT	Construction Schedule	$ 524,234.84
2	Laredo	Dimmit	SH 85	1.013	17.261	30101085	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 754,171.00
2	Yoakum	De Witt	SH 111	0.128	8.817	32501027	SEAL COAT	Construction Schedule	$ 400,251.75
2	Abilene	Callahan	US 283	9.247	9.352	43703042	SEAL COAT	Finalizing for Construc	$ 4,391.94
2	Abilene	Callahan	SH 206	24.789	26.533	48003044	SEAL COAT	Finalizing for Construc	$ 117,095.22
2	Yoakum	Gonzales	US 90A	0	8.769	2505021	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 1,278,571.50
2	Bryan	Washington	FM 50	6.637	11.959	45703028	REHABILITATE EXISTING ROAD CONSISTING OF GRADING, STRUCTURES	Finalizing for Construc	$ 7,246,574.55
2	Abilene	Scurry	SH 208	1.001	13.362	33201027	SEAL COAT	Finalizing for Construc	$ 559,853.79
2	San Angelo	Crockett	RM 1973	0	16.727	296901018	SEAL COAT	Finalizing for Construc	$ 585,772.50
2	Corpus Christi	Bee	FM 673	0.004	26.117	106301033	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 747,016.75
2	Laredo	Zavala	FM 582	0.462	4.735	87805023	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 181,162.18
2	Abilene	Scurry	FM 2763	20	22.69	331101006	SEAL COAT	Finalizing for Construc	$ 127,935.38
2	Lufkin	Shelby	FM 2667	0	3.348	266901011	RESURFACE WITH SEALCOAT	Construction Schedule	$ 137,888.25
2	Lubbock	Hockley	SH 114	12.749	14.813	13003027	SEAL COAT	Construction Schedule	$ 145,926.50
2	Wichita Falls	Archer	FM 368	1	2.72	80402012	SEAL COAT	Construction Schedule	$ 55,256.22
2	Wichita Falls	Archer	FM 2224	0	5.316	211201008	SEAL COAT	Construction Schedule	$ 148,268.81
2	Wichita Falls	Archer	FM 368	5	16.309	80403024	SEAL COAT	Construction Schedule	$ 287,502.85

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Wichita Falls	Clay	FM 2393	0	2.305	51406009	SEAL COAT	Construction Schedule	$ 58,146.42
2	Wichita Falls	Throckmorton	FM 2584	0	2.081	258101009	SEAL COAT	Construction Schedule	$ 55,145.50
2	Wichita Falls	Throckmorton	US 183	22.251	35.834	40401031	SEAL COAT	Construction Schedule	$ 585,091.18
2	Wichita Falls	Young	FM 3109	1	9.975	314902013	SEAL COAT	Construction Schedule	$ 217,984.75
2	Lubbock	Dawson	FM 178	6.331	10.243	95902010	SEAL COAT	Construction Schedule	$ 116,655.75
2	Lubbock	Dawson	FM 2052	10.001	15.404	190501010	SEAL COAT	Construction Schedule	$ 162,335.05
2	Lubbock	Floyd	FM 378	0.023	10.333	80001016	SEAL COAT	Construction Schedule	$ 302,540.10
2	Lubbock	Lynn	FM 2053	0.001	9.548	196603009	SCRUB SEAL	Construction Schedule	$ 243,689.15
2	San Angelo	Crockett	RM 1964	0	4.541	156101009	SEAL COAT	Finalizing for Construc	$ 158,724.16
2	San Angelo	Schleicher	RM 2596	0	19.848	164403018	SEAL COAT	Finalizing for Construc	$ 644,540.13
2	Abilene	Callahan	FM 2228	10	12.018	210801020	SEAL COAT	Finalizing for Construc	$ 52,162.53
2	Abilene	Howard	FM 846	6.499	12.154	187201009	SEAL COAT	Construction Schedule	$ 158,323.75
2	Abilene	Kent	FM 1228	5	11.854	136101013	SEAL COAT	Finalizing for Construc	$ 161,921.12
2	Abilene	Mitchell	FM 1983	0.001	1.239	136201008	SEAL COAT	Finalizing for Construc	$ 38,810.16
2	Abilene	Mitchell	FM 644	0	6.912	96603028	SEAL COAT	Finalizing for Construc	$ 212,304.30
2	Abilene	Scurry	FM 1614	0.001	4.045	153202002	SEAL COAT	Finalizing for Construc	$ 99,009.00
2	Abilene	Scurry	FM 1606	32.724	36.904	152603016	SEAL COAT	Finalizing for Construc	$ 108,284.00
2	Abilene	Shackelford	PR 54	5	6.047	12506001	SEAL COAT	Finalizing for Construc	$ 25,287.71
2	Abilene	Shackelford	FM 576	5	15.609	103104021	SEAL COAT	Finalizing for Construc	$ 242,395.48
2	Waco	Falls	FM 434	0.443	0.487	107701025	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,326,685.85
2	Lufkin	Angelina	FM 1669	0	1.606	167502005	RESURFACE WITH SEALCOAT	Construction Schedule	$ 67,849.50
2	Lufkin	San Augustine	FM 3483	0	2.201	335002005	RESURFACE WITH SEALCOAT	Construction Schedule	$ 92,488.45
2	Yoakum	Fayette	FM 389	1	4.217	31513006	SEAL COAT	Construction Schedule	$ 107,617.80
2	Yoakum	Jackson	FM 234	0.746	0.846	282103010	WIDEN BRIDGE	Construction Schedule	$ 266,665.00
2	Austin	Gillespie	SH 16	14.387	14.487	29003030	BRIDGE REHAH- UPGRADE RAIL, MILL & JOINT. REHABILITATE	Construction Schedule	$ 148,224.75
2	San Antonio	Wilson	FM 541	3.001	14.363	101101036	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 335,486.26
2	Corpus Christi	Karnes	FM 2724	0.03	8.053	275501010	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 226,550.25
2	Corpus Christi	Karnes	FM 81	0.002	6.114	112302018	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 205,652.25
2	Corpus Christi	Karnes	FM 81	0.504	5.668	112301015	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 146,879.40
2	Corpus Christi	Karnes	FM 81	1	6.419	99102012	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 164,222.00
2	Corpus Christi	Live Oak	FM 1042	0	8.687	155301014	2018 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 223,670.50
2	Corpus Christi	Live Oak	FM 534	12.08	13.235	180801031	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 42,963.00
2	Bryan	Burleson	FM 1361	1.006	13.139	139901033	SEAL COAT	Construction Schedule	$ 376,896.87
2	Bryan	Burleson	RE 4	0.015	3.284	71303011	SEAL COAT	Construction Schedule	$ 120,320.59
2	Laredo	Dimmit	FM 1433	0	7.421	142402015	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 283,093.20
2	Brownwood	Comanche	FM 2156	0	2.078	199101002	SEAL COAT	Construction Schedule	$ 60,895.40
2	Brownwood	Eastland	SS 490	5	6.321	330902006	SEAL COAT	Construction Schedule	$ 63,635.12
2	Abilene	Nolan	IH 20	15.112	11.144	602119	BRIDGE RAIL REPLACEMENT	Finalizing for Construc	$ 44,948.00
2	Lufkin	Houston	SH 21	2.058	1.494	11801021	MILL AND INLAY AND RESURFACE WITH SEAL COAT	Under Development	$ 917,006.00
2	Corpus Christi	Aransas	PW	0	0.154	91638011	SEAL COAT PARKING LOTS & DRIVEWAYS	Finalizing for Construc	$ 81,872.00
2	Paris	Delta	FM 2675	4.61	2.265	200303007	2R REHABILITATION	Finalizing for Construc	$ 1,254,000.00
2	Paris	Fannin	FM 274	9.829	5.021	76502022	2R REHABILITATION	Under Development	$ 2,644,400.00
2	Paris	Hopkins	SH 19	27.16	0.088	10809052	2R REHABILITATION WITH OVERLAY	Under Development	$ 10,318,000.00
2	Amarillo	Deaf Smith	US 60	6.157	0.5	16805041	OVERLAY WITH PAVEMENT REPAIR	Finalizing for Construc	$ 3,600,000.00
2	San Angelo	Coke	SH 70	4.388	2.598	26404055	BRIDGE MAINTENANCE	Finalizing for Construc	$ 100,000.00
2	San Angelo	Edwards	SH 55	8.057	0.067	23502046	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ 198,410.00
2	Abilene	Jones	BU 277G	2.257	0.904	15708007	SEAL COAT	Under Development	$ 61,587.00
2	Lufkin	San Jacinto	FM 3342	10	11.598	168102006	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 1,490,000.00
2	San Antonio	Atascosa	SH 97	10	16.848	32806027	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES	Construction Schedule	$ 11,946,923.05
2	San Antonio	Atascosa	SH 16	9.885	11.52	61302059	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 132,382.48
2	Bryan	Madison	CR	0.96	1.01	91731029	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 380,000.00
2	Bryan	Madison	CR	1.11	1.16	91731028	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 300,000.00
2	Laredo	Dimmit	SH 85	17.261	29.826	30102048	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 4,049,279.05

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
2	Laredo	Duval	US 59	21.295	20.785	23705045	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 49,667.00
2	Laredo	Duval	US 59	0.323	0.007	54203037	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 34,111.00
2	Laredo	Duval	SH 16	12.458	11.762	51704067	REHABILITATION OF EXISTING HIGHWAY	Under Development	$ 150,000.00
2	Tyler	Gregg	SH 135	10.113	14.66	37701040	WIDEN FROM 2 LANE TO 4 LANE DIVIDED ROADWAY	Under Development	$ 41,000,000.00
2	Tyler	Van Zandt	FM 1653	0	5.66	167301008	WIDEN ROADWAY TO 24' FOR SAFETY	Construction Schedule	$ 3,923,875.61
2	Lufkin	San Augustine	SH 21	0	0.046	11810066	REMOVE STRUCTURE ONLY	Construction Schedule	$ 55,000.00
2	Yoakum	Wharton	FM 961	0	8.112	126101022	SAFETY TREAT FIXED OBJECTS AND PROVIDE ADDITIONAL	Construction Schedule	$ 4,013,995.00
2	San Antonio	Wilson	US 87	20.715	20.915	14304068	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 89,290.46
2	Corpus Christi	Live Oak	FM 3192	0	6.117	329701007	REHAB AND WIDEN	Construction Schedule	$ 2,163,476.55
2	Atlanta	Panola	US 79	1	9.886	24703032	INSTALL CONTINUOUS TURN LANE, MILLED EDGELINE RUMBLE STRIPS	Finalizing for Construc	$ 4,420,629.00
2	Yoakum	Colorado	US 90	16.521	16.78	2701042	REHABILITATE EXISTING BRIDGE	Finalizing for Construc	$ 5,700,000.00
2	Atlanta	Bowie	IH 30	25.18	30.861	61006081	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 268,832.50
2	Childress	King	US 83	13.481	14.981	3205041	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 1,199,360.35
2	Yoakum	Matagorda	SH 60	12.713	13.973	24103028	CUSTRUCT SIDEWALKS, CURBS, DRIVEWAYS & ACCESSIBILITY RAMPS	Finalizing for Construc	$ 385,532.50
2	Paris	Hopkins	IH 30	9.914	2.776	909103	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END	Finalizing for Construc	$ 136,748.00
2	Laredo	Val Verde	US 277	7.953	11.742	16004049	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 522,606.53
2	Yoakum	Fayette	SH 71	1.587	14.168	26601074	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 145,765.00
2	San Antonio	Kendall	US 87	4.169	11.49	7204035	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 551,257.38
2	Bryan	Burleson	SH 21	10.983	11.779	11603060	MISC WORK CONSISTING OF SIDEWALKS, CURB RAMPS, WALLS,	Construction Schedule	$ 211,001.00
2	El Paso	Presidio	US 67	1.194	16.179	10406025	SEAL COAT	Under Development	$ 764,235.00
2	Childress	Donley	US 287	0	13.514	4206071	ADD DECEL LANES	Construction Schedule	$ 435,975.90
3	Wichita Falls	Cooke	FM 1306	1	2.706	19505010	SEAL COAT	Construction Schedule	$ 114,173.32
3	Amarillo	Hutchinson	RM 687	10.374	13.082	243701026	SEALCOAT	Finalizing for Construc	$ 126,570.00
3	Atlanta	Upshur	SH 155	0	16.259	52002059	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 235,792.00
3	Brownwood	Eastland	IH 20	0	5.301	706257	RECONSTRUCT ROADWAY WITH CONCRETE PAVEMENT - EASTBOUND LANES	Under Development	$ 10,745,000.00
3	Brownwood	Eastland	IH 20	0	5.301	706256	RECONSTRUCT ROADWAY WITH CONCRETE PAVEMENT - WESTBOUND LANES	Under Development	$ 10,745,000.00
3	Wichita Falls	Wilbarger	US 70	0	12.156	14607030	SEAL COAT	Construction Schedule	$ 557,584.12
3	Lubbock	Hale	FM 400	20.001	31.234	104101026	SAFETY	Construction Schedule	$ 45,421.92
3	Paris	Fannin	FM 87	0	2.366	360001007	SEAL COAT	Construction Schedule	$ 108,779.75
3	San Angelo	Tom Green	FM 2288	0	9.878	214102015	SEAL COAT	Finalizing for Construc	$ 557,231.25
3	Paris	Fannin	FM 273	6.137	17.705	76503024	SEAL COAT	Construction Schedule	$ 407,335.35
3	Paris	Fannin	SH 11	14.305	19.94	213903021	OVERLAY	Construction Schedule	$ 3,033,714.07
3	Paris	Lamar	FM 1499	0	2.485	188101018	SEAL COAT	Construction Schedule	$ 57,889.55
3	Fort Worth	Palo Pinto	US 281	25.889	26.013	25002050	CLEAN AND PAINT STEEL TRUSS	Construction Schedule	$ 4,782,991.11
3	Wichita Falls	Montague	FM 3394	1	2.951	337501006	SEAL COAT	Construction Schedule	$ 39,113.44
3	Wichita Falls	Montague	FM 1759	10	15.516	161101012	SEAL COAT	Construction Schedule	$ 151,666.28
3	Wichita Falls	Wichita	FM 2326	0	4.094	221502010	SEAL COAT	Construction Schedule	$ 85,842.48
3	Amarillo	Hutchinson	RM 687	0	5.424	79104010	SEALCOAT	Finalizing for Construc	$ 276,405.00
3	Amarillo	Hutchinson	RM 1319	3.797	10.374	243701025	SEALCOAT	Finalizing for Construc	$ 280,580.00
3	Amarillo	Hutchinson	RM 687	0	10.374	79106010	SEALCOAT	Finalizing for Construc	$ 530,575.00
3	Lubbock	Lamb	US 70	0.5	17.696	14502027	SEAL COAT	Construction Schedule	$ 848,637.75
3	Lubbock	Lamb	US 70	29.065	31.196	14503038	SEAL COAT	Construction Schedule	$ 101,586.75
3	Abilene	Fisher	FM 2832	0.001	7.749	285701009	SEAL COAT	Finalizing for Construc	$ 163,391.16
3	Abilene	Fisher	FM 610	0	1.389	36006010	SEAL COAT	Finalizing for Construc	$ 54,368.00
3	Abilene	Fisher	FM 1224	0.001	11.481	135801012	SEAL COAT	Finalizing for Construc	$ 254,208.00
3	Abilene	Haskell	FM 2407	0.001	6.78	232702009	SEAL COAT	Finalizing for Construc	$ 166,697.38
3	Abilene	Jones	SH 92	2.449	17.467	31801030	PROFILE CENTERLINE-EDGELINE MARKINGS	Finalizing for Construc	$ 235,148.00
3	Abilene	Jones	FM 3326	0.971	9.864	345501010	SEAL COAT	Construction Schedule	$ 250,416.00
3	Abilene	Jones	FM 3116	7.92	17.672	272102015	SEAL COT	Finalizing for Construc	$ 209,696.79
3	Abilene	Jones	FM 1636	0.001	10.175	218701007	SEAL COAT	Finalizing for Construc	$ 248,616.07
3	Abilene	Jones	FM 600	1	8.96	203201010	SEAL COAT	Finalizing for Construc	$ 226,344.08
3	Abilene	Jones	FM 600	0.001	2.414	97207006	SEAL COAT	Finalizing for Construc	$ 59,290.11
3	Abilene	Jones	FM 142	1	9.423	74101021	SEAL COAT	Finalizing for Construc	$ 216,739.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Abilene	Jones	FM 126	0.001	8.269	73301016	SEAL COAT	Finalizing for Construc	$ 199,664.78
3	Abilene	Jones	FM 605	8.109	10.883	97501025	SEAL COAT	Finalizing for Construc	$ 56,622.00
3	Abilene	Stonewall	FM 610	1	20.219	36007027	SEAL COAT	Finalizing for Construc	$ 478,023.00
3	Abilene	Stonewall	FM 3457	0.001	1.081	209203005	SEAL COAT	Finalizing for Construc	$ 31,976.70
3	Abilene	Taylor	FM 2035	0.001	4.704	299702007	SEAL COAT	Finalizing for Construc	$ 117,818.08
3	Tyler	Henderson	SH 19	11.84	12.298	10805017	WIDEN 2 LN RDWY TO SUPER-2 (3 LN) CRITERIA	Construction Schedule	$ 839,815.55
3	Lufkin	Houston	FM 231	0	3.83	93801009	RESURFACE WITH SEALCOAT	Construction Schedule	$ 171,041.60
3	Lufkin	Houston	FM 228	0	10.395	63503025	RESURFACE WITH SEALCOAT	Construction Schedule	$ 487,721.40
3	Lufkin	Polk	FM 2500	0	6.215	238801011	RESURFACE WITH SEALCOAT	Construction Schedule	$ 287,102.05
3	Lufkin	Polk	FM 2798	0	6.514	277802008	RESURFACE WITH SEALCOAT	Construction Schedule	$ 273,934.15
3	Lufkin	Sabine	FM 242	10.118	11.832	167801025	RESURFACE WITH SEALCOAT	Construction Schedule	$ 72,318.40
3	Lufkin	Trinity	FM 358	5.013	12.321	93105025	RESURFACE WITH SEALCOAT	Construction Schedule	$ 323,974.10
3	Yoakum	Jackson	FM 1157	1	12.578	130701017	SEAL COAT	Construction Schedule	$ 342,956.25
3	Yoakum	Jackson	FM 1300	0	3.04	42012006	SEAL COAT	Construction Schedule	$ 96,362.65
3	Yoakum	Jackson	FM 3131	0	4.276	320201008	SEAL COAT	Construction Schedule	$ 142,750.55
3	San Antonio	Wilson	US 181	18.138	24.13	10004038	REHAB EXISTING ROADWAY AND WIDEN TO ADD SHOULDERS	Construction Schedule	$ 10,133,718.12
3	Corpus Christi	Nueces	FM 70	23.509	40.052	155803108	2019 DISTRICT WIDE HOT RUBBER SEAL PROJECCT	Finalizing for Construc	$ 902,671.95
3	Bryan	Freestone	FM 833	11.148	15.308	213101026	SEAL COAT	Construction Schedule	$ 139,415.46
3	Bryan	Grimes	FM 1486	10.008	15.593	141601021	SEAL COAT	Construction Schedule	$ 181,882.16
3	Bryan	Grimes	FM 1696	1.041	10.076	156203020	SEAL COAT	Construction Schedule	$ 356,423.56
3	Bryan	Madison	FM 1452	5.002	15.358	172301016	SEAL COAT	Construction Schedule	$ 316,759.89
3	Bryan	Madison	FM 2346	0.014	6.524	122303013	SEAL COAT	Construction Schedule	$ 193,181.79
3	Bryan	Robertson	FM 2413	1.072	1.358	230702005	SEAL COAT	Construction Schedule	$ 10,446.75
3	Atlanta	Bowie	FM 44	0.058	7.663	33002017	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 321,496.00
3	Beaumont	Newton	SL 505	1	2.783	30510008	SEAL COAT	Construction Schedule	$ 76,411.00
3	Pharr	Starr	FM 2686	0	18.114	269303003	SEAL COAT	Construction Schedule	$ 610,735.70
3	Childress	Hall	SH 70	0	4.43	31102032	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 170,143.23
3	Brownwood	Mills	FM 1047	5.29	5.447	178001009	REPLACE BRIDGE AND APPROACHES	Under Development	$ 800,000.00
3	San Angelo	Concho	US 83	11.36	13.502	3503050	SEAL COAT	Finalizing for Construc	$ 175,900.85
3	Abilene	Mitchell	IH 20	22.177	33.054	601103	SEAL COAT	Finalizing for Construc	$ 624,660.21
3	Laredo	Val Verde	US 90	71.497	72.769	2210067	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 608,678.00
3	Bryan	Freestone	IH 45	8.086	8.186	67502085	INSTALLATION OF CRASH WALLS	Construction Schedule	$ 910,811.50
3	Bryan	Freestone	IH 45	0.373	0.473	67502084	INSTALLATION OF CRASH WALLS	Construction Schedule	$ 396,577.50
3	Bryan	Freestone	IH 45	16.23	16.33	67502083	INSTALLATION OF CRASH WALLS	Construction Schedule	$ 393,906.50
3	Laredo	La Salle	IH 35	10.169	20.381	1801093	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 11,119,058.09
3	Atlanta	Upshur	US 259	1.446	5.762	39202096	REHABILITATION OF EXISTING 4-LANE ROADWAY	Finalizing for Construc	$ 10,647,000.00
3	Childress	King	US 83	1.037	6.796	3206038	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 3,389,757.34
3	Pharr	Brooks	SH 285	35.456	40.295	10207044	REHABILITATE ROADWAY	Construction Schedule	$ 13,070,508.43
3	Abilene	Scurry	FM 1673	1.118	10.033	218901016	SEAL COAT	Finalizing for Construc	$ 303,975.53
3	Lubbock	Cochran	SH 125	1	17.88	96702021	SCRUB SEAL	Construction Schedule	$ 436,886.20
3	Abilene	Callahan	FM 2047	0.001	3.819	285601008	SEAL COAT	Finalizing for Construc	$ 96,617.13
3	Abilene	Callahan	FM 2228	18.135	23.863	210801021	SEAL COAT	Finalizing for Construc	$ 181,608.81
3	Wichita Falls	Cooke	US 82	16.045	17.057	4407071	PAVEMENT REPAIR AND OVERLAY	Construction Schedule	$ 1,482,291.00
3	Tyler	Henderson	FM 2010	0	3.622	284002005	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 102,012.50
3	Bryan	Grimes	FM 39	1	15.756	63901025	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 526,587.55
3	Bryan	Milam	US 77	7.917	8.917	20905045	SAFETY IMPROVEMENT WORK CONSISTING OF GRADING, STRUCTURES,	Under Development	$ 15,230,917.00
3	Bryan	Robertson	FM 50	1.005	12.848	64801033	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 419,963.83
3	Bryan	Walker	FM 1696	0.01	1.536	180903010	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 53,140.84
3	Beaumont	Tyler	US 190	0	5.533	21306041	CONSTRUCT PASSING LANES	Under Development	$ 5,056,036.74
3	Wichita Falls	Wilbarger	US 70	23.16	23.3	4306085	BRIDGE REHABILITATION	Construction Schedule	$ 800,391.00
3	San Antonio	Uvalde	US 90	1	15.654	2305084	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 678,372.39
3	Beaumont	Chambers	IH 10	0	3.113	73901039	WIDEN EXISTING FOUR LANE TO SIX LANE	Construction Schedule	$ 31,949,240.29
3	Laredo	Kinney	US 90	0	14.822	2302040	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 4,566,534.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Laredo	Maverick	SS 216	0	0.875	150802004	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 400,400.00
3	Lubbock	Lamb	SL 430	4.642	4.881	5213005	INTERSECTION & OPERATIONAL IMPROVEMENTS	Construction Schedule	$ 680,878.90
3	San Antonio	Atascosa	FM 1333	0	3.443	173801013	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 97,256.48
3	El Paso	Culberson	US 62	0	8.75	23302028	CONSTRUCT SUPER 2	Under Development	$ 6,050,963.00
3	El Paso	Jeff Davis	SH 166	1	9.609	41502026	WIDENING OF ROADWAY	Under Development	$ 2,755,000.00
3	Yoakum	Fayette	US 90	16.878	20.35	2603043	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 732,987.50
3	Paris	Grayson	US 69	9.609	9.92	4701063	UPGRADE BRIDGE / APPROACH RAILING OR ADD SAFETY END	Finalizing for Construc	$ 1,234,200.00
3	Paris	Rains	FM 275	3.484	8.756	227701010	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 3,755,355.00
3	Laredo	Zavala	SL 155	0	0.63	3704019	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 310,257.00
3	Paris	Lamar	FM 38	18.665	21.178	43501073	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 1,393,073.61
3	Fort Worth	Erath	US 67	3.573	12.495	7905057	SEAL COAT MAIN LANES	Construction Schedule	$ 1,791,147.74
3	Wichita Falls	Wilbarger	US 183	10.66	16.757	12404031	UPGRADE TO SUPER-2	Construction Schedule	$ 7,150,020.15
3	Atlanta	Titus	US 271	4.499	4.944	22105086	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 6,259,174.45
3	Abilene	Howard	IH 20	26.865	26.952	506117	BRIDGE REHAB	Construction Schedule	$ 444,644.00
3	San Antonio	Atascosa	SH 97	1	1.957	32805044	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Construction Schedule	$ 1,969,714.40
3	Paris	Franklin	FM 21	3.149	5.29	63301023	SEAL COAT	Construction Schedule	$ 133,626.50
3	Tyler	Henderson	SH 19	7.231	12.298	10805018	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 310,638.65
3	Lubbock	Hale	IH 27	3.537	4.018	6706053	BRIDGE MAINTENANCE	Finalizing for Construc	$ 569,698.80
3	Abilene	Mitchell	IH 20	1.001	10.32	507057	SEAL COAT	Finalizing for Construc	$ 503,753.28
3	El Paso	Culberson	RM 652	25.473	37.658	245102013	FULL DEPTH REHAB	Finalizing for Construc	$ 37,773,500.00
3	Paris	Delta	FM 38	0.986	2.483	74903014	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 914,080.82
3	Paris	Red River	SH 37	9.568	14.068	77203018	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 289,517.58
3	Abilene	Nolan	IH 20	19.517	31.994	603132	ROADWAY REHABILITATION / ARMORINGA	Construction Schedule	$ 16,843,808.03
3	Laredo	Dimmit	SH 85	21.041	21.65	30102041	THE REPLACEMENT OF AN EXISTING BRIDGE	Under Development	$ 706,624.60
3	Laredo	Dimmit	US 277	16.817	19.292	30003072	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 778,784.68
3	Yoakum	De Witt	US 87	0.001	12.197	14308091	CONSTRUCTING AUXILIARY LANES	Construction Schedule	$ 12,111,710.42
3	Corpus Christi	Karnes	SH 123	0.5	13.095	36606042	REHAB ROADWAY AND ADD PASSING LANES	Construction Schedule	$ 21,245,304.42
3	Amarillo	Gray	SH 70	1	24.887	30901043	MILLED EDGELINE & MILLED CENTERLINE RUMBLE STRIPS	Construction Schedule	$ 381,125.80
3	Bryan	Freestone	FM 1124	0.04	1.837	284801006	SEAL COAT	Construction Schedule	$ 62,171.56
3	Wichita Falls	Cooke	IH 35	21.566	21.745	19401014	INCREASE SUPERELEVATION, MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 224,112.56
3	Bryan	Burleson	FM 60	2	7.62	64803051	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES	Under Development	$ 38,000,000.00
3	Tyler	Henderson	SH 19	13.324	17.204	10804037	ADD 10' SHOULDERS & RESURFACE ROADWAY	Construction Schedule	$ 5,699,689.25
3	Yoakum	Austin	FM 529	3.854	6.878	40805026	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 323,477.75
3	Yoakum	Austin	FM 1457	0	5.853	141102011	RESTORE ROADWAY	Construction Schedule	$ 4,647,133.00
3	Lubbock	Hale	IH 27	27.872	27.893	6704048	BRIDGE MAINTENANCE	Construction Schedule	$ 843,392.20
3	Lubbock	Hale	IH 27	27.872	27.893	6704052	BRIDGE MAINTENANCE	Construction Schedule	$ 810,320.20
3	Wichita Falls	Cooke	FM 51	2.268	2.378	31201076	REPLACE BRIDGE AND APPROACHES	Finalizing for Construc	$ 3,750,000.00
3	Atlanta	Bowie	IH 30	0	7.685	61005050	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 1,452,695.00
3	Odessa	Reeves	FM 761	0	2.51	112001020	SEAL COAT	Construction Schedule	$ 122,950.10
3	Yoakum	Wharton	FM 1301	0.02	0.05	141203038	EXTEND ROAD ON NEW LOCATION	Under Development	$ 10,490,359.00
3	Lubbock	Hale	IH 27	0.001	37.688	6704054	SEAL COAT	Construction Schedule	$ 561,710.60
3	Laredo	Val Verde	US 277	6.188	12.679	29901069	ADDING PASSING LANES	Construction Schedule	$ 2,470,013.59
3	Brownwood	Coleman	SH 153	18.595	19.356	63601037	SEAL COAT	Construction Schedule	$ 44,598.20
3	Brownwood	Comanche	SH 36	9.31	15.777	18301045	MILL AND SEAL COAT	Finalizing for Construc	$ 1,255,000.00
3	Childress	Foard	US 70	6.513	12.638	14606023	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 6,500,000.00
3	Dallas	Navarro	IH 45	20.34	33.566	9206102	INSTALLATION OF WIRELESS ITS	Construction Schedule	$ 217,885.00
3	Lubbock	Floyd	FM 97	0.994	2.349	14511011	REHABILITATION OF ROADWAY	Construction Schedule	$ 2,928,165.30
3	Lubbock	Gaines	SH 83	1.001	14.514	58302012	SEAL COAT	Construction Schedule	$ 536,999.50
3	Odessa	Winkler	SH 302	19.822	20.489	46306032	HIGHWAY IMPROVEMENTS (PHASE II)	Long Term Planning	$ 2,000.00
3	Waco	Hamilton	SH 22	0	10.21	12001019	MISC SPOT PAVEMENT REPAIR	Construction Schedule	$ 293,938.00
3	Tyler	Rusk	FM 838	0	0.25	49207005	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 10,833.90
3	Lufkin	Angelina	FM 1194	10	11.771	140601037	RESURFACE WITH SEALCOAT	Construction Schedule	$ 86,170.75
3	Austin	Llano	SH 29	0.63	0.73	15002039	BRIDGE REHABILITATION- EROSION REPAIR. REHABILITATE BRIDGE	Construction Schedule	$ 168,942.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	San Antonio	Atascosa	FM 476	0	5.275	174002032	MILLED EDGELINE RUMBLE STRIPS & MILLED CENTERLINE RUMBLE	Construction Schedule	$ 56,896.86
3	San Antonio	Atascosa	FM 140	7.482	10.053	143102017	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 139,990.76
3	San Antonio	Medina	SH 173	7.36	19.267	42108034	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 819,693.07
3	Brownwood	Coleman	FM 568	0	1.469	7804130	SEAL COAT	Construction Schedule	$ 64,730.12
3	Odessa	Andrews	SH 115	53	54.609	54801043	SEAL COAT	Construction Schedule	$ 106,457.62
3	Laredo	Maverick	US 277	32.284	32.827	30001100	WIDENING OF EXISTING HIGHWAY	Construction Schedule	$ 7,019,221.40
3	Odessa	Pecos	IH 10	87.165	87.528	14004038	RECONSTRUCTION OF SAFETY REST AREA	Long Term Planning	$ 13,000,000.00
3	Childress	Motley	US 62	13.512	31.74	14601050	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 695,929.71
3	El Paso	Culberson	RM 652	0.084	5.237	131401014	FULL DEPTH REHAB	Under Development	$ 16,244,000.00
3	Bryan	Washington	FM 389	11.096	11.841	31508037	REHABILITATE EXISTING ROADWAY CONSISTING OF GRADING,	Construction Schedule	$ 4,044,619.10
3	Paris	Lamar	FM 1500	1	5.407	145502009	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 1,342,923.26
3	Paris	Lamar	FM 906	1	5.575	76902030	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Construction Schedule	$ 1,571,356.65
3	Yoakum	Gonzales	FM 1116	0	7.2	57304016	RESTORE ROADWAY	Construction Schedule	$ 4,170,257.05
3	Corpus Christi	Refugio	FM 1360	5.315	8.365	142301034	SAFETY TRT FIXED OBJ, WIDEN LANES, WIDEN PAVED SHOULDERS	Construction Schedule	$ 1,306,334.00
3	Abilene	Howard	IH 20	24.63	43.487	506120	INSTALLATION OF PAVEMENT MARKINGS AND RAISED REFLECTIVE	Construction Schedule	$ 255,030.60
3	Wichita Falls	Wichita	US 287	18.706	24.207	4309136	INSTALL MEDIAN BARRIER	Construction Schedule	$ 1,235,215.20
3	Tyler	Henderson	US 175	36.05	36.973	19802035	WIDEN 2 LNS TO 4-LANE DIVIDED RURAL WITH DEPRESSED MEDIAN	Construction Schedule	$ 8,262,035.90
3	Pharr	Brooks	US 281	6.075	22.74	25504094	REHABILITATE ROADWAY	Construction Schedule	$ 16,294,519.25
3	Odessa	Reeves	IH 20	26.218	31.94	306088	FACILITY UPGRADES TO MEET FREEWAY STANDARDS	Under Development	$ 7,700,000.00
3	Odessa	Reeves	IH 20	7.76	8.605	305050	SEAL COAT	Construction Schedule	$ 986,658.13
3	Laredo	Kinney	US 90	19.333	37.986	2304065	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 7,575,767.51
3	Tyler	Smith	PW	0.094	0.749	91016122	REHABILITATE VARIOUS GRAVEL ROADS WITH THE FACILITY	Finalizing for Construc	$ 225,000.00
3	Amarillo	Dallam	US 87	37.25	37.45	4003067	IMPROVE TRAFFIC SIGNALS & INTERCONNECT SIGNALS	Finalizing for Construc	$ 246,710.46
3	Paris	Lamar	FM 1184	2.463	2.606	131901017	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 278,121.69
3	Paris	Lamar	FM 1501	0	0.1	129201002	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 282,727.46
3	Paris	Lamar	FM 197	0	0.1	76901026	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 236,188.59
3	Austin	Lee	US 290	13.949	14.049	11407080	REHABILITATE BRIDGE FOR THE BRIDGE MAINTENANCE AND	Construction Schedule	$ 187,155.00
3	Bryan	Burleson	SH 21	10.793	23.219	11603061	SEAL COAT	Construction Schedule	$ 2,294,770.20
3	Wichita Falls	Baylor	US 183	5	8.59	56208004	SEAL COAT	Construction Schedule	$ 399,599.99
3	Childress	Knox	US 277	0	2.33	15702047	ASPHALTIC CONCRETE PAVEMENT OVERLAY	Construction Schedule	$ 1,919,643.25
3	Paris	Lamar	FM 195	0.015	0.006	73002023	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 35,861.21
3	Lubbock	Castro	FM 2392	15.194	15.947	235901005	SCRUB SEAL	Construction Schedule	$ 44,704.15
3	Abilene	Haskell	BU 277E	35.721	37.723	15706003	SEAL COAT	Finalizing for Construc	$ 100,579.14
3	Tyler	Van Zandt	FM 279	11.607	12.007	24504022	INSTALL FLASHING CHEVRONS ON CURVE	Finalizing for Construc	$ 150,417.20
3	Yoakum	Fayette	US 90	15.295	15.495	2603045	INSTALL SAFETY LIGHTING	Finalizing for Construc	$ 60,914.55
3	Bryan	Walker	SH 150	0.004	8.001	39501031	SEAL COAT	Construction Schedule	$ 408,455.50
3	Atlanta	Cass	FM 3129	0.1	4.646	198901013	IMPROVE GUARDRAIL TO DESIGN STANDARDS & SAFETY TREAT FIXED	Construction Schedule	$ 323,495.00
3	Brownwood	San Saba	US 190	1	10.043	27202015	SEAL COAT	Construction Schedule	$ 342,485.16
3	Childress	Briscoe	SH 86	20.887	32.815	30304037	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 494,581.80
3	Abilene	Taylor	IH 20	1.971	2.61	604072	REPLACE BRIDGE AND APPROACH RAILING OR	Construction Schedule	$ 242,444.20
3	San Antonio	Wilson	US 181	2.632	3.632	10003079	CONSTRUCT GRADE SEPARATION	Under Development	$ 19,498,566.00
3	Abilene	Scurry	US 84	7.914	8.114	5308067	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNING	Construction Schedule	$ 113,718.83
3	Abilene	Howard	IH 20	27.628	27.828	506116	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNINING	Construction Schedule	$ 200,589.40
3	Yoakum	Lavaca	US 77	16.921	18.12	37001039	SEAL COAT	Construction Schedule	$ 112,138.40
3	Laredo	La Salle	BI 35-C	1.853	1.894	1717009	THE REPLACEMENT OF AN EXISTING BRIDGE	Under Development	$ 600,000.00
3	Amarillo	Hutchinson	SH 152	0.927	1.127	45501045	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 96,263.25
3	Tyler	Wood	FM 49	8.688	13.716	64701025	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 802,862.70
3	Tyler	Wood	FM 69	0	6.59	76603006	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 209,802.00
3	Brownwood	Stephens	US 180	25.586	25.606	1109070	REPAIR T BEAMS, ADD PEDESTALS	Construction Schedule	$ 388,200.00
3	Fort Worth	Jack	SH 199	0.5	11.644	17101033	CONSTRUCT SUPER 2	Under Development	$ 8,358,000.00
3	Wichita Falls	Wilbarger	US 70	22.14	22.265	4306084	BRIDGE MAINTENANCE	Construction Schedule	$ 1,106,649.34
3	San Angelo	Concho	US 83	1	12.359	3502037	SEAL COAT	Finalizing for Construc	$ 1,024,169.80
3	Childress	Donley	US 287	12.653	12.735	4206072	REHABILITATION OF EXISTING ROADWAY	Construction Schedule	$ 203,594.20

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Atlanta	Harrison	FM 450	24.134	24.584	84306020	REHABILITATE & WIDEN EXISTING 2-LANE HIGHWAY	Under Development	$ 1,976,280.00
3	Atlanta	Panola	SH 149	5.395	7.069	6311054	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Under Development	$ 42,238,800.00
3	Abilene	Callahan	FM 604	0.001	8.265	97406015	SEAL COAT	Under Development	$ 207,244.00
3	Tyler	Rusk	SH 149	0.255	6.073	39302027	REPAIR AND RESURFACE ROADWAY	Construction Schedule	$ 7,177,335.56
3	San Antonio	Frio	FM 1581	0.07	12.714	149901029	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 412,258.51
3	Brownwood	McCulloch	FM 2309	30	34.247	110201046	SEAL COAT	Construction Schedule	$ 115,454.20
3	Lufkin	Nacogdoches	FM 2435	5	7.655	266402004	RESURFACE WITH SEALCOAT	Construction Schedule	$ 135,334.40
3	Lufkin	San Augustine	FM 705	0.1	10.394	107901034	RESURFACE WITH SEAL COAT	Construction Schedule	$ 398,466.65
3	Brownwood	Eastland	SL 389	0.525	1.645	25708007	SEAL COAT	Construction Schedule	$ 64,669.12
3	Paris	Lamar	BU 271B	3.445	3.896	13607050	MILL AND OVERLAY	Finalizing for Construc	$ 346,729.05
3	Pharr	Starr	US 83	22.682	22.882	3807068	INSTALL INTERSECTION FLASHING BEACON, SAFETY LIGHTING AT	Construction Schedule	$ 119,688.91
3	Childress	Childress	US 287	3.096	13.154	4301080	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 783,729.80
3	Lubbock	Castro	US 385	1	16.555	22701023	SUPER 2	Under Development	$ 15,500,000.00
3	Lubbock	Lamb	US 385	0.001	5.714	22702023	SUPER 2	Under Development	$ 6,000,000.00
3	Paris	Red River	US 82	0	16.257	4512083	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Finalizing for Construc	$ 460,934.41
3	Laredo	Kinney	US 90	14.781	19.235	2303049	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,431,688.00
3	Bryan	Grimes	SH 90	30.131	34.552	31504069	OVERLAY CONSISTING OF PLANING, HMA, PAVEMENT MARKINGS AND	Construction Schedule	$ 2,600,104.30
3	Odessa	Ward	SH 18	6.303	6.323	29203034	HIGHWAY IMPROVEMENTS	Long Term Planning	$ 2,000.00
3	San Antonio	Frio	BI 35-E	20	21.058	149901030	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 42,542.06
3	Lubbock	Lubbock	BU 84-E	0.985	4.916	5319008	SEAL COAT	Construction Schedule	$ 123,659.35
3	Wichita Falls	Clay	US 82	5.099	5.206	4402088	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 157,550.00
3	Paris	Hopkins	SH 19	17.798	0.027	10809048	SEAL COAT	Construction Schedule	$ 490,346.65
3	Paris	Hopkins	SH 11	6.333	0.346	8304032	SEAL COAT	Construction Schedule	$ 205,758.35
3	Corpus Christi	Jim Wells	US 281	4	7.36	25515005	CONSTRUCT A FOUR LANE RELIEF ROUTE ALONG US 281 AT PREMONT	Finalizing for Construc	$ 82,000,000.00
3	San Angelo	Irion	RM 2469	8.855	30.991	246801016	SEAL COAT	Finalizing for Construc	$ 838,743.82
3	Odessa	Upton	US 67	1	11.627	7607037	ROADWAY WIDENING TO A MODIFIED SUPER 2	Under Development	$ 14,752,400.00
3	Tyler	Van Zandt	FM 314	1.279	21.231	74501019	PROVIDE ADDITIONAL PAVED SURFACE WIDTH (SECTIONS)	Construction Schedule	$ 6,646,852.59
3	San Antonio	Atascosa	FM 1333	13.443	18.185	174002031	SEAL COAT AND PAVEMENT	Construction Schedule	$ 127,068.80
3	Corpus Christi	Karnes	FM 81	9.294	10.446	69101034	BASE REPAIR, SURFACE AND RESTRIPE ROADWAY	Construction Schedule	$ 2,789,909.65
3	Corpus Christi	Live Oak	US 281	15.049	24.49	25401144	MISCELLANEOUS CONSTRUCTION	Under Development	$ 16,000,000.00
3	Atlanta	Bowie	US 82	1.476	9.866	4604062	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Under Development	$ 18,565,000.00
3	Pharr	Zapata	US 83	32.245	32.652	3804054	REPLACE SB AND NB BRIDGE AND RECONSTRUCT APPROACHES	Construction Schedule	$ 17,738,152.14
3	San Antonio	Medina	US 90	0	5.397	2406065	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 452,897.30
3	San Antonio	Wilson	SH 97	0	10.613	32801014	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Construction Schedule	$ 20,194,140.60
3	Yoakum	De Witt	SH 72	0.102	1.61	27001052	SEAL COAT	Construction Schedule	$ 65,439.35
3	El Paso	Culberson	US 62	0	4.808	37408022	CONSTRUCT SUPER 2	Under Development	$ 3,025,481.00
3	El Paso	Culberson	US 62	0	19.013	23301047	CONSTRUCT SUPER 2	Under Development	$ 12,101,925.00
3	Yoakum	Austin	US 90	2.196	2.714	27108012	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 9,479,150.85
3	Wichita Falls	Wichita	BU 287J	16.315	17.887	4317030	OVERLAY	Construction Schedule	$ 1,003,190.86
3	El Paso	Brewster	US 90	31.203	31.605	2101055	EROSION CONTROL AT RAMSEY DRAW BRIDGE	Construction Schedule	$ 1,345,485.52
3	Austin	Blanco	VA	1.567	1.57	91423011	OVERLAY ROADS, PARKING LOTS AND CAMPSITE PULLOUTS WITHIN THE	Under Development	$ 676,754.00
3	Corpus Christi	Nueces	BU 77-U	0.003	0.756	37306025	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 57,643.60
3	Atlanta	Bowie	US 82	6.485	8.008	4603038	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Under Development	$ 13,855,000.00
3	Atlanta	Bowie	US 82	1	1.476	4604061	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Under Development	$ 5,290,000.00
3	Fort Worth	Jack	FM 2210	9.969	13.317	199201015	REPAIR BASE FAILURES, HMAC OVERLAY, PAVEMENT MARKINGS	Under Development	$ 1,173,747.00
3	Laredo	Zavala	US 57	0	1.239	27604027	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,294,364.42
3	Beaumont	Jasper	FM 777	9.911	11.314	110901024	SEAL COAT	Construction Schedule	$ 79,871.40
3	San Antonio	Uvalde	FM 1435	5.069	6.997	351401008	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 70,931.03
3	Abilene	Fisher	FM 611	11.151	14.43	98301013	SEAL COAT	Finalizing for Construc	$ 78,617.76
3	Tyler	Wood	US 69	6.274	8.264	20305039	CONSTRUCT GRADE-SEPARATED INTERCHANGE	Under Development	$ 35,000,000.85
3	Yoakum	Colorado	FM 2437	0.012	3.009	234901007	SEAL COAT	Construction Schedule	$ 101,056.55
3	Yoakum	Colorado	FM 3013	1	6.618	320503013	SEAL COAT	Construction Schedule	$ 214,250.75
3	Yoakum	Jackson	FM 616	7.53	9.315	49703010	SEAL COAT	Construction Schedule	$ 59,496.30

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	San Antonio	Kerr	FM 1350	0.096	2.113	85505012	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 78,351.90
3	Atlanta	Cass	FM 3129	1	3.874	94503009	IMPROVE GUARDRAIL TO DESIGN STANDARDS & SAFETY TREAT FIXED	Construction Schedule	$ 138,095.00
3	Childress	Briscoe	SH 86	0	8.083	30302020	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 302,888.00
3	Lubbock	Hale	IH 27	29.008	29.058	6704049	BRIDGE MAINTENANCE	Construction Schedule	$ 1,891,468.80
3	Lubbock	Hale	IH 27	29.008	29.058	6704051	BRIDGE MAINTENANCE	Construction Schedule	$ 1,626,408.55
3	Lubbock	Swisher	IH 27	2.412	2.572	6702068	BRIDGE MAINTENANCE	Construction Schedule	$ 3,116,867.10
3	Corpus Christi	Refugio	SH 35	0	13.784	18002041	OVERLAY ROADWAY AND ADD PASSING LANES	Finalizing for Construc	$ 9,000,000.00
3	Corpus Christi	Nueces	FM 665	0.002	13.116	105202080	ADD PASSING LANES	Under Development	$ 20,000,000.00
3	Laredo	Webb	IH 35	16.98	18.592	1803057	WIDENING OF AN EXISTING FREEWAY (6-LANES)	Under Development	$ 48,500,000.00
3	Laredo	Webb	IH 35	8.278	16.98	1804058	WIDENING OF AN EXISTING HIGHWAY (6-LANES)	Under Development	$ 260,500,000.00
3	Lufkin	San Jacinto	US 59	0	13.369	17702094	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 396,479.84
3	Paris	Franklin	SH 37	2.844	15.855	19001021	RECONST & ADD 10' SHLDRS	Construction Schedule	$ 18,430,902.80
3	Austin	Llano	SH 29	0.513	0.713	15004045	INSTALL INTERSECTION FLASHING BEACON	Construction Schedule	$ 75,013.70
3	Fort Worth	Erath	US 67	0.001	1.507	25901035	UPGRADE TO SUPER 2 DESIGN, ADD 4' SHOULDERS, EXT CULVERTS,	Finalizing for Construc	$ 1,937,101.32
3	Wichita Falls	Wilbarger	US 287	15.802	16.552	4305106	SEAL COAT	Construction Schedule	$ 564,106.25
3	Lufkin	Houston	FM 227	0	11.177	93703016	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 825,574.00
3	Yoakum	Austin	FM 1458	3.421	11.349	52703024	SAFETY TREAT FIXED OBJECTS, IMPROVE GUARDRAIL TO DESIGN STAN	Construction Schedule	$ 712,955.90
3	Yoakum	Lavaca	FM 531	11.448	20.316	26910024	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 778,420.00
3	Paris	Hopkins	IH 30	15.613	19.252	1002097	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END	Finalizing for Construc	$ 198,424.00
3	Fort Worth	Somervell	US 67	1.216	10.944	25902051	CONSTRUCT SUPER 2 PASSING LANE	Finalizing for Construc	$ 6,998,087.90
3	Lubbock	Lamb	US 84	7.734	14.722	5204050	SEAL COAT	Construction Schedule	$ 1,709,069.90
3	Odessa	Winkler	SH 18	10	16.563	29202043	SEAL COAT	Construction Schedule	$ 466,780.04
3	Fort Worth	Erath	SH 108	22.935	23.48	34304044	REPAIR BASE FAILURES, REMOVE BRICK, MILL, HMAC OVERLAY,	Finalizing for Construc	$ 1,600,000.00
3	Odessa	Loving	SH 302	3.127	3.327	47903018	ROADWAY REHABILITATION	Construction Schedule	$ 177,749.18
3	Laredo	Dimmit	FM 468	0.998	8.466	154501016	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,349,418.00
3	Laredo	Dimmit	FM 186	5.428	14.22	30104020	REHABILITATION OF EXISTING HIGHWAY	Construction Schedule	$ 14,234,237.68
3	Pharr	Willacy	BU 77-W	5.202	8.052	32706026	OVERLAY	Construction Schedule	$ 612,435.52
3	Corpus Christi	Nueces	SS 22	5.173	5.443	37301107	2018 HOT RUBBER SEAL PROJECT	Construction Schedule	$ 31,359.35
3	Fort Worth	Erath	US 281	36.396	37.469	25802057	HIGH FRICTION SURFACE TREATMENT-CURVE, IMPROVE HORIZONTAL	Construction Schedule	$ 4,561,240.46
3	Odessa	Pecos	FM 1053	23.814	22.349	86605039	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 83,707.00
3	Yoakum	Wharton	US 59	36.91	39.133	8906079	PAVEMENT REPAIR & ACP OVERLAY	Construction Schedule	$ 1,428,917.10
3	San Antonio	Atascosa	FM 140	10.053	19.913	74805042	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 495,430.74
3	Brownwood	Eastland	SH 36	0	9.462	45201025	SEAL COAT	Finalizing for Construc	$ 650,000.00
3	Wichita Falls	Clay	BU 287J	1	2.5	4412001	SEAL COAT	Construction Schedule	$ 68,646.79
3	Brownwood	Stephens	US 183	6.082	15.733	40402041	SEAL COAT	Construction Schedule	$ 288,720.80
3	Corpus Christi	Karnes	BU 181F	1	1.82	10010015	2018 DISTRICT WIDE SEAL COAT PROJECT LOW CONTROL CSJ	Construction Schedule	$ 50,305.50
3	Abilene	Scurry	FM 1673	0.001	0.426	218901017	SEAL COAT	Finalizing for Construc	$ 12,778.34
3	Wichita Falls	Young	FM 3491	0	0.485	264603005	SEAL COAT	Construction Schedule	$ 29,535.84
3	Wichita Falls	Clay	FM 174	1	10.135	13710023	SEAL COAT	Construction Schedule	$ 178,492.18
3	Wichita Falls	Clay	FM 1883	0	9.746	176501011	SEAL COAT	Construction Schedule	$ 298,926.57
3	Wichita Falls	Clay	FM 171	0	10.086	243801010	SEAL COAT	Construction Schedule	$ 179,817.41
3	Lubbock	Cochran	SH 214	1	7.193	46103017	SCRUB SEAL	Construction Schedule	$ 261,390.55
3	Odessa	Winkler	SH 302	11.158	15.038	46306033	HIGHWAY IMPROVEMENTS (PHASE II)	Long Term Planning	$ 2,000.00
3	San Angelo	Crockett	RM 1676	0	3.685	164502003	SEAL COAT	Finalizing for Construc	$ 138,351.77
3	San Angelo	Reagan	RM 1676	0	9.302	164501013	SEAL COAT	Finalizing for Construc	$ 349,308.40
3	Abilene	Borden	FM 1210	1.001	3.631	171402009	SEAL COAT	Finalizing for Construc	$ 57,833.00
3	Abilene	Howard	FM 1785	0.5	7.745	115503010	SEAL COAT	Finalizing for Construc	$ 221,207.52
3	Abilene	Howard	FM 820	1	9.072	115601016	SEAL COAT	Finalizing for Construc	$ 248,583.82
3	Abilene	Mitchell	FM 1808	0.001	8.399	211101010	SEAL COAT	Finalizing for Construc	$ 220,411.94
3	Abilene	Scurry	FM 2835	0.001	3.415	152703006	SEAL COAT	Finalizing for Construc	$ 98,210.98
3	Abilene	Shackelford	PR 58	5	5.629	12507001	SEAL COAT	Finalizing for Construc	$ 25,372.09
3	San Antonio	McMullen	FM 3445	5.038	12.22	343901007	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 328,256.54
3	Corpus Christi	Bee	FM 882	0	4.745	99104012	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 162,536.75

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Corpus Christi	Karnes	FM 882	20	22.101	99101027	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 74,753.95
3	Corpus Christi	Live Oak	FM 882	0	7.267	99103016	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 232,139.90
3	Brownwood	Brown	FM 1176	1	1.75	136504008	SEAL COAT	Construction Schedule	$ 26,792.22
3	Brownwood	Comanche	SH 16	1.389	8.147	28801037	SEAL COAT	Construction Schedule	$ 271,580.52
3	Brownwood	Comanche	SH 16	0	13.812	28901034	SEAL COAT	Construction Schedule	$ 543,113.06
3	Brownwood	Eastland	FM 3265	1	1.955	346302005	SEAL COAT	Construction Schedule	$ 30,182.04
3	Brownwood	Stephens	US 183	10.626	16.704	25701046	SEAL COAT	Construction Schedule	$ 240,407.18
3	Childress	Cottle	FM 1037	0.822	0.884	14608053	REPAIR SIDEWALK/INSTALL ILLUMINATION	Construction Schedule	$ 184,516.50
3	Childress	Dickens	SH 70	0	11.489	10602031	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 441,236.29
3	Odessa	Winkler	SH 115	17.308	17.328	35404036	HIGHWAY IMPROVEMENTS	Long Term Planning	$ 2,000.00
3	Yoakum	Wharton	BU 59-R	37.388	38.307	8910022	REHABILITATE EXISTING BRIDGE	Construction Schedule	$ 6,487,146.47
3	Yoakum	De Witt	SH 119	0	7.907	35903026	SAFETY TREAT FIXED OBJECTS, WIDEN PAVEMENT SHOULDER	Construction Schedule	$ 5,483,282.45
3	San Antonio	Frio	SH 85	5	17.622	30107012	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 537,055.40
3	San Antonio	McMullen	SH 97	0	10.333	32807014	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Construction Schedule	$ 4,364,280.67
3	Laredo	Dimmit	SH 85	0.952	0.967	30101073	THE REHABILITATION OF A BRIDGE FACILITY	Under Development	$ 195,545.00
3	Paris	Rains	SH 19	0.036	0.074	10810024	REWORK EXISTING BASE, CEMENT TREAT AND OVERLAY WITH NEW HMAC	Construction Schedule	$ 9,468,663.00
3	Yoakum	Gonzales	FM 532	1.02	14.795	100702017	ROADWAY WIDENING	Construction Schedule	$ 8,347,379.10
3	Paris	Fannin	FM 1753	0.018	8.322	170902020	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 6,370,995.33
3	Paris	Fannin	FM 1753	9.568	13.37	76502021	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 4,171,092.74
3	Paris	Lamar	FM 906	6.839	17.349	76902028	REHAB	Construction Schedule	$ 6,142,120.13
3	Paris	Rains	FM 275	2.16	3.486	72502019	WIDEN PAVEMENT	Construction Schedule	$ 550,726.81
3	Wichita Falls	Baylor	US 82	3.061	3.261	15606056	SEAL COAT	Construction Schedule	$ 34,264.73
3	Wichita Falls	Wilbarger	FM 1763	12.019	12.352	135501023	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 729,723.75
3	Wichita Falls	Wilbarger	FM 1763	5.256	5.444	176901013	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 501,734.50
3	Odessa	Reeves	RM 652	0.033	5.672	49301013	ROADWAY RESTORATION	Construction Schedule	$ 7,108,009.16
3	Odessa	Reeves	US 285	13.969	14.069	13902027	CONSTRUCT GRADE SEPARATION	Under Development	$ 15,206,761.00
3	Odessa	Reeves	US 285	34.893	34.993	13903043	CONSTRUCT GRADE SEPARATION	Under Development	$ 13,345,352.00
3	San Angelo	Concho	FM 380	9.258	9.363	55502020	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,033,214.50
3	Corpus Christi	Live Oak	FM 2049	1	11.456	195901014	REHAB AND WIDEN	Construction Schedule	$ 4,494,438.00
3	Paris	Hopkins	IH 30	1.555	3.255	909081	CONSTRUCTION OF SAFETY REST AREA	Construction Schedule	$ 20,819,540.69
3	Lubbock	Cochran	SH 214	7.873	32.213	46104026	SUPER 2	Under Development	$ 30,000,000.00
3	Pharr	Zapata	US 83	17.766	20.5	3803040	WIDEN FROM 2 LANE UNDIVIDED_TO 4 LANE DIVIDED	Under Development	$ 12,150,000.00
3	Pharr	Zapata	US 83	20.798	26.071	3804064	WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE	Under Development	$ 12,000,000.00
3	Yoakum	Wharton	US 59	8.33	10.885	8908100	UPGRADE TO RURAL FREEWAY	Under Development	$ 88,000,000.00
3	Paris	Lamar	FM 197	8.971	15.945	76901028	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 2,820,977.80
3	Brownwood	Brown	US 67	8.365	8.575	7901038	REHAB EXISTING ROADWAY, BASE, ACP, STORM SEWER, GUARD RAIL,	Under Development	$ 3,000,000.00
3	Paris	Franklin	SH 11	0.346	1.515	8305017	SEAL COAT	Construction Schedule	$ 66,736.30
3	Amarillo	Carson	SH 207	24.166	25.34	35602046	OVERLAY	Construction Schedule	$ 1,201,196.45
3	San Antonio	Kerr	US 87	0	1.286	7203016	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 161,933.67
3	Pharr	Zapata	US 83	45.377	49.462	3805041	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Under Development	$ 46,530,000.00
3	Lubbock	Swisher	US 87	26.407	34.056	6718007	SCRUB SEAL	Construction Schedule	$ 493,385.95
3	San Antonio	Bandera	SH 16	2	2.795	29106053	EXPAND FROM 2 LANE TO 4 LANE ROADWAY WITH CENTER TURN LANE	Under Development	$ 12,000,000.00
3	Corpus Christi	Live Oak	FM 882	4.17	4.226	99103013	BRIDGE REPLACEMENT	Under Development	$ 260,900.00
3	San Antonio	Uvalde	FM 481	5.05	19.852	159001022	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 615,969.06
3	Wichita Falls	Wilbarger	FM 2326	10	16.969	221501009	SEAL COAT	Construction Schedule	$ 143,131.46
3	Wichita Falls	Wilbarger	FM 2379	0	4.873	275901011	SEAL COAT	Construction Schedule	$ 135,873.59
3	Lubbock	Bailey	SH 214	12.276	15.624	46102022	SCRUB SEALL	Construction Schedule	$ 126,909.00
3	Lubbock	Swisher	FM 2301	0.001	7.009	186301007	SCRUB SEAL	Construction Schedule	$ 130,161.20
3	Abilene	Fisher	FM 611	0.001	11.15	31805025	SEAL COAT	Finalizing for Construc	$ 338,875.55
3	Abilene	Fisher	SH 92	0.001	19.27	31802027	SEAL COAT	Finalizing for Construc	$ 735,371.53
3	Abilene	Jones	FM 2702	0.003	3.187	31804008	SEAL COAT	Finalizing for Construc	$ 92,379.81
3	Abilene	Jones	FM 2142	0.001	1.036	237202006	SEAL COAT	Finalizing for Construc	$ 26,223.78
3	Abilene	Nolan	FM 2319	0.001	8.644	247302007	SEAL COAT	Finalizing for Construc	$ 212,119.95

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Corpus Christi	Jim Wells	FM 738	0.513	1.723	108701015	SAFETY LIGHTING	Construction Schedule	$ 65,779.00
3	Corpus Christi	Nueces	FM 70	26.196	27.516	155803034	SAFETY LIGHTING	Construction Schedule	$ 132,144.50
3	Bryan	Madison	SS 67	0.045	0.327	202702005	SEAL COAT	Construction Schedule	$ 16,364.48
3	Atlanta	Cass	FM 3129	0.113	4.734	319501018	IMPROVE GUARDRAIL TO DESIGN STANDARDS & SAFETY TREAT FIXED	Construction Schedule	$ 331,636.50
3	Atlanta	Morris	SH 11	0.054	5.645	8310041	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 38,192.50
3	Pharr	Jim Hogg	FM 3073	0	16.256	309901009	SEAL COAT	Finalizing for Construc	$ 618,904.00
3	Pharr	Jim Hogg	SH 285	2.627	11.63	48201035	SEAL COAT	Finalizing for Construc	$ 579,871.00
3	Childress	Briscoe	FM 145	0	17.041	243001014	2018 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 367,506.45
3	Childress	Foard	US 70	12.502	15.693	14606030	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 4,143,102.87
3	Wichita Falls	Cooke	IH 35	0	1.688	19501116	WIDEN 4 TO 6 LANE RURAL FREEWAY	Under Development	$ 58,316,477.00
3	Wichita Falls	Montague	US 82	9.644	15.49	4404047	UPGRADE TO 4 LANE DIVIDED FACILITY	Finalizing for Construc	$ 12,900,000.00
3	Corpus Christi	Nueces	US 77	16.348	18.354	10203088	CONSTRUCT EXIT AND ENTRANCE RAMPS IN BOTH DIRECTIONS	Under Development	$ 10,000,000.00
3	Laredo	Dimmit	US 277	16.898	19.292	30003074	INTERCONNECT SIGNALS	Construction Schedule	$ 320,063.00
3	Brownwood	Stephens	US 183	15.586	16.559	40402036	REHABILITATE EXISTING ROADWAY	Finalizing for Construc	$ 5,503,132.56
3	San Antonio	Frio	FM 117	10.086	11.086	23604026	CONSTRUCT GRADE SEPARATION	Under Development	$ 6,168,005.00
3	Yoakum	Jackson	SH 172	0.887	13.751	42001040	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 606,002.00
3	San Antonio	Kendall	SH 27	0	0.152	14206027	EXPAND FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	Under Development	$ 600,000.00
3	Laredo	Maverick	FM 1021	2.391	18.287	122901066	REPLACEMENT OF BRIDGE AND APPROACH RAIL	Construction Schedule	$ 294,575.32
3	Bryan	Grimes	BS 6-S	22.085	23.377	5011019	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 86,123.60
3	Odessa	Pecos	FM 1776	0	6.755	226204012	UPGRADE TO STANDARDS NON-FREEWAY	Under Development	$ 7,000,000.00
3	Bryan	Burleson	FM 60	0	2	64803049	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES	Under Development	$ 14,000,000.00
3	Waco	Limestone	US 84	24.569	25.605	5701028	WIDEN FROM TWO TO FOUR LANE DIVIDED WITH CONTINUOUS LEFT	Under Development	$ 10,000,000.00
3	Tyler	Cherokee	FM 2972	10	13.67	329401007	SEALCOAT AND PAVEMENT MARKINGS	Construction Schedule	$ 120,774.90
3	Yoakum	Wharton	SH 60	2.548	9.894	24003036	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 1,092,279.80
3	Bryan	Leon	SL 208	0	0.521	33504010	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 15,000.00
3	Bryan	Walker	FM 2989	0	0.434	256501004	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 15,000.00
3	Paris	Fannin	FM 1752	1	7.293	170802012	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 4,789,370.47
3	Wichita Falls	Wilbarger	US 70	23.519	23.68	4306087	BRIDGE MAINTENACE	Construction Schedule	$ 448,760.70
3	Abilene	Callahan	IH 20	13.011	21.783	701054	SPOT BASE REPAIR, 1-COURSE SURFACE TREATMENT, 2 SMA-D	Construction Schedule	$ 6,077,990.24
3	Corpus Christi	San Patricio	SH 35	3.391	4.191	18006067	CONSTRUCT OAK LANE INTERCHANGE	Under Development	$ 15,000,000.00
3	Abilene	Shackelford	FM 604	5	7.594	97407008	SEAL COAT	Under Development	$ 57,476.00
3	Laredo	Zavala	FM 393	10	12.506	159301023	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,200,000.00
3	Paris	Fannin	SH 56	12.146	12.268	4505048	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Finalizing for Construc	$ 54,545.70
3	Corpus Christi	Refugio	SH 202	3.708	3.896	44704018	REPLACE BRIDGE AND APPROACHES	Under Development	$ 2,530,000.00
3	Atlanta	Titus	US 271	6.728	7.139	22105092	REPLACE BRIDGE & APPROACHES	Construction Schedule	$ 4,994,022.46
3	Pharr	Kenedy	US 77	1	3.115	32702055	CONSTRUCT MAINLANES & OVERPASSES	Under Development	$ 20,510,000.00
3	El Paso	Presidio	US 67	1.028	1.399	10406024	MILL & INLAY EXISTING PAVEMENT AND UPGRADE SIDEWALKS TO MEET	Under Development	$ 900,000.00
3	Paris	Fannin	FM 898	0	10.456	51004013	REHABILITATION OF EXISTING ROAD	Finalizing for Construc	$ 9,572,731.80
3	Paris	Red River	US 82	25.395	25.579	4601061	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,537,027.78
3	Atlanta	Bowie	US 259	0.416	0.814	8504037	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,037,560.85
3	Abilene	Nolan	US 84	10.571	10.792	5312064	TEXTURIZE SHOULDERS-PROFILE PAVEMENT MARKERS	Construction Schedule	$ 169,809.50
3	Corpus Christi	Nueces	SH 361	0	0.1	226302095	REMOVE AND REPLACE RAMP HINGES	Finalizing for Construc	$ 3,122,151.50
3	Abilene	Howard	BI 20-G	14.143	15.576	510024	SEAL COAT	Finalizing for Construc	$ 156,131.03
3	Yoakum	Gonzales	US 183	0	10.723	15302041	SEAL COAT	Construction Schedule	$ 425,454.90
3	Yoakum	Lavaca	FM 957	23.099	26.457	51506024	UPGRADE BRDG GUARDRAIL AND PROVIDE ADDITIONAL PAVED SURFACE	Construction Schedule	$ 1,634,631.05
3	Brownwood	Lampasas	US 281	0	10.354	25104027	SEALCOAT	Finalizing for Construc	$ 475,971.82
3	Wichita Falls	Clay	US 82	6.637	6.714	4402081	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 75,085.00
3	Corpus Christi	Goliad	FM 1726	8.677	11.393	155101012	REHAB ROADWAY AND WIDEN	Under Development	$ 1,542,000.00
3	Bryan	Robertson	FM 50	8.8	10.8	64801034	UPRR INTERCHANGE CONSISTING OF GRADING, STRUCTURES,	Under Development	$ 12,000,000.00
3	Atlanta	Bowie	SH 98	0.53	3.086	252601009	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 201,482.00
3	Paris	Hopkins	SH 154	0	2.111	8303055	MILL AND INLAY	Construction Schedule	$ 2,323,708.36
3	Lubbock	Hale	IH 27	0.003	2.132	6706055	BRIDGE MAINTENANCE	Finalizing for Construc	$ 571,428.60
3	Lubbock	Hale	IH 27	3.211	3.691	6706052	BRIDGE MAINTENANCE	Finalizing for Construc	$ 1,193,998.80

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Corpus Christi	Live Oak	FM 1358	14.708	15.815	120601018	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 2,850,575.25
3	Corpus Christi	Aransas	BS 35-L	0	0.532	18005064	IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS	Construction Schedule	$ 710,632.22
3	Wichita Falls	Montague	FM 677	10.08	13.96	135201021	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	Under Development	$ 2,200,000.00
3	Tyler	Anderson	US 79	1.212	1.884	20601049	CLEAN/PAINT STEEL GIRDERS,REPL BR RAIL,CONCRETE DECK OVERLAY	Construction Schedule	$ 1,382,585.31
3	Bryan	Madison	US 190	18.618	22.143	11705053	NEW NON-FREEWAY FACILITY LOOP AROUND MADISONVILLE WITH	Under Development	$ 120,000,000.00
3	Bryan	Madison	US 190	17.82	18.57	11704043	NEW NON-FREEWAY FACILITY LOOP AROUND MADISONVILLE WITH	Under Development	$ 70,000,000.00
3	San Antonio	Kerr	SH 27	3.552	17.818	14205083	EXPAND FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	Under Development	$ 55,400,000.00
3	Yoakum	Matagorda	FM 2668	15.351	20.476	269701034	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 134,465.50
3	El Paso	Jeff Davis	SH 17	2.67	17.427	10402028	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 327,450.80
3	Wichita Falls	Montague	FM 730	0	1.117	229202005	WIDEN AND REHAB ROADWAY	Under Development	$ 600,000.00
3	Wichita Falls	Montague	FM 1655	0	7.73	160401007	WIDEN AND REHAB ROADWAY	Under Development	$ 4,300,000.00
3	Corpus Christi	Nueces	US 77	0.447	0.697	37310008	DRAINAGE IMPROVEMENTS	Under Development	$ 60,000.00
3	Amarillo	Lipscomb	SH 15	7.103	19.465	35501048	OVERLAY	Construction Schedule	$ 5,022,943.00
3	Yoakum	Fayette	FM 1115	14.98	16.652	126201014	RESTORE ROADWAY	Construction Schedule	$ 1,886,790.10
3	Atlanta	Upshur	US 259	0.035	17.915	39202094	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 1,147,637.50
3	Tyler	Van Zandt	US 80	20.316	22.357	9507059	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 970,174.55
3	Tyler	Van Zandt	US 80	14.963	20.342	9507060	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 1,384,296.85
3	Amarillo	Gray	IH 40	6.115	17.993	27511080	CRCP REPAIR AND 4" OVERLAY	Under Development	$ 24,000,000.00
3	Bryan	Walker	IH 45	21.6	32.5	67506105	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE	Long Term Planning	$ 267,800,000.00
3	Amarillo	Ochiltree	US 83	0	6.939	3001033	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 168,653.15
3	Corpus Christi	Refugio	US 77	17.184	28.974	37103121	FEASIBILITY STUDY	Long Term Planning	$ 1,500,000.00
3	Fort Worth	Jack	US 281	0	11.831	24905031	UPGRADE TO SUPER 2 DESIGN, EXT CULVERTS, SETS, 2" OVERLAY	Finalizing for Construc	$ 9,600,000.00
3	Brownwood	Comanche	SH 36	4.797	9.808	18301040	REHAB EXISTING ROADWAY AND ADD PASSING LANES	Under Development	$ 7,500,000.00
3	San Antonio	Wilson	US 181	0	9.77	10003080	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 787,977.69
3	Atlanta	Panola	US 59	22.208	22.238	6303064	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 434,191.60
3	Pharr	Starr	US 83	17.126	17.226	3807058	CONSTRUCT DRAINAGE OUTFALL FOR US 83 PHASE I TRUNK SYSTEM	Construction Schedule	$ 2,044,773.25
3	Atlanta	Panola	US 59	22.211	22.241	6303066	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 449,414.10
3	Paris	Franklin	US 271	0.079	0.568	22104024	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 59,535.00
3	Waco	Coryell	SH 36	0.37	12.193	18304049	ADD PASSING LANES AND WIDEN SHOULDERS	Construction Schedule	$ 15,072,797.96
3	Brownwood	Coleman	US 84	0	4.057	5402031	BASE OVERLAY AND 2 COURSE SURFACE TREATMENT	Under Development	$ 6,000,000.00
3	Corpus Christi	Live Oak	US 59	8.5	13.311	44701063	OVERLAY ROADWAY_(NB & SB)	Construction Schedule	$ 4,091,137.36
3	San Antonio	Atascosa	SH 16	12.332	12.829	61302063	REPLACE EXISTING BRIDGE	Construction Schedule	$ 5,233,335.89
3	Amarillo	Hansford	SH 136	10.085	10.331	79101016	REALIGN EXISTING ROADWAY	Under Development	$ 612,250.00
3	Atlanta	Harrison	US 59	0	3.141	6207091	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ -
3	Pharr	Cameron	SH 100	12.701	17.519	33102052	INSTALL WILDLIFE CROSSINGS	Construction Schedule	$ 4,153,593.03
3	Paris	Hopkins	IH 30	0	14.912	909104	WIDEN 4-LANE FREEWAY TO 6-LANE FREEWAY	Under Development	$ 39,000,000.00
3	Laredo	La Salle	BI 35-C	1	1.259	1809007	THE REPLACEMENT OF AN EXISTING BRIDGE	Under Development	$ 4,842,440.41
3	Brownwood	Eastland	IH 20	4.992	5.766	706255	RECONSTRUCT INTERCHANGE	Under Development	$ 3,430,000.00
3	Childress	Childress	US 287	12.221	13.048	4212064	REHABILITATION OF EXISTING ROAD	Under Development	$ 2,100,000.00
3	Lubbock	Lubbock	US 84	33.562	36.958	5301125	SEAL COAT	Construction Schedule	$ 174,455.40
3	Corpus Christi	Nueces	SH 361	0	0.1	226302097	CONSTRUCT NEW 28 CAR FERRY BOAT	Construction Schedule	$ 9,621,500.00
3	Abilene	Howard	BI 20-G	10.115	12.455	510023	SEAL COAT	Finalizing for Construc	$ 1,237,573.36
3	Wichita Falls	Montague	SH 59	8.551	10.232	23902037	PAVEMENT REPAIR AND OVERLAY	Construction Schedule	$ 1,047,939.47
3	Lubbock	Lynn	US 84	0.001	3.751	5303021	SEAL COAT	Construction Schedule	$ 803,900.60
3	Lubbock	Lynn	US 87	13.485	14.961	6802048	SEAL COAT	Construction Schedule	$ 657,127.00
3	Yoakum	Lavaca	FM 958	5.049	7.999	100802018	RESTORE ROADWAY	Construction Schedule	$ 2,830,411.03
3	Yoakum	Jackson	US 59	12.931	19.495	8903088	ACP OVERLAY	Construction Schedule	$ 6,465,468.60
3	Odessa	Ector	SH 158	24.942	17.755	46307046	ROADWAY REHABILITATION	Under Development	$ 3,500,000.00
3	Atlanta	Camp	SH 11	11.884	28.044	8308054	IMPROVE GUARDRAIL TO DESIGN STANDARDS	Construction Schedule	$ 96,025.00
3	Brownwood	Comanche	US 67	0.225	0.288	7903047	CONSTRUCT SUPER 2	Under Development	$ 400,000.00
3	San Antonio	Atascosa	SH 97	1.957	11.794	32805037	REHAB AND WIDEN ROADWAY TO PROVIDE PASSING LANES AND	Construction Schedule	$ 19,315,925.61
3	Lubbock	Swisher	FM 146	1.002	24.479	35704019	SCRUB SEAL	Construction Schedule	$ 733,993.15
3	Laredo	Val Verde	US 277	42.185	52.496	16007033	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 3,488,368.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Childress	Briscoe	SH 256	0	10.327	54101029	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 930,896.25
3	Childress	Briscoe	SH 86	20.887	32.815	30304038	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 60,833.18
3	Corpus Christi	Goliad	US 59	2.764	3.008	8802062	REPLACE BRIDGE AND APPROACHES	Under Development	$ 10,000,000.00
3	Childress	Collingsworth	US 83	1	5	3103045	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 331,574.20
3	San Antonio	Wilson	US 181	12.864	13.878	10003081	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 85,242.08
3	Corpus Christi	Jim Wells	FM 624	3.837	14.485	98901031	WIDEN AND ADD PASSING LANES	Under Development	$ 18,000,000.00
3	Beaumont	Jasper	US 69	1	2.434	20004020	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED	Under Development	$ 18,000,000.00
3	Beaumont	Tyler	US 69	9.824	17.489	20005036	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED	Under Development	$ 90,000,000.00
3	Laredo	Val Verde	SS 239	0.758	2.163	16103019	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 987,396.21
3	Bryan	Grimes	SH 90	29.84	30.131	31503059	OVERLAY CONSISTING OF PLANING, HMA, PAVEMENT MARKINGS AND	Construction Schedule	$ 408,551.72
3	Laredo	Val Verde	UP 277	5	5.862	16103018	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 433,244.30
3	Tyler	Smith	FM 1805	0	1.792	74504012	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 314,016.15
3	Tyler	Van Zandt	FM 1805	0	3.421	74505013	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 494,838.00
3	Corpus Christi	Kleberg	FM 1355	1.8	2	144601013	SAFETY LIGHTING	Construction Schedule	$ 54,116.10
3	Waco	Limestone	FM 39	1	3.477	64303030	FULL DEPTH BASE REPAIR AND RESURFACE	Under Development	$ 950,000.00
3	San Antonio	Bandera	SH 173	5.692	10.259	42106020	PROFILE EDGELINE MARKINGS	Construction Schedule	$ 47,701.29
3	Lubbock	Lubbock	SL 88	19.512	27.834	150201033	PREMILINARY ENGINEERING	Under Development	$ 1,153,825.00
3	Abilene	Kent	US 380	19.873	22.55	29803014	PROFILE CENTERLINE-EDGELINE MARKINGS	Finalizing for Construc	$ 87,898.00
3	Yoakum	Gonzales	SH 97	5.766	13.735	2507064	SEAL COAT	Construction Schedule	$ 699,068.10
3	Corpus Christi	Nueces	BU 77-U	3.096	3.471	37301100	DRAINAGE IMPROVEMENTS	Under Development	$ 90,000.00
3	Brownwood	Stephens	FM 2231	7.355	9.981	209501018	SEAL COAT	Construction Schedule	$ 71,212.98
3	Bryan	Robertson	SH 6	11.613	12.997	4906078	ASPHALT RUBBER SEAL	Construction Schedule	$ 260,920.29
3	Childress	Hardeman	US 287	29.736	31.573	4304081	2019 DISTRICT WIDE SEALCOAT	Construction Schedule	$ 141,541.06
3	Waco	Hamilton	SH 36	0	9.86	18302028	REHABILITATE ROADWAY AND ADD PASSING LANES	Under Development	$ 9,000,000.00
3	Austin	Blanco	US 290	10.152	12.461	11305049	LEVEL-UP AND SEAL COAT	Finalizing for Construc	$ 419,712.00
3	Bryan	Madison	VA	0	16	91731030	PRELIMINARY ENGINEERING NEW ROADWAY	Under Development	$ 330,000.00
3	Paris	Fannin	US 82	5.64	6.312	4520019	INTERCHANGE IMPROVEMENT	Construction Schedule	$ 2,114,293.40
3	Wichita Falls	Clay	US 82	3.049	3.121	4402079	REPLACE BRIDGE AND APPROACH RAILING	Construction Schedule	$ 724,940.00
3	Odessa	Ector	IH 20	0.5	27.519	406039	INSTALL MEDIAN BARRIER	Under Development	$ 1,119,403.00
3	Corpus Christi	Bee	FM 797	0	8.975	111901012	REHAB ROADWAY AND WIDEN	Under Development	$ 2,300,000.00
3	Paris	Franklin	FM 3357	6.979	1.672	335401015	SEAL COAT	Construction Schedule	$ 331,346.95
3	Wichita Falls	Young	FM 209	6.034	20.067	107602040	EXTEND CULVERTS	Construction Schedule	$ 2,500,359.25
3	Laredo	Dimmit	FM 133	1	6	23707013	REHABILITATION OF AN EXISTING HIGHWAY	Construction Schedule	$ 10,987,952.64
3	Laredo	Duval	SH 359	13.875	22.158	8609036	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 4,108,169.22
3	Laredo	La Salle	IH 35	38.063	30.798	1802086	REHABILITATION OF AN EXISTING HIGHWAY	Finalizing for Construc	$ 12,901,198.53
3	Laredo	La Salle	IH 35	12.911	10.169	1801094	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 5,270,349.55
3	Lufkin	Polk	US 59	15.3	20.697	17605180	PLANE, LEVEL-UP & PFC	Under Development	$ 3,902,000.00
3	Pharr	Brooks	US 281	0.092	2.432	25505043	RURAL EXPRESSWAY FACILITY	Under Development	$ 48,300,000.00
3	Pharr	Brooks	US 281	5.985	22.861	25504096	RURAL EXPRESSWAY FACILITY	Under Development	$ 180,000,000.00
3	Odessa	Reeves	IH 20	38.801	54.826	307058	INSTALL MEDIAN BARRIERS	Under Development	$ 6,056,678.00
3	Lufkin	Angelina	SL 287	1.01	2.708	255301116	ADD AUXILIARY LANES	Under Development	$ 4,200,000.00
3	Yoakum	Gonzales	US 183	7.056	7.156	15302043	MISC BRIDGE REPAIR	Construction Schedule	$ 392,050.00
3	Paris	Fannin	SH 78	0.962	0.592	28001019	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 684,722.99
3	Yoakum	Colorado	BS 71-F	4.009	3.326	26608011	CONSTRUCT BRIDGE AND APPROACHES	Construction Schedule	$ 9,391,297.80
3	Laredo	Maverick	US 277	27.362	29.785	29904068	RESURFACE OF EXISTING HIGHWAY	Construction Schedule	$ 2,503,468.24
3	Paris	Fannin	FM 79	1	5.468	17404035	RAISED EDGELINE RUMBLE STRIPS, RAISED CENTERLINE RUMBLE	Construction Schedule	$ 194,690.85
3	Amarillo	Oldham	US 385	32.253	36.023	22603057	CONSTRUCT SUPER 2	Under Development	$ 4,200,000.00
3	Bryan	Freestone	BU 84-R	10	11.325	5702037	SEAL COAT	Construction Schedule	$ 601,498.81
3	Corpus Christi	Jim Wells	SH 359	14.2	20.367	8701107	REHABILITATE ROADWAY AND ADD PASSING LANES	Under Development	$ 5,520,000.00
3	Bryan	Madison	FM 1452	0.013	3.58	172302011	SEAL COAT	Construction Schedule	$ 338,243.62
3	Atlanta	Bowie	US 67	7.545	12.072	1011070	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 477,398.50
3	Childress	Briscoe	SH 86	8.083	20.887	30303048	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 61,307.90
3	Childress	Briscoe	SH 86	0	8.083	30302019	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 104,404.88

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Brownwood	Comanche	FM 1689	2.5	2.6	103304021	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 1,030,838.60
3	Amarillo	Carson	FM 2373	9.137	9.989	221801034	SEALCOAT	Construction Schedule	$ 129,321.75
3	Odessa	Winkler	FM 874	18.31	18.33	118901019	HIGHWAY IMPROVEMENTS	Long Term Planning	$ 2,000.00
3	Tyler	Anderson	SH 19	1	12.355	10806051	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	Construction Schedule	$ 13,549,576.75
3	Yoakum	Matagorda	FM 1468	0.01	10.43	34610021	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 877,664.25
3	Bryan	Grimes	FM 3455	0.011	1.439	344201006	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 75,522.54
3	Bryan	Robertson	FM 2159	0	8.566	202901013	SEAL COAT CONSISTING OF A ONE COURSE SURFACE TREATMENT AND	Construction Schedule	$ 110,000.00
3	Laredo	Maverick	SL 480	12.629	13.328	29914028	FOR THE CONSTRUCTION OF AN INTERCHANGE	Under Development	$ 4,979,760.00
3	Laredo	Maverick	SL 480	10	15.852	29914010	FOR THE CONSTRUCTION OF A 2 LANE UNDIVIDED FACILITY_AND	Under Development	$ 89,000,000.00
3	Tyler	Cherokee	US 69	1.548	2.804	19102066	CONSTRUCT GRADE SEPARATED INTERCHANGE	Under Development	$ 23,400,000.00
3	Odessa	Winkler	SH 302	22.113	24.113	47904050	CONSTRUCT GRADE SEPARATION	Under Development	$ 34,281,690.00
3	Abilene	Taylor	US 83	15.703	16.203	3401130	CONSTRUCT NEW GRADE SEPARATED INTERCHANGE	Under Development	$ 17,000,000.00
3	Yoakum	Fayette	SH 71	10.919	11.119	26601075	SAFETY LIGHTING AT INTERSECTION	Construction Schedule	$ 109,510.00
3	San Antonio	Wilson	SH 119	1.07	5.029	35905011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 239,449.34
3	Laredo	La Salle	FM 468	0	10.38	154502023	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 6,430,618.00
3	Brownwood	Brown	US 84	23.136	23.656	5407069	RAILROAD BRIDGE REPLACEMENT AND ROADWAY WIDENING INCLUDING	Construction Schedule	$ 14,424,643.02
3	Yoakum	Wharton	US 59	10.885	12.885	8907154	UPGRADE TO RURAL FREEWAY	Under Development	$ 80,000,000.00
3	Odessa	Pecos	FM 1053	14.915	14.273	86605037	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 196,635.00
3	Odessa	Ward	FM 1776	1	11.657	226201016	SEAL COAT	Construction Schedule	$ 1,035,978.14
3	Laredo	Dimmit	FM 2688	0	13.12	266001011	WIDENING AND REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 12,465,900.00
3	Laredo	Duval	SH 359	4	13.793	8608028	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,977,439.00
3	Laredo	Maverick	FM 1021	7.131	18.287	122901072	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 16,055,752.00
3	Fort Worth	Jack	US 281	17.109	24.127	24906061	REPAIR BASE FAILURES, MILL, OVERLAY, PAVEMENT MARKINGS	Finalizing for Construc	$ 6,501,596.50
3	Yoakum	Gonzales	SH 97	3.743	5.765	2507065	SEAL COAT	Construction Schedule	$ 687,915.95
3	Fort Worth	Palo Pinto	SH 337	10.03	19.734	283901010	SEAL COAT MAIN LANES	Finalizing for Construc	$ 1,338,272.09
3	Abilene	Kent	US 380	1	19.873	29802025	PROFILE CENTERLINE-EDGELINE MARKINGS	Finalizing for Construc	$ 299,018.00
3	San Antonio	Frio	FM 1582	9.919	22.793	150001025	SEAL COAT AND PAVEMENT MARKINGS	Finalizing for Construc	$ 344,299.00
3	San Antonio	Wilson	FM 2579	0.044	8.531	255602009	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 178,230.83
3	Corpus Christi	Live Oak	FM 888	0.001	0.108	106303008	2019 DISTRICT WIDE SEAL COAT PROJECT	Construction Schedule	$ 7,730.45
3	Brownwood	Comanche	SH 16	8.147	11.177	28802030	SEAL COAT	Construction Schedule	$ 198,108.20
3	Pharr	Kenedy	US 77	0	9.56	32704037	CONSTRUCT MAINLANES & OVERPASSES	Under Development	$ 67,200,000.00
3	Pharr	Kenedy	US 77	12.736	24.025	32703048	CONSTRUCT MAINLANES & OVERPASSES	Under Development	$ 87,500,000.00
3	Wichita Falls	Baylor	US 82	0	12.555	13304042	UPGRADE TO SUPER 2	Under Development	$ 11,000,000.00
3	Odessa	Pecos	FM 1776	19.999	23.999	226203014	ROADAY RECONSTRUCTION, RECONFIGURE INTERSECTION	Under Development	$ 3,500,000.00
3	Odessa	Pecos	FM 1776	6.055	8.055	226202013	ROADWAY RECONSTRUCTION, RECONFIGURE INTERSECTION	Under Development	$ 15,500,000.00
3	Pharr	Kenedy	US 77	5.465	12.657	32702056	CONSTRUCT MAINLANES & OVERPASSES	Under Development	$ 49,910,000.00
3	Laredo	Val Verde	SL 79	10.54	7.859	362101016	REHABILITATION OF AN EXISTING HIGHWAY	Finalizing for Construc	$ 5,000,000.00
3	Yoakum	Gonzales	SH 80	13.68	14.958	28704036	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 117,149.00
3	San Antonio	Atascosa	SH 85	1	1.909	30108011	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 53,662.74
3	Bryan	Burleson	FM 60	3.206	3.306	71301039	REPLACE RAILROAD UNDERPASS	Under Development	$ 12,000,000.00
3	Amarillo	Hartley	US 385	1	5.686	22601016	CONSTRUCT SUPER 2	Under Development	$ 5,700,000.00
3	Amarillo	Lipscomb	SH 15	1	4.118	35502031	OVERLAY	Construction Schedule	$ 1,038,502.00
3	Laredo	Webb	US 83	28.85	32.856	3710040	CONSTRUCTION OF WIDEN NON-FREEWAY	Under Development	$ 45,000,000.00
3	Yoakum	De Witt	FM 766	0.967	9.129	111301026	RESTORE ROADWAY	Construction Schedule	$ 6,844,543.65
3	Atlanta	Bowie	US 67	10.228	10.297	1011069	BRIDGE PREVENTATIVE MAINTENANCE	Construction Schedule	$ 736,520.00
3	Beaumont	Newton	FM 1416	0	14.715	62704035	WIDEN AND OVERLAY ROADWAY	Under Development	$ 8,973,525.00
3	Odessa	Ward	IH 20	16.406	40.362	404093	INSTALL MEDIAN BARRIER	Under Development	$ 10,111,416.00
3	Odessa	Reeves	IH 20	15.708	38.799	306095	INSTALL MEDIAN BARRIERS	Under Development	$ 8,721,843.00
3	Odessa	Reeves	IH 20	0.79	9.72	305054	INSTALL MEDIAN BARRIER	Under Development	$ 3,373,383.00
3	Atlanta	Harrison	FM 451	10.011	14.731	63204032	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Finalizing for Construc	$ 5,011,450.20
3	San Antonio	Medina	US 90	6.354	6.554	2406064	IMPROVE TRAFFIC SIGNALS	Construction Schedule	$ 468,666.06
3	Corpus Christi	Live Oak	US 59	0.541	8.5	44701064	SPOT BASE REPAIR AND OVERLAY	Construction Schedule	$ 7,020,443.10
3	Bryan	Robertson	SH 14	1.366	5.594	4915013	SAFETY WORK CONSISTING OF ROLLED OR MILLED IN TEXTURE	Construction Schedule	$ 169,755.72

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Paris	Hopkins	BU 67-V	0.285	2.993	918020	SEAL COAT	Construction Schedule	$ 644,891.50
3	Abilene	Jones	FM 1661	1.001	11.95	165401019	SEAL COAT	Finalizing for Construc	$ 1,147,259.48
3	Bryan	Freestone	SL 262	0.04	0.572	16605007	SEAL COAT	Construction Schedule	$ 29,608.86
3	Wichita Falls	Montague	US 82	3.815	9.644	4404049	UPGRADE TO 4 LANE DIVIDED FACILITY	Finalizing for Construc	$ 13,200,000.00
3	Corpus Christi	San Patricio	FM 2725	0.023	3.455	275601011	REHABILITATE ROADWAY AND WIDEN	Under Development	$ 2,576,000.00
3	Abilene	Howard	FM 700	11.32	11.92	66804004	CONSTRUCT OVERPASS AT US 87	Under Development	$ 6,000,000.00
3	Paris	Lamar	US 82	0	5.861	4509103	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	Under Development	$ 25,000,000.00
3	Bryan	Leon	US 79	10	12.452	20504049	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 4,000,000.00
3	Dallas	Navarro	US 287	0.91	6.75	12201033	WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN	Under Development	$ 48,833,908.00
3	Paris	Fannin	SH 78	0.592	23.021	27904023	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 694,893.30
3	Tyler	Gregg	SH 31	0	3.397	42402045	WIDEN 2 LANES TO 4 LANE DIVIDED HIGHWAY	Under Development	$ 41,000,000.00
3	Yoakum	Wharton	US 59	12.885	14.323	8907152	UPGRADE TO RURAL FREEWAY	Under Development	$ 57,000,000.00
3	Bryan	Milam	US 79	1	10	20408065	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 15,500,000.00
3	Bryan	Robertson	US 79	1	14	20502060	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 22,000,000.00
3	Fort Worth	Jack	FM 4	1.01	3.387	39107027	WIDEN PAVEMENT, EXTEND CULVERTS, OVERLAY, PAVEMENT MARKINGS	Under Development	$ 4,417,000.00
3	Lufkin	Polk	US 190	23.939	34.081	21305042	ADD PASSING LANES	Under Development	$ 23,625,000.00
3	Bryan	Robertson	US 79	2.32	4.8	20409059	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 4,500,000.00
3	Corpus Christi	Karnes	SH 72	10.537	11.245	27003074	BASE REPAIR, SURFACE AND RESTRIPE ROADWAY	Construction Schedule	$ 2,290,580.95
3	Abilene	Howard	PR 8	1	3.404	53701005	SEAL COAT	Under Development	$ 54,830.00
3	San Antonio	McMullen	SH 16	36.257	36.707	51703033	CONSTRUCT GRADE SEPARATION	Under Development	$ 6,778,553.00
3	Laredo	Val Verde	US 90	0	11.896	2205025	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 6,656,316.00
3	Lufkin	Sabine	FM 1	10	12.722	6405061	SAFETY TREAT FIXED OBJECTS; PROVIDE ADDITIONAL PAVED SURFACE	Finalizing for Construc	$ 2,056,935.30
3	Austin	Blanco	RM 473	0	5.668	327801003	IMPROVE GAURDRAIL TO DESIGN STANDARDS,SAFETY TREAT FIXED	Finalizing for Construc	$ 6,000,000.00
3	Wichita Falls	Montague	US 81	0.18	0.386	1301010	MILLED EDGELINE RUMBLE STRIPS	Construction Schedule	$ 224,842.66
3	Amarillo	Ochiltree	US 83	9.486	17.386	3002051	CONSTRUCT SUPER 2	Under Development	$ 10,300,000.00
3	Amarillo	Gray	US 60	4.161	17.061	16907053	CONSTRUCT SUPER 2	Under Development	$ 15,700,000.00
3	Austin	Gillespie	VA	7.746	7.749	91419032	OVERLAY ROADS AND PARKING LOTS WITHIN THE PARK	Under Development	$ 900,000.00
3	Paris	Fannin	FM 1550	0.019	4.845	148202019	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 3,485,067.96
3	Amarillo	Lipscomb	US 60	0.001	11.276	17002023	BASE REPAIR AND OVERLAY	Under Development	$ 7,800,000.00
3	Amarillo	Ochiltree	US 83	0	5.5	3001034	CONSTRUCT SUPER 2	Under Development	$ 6,900,000.00
3	Laredo	Duval	US 59	12.904	18.204	54204033	REHABILITATION OF EXISTING HIGHWAY	Under Development	$ 4,500,000.00
3	Lufkin	Houston	FM 2110	0.785	8.603	187503023	RECONSTRUCT AND WIDEN PAVEMENT	Under Development	$ 4,619,828.00
3	Wichita Falls	Montague	US 81	11.021	11.735	1305060	SAFETY LIGHTING, IMPROVE HORIZONTAL ALIGNMENT	Construction Schedule	$ 1,403,614.08
3	Tyler	Cherokee	SH 204	1	3.097	45003013	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 2,200,000.00
3	Beaumont	Tyler	FM 1745	0	13.679	158401025	WIDEN AND OVERLAY EXISTING ROADWAY	Under Development	$ 8,274,750.00
3	Laredo	Maverick	SL 480	10	10.362	29914027	FOR THE CONSTRUCTION OF AN INTERCHANGE	Under Development	$ 4,122,730.00
3	Laredo	Val Verde	US 90	12.896	21.361	2206052	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 2,716,147.00
3	Corpus Christi	San Patricio	SH 361	2.063	2.973	18010080	CONSTRUCT GRADE SEPARATION	Under Development	$ 9,900,000.00
3	Lubbock	Hale	BI 27-U	4.251	4.275	6709033	BRIDGE REPLACEMENT	Under Development	$ 140,000.00
3	Lubbock	Garza	FM 651	14.3	14.421	80604019	BRIDGE MAINTENANCE	Construction Schedule	$ 1,407,972.70
3	Lubbock	Garza	FM 3519	3.406	3.52	276702003	BRIDGE MAINTENANCE	Construction Schedule	$ 1,659,563.40
3	San Antonio	Bandera	SH 16	10.006	17.973	29107033	EXPAND FROM 2 LANE TO 4 LANE DIVIDED ROADWAY	Long Term Planning	$ 45,000,000.00
3	Brownwood	San Saba	FM 45	3.293	4.333	48008027	RECONSTRUCT BRIDGE	Under Development	$ 4,933,733.87
3	Amarillo	Deaf Smith	US 385	26.824	32.224	22605068	CONSTRUCT SUPER 2	Under Development	$ 5,700,000.00
3	Amarillo	Deaf Smith	US 385	1	15.925	22604027	CONSTRUCT SUPER 2	Under Development	$ 17,600,000.00
3	Amarillo	Oldham	US 385	1	9.038	22602038	CONSTRUCT SUPER 2	Under Development	$ 9,900,000.00
3	San Antonio	Atascosa	SH 97	4.107	4.561	32804046	REHAB AND WIDEN NARROW ROADWAY AND SIDEWALKS	Under Development	$ 8,000,000.00
3	Abilene	Stonewall	US 83	17.713	19.791	10605030	CONSTRUCT SUPER TWO	Under Development	$ 1,153,075.30
3	Odessa	Crane	IH 20	0.5	2.03	405030	INSTALL MEDIAN BARRIER	Under Development	$ 647,029.00
3	Corpus Christi	Goliad	FM 884	0	1.329	234602009	REHABILITATE & WIDEN	Under Development	$ 700,000.00
3	Corpus Christi	Nueces	FM 70	29.227	39.953	155803030	WIDEN TO ADD 10 SHLDRS & PASSING LANES	Under Development	$ 30,000,000.00
3	Paris	Lamar	US 82	18.486	22.621	4511040	CONSTRUCT SUPER 2	Under Development	$ 4,481,000.00
3	Paris	Red River	US 82	0	13.47	4512081	CONSTRUCT SUPER 2	Under Development	$ 9,000,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Tyler	Gregg	IH 20	0	8.026	49507077	WIDEN CONTROLLED ACCESS FACILITY FROM 4 LANES TO 6 LANES	Under Development	$ 167,339,700.00
3	Lufkin	Nacogdoches	SH 21	30.304	39.099	11808081	RECONSTRUCT PAVEMENT AND ADD PASSING LANES	Under Development	$ 20,198,600.00
3	Paris	Lamar	US 271	11.527	17.498	22101079	ADD 2 ADDITIONAL LANES TO PROVIDE 4 LANE FACILITY	Under Development	$ 22,000,000.00
3	Wichita Falls	Wichita	US 82	20.518	24.281	15604114	WIDEN ROADWAY	Under Development	$ 11,000,000.00
3	Amarillo	Sherman	US 54	5.751	7.036	23805044	REHAB EXISTING FREIGHT CORRIDOR	Under Development	$ 7,000,000.00
3	Laredo	Duval	SH 359	42.25	42.592	8610053	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,500,000.00
3	Brownwood	Lampasas	US 281	27.441	29.387	25106036	WIDEN 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH FLUSH MEDIAN,	Under Development	$ 12,500,000.00
3	Amarillo	Moore	US 87	1	8.192	42502037	CONVERT FROM 2-LANE TO 4-LANE DIVIDED	Under Development	$ 30,800,000.00
3	Yoakum	Jackson	SH 35	8.168	9.168	17909034	GRADE SEPERATION	Under Development	$ 15,357,333.00
3	Wichita Falls	Cooke	IH 35	21.566	21.807	19401010	WIDEN TO 8 LANE FREEWAY FACILITY	Under Development	$ 41,000,000.00
3	Odessa	Pecos	US 285	24.836	24.823	29302019	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 114,571.00
3	Abilene	Callahan	IH 20	0.581	7.853	607082	CONVERT FRONTAGE TO ONE WAY	Under Development	$ 5,000,000.00
3	Waco	Limestone	FM 2749	0	9.707	280702013	REHABILITATE AND WIDEN ROADWAY TO ADD SHOULDERS	Under Development	$ 4,700,000.00
3	Odessa	Pecos	FM 1053	5.526	11.615	86605040	ENVIRONMENTAL REVIEW AND TEMPORARY CONSTRUCTION EASEMENT	Under Development	$ 2,000,000.00
3	Brownwood	Coleman	SH 206	0	1.22	5405015	RECONSTRUCT URBAN ROAD, CURB AND GUTTER, SIDEWALK	Under Development	$ 4,876,000.00
3	Childress	Foard	US 70	0	0.068	14605036	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 488,156.25
3	Odessa	Andrews	US 385	15.004	31.504	22805069	INSTALL MEDIAN BARRIER	Under Development	$ 3,310,800.00
3	Lufkin	Nacogdoches	US 59	15.228	16.145	17507059	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERSECTION IMPROVMNT	Long Term Planning	$ 23,400,000.00
3	Lufkin	Shelby	US 59	0	0.95	17502092	PLANE 2", LEVEL-UP, SEAL, PFC	Under Development	$ 1,600,000.00
3	Lufkin	Shelby	US 59	0.015	8.776	17504082	PLANE 2", LEVEL-UP, SEAL, PFC	Under Development	$ 7,500,000.00
3	Yoakum	Calhoun	US 87	4.86	5.06	14403036	GRADE SEPARATION	Under Development	$ 12,000,000.00
3	San Antonio	Wilson	SH 123	0	9.902	36604027	REHABILITATE EXISTING ROADWAY	Under Development	$ 20,000,000.00
3	Bryan	Milam	US 79	0	2.1	20407052	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 4,000,000.00
3	Brownwood	Brown	US 377	0.075	21.585	12801109	ADD PASSING LANES AND ACP OVERLAY	Under Development	$ 9,454,528.00
3	Paris	Red River	FM 412	10.346	15.862	77301018	REHABILITATION OF EXISTING ROAD	Construction Schedule	$ 3,383,546.81
3	Amarillo	Potter	SH 136	0	18.836	37902032	CONSTRUCT SUPER 2	Under Development	$ 14,600,000.00
3	Wichita Falls	Cooke	IH 35	0	1.688	19501110	WIDEN TO A 8 LANE FREEWAY FACILITY	Under Development	$ 30,000,000.00
3	Tyler	Smith	IH 20	27.857	36.308	49506032	WIDEN CONTROLLED ACCESS FACILITY FROM 4 LANES TO 6 LANES	Under Development	$ 143,667,000.00
3	Lufkin	Sabine	SH 21	0	4.364	11902017	RECONSTRUCT AND WIDEN PAVEMENT	Under Development	$ 3,163,000.00
3	Corpus Christi	Nueces	FM 665	0	6.6	8620021	WIDEN TO ADD 10' SHLDRS AND PASSING LANES	Under Development	$ 9,000,000.00
3	Atlanta	Titus	US 271	0.5	15.764	22105091	RECONSTRUCT 2 LANE ROADWAY TO PROVIDE PASSING LANES	Under Development	$ 50,000,000.00
3	Odessa	Ward	IH 20	0	16.551	402060	INSTALL MEDIAN BARRIER	Under Development	$ 6,999,333.00
3	Tyler	Smith	SH 31	22.198	27.979	42401057	WIDEN 2 LANES TO 4 LANE DIVIDED HIGHWAY	Under Development	$ 76,500,000.00
3	Amarillo	Deaf Smith	US 385	15.925	24.765	22605065	CONSTRUCT SUPER 2	Under Development	$ 11,000,000.00
3	San Antonio	Medina	SH 132	1	6.978	1714018	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 1,418,399.25
3	Odessa	Pecos	US 67	21.46	8.351	7601028	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 5,015,568.36
3	Abilene	Stonewall	US 83	1	16.597	3207029	CONSTRUCT SUPER TWO	Under Development	$ 14,238,407.84
3	Atlanta	Panola	SH 315	9.959	17	46203045	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Under Development	$ 46,000,000.00
3	Atlanta	Marion	US 59	1.873	3.485	6206056	SAFETY TREAT FIXED OBJECTS	Finalizing for Construc	$ -
3	Beaumont	Jasper	FM 777	2.459	9.903	110901022	WIDEN AND OVERLAY EXISTING ROADWAY	Under Development	$ 5,390,715.00
3	Amarillo	Hemphill	FM 2124	5	11.403	199901013	WIDEN ROADWAY	Under Development	$ 6,700,000.00
3	Amarillo	Oldham	IH 40	0.014	6.69	9003064	REHAB TO CONCRETE PAVEMENT	Under Development	$ 40,000,000.00
3	Abilene	Howard	FM 846	1	7.499	115502014	ROADWAY WIDENING / ARMORING	Under Development	$ 4,500,000.00
3	Lufkin	San Augustine	SH 21	0.047	1.402	11901018	RECONSTRUCT AND WIDEN PAVEMENT	Under Development	$ 947,191.00
3	Laredo	Dimmit	FM 1557	2.74	7.86	148401014	RESURFACE OF EXISTING HIGHWAY	Finalizing for Construc	$ 131,625.00
3	El Paso	Culberson	RM 652	37.658	42.627	245102014	FULL DEPTH REHAB	Long Term Planning	$ 15,000,000.00
3	Paris	Lamar	US 82	0	9.927	4508039	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	Under Development	$ 34,750,000.00
3	Paris	Red River	US 271	0	5.412	22102028	ADD 2 LANES TO PROVIDE FOR A 4 LANE FACILITY	Under Development	$ 20,000,000.00
3	Bryan	Leon	US 79	1.955	7	20503051	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 22,000,000.00
3	Bryan	Milam	US 79	0.558	5.64	20406062	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 9,000,000.00
3	Bryan	Robertson	US 79	0	7	20501043	WIDEN TO SUPER 2 HIGHWAY	Under Development	$ 12,000,000.00
3	Childress	Donley	US 287	11.763	13.514	4206073	REHABILITATION OF EXISTING ROADWAY	Under Development	$ 15,912,000.00
3	Lubbock	Gaines	US 180	26.648	51.399	29402023	SUPER 2	Under Development	$ 25,000,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Lufkin	Sabine	US 96	1.491	7.872	6405064	RECONSTRUCT AND ADD PASSING LANES	Under Development	$ 13,835,000.00
3	Laredo	La Salle	SH 97	0	10.391	48301052	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 3,039,608.00
3	Amarillo	Hartley	US 385	15.172	29.687	4102016	CONSTRUCT SUPER 2	Under Development	$ 16,500,000.00
3	Lubbock	Crosby	US 82	0.143	2.026	13104042	SEAL COAT	Construction Schedule	$ 174,087.70
3	San Antonio	McMullen	SH 16	14.432	42.153	51703034	SEAL COAT AND PAVEMENT MARKINGS	Construction Schedule	$ 1,421,984.60
3	Corpus Christi	San Patricio	IH 37	0.008	13.81	7405099	CONSTRUCT ADDITIONAL TRAVEL LANES	Under Development	$ 71,000,000.00
3	Paris	Hopkins	IH 30	14.89	25.557	1002098	WIDEN 4-LANE FREEWAY TO 6-LANE FREEWAY	Under Development	$ 27,000,000.00
3	Lufkin	Nacogdoches	US 259	11.107	11.462	13806046	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERSECTION IMPROVMNT	Long Term Planning	$ 8,580,000.00
3	Paris	Hopkins	IH 30	25.606	33.508	61001045	WIDEN 4-LANE FREEWAY TO 6-LANE FREEWAY	Under Development	$ 18,000,000.00
3	Amarillo	Ochiltree	FM 377	2.536	15.804	79008023	REHAB EXISTING ROADWAY	Under Development	$ 13,000,000.00
3	Yoakum	Fayette	US 77	1	12.688	21106059	ADD 2 LANES FOR A 4 LANE DIVIDED ROADWAY	Under Development	$ 40,000,000.00
3	Fort Worth	Erath	US 67	7.294	3.634	7905054	WEDGE MILL, SEAL COAT, & HMAC OVERLAY MAIN LANES & SHOULDERS	Construction Schedule	$ 3,355,236.10
3	Paris	Fannin	US 69	9.645	0.87	20203041	SAFETY TREAT FIXED OBJECTS	Construction Schedule	$ 1,054,660.07
3	Odessa	Pecos	US 285	0	9.733	13908040	ROADWAY WIDENING TO A MODIFIED SUPER 2	Under Development	$ 19,000,000.00
3	Waco	Hamilton	US 281	40.004	41.27	25803044	WIDEN SUPER-2 ROADWAY TO 4 LANES DIVIDED	Under Development	$ 7,600,000.00
3	Lufkin	Shelby	US 59	0.121	5.308	17505043	PLANE 2", LEVEL-UP, SEAL COAT, PFC	Under Development	$ 6,500,000.00
3	San Antonio	Wilson	SH 123	10.051	21.59	36605048	CONSTRUCT NORTH BOUND PASSING LANES; BASE REPAIR, SEAL COAT	Under Development	$ 18,505,000.00
3	Lubbock	Dawson	US 87	18.311	37.459	6805037	OVERLAY	Under Development	$ 7,000,000.00
3	Odessa	Crane	US 385	0	17.843	22902046	ROADWAY REHABILITATION	Under Development	$ 35,400,000.00
3	Odessa	Pecos	FM 1053	5.526	11.615	86605036	RELOCATE EXISTING ROAD	Under Development	$ 11,500,000.00
3	Waco	Hamilton	US 281	23.571	29.206	25102051	WIDEN SUPER-2 ROADWAY TO 4 LANES DIVIDED	Under Development	$ 42,000,000.00
3	Waco	Hamilton	US 281	0.001	8.71	25101062	WIDEN SUPER-2 ROADWAY TO 4 LANES DIVIDED	Under Development	$ 52,400,000.00
3	Waco	Hamilton	US 281	8.71	18.464	25101063	WIDEN SUPER-2 ROADWAY TO 4 LANES DIVIDED	Under Development	$ 64,000,000.00
3	Lufkin	San Augustine	US 96	6.248	13.692	80904054	RECONSTRUCT AND ADD PASSING LANES	Under Development	$ 16,800,000.00
3	Amarillo	Gray	SH 152	10	28.16	39701045	CONSTRUCT SUPER 2	Under Development	$ 16,000,000.00
3	Childress	Childress	FM 268	0	8.97	70402022	WIDENING OF NON-FREEWAY FACILITY	Under Development	$ 4,746,000.00
3	Paris	Franklin	IH 30	0	10.672	61002056	WIDEN 4-LANE FREEWAY TO 6-LANE FREEWAY	Under Development	$ 30,000,000.00
3	Corpus Christi	Kleberg	SH 141	0	10.286	38304060	CONSTRUCT PASSING LANES	Under Development	$ 7,000,000.00
3	Brownwood	Mills	US 84	0	9.541	5408027	ACP OVERLAY	Under Development	$ 3,200,000.00
3	Brownwood	Mills	US 84	1	9.759	5409035	ACP OVERLAY	Under Development	$ 3,010,000.00
3	Abilene	Jones	US 83	1.132	2.815	3303026	CONSTRUCT SUPER TWO	Under Development	$ 1,463,555.15
3	Abilene	Stonewall	US 83	0.149	13.252	3301038	CONSTRUCT SUPER TWO	Under Development	$ 10,085,319.44
3	Corpus Christi	Nueces	FM 666	2.796	9.117	105201076	WIDEN AND SEAL ROADWAY	Construction Schedule	$ 9,334,917.19
3	Childress	Childress	US 287	12.026	12.386	4212081	REHABILITATION OF EXISTING ROADWAY	Under Development	$ 4,410,000.00
3	Amarillo	Hemphill	SH 33	5.151	27.93	41701031	BASE REPAIR AND OVERLAY	Under Development	$ 11,800,000.00
3	Tyler	Rusk	SH 204	0	1.586	45002014	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 1,750,000.00
3	El Paso	Jeff Davis	US 90	0	9.236	2003019	FULL DEPTH RECLAMATION, SURFACE TREATMENT	Construction Schedule	$ 3,463,827.38
3	Paris	Fannin	SH 121	19.513	19.803	54902028	RECONSTRUCT AND WIDEN 3 LANE UNDIVIDED TO 4 LANE DIVIDED	Under Development	$ 2,168,984.00
3	Paris	Red River	US 271	5.412	13.082	22103067	ADD 2 LANES TO PROVIDE A 4 LANE FACILITY	Under Development	$ 27,000,000.00
3	Amarillo	Hartley	US 87	2.524	14.68	42501021	CONVERT FROM 2-LANE TO 4-LANE DIVIDED	Under Development	$ 66,700,000.00
3	Lufkin	Polk	US 190	8.296	12.426	21304049	ADD PASSING LANES	Under Development	$ 9,000,000.00
3	Childress	Hall	US 287	0.57	1.619	4209128	REHABILITATION OF EXISTING ROADWAY	Under Development	$ 9,360,000.00
3	Lubbock	Dawson	US 180	0.001	12.932	29403030	SUPER 2	Under Development	$ 13,000,000.00
3	Paris	Red River	US 82	14.57	16.25	4512085	OVERLAY	Under Development	$ 1,200,000.00
3	Corpus Christi	Bee	SH 359	0	7.294	8705030	REHABILITATE ROADWAY AND ADD PASSING LANES	Under Development	$ 8,250,000.00
3	Wichita Falls	Clay	US 82	9.992	15.49	4403039	UPGRADE TO 4 LANE DIVIDED FACILITY	Under Development	$ 13,500,000.00
3	Yoakum	Austin	SH 36	7.089	8.942	18704033	WIDEN EXISTING PAVEMENT TO 4-LANE DIVIDED RURAL	Under Development	$ 12,100,000.00
3	Lufkin	Nacogdoches	US 59	9.04	1.99	256001079	6 MILL/INLAY, LEVEL-UP, SEAL, PFC	Under Development	$ 12,700,000.00
3	Wichita Falls	Clay	US 82	2.783	10.008	4403051	UPGRADE TO 4-LANE DIVIDED FACILITY	Under Development	$ 15,200,000.00
3	Lubbock	Cochran	SH 114	16.991	29.384	13002023	RUMBLE STRIPS (MILLED-IN)	Construction Schedule	$ 233,662.60
3	Odessa	Ward	FM 1776	6.195	6.295	226201015	GRADE SEPARATION	Under Development	$ 11,457,411.00
3	Paris	Hopkins	FM 2285	19.079	19.917	73504020	REHABILITATION OF EXISTING ROAD	Under Development	$ 550,000.00
3	Paris	Fannin	FM 271	0	8.1	69002014	REHABILITATION OF EXISTING ROAD	Under Development	$ 3,200,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Amarillo	Hemphill	FM 2124	5	11.403	199901012	ADDITIONAL PAVED SURFACE WIDTH,MILLED EDGELINE RUMBLE STRIPS	Under Development	$ 3,841,800.00
3	Amarillo	Lipscomb	SH 213	0	15.29	46001023	REHAB EXISTING ROADWAY	Under Development	$ 15,250,000.00
3	Lufkin	Nacogdoches	SH 204	1.77	6.752	45004047	ADD PASSING LANES	Under Development	$ 11,019,800.00
3	San Antonio	Wilson	SL 321	0	0.753	14314006	RECONSTRUCT ROADWAY, DRAINAGE, OPERATIONAL IMPROVEMENTS AND	Under Development	$ 5,500,000.00
3	Brownwood	Mills	FM 45	4.12	4.529	48007014	RECONSTRUCT BRIDGE & APPROACHES	Under Development	$ 7,000,000.00
3	Lufkin	Nacogdoches	US 59	1.99	3.005	256001085	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERCHANGE IMPROVMNT	Long Term Planning	$ 49,940,000.00
3	Tyler	Henderson	SH 19	0	8.895	10803041	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 11,560,000.00
3	Amarillo	Hutchinson	SH 136	12.979	14.353	37901046	CONSTRUCT SUPER 2	Under Development	$ 1,060,000.00
3	Amarillo	Oldham	RM 1061	5	10.855	124501019	CONSTRUCT SUPER 2	Under Development	$ 5,400,000.00
3	Amarillo	Moore	SH 136	0.249	0.466	37905005	CONSTRUCT SUPER 2	Under Development	$ 170,000.00
3	Corpus Christi	Jim Wells	FM 665	3.119	9.67	8619033	WIDEN TO ADD 10' SHLDRS AND PASSING LANES	Under Development	$ 8,750,000.00
3	Lubbock	Castro	US 385	0.001	13.452	22606036	SUPER 2	Under Development	$ 13,500,000.00
3	Paris	Hopkins	SH 11	23.843	24.761	8302057	ADD CENTER TURN LANE AND SHOULDERS	Under Development	$ 1,200,000.00
3	Paris	Fannin	SH 121	10	19.802	54902031	WIDEN FROM 2-LANE TO 4-LANE ROADWAY WITH SHOULDERS	Under Development	$ 40,500,000.00
3	Wichita Falls	Montague	US 82	1	3.815	4404048	UPGRADE TO 4 LANE DIVIDED FACILITY	Under Development	$ 13,800,000.00
3	Wichita Falls	Cooke	IH 35	15.211	21.566	19402081	WIDEN FROM 6 LANE TO 8 LANE FREEWAY FACILITY	Long Term Planning	$ 26,000,000.00
3	Abilene	Fisher	US 83	0.138	1.747	3302017	CONSTRUCT SUPER TWO	Under Development	$ 1,426,644.48
3	Yoakum	Calhoun	SH 35	6.48	8.734	17910105	REHABILITATE BRIDGE	Construction Schedule	$ 16,109,035.00
3	Pharr	Kenedy	US 77	0	11.643	32705041	CONSTRUCT MAINLANES & OVERPASSES	Under Development	$ 81,200,000.00
3	Atlanta	Harrison	SL 390	6.36	11.146	157505019	CONSTRUCT 4-LANE DIVIDED HIGHWAY TO INTERSTATE STANDARDS	Under Development	$ 157,065,210.00
3	Lufkin	Nacogdoches	BU 59-F	16.21	16.476	17507060	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERSECTION IMPROVMNT	Long Term Planning	$ 6,260,000.00
3	Odessa	Upton	SH 349	16.129	30.971	38012024	ROADWAY REHABILITATION	Under Development	$ 13,050,000.00
3	Odessa	Upton	SH 349	1	16.129	38011027	ROADWAY REHABILITATION	Under Development	$ 13,800,000.00
3	Lufkin	Nacogdoches	US 259	0	6.315	13806047	WIDEN PAVEMENT FOR CONTINUOUS LEFT TURN LANE	Under Development	$ 27,900,000.00
3	Beaumont	Jasper	FM 2799	3.866	4.256	24409012	CONSTRUCTION OF SIDEWALKS	Under Development	$ 500,000.00
3	Laredo	Maverick	FM 1021	9.963	18.287	122901067	FOR THE REHABILITATION OF AN EXISTING HIGHWAY	Finalizing for Construc	$ 7,919,200.00
3	Brownwood	Brown	SH 279	32.144	38.066	48001033	CONSTRUCTION OF RIGHT TURN AND LEFT TURN LANES	Under Development	$ 8,500,000.00
3	Childress	Hardeman	FM 268	0	7.058	253301015	WIDENING OF NON-FREEWAY FACILITY	Under Development	$ 3,735,000.00
3	Amarillo	Gray	SL 171	25.817	32.014	240301011	BASE REPAIR AND OVERLAY	Under Development	$ 5,000,000.00
3	Paris	Fannin	FM 271	0	1.9	69001014	REHABILITATION OF EXISTING ROAD	Under Development	$ 800,000.00
3	Amarillo	Lipscomb	SH 23	0	7.603	133701025	BASE REPAIR AND OVERLAY	Under Development	$ 5,000,000.00
3	Amarillo	Ochiltree	FM 281	1	16.654	188502016	REHAB EXISTING ROADWAY	Under Development	$ 15,000,000.00
3	Amarillo	Roberts	FM 282	1	4.012	249201014	BASE REPAIR AND OVERLAY	Under Development	$ 2,400,000.00
3	Amarillo	Roberts	FM 283	0	20.907	79701017	REHAB EXISTING ROADWAY	Under Development	$ 20,900,000.00
3	Odessa	Ward	FM 516	1.763	2.347	100102006	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Under Development	$ 233,600.00
3	Odessa	Ward	FM 516	10	18.47	100101015	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE	Under Development	$ 3,388,000.00
3	Tyler	Cherokee	FM 2493	0	1.375	19104008	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	Under Development	$ 15,000,000.00
3	Lufkin	Houston	FM 1280	6.792	7.269	93102022	RECONSTRUCT AND WIDEN PAVEMENT TO 26'	Under Development	$ 600,000.00
3	Corpus Christi	Karnes	FM 2102	0.002	7.032	223402008	REHAB ROADWAY AND WIDEN	Under Development	$ 5,915,350.00
3	Childress	Childress	FM 268	8.97	12.219	253302008	WIDENING OF NON-FREEWAY FACILITY	Under Development	$ 1,719,000.00
3	Childress	Wheeler	FM 1046	0	8.042	123501012	WIDENING OF A NON-FREEWAY FACILITY	Under Development	$ 4,900,000.00
3	Childress	Wheeler	SH 152	0	16.881	39702041	SUPER 2	Under Development	$ 13,500,000.00
3	Corpus Christi	Aransas	BS 35-L	1.919	9.333	18005062	DRAINAGE IMPROVEMENTS	Under Development	$ 500,000.00
3	Abilene	Callahan	FM 603	6.3	11.231	97301025	WIDEN & MILLED CL AND EDGLINE RUMBLE STRIPS	Under Development	$ 1,972,400.00
3	Lufkin	Nacogdoches	SH 21	39.099	42.099	11808082	RECONSTRUCT PAVEMENT AND ADD PASSING LANES	Under Development	$ 7,088,600.00
3	Amarillo	Deaf Smith	US 60	3.462	4.852	16807047	IMPROVE US 60 / FM 2943 INTERSECTION	Under Development	$ 4,000,000.00
3	Amarillo	Potter	RM 1061	0	6.986	124502048	CONSTRUCT SUPER 2	Under Development	$ 6,400,000.00
3	Tyler	Van Zandt	SH 19	0	6.705	10812018	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 8,720,000.00
3	Amarillo	Gray	FM 282	10.151	10.993	16910022	BASE REPAIR AND OVERRLAY	Under Development	$ 1,000,000.00
3	Corpus Christi	Jim Wells	SH 359	13.614	20.749	8702053	REHABILITATE ROADWAY AND ADD PASSING LANES	Under Development	$ 8,000,000.00
3	Corpus Christi	Jim Wells	SH 359	6.322	13.614	8702052	REHABILITATE ROADWAY AND ADD PASSING LANES	Under Development	$ 6,480,000.00
3	Corpus Christi	Jim Wells	SH 141	1	3.456	38303024	CONSTRUCT PASSING LANES	Under Development	$ 3,000,000.00
3	Amarillo	Gray	FM 282	0.007	5.948	249202015	BASE REPAIR AND OVERLAY	Under Development	$ 2,400,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Paris	Lamar	FM 38	0	8.059	43501074	REHABILITATION OF EXISTING ROAD	Under Development	$ 3,500,000.00
3	Corpus Christi	Nueces	FM 665	26.6	31.991	105201078	WIDEN TO ADD 10' SHLDRS AND PASSING LANES	Under Development	$ 7,250,000.00
3	Atlanta	Bowie	US 82	0	6.779	4603040	RECONSTRUCT 2 LANE ROADWAY TO PROVIDE PASSING LANES	Under Development	$ 22,260,000.00
3	Wichita Falls	Cooke	IH 35	1.688	15.211	19501087	WIDEN FROM 6 LANE TO 8 LANE FREEWAY FACILITY	Long Term Planning	$ 52,000,000.00
3	San Antonio	Medina	SH 16	1	3.463	29108023	EXPAND FROM 2 LANE TO 4 LANE DIVIDED ROADWAY	Long Term Planning	$ 15,000,000.00
3	Laredo	Maverick	FM 1021	18.287	18.823	122902017	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 1,112,790.00
3	Tyler	Cherokee	US 79	1.001	7.284	20605033	FULL DEPTH REPAIR & RESURFACE ROADWAY	Under Development	$ 6,750,000.00
3	Fort Worth	Palo Pinto	US 180	15.429	34.824	710064	CONSTRUCT SUPER 2	Under Development	$ 11,020,500.00
3	Fort Worth	Palo Pinto	US 180	0.001	9.895	1110028	CONSTRUCT SUPER 2	Under Development	$ 7,421,250.00
3	Corpus Christi	Nueces	SH 286	6.211	10.691	32601061	WIDEN TO ADD 10' SHLDRS AND PASSING LANES	Under Development	$ 13,500,000.00
3	Childress	Foard	US 70	0	0.068	14606028	REHABILITATION OF EXISTING ROADWAY	Finalizing for Construc	$ 546,815.65
3	Tyler	Rusk	US 259	0.075	6.318	13803144	REPAIR, REPAVE, ADD 10' OUTSIDE & 4' INSIDE SHOULDERS-SBL	Under Development	$ 7,000,000.00
3	Waco	Hamilton	US 281	18.464	20.698	25101064	WIDEN SUPER-2 ROADWAY TO 4 LANES DIVIDED	Under Development	$ 44,000,000.00
3	Austin	Gillespie	US 290	2.549	7.054	11302062	WIDEN WITH CONTINUOUS LEFT TURN LANE	Under Development	$ 8,000,000.00
3	Waco	Falls	FM 147	0.153	12.961	75205031	SEAL COAT	Under Development	$ 525,000.00
3	Paris	Lamar	FM 1501	0.647	0.85	129201001	REPLACE BRIDGE AND APPROACHES	Construction Schedule	$ 517,764.45
3	Amarillo	Hemphill	FM 3303	1	6.015	349501007	WIDEN ROADWAY	Under Development	$ 5,000,000.00
3	Amarillo	Hemphill	FM 277	16.451	20.61	79804025	REHAB EXISTING ROADWAY	Under Development	$ 4,700,000.00
3	Amarillo	Hemphill	FM 277	1	16.451	79804024	REHAB EXISTING ROADWAY	Under Development	$ 15,900,000.00
3	Amarillo	Lipscomb	FM 1454	0	18.416	133902027	REHAB EXISTING ROADWAY	Under Development	$ 15,900,000.00
3	Amarillo	Lipscomb	SH 23	17.645	28.695	133702012	OVERLAY	Under Development	$ 3,500,000.00
3	Amarillo	Lipscomb	SH 305	10.001	23.465	58201022	OVERLAY	Under Development	$ 6,800,000.00
3	Laredo	Zavala	FM 393	25.502	29.22	193702028	REHABILITATION OF EXISTING HIGHWAY	Finalizing for Construc	$ 4,500,000.00
3	Brownwood	Brown	SH 279	25.045	32.144	48002026	ADD PASSING LANES	Under Development	$ 9,500,000.00
3	Brownwood	San Saba	FM 45	0.108	1.023	48008028	RECONSTRICT BRIDGE & APPROACHES	Under Development	$ 7,000,000.00
3	Wichita Falls	Wilbarger	US 70	22.248	22.48	4306083	REPLACE BRIDGE AND APPROACHES	Long Term Planning	$ 2,500,000.00
3	Wichita Falls	Wilbarger	US 70	22.637	22.87	4306082	REPLACE BRIDGE AND APPROACHES	Under Development	$ 5,000,000.00
3	Wichita Falls	Wilbarger	US 70	22.637	22.87	4306081	REPLACE BRIDGE AND APPROACHES	Under Development	$ 5,000,000.00
3	Tyler	Rusk	US 84	10	15.441	12305015	WIDEN TO 24' TO 28 & RESURFACE ROADWAY	Under Development	$ 8,533,593.55
3	Corpus Christi	Nueces	US 77	1.468	2.366	37310009	DRAINAGE AND ROADWAY IMPROVEMENTS	Under Development	$ 1,500,000.00
3	Wichita Falls	Cooke	US 82	19.994	39.824	4408065	MOBILITY STUDY	Long Term Planning	$ 1,000,000.00
3	Wichita Falls	Cooke	US 82	19.824	31.74	4501055	MOBILITY STUDY	Long Term Planning	$ 1,000,000.00
3	Paris	Rains	US 69	0.003	0.177	20304040	ROUNDABOUT	Long Term Planning	$ 500,000.00
3	Odessa	Martin	SH 176	21.247	22.247	54802029	CONSTRUCT OVERPASS	Under Development	$ 15,000,000.00
3	San Angelo	Menard	FM 2092	7.893	9.773	200801092	GRADING, BASE, SURFACING, MILLED EDGELINE & CENTERLINE	Under Development	$ 1,128,000.00
3	San Angelo	Menard	FM 2092	15.293	21.264	200801093	GRADING, BASE, SURFACING, MILLED EDGELINE & CENTERLINE	Under Development	$ 3,582,600.00
3	Abilene	Jones	FM 2702	0.001	3.192	31804009	WIDEN & MILLED CL AND EDGLINE RUMBLE STRIPS	Under Development	$ 1,914,600.00
3	Laredo	Webb	SH 359	12.699	14.02	8602023	CONSTRUCTION OF WIDEN NON-FREEWAY	Under Development	$ 6,000,000.00
3	El Paso	Hudspeth	FM 2249	12.617	15.121	212201015	PROVIDE ADDITIONAL PAVED SURFACE WIDTH, MILLED EDGELINE RUMB	Under Development	$ 1,001,600.00
3	Childress	Collingsworth	FM 1035	0	5.087	44806007	WIDENING NON-FREEWAY	Under Development	$ 2,186,400.00
3	Tyler	Rusk	US 79	8.654	11.383	20607059	REPAIR & RESURFACE ROADWAY	Under Development	$ 3,250,000.00
3	Waco	Hamilton	US 281	29.206	37.292	25102052	WIDEN SUPER-2 ROADWAY TO 4 LANES DIVIDED	Under Development	$ 32,340,000.00
3	Waco	Hamilton	US 281	21.246	23.571	25102050	WIDEN SUPER-2 ROADWAY TO 4 LANES DIVIDED	Under Development	$ 30,000,000.00
3	Tyler	Rusk	US 79	0	6.466	24601036	REPAIR & RESURFACE ROADWAY	Under Development	$ 6,500,000.00
3	San Antonio	Kerr	RM 479	10.692	11.692	82902019	RECONSTRUCT AND REALIGN EXISTING ROADWAY	Under Development	$ 250,000.00
3	Abilene	Kent	CR	0.638	0.678	90827004	REMOVE AND REPLACE EXISTING BRIDGE AND APPROACHES	Finalizing for Construc	$ 1,931,045.00
3	Yoakum	Wharton	FM 102	17.86	19.877	70902048	CONSTRUCT 2 LANES ON NEW LOCATION	Under Development	$ 8,056,000.00
3	Laredo	Webb	SH 359	25.304	33.512	8603031	WIDEN RDWY TO PROVIDE PASSING LANES (SUPER 2)	Under Development	$ 7,200,000.00
3	Waco	Hamilton	FM 2005	0	9.679	192703014	SEAL COAT	Long Term Planning	$ 315,000.00
3	Paris	Lamar	US 82	16.861	22.621	4511042	WIDEN FROM 2-LANE TO 4-LANE	Under Development	$ 22,000,000.00
3	Paris	Red River	US 82	0	16.561	4512086	WIDEN FROM 2-LANE TO 4-LANE	Under Development	$ 59,000,000.00
3	Laredo	Maverick	FM 1588	7.494	6.831	150801010	RECONSTRUCTION OF EXISTING HIGHWAY	Under Development	$ 2,250,000.00
3	Paris	Fannin	SH 121	9.685	0.478	54901038	WIDEN FROM 2-LANE TO 4-LANE ROADWAY WITH SHOULDERS	Under Development	$ 15,000,000.00

UTP Scoring Tier	District	County	Highway	Beg Mile Post	End Mile Post	CSJ Number	Layman Description	Project Status	Construction Costs
3	Corpus Christi	Kleberg	US 77	0	3.745	32709002	CONSTRUCT RELIEF ROUTE AROUND RIVIERA	Under Development	$ 120,000,000.00
3	Fort Worth	Somervell	US 67	0.01	0.439	25902044	DRAINAGE STUDY WITH 3 SCENARIOS	Long Term Planning	$ 62,143.00
3	Fort Worth	Somervell	SH 144	2.371	2.689	38601028	RE-ALIGN SH 144 AND NEW BRIDGE OVER PALUXY RIVER	Under Development	$ 2,617,138.00
3	Tyler	Rusk	US 79	1	7.372	20606032	REPAIR & RESURFACE ROADWAY	Under Development	$ 3,900,000.00
3	Bryan	Washington	US 290	27.698	30.566	11410097	RECONSTRUCT & WIDEN FROM 4 TO 6 LANES	Under Development	$ 37,200,000.00
3	Tyler	Cherokee	SH 204	0	6.203	45001013	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 8,100,000.00
3	Tyler	Cherokee	US 84	17.322	26.652	12303022	WIDEN ROADWAY TO 28', PLANE C&G SECTION, RESURFACE ROADWAY	Under Development	$ 9,340,623.00
3	Wichita Falls	Archer	FM 368	7.824	7.876	80403023	REPLACE BRIDGE AND APPROACHES	Under Development	$ 450,000.00
3	Laredo	Webb	SH 359	33.512	46.041	8604024	WIDEN RDWY TO PROVIDE PASSING LANES (SUPER 2)	Under Development	$ 12,000,000.00
3	Laredo	Webb	SH 359	14.02	25.304	8602026	WIDEN RDWY TO PROVIDE PASSING LANES (SUPER 2)	Under Development	$ 12,000,000.00
3	Austin	Blanco	US 281	33.194	39.471	25302032	4-LN UNDIVIDED TO 4-LN DIVIDED	Under Development	$ 28,277,500.00
3	Waco	Bosque	SH 174	0	17.874	51903034	SEAL COAT	Under Development	$ 813,000.00
3	Waco	Hamilton	FM 2005	0	7.621	192702014	SEAL COAT	Long Term Planning	$ 204,200.00
3	Waco	Hill	SH 22	13.165	25.093	12103062	SEAL COAT	Under Development	$ 950,000.00
3	Paris	Red River	US 82	16.561	17.529	4610003	WIDEN FROM 2-LANE TO 4-LANE	Under Development	$ 10,000,000.00
3	Fort Worth	Palo Pinto	US 180	10.304	15.429	709021	CONSTRUCT SUPER 2	Under Development	$ 3,843,750.00
3	Austin	Gillespie	US 290	12.118	15.066	11302063	4-LANE WITH CENTER TURN LANE	Under Development	$ 6,300,000.00
3	Amarillo	Carson	SH 152	10.832	10.865	45502028	BRIDGE REPLACEMENT	Under Development	$ 2,750,000.00
3	Waco	Hamilton	SH 22	10.17	17.2	12002015	SEAL COAT	Under Development	$ 275,000.00
3	Austin	Lee	US 77	24.44	27.779	21107045	4-LN UNDIVIDED TO 4-LN DIVIDED	Under Development	$ 18,000,000.00
3	Austin	Lee	US 77	0	8.247	21102027	4-LN UNDIVIDED TO 4-LN DIVIDED	Under Development	$ 45,000,000.00
3	Yoakum	Wharton	US 59	14.323	22.26	8907145	UPGRADE TO RURAL FREEWAY	Under Development	$ 2,430,000.00
3	Yoakum	Wharton	US 59	27.931	39.133	8906080	UPGRADE TO RURAL FREEWAY	Under Development	$ 2,010,000.00
3	Fort Worth	Jack	FM 2210	5.773	11.612	221202020	REPAIR BASE FAILURES, MILL, OVERLAY, PAVEMENT MARKINGS	Under Development	$ 1,760,000.00
3	Tyler	Van Zandt	SH 19	1	8.555	10801030	WIDEN 2 LN ROADWAY FOR PASSING LANES-SUPER2	Under Development	$ 9,830,000.00
3	Austin	Blanco	US 281	20.482	33.087	25301059	4-LN UNDIVIDED TO 4-LN DIVIDED	Under Development	$ 56,722,500.00
3	Yoakum	Wharton	US 59	1	10.885	8908094	DEVELOPE PRELIMINARY SCHEMATIC	Long Term Planning	$ 2,016,000.00
3	Austin	Lee	US 77	27.779	33.396	21105021	4-LN UNDIVIDED TO 4-LN DIVIDED	Under Development	$ 29,000,000.00
3	Austin	Lee	US 77	17.906	24.44	21104024	4-LN UNDIVIDED TO 4-LN DIVIDED	Under Development	$ 36,000,000.00
3	Austin	Lee	US 77	8.247	17.906	21103038	4-LN UNDIVIDED TO 4-LN DIVIDED	Under Development	$ 53,000,000.00
3	Fort Worth	Erath	SH 220	0.013	0.145	46702018	CONSTRUCT SUPER 2	Long Term Planning	$ 11,000,000.00
3	Odessa	Loving	RM 652	0	0.1	49302019	REMOVE/REPLACE BRIDGE	Under Development	$ 2,000,000.00
3	Amarillo	Carson	SH 152	3.599	3.652	45502027	BRIDGE REPLACEMENT	Under Development	$ 4,400,000.00
3	Fort Worth	Somervell	US 67	0.001	2.914	25903059	WIDEN FROM 2 TO 4 LANES	Under Development	$ 15,000,000.00
3	Fort Worth	Palo Pinto	US 281	23.986	24.086	25002040	REPLACE EXISTING RAILROAD UNDERPASS	Long Term Planning	$ 2,739,045.98
3	Paris	Rains	US 69	0.182	0.003	20303047	ROUNDABOUT	Long Term Planning	$ 500,000.00
3	Paris	Red River	US 82	17.529	0.236	4601065	WIDEN FROM 2-LANE TO 4-LANE	Under Development	$ 60,000,000.00
3	Fort Worth	Somervell	US 67	7.028	2.921	25903058	WIDEN 2 LANE RURAL TO 4 LANE DIVIDED	Under Development	$ 20,000,000.00