

TEXAS TRANSPORTATION COMMISSION

All Counties

MINUTE ORDER

Page 1 of 1

All Districts

Transportation Code, §201.991 provides that the Texas Department of Transportation (department) shall develop a Unified Transportation Program (UTP) covering a period of 10 years to guide the development of and authorize construction of transportation projects. Transportation Code, §201.602 requires the Texas Transportation Commission (commission) to annually conduct a public hearing on its highway project selection process and the relative importance of the various criteria on which the commission bases its project selection decisions. The commission has adopted rules located in Title 43, Texas Administrative Code, Chapter 16, governing the planning and development of transportation projects, which include guidance regarding public involvement related to the project selection process and the development of the UTP. These rules also require the commission to review both the transportation allocation funding formulas and criteria for allocation of funds at least as frequently as every four years and adopt the UTP not later than August 31 of each year.

The commission has reviewed the formulas and criteria set out in the rules and determined that both continue to be appropriate.

The department conducted a statewide virtual public meeting on July 7, 2020, and a statewide virtual public hearing on July 28, 2020, to receive comments and testimony concerning the development of the 2021 UTP and the project selection process.

The 2021 UTP, which is attached as Exhibit A, authorizes funding for each of the twelve funding categories established by the rules and outlines the various project selection methods. The 2021 UTP lists the connectivity and new capacity roadway projects that the department intends to develop and potentially let during the 10-year period and references for each listed project the funding category to which it is assigned. Projects listed that have been authorized by previous legislative action or prior actions of the commission are still approved and their inclusion in the UTP in no way modifies that prior approval. The remaining funding levels and projects listed for aviation, public transportation, rail, and state waterways and coastal waters are authorized by separate minute orders and this UTP does not supersede those prior actions.

IT IS THEREFORE ORDERED by the commission that the 2021 UTP, including the project selection process, as shown in Exhibit A, is hereby approved and supersedes the previously-approved 2020 UTP for fiscal years 2021-2030.

IT IS FURTHER ORDERED that the executive director is hereby authorized to develop the projects funded in the UTP to the appropriate level of authority, to include any necessary agreements, right of way acquisitions, utility adjustments, and relocation assistance, subject to the policies of the department and all applicable federal and state laws governing the acquisition of real property.

IT IS FURTHER ORDERED that pursuant to Transportation Code, §222.052, the commission may accept financial contributions from political subdivisions of the state for development of projects in the 2021 UTP.

Submitted and reviewed by:

Recommended by:

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Executive Director

115814 Aug 27 2020

Minute Date
Number Passed



UNIFIED TRANSPORTATION PROGRAM

Texas Department of Transportation

2021



“Texas’ world-class transportation system is vital to our state’s economic success and quality of life. The 2021 Unified Transportation Program (UTP) is our plan to meet the needs of our fast-growing state by continuing to improve transportation safety while addressing the needs of the rural areas of Texas, along with our urban areas, system preservation, traffic congestion and statewide connectivity over the next decade.

This planning document is a critical tool in guiding transportation project development. It enables us to look ahead at the next 10 years of anticipated transportation funding and prepare the right volume and types of projects for construction. Recognizing that funding levels can change, the UTP does not guarantee that all proposed projects in the UTP will be built. But the forward-looking plan ensures that TxDOT is ready to meet future demand and optimize revenue dedicated to transportation.

Along with our planning partners around the state, the Texas Transportation Commission and TxDOT are committed to meeting Texas’ most crucial transportation needs.”

A handwritten signature in black ink, appearing to read 'J. Bruce Bugg, Jr.', with a long, sweeping horizontal line extending to the right.

— J. Bruce Bugg, Jr.,
Chairman of the Texas Transportation Commission

TABLE OF CONTENTS

INTRODUCTION 2

WORKING FOR TEXANS: END THE STREAK 9

PUBLIC INVOLVEMENT 10

WORKING FOR TEXANS: ENERGY SECTOR 13

DEVELOPING THE UTP 14

WORKING FOR TEXANS: ROAD TO ZERO 25

UTP FUNDING 26

WORKING FOR TEXANS: TEXAS CLEAR LANES 33

UTP FUNDING CATEGORIES 34

WORKING FOR TEXANS: CLICK IT OR TICKET 43

MOBILITY AND CONNECTIVITY PROJECT LISTINGS 44

 ABILENE DISTRICT 47

 AMARILLO DISTRICT 51

 ATLANTA DISTRICT 55

 AUSTIN DISTRICT 59

 BEAUMONT DISTRICT 63

 BROWNWOOD DISTRICT 67

 BRYAN DISTRICT 71

 CHILDRESS DISTRICT 75

 CORPUS CHRISTI DISTRICT 79

 DALLAS DISTRICT 83

 EL PASO DISTRICT 91

 FORT WORTH DISTRICT 95

 HOUSTON DISTRICT 101

 LAREDO DISTRICT 107

 LUBBOCK DISTRICT 111

 LUFKIN DISTRICT 115

 ODESSA DISTRICT 119

 PARIS DISTRICT 125

 PHARR DISTRICT 129

 SAN ANGELO DISTRICT 135

 SAN ANTONIO DISTRICT 139

 TYLER DISTRICT 143

 WACO DISTRICT 147

 WICHITA FALLS DISTRICT 151

 YOAKUM DISTRICT 155

 MULTIPLE DISTRICTS 159

PUBLIC TRANSPORTATION PROGRAM 161

MARITIME PROGRAM 165

AVIATION PROGRAM 169

RAIL PROGRAM 173

FREIGHT AND INTERNATIONAL TRADE PROGRAM 177

APPENDIX I: MAJOR PROJECTS 181

APPENDIX II: FEDERAL ELIGIBILITY MATRIX 183

APPENDIX III: FUNDING TABLES 187

RESOURCES 204

LIST OF TABLES & FIGURES

Figure 1: TxDOT Family of Planning & Programming Documents 5

Figure 2: The UTP Development Process 15

Figure 3: The UTP Development Timeline 16

Figure 4: Performance Measures and Targets for the Transportation System 16

Figure 5: 2021 UTP Funding Distribution by Category 18

Figure 6: Project Selection Methodology 22

Figure 7: A Project's Path through the UTP UTP funding 23

Figure 8: TxDOT Funding Sources FY 2020-2021 27

Figure 9: TxDOT Funding Sources by UTP Category Project Listings 30

Figure 10: UTP Projects Found on Project Tracker 46

Figure 11: Common Roadway Name Abbreviations 46

Table 1: Promote Safety Vision 20

Table 2: Preserve our Assets Vision 21

Table 3: Optimize System Performance Vision 21

Table 4: Transportation Development Credit Balances 28

Table 5: Connecting UTP Funding Categories to Strategic Goals 35

Table 6: Rider 38 Projects Letting in Fiscal Years 2020-2021 168

Table 7: Project Development Process for Airports 172

Table 8: Planned Rail Projects (Unfunded) 176

Table 9: Federal Funding Sources in the UTP Categories 184

Table 10: Authorized Uses of State Funding Sources 185





TxDOT's MISSION

**Connecting
You with
Texas.**

Texas Transportation Commission

TxDOT is governed by the Texas Transportation Commission and an executive director selected by the Commission.



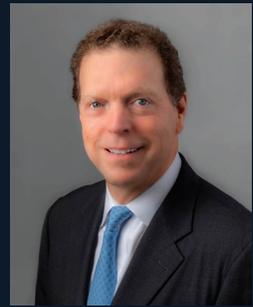
J. Bruce Bugg, Jr.
Chairman



Laura Ryan
Commissioner



Alvin New
Commissioner



Robert C. Vaughn
Commissioner

INTRODUCTION

THE UTP: A SNAPSHOT

What is the Unified Transportation Program (UTP)?

The UTP is the Texas Department of Transportation's (TxDOT's) 10-year plan that guides the development of transportation work across the state. Organized into 12 funding categories, with each one addressing a specific type of work, the UTP authorizes the distribution of construction dollars expected to be available over the next 10 years. Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects. In addition to highway projects, the UTP addresses public transportation, maritime, aviation, rail, and freight and international trade. The Texas Transportation Commission approves the UTP annually in accordance with Texas state law, and TxDOT publishes the approved UTP each year.

How the UTP Benefits Texans

The UTP process helps TxDOT serve Texas residents by emphasizing the following:

- **Transparency**—The program provides an open dialogue with the public that seeks input, outlines how decisions are made, and annually documents results.
- **Accountability**—The UTP creates a road map to track the progress of project and program development, while Project Tracker, TxDOT's publicly accessible online project reporting system, provides a tool to track construction progress once a project reaches that stage.
- **Financial Responsibility**—The UTP process links project selection to anticipated future funds so the program conforms to funding limits.
- **Coordination with Stakeholders**—TxDOT works closely with various planning partners to make the selected projects meet both local and state priorities, including multi-modal considerations.
- **Performance-Based Decision Making**—TxDOT selects and ranks eligible projects according to their ability to address the state's goals and improve the transportation system's overall performance.
- **Efficient Use of Resources**—Clearly documented priorities help TxDOT and local agencies focus resources on projects that best fulfill the state's goals and objectives.



Pictured above: Commissioner Robert Vaughn and TxDOT Dallas District Engineer Mo Bur.

The UTP Development Process

The UTP development process includes the steps listed below, which are described in more detail in later sections. TxDOT incorporates public involvement into every step of UTP development, gathering input along the way.

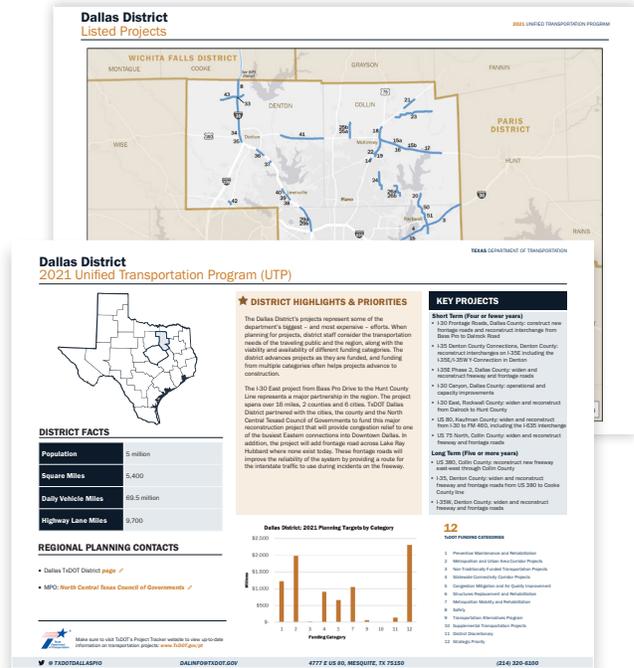
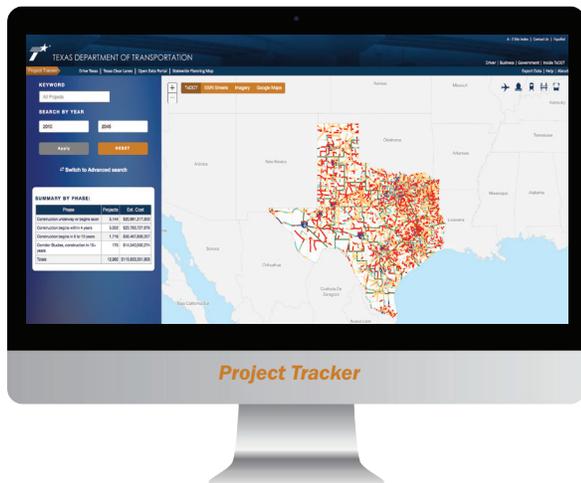
- Establish strategic goals, performance measures, and targets
- Develop the planning cash forecast
- Determine the UTP funding distribution by category
- Release the UTP planning targets
- Prioritize potential transportation projects locally
- Match priority projects to allocated UTP funding
- Select projects competing for statewide funding categories
- Produce the UTP document
- Conduct statewide public involvement
- Present the UTP to the Texas Transportation Commission for adoption

Where to Find Project Information

The 2021 UTP contains approximately 8,000 planned transportation projects in various stages of development. To make this large amount of information easier to use, TxDOT only publishes certain projects in the document's *Project Listings* section. These projects, which address highway mobility and connectivity, are funded across UTP funding categories 2, 4, and 12. TxDOT uses **Project Tracker**, its publicly accessible online project reporting system, to provide information about all 8,000 projects funded across all 12 UTP funding categories. Project Tracker gathers all available TxDOT transportation project data and provides project descriptions, as well as current data on programmed funding, construction progress, and related expenditures to the public through an interactive map.

How the UTP Works with Project Tracker

Project Tracker supplements the UTP by providing information on thousands of additional transportation projects not listed in the UTP document. The online tool allows users to search for projects by keyword and displays project information on an interactive map. Over the past several years, TxDOT has improved the usability of Project Tracker with input from local elected officials, stakeholders, and TxDOT employees. Based on feedback from more than 2,000 Texans, the latest version of Project Tracker, released in 2018, features improved search functionality and more intuitive web design.



Pictured above: 2021 Dallas District factsheet and 2021 Dallas District Listed Projects map. All District factsheets and Listed Projects maps can be found in *Mobility and Connectivity Project Listings*, pg. 44.

The UTP Document

The outcome of the UTP process is a list of projects TxDOT intends to develop or begin constructing over the next 10 years, as well as information on the available funding associated with those projects. TxDOT publishes this information each year in the annual UTP document. To streamline the volume of data presented in the plan, TxDOT only lists selected highway mobility and connectivity projects that are funded through UTP funding categories 2, 4, and 12 (more information on UTP funding categories can be found in the **Funding** section). These categories include projects of significant public interest that are also generally some of the state's largest highway projects.

UTP Governance

The development of the UTP is governed by Texas statute (Texas Transportation Code, Chapter 201, Subchapter P), as well as state agency rules (Title 43, Texas Administrative Code, Chapter 16).

These laws and rules guide the Texas Transportation Commission and TxDOT through the UTP development process, promoting both coordination with local planning partners and transparency with the public and other stakeholders. The Commission must adopt the UTP no later than August 31st of each year.

website URLs are found on the Resources Page

Frequently Asked Questions

UTP BACKGROUND

How does a project get included in the UTP?

The UTP encompasses all projects that TxDOT is currently developing and preparing for construction over the next 10 years. A project is considered to be “in the UTP” if it has been selected for development by TxDOT, a metropolitan planning organization (MPO), or the Texas Transportation Commission; has an expected let date in the next 10 years; and fits within the UTP’s planning targets for anticipated funding. The UTP document only lists a subset of projects (those funded through Categories 2, 4, and 12) that are subject to Texas Transportation Commission concurrence or approval. The UTP’s many additional projects can be found online through TxDOT’s Project Tracker. For more information, see [Developing the UTP, Project Selection and Development, pg. 20](#).

How are funding levels in the 12 UTP categories determined?

Each year, the Texas Transportation Commission sets the funding distribution strategy for the UTP in an effort to achieve statewide transportation system performance targets. For more information, see [Determine the UTP Funding Distribution by Category, pg. 17](#).

Which funding categories include Propositions 1 and 7 funding?

Funding from Propositions 1 and 7 is not allocated to specific categories in the UTP. This funding may be used on any eligible non-tolled project that uses state funds. For more information, see [Funding, TxDOT Funding Sources, pg. 30](#), and [UTP Funding Categories, pg. 35](#).

What does the name “Unified Transportation Program” mean?

The UTP name is designated in Texas state law. The term “unified” refers to the comprehensive nature of the plan, which highlights multiple transportation modes and brings together state and local transportation entities and a wide range of project types into one planning process. The word “program” indicates a detailed type of transportation plan that lays out a sequence of proposed projects, funding amounts, and time frames, in addition to outlining broader goals.

UTP PUBLIC INVOLVEMENT

How does the public let TxDOT know when an improvement is needed on a state road?

TxDOT closely monitors local transportation needs through its 25 district offices around the state. Texas residents who want to propose highway improvements or discuss potential transportation projects can call or email their local TxDOT district office. Contact information is available on TxDOT’s [district site](#). Additionally, each metropolitan area in Texas has its own MPO through which city and county officials prioritize transportation investments for their regions. Members of the public can contact their local MPO about state road issues or engage directly with their locally elected officials.

How can members of the public voice their opinions about planned transportation projects?

Texas residents can contact their local TxDOT district office directly by phone or email to discuss concerns about planned transportation projects managed by TxDOT. Additionally, TxDOT conducts hundreds of public meetings and hearings each year through project development requirements, providing forums for the general public to ask questions or express opinions about specific transportation projects. The schedule of these public events is available on TxDOT’s [Hearings and Meetings page](#).

What’s the difference between a public meeting and a public hearing?

At a public meeting, TxDOT provides informational materials describing a project or plan and makes staff available to answer questions for attendees. In contrast, a public hearing is a forum for the general public to formally submit verbal comments, whether in support of or opposition to a proposed project or plan.

When does TxDOT hold public meetings and public hearings?

Federal and state laws require TxDOT to hold public meetings and hearings during the development and environmental review of specific transportation projects. Public meetings are held throughout the planning process, while public hearings are more formal and are held after the project location and design studies are in place. TxDOT issues notices to alert the public to upcoming meetings and hearings, as well as the completion of milestones in a project’s environmental review.

How does TxDOT gather public input about the UTP?

Before each annual UTP update, TxDOT holds a public meeting to provide information and answer questions about the plan, and later a public hearing to collect comments. Additionally, members of the public can submit comments through email, by phone, or in writing to TxDOT during the UTP public comment period.

[website URLs are found on the Resources Page](#)



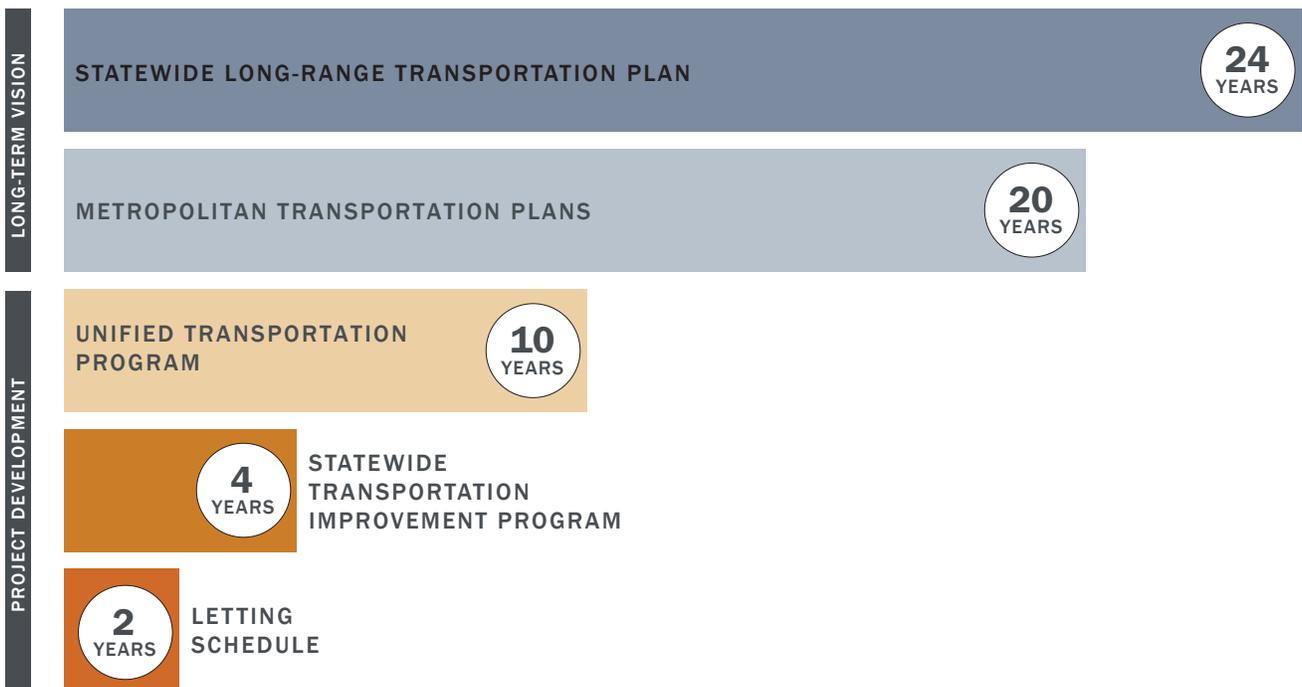
THE TxDOT PLANNING AND PROGRAMMING PROCESS

The UTP is part of TxDOT’s comprehensive planning and programming process, which connects the state’s transportation goals, performance measures, and targets to the transportation projects that will eventually be constructed. During the long-range planning process, TxDOT develops performance targets for the statewide transportation system and sets the direction for future infrastructure investment. This planning process serves as a guide for project programming – the process of matching projects to anticipated funding.

A series of regularly updated documents defines this planning and programming process in progressive levels of detail, from long-term vision to project scheduling (Figure 1). TxDOT’s transportation plans, including the UTP, are integrated and linked to support the attainment of the state’s transportation goals and performance targets at the project level.

FIGURE 1

TxDOT Family of Planning and Programming Documents





Statewide Long-Range Transportation Plan (SLRTP)

Planning Horizon: A minimum of 24 years

Updated: Every four years

Purpose: Establish the vision and performance objectives for the state's transportation system

TxDOT develops the SLRTP every four years to identify funding needs and set the long-term strategy for the state's transportation system. The current [Statewide Long-Range Transportation Plan 2040](#) and recently adopted [Statewide Long-Range Transportation Plan 2050](#) define the goals, performance measures, and targets, which provide the basis for the UTP's funding distribution and project listings. Given its focus on the high-level planning process, the SLRTP does not identify specific transportation projects or funding levels.

TxDOT also incorporates rural transportation planning into the SLRTP for priority corridors and regions of the state that are not within MPO boundaries.

Metropolitan Transportation Plans (MTPs)

Planning Horizon: 20 years or more

Updated: Every four or five years

Purpose: Establish the long-term transportation policy agenda for urbanized regions

Each MPO in Texas prepares an MTP for its respective region. The plans outline local transportation priorities and describe how each metropolitan area will meet its multi-modal transportation goals over the next 20 years. MTPs also identify funding plans and potential projects, including roads and transit facilities.

[🔗 website URLs are found on the Resources Page](#)

Unified Transportation Program (UTP)

Planning Horizon: 10 years

Updated: Annually

Purpose: Guide the development of specific transportation projects and programming

In the middle of TxDOT's series of transportation plans is the UTP, which links the goals, performance measures, and targets of the long-range plans with specific transportation projects as they move through the development process. TxDOT's Transportation Planning and Programming Division (TPP) updates the UTP annually and occasionally revises it mid-year, as well.

The funding levels in the UTP are based on a forecast of potential transportation revenue that may be available over the next 10 years. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes TxDOT and local partnering agencies to prepare projects for construction based on a potential future cash flow scenario. These authorized development activities may include preliminary design, environmental analysis, right of way acquisition, and final engineering.

Statewide Transportation Improvement Program (STIP)

Planning Horizon: 4 years

Updated: Every two years (as well as mid-year revisions)

Purpose: Provide a listing of transportation projects in the final stages of development

The STIP is TxDOT's statewide program of projects that it expects to be ready for construction in the next four years. The STIP incorporates metropolitan and rural Transportation Improvement Programs (TIPs) into a single statewide document. Additionally, the STIP is consistent with the state's long-range transportation plan and local MTPs.

Although projects in the first four years of the UTP generally align with projects listed in the STIP, the latter requires a review and approval process separate from the UTP.

Once a project is listed in an approved STIP, TxDOT's two-year letting schedule authorizes and administers its construction.



Why TxDOT Plans

Planning and preparing for the future makes good business sense. A project can take many years to plan, design, and construct before Texans experience the benefits. How TxDOT invests its resources today will impact the transportation system of tomorrow, so the department must anticipate the future needs of the system and focus today's resources wisely. Through its planning activities, TxDOT engages the public and its partners to deliver a system that serves all of Texas.

Several federal and state laws also inform and instruct how TxDOT conducts its planning activities.

FEDERAL

Fixing America's Surface Transportation (FAST) Act, and its implementation regulations require metropolitan planning organizations (MPOs) and state departments of transportation to incorporate national performance goals, measures, and targets into their long-range planning. The goal of this federal provision is to better align investments toward achieving progress on national goals. The Statewide Long-Range Transportation Plan (SLRTP) meets these requirements and provides the foundation for the performance-based planning linkages in the UTP.

STATE

The Texas Transportation Code and Texas Administrative Code govern the UTP development process and further reinforce the principles of performance-based planning. State law requires TxDOT to implement a performance-based planning and programming process to better serve the public and to provide the Texas Legislature with indicators of progress toward attaining transportation system goals and performance targets. This framework helps achieve department-wide transparency and accountability. It further requires continual process improvement analyses in all TxDOT planning and programming activities, from the SLRTP to ultimate project delivery in the department's letting schedule. This also includes the annual update of the UTP and TxDOT's UTP development process. In 2017, the 85th Legislature enacted SB 312, after which further refinements were made to TxDOT's UTP process.





Pictured above: End the Streak event in Houston to commemorate victims of vehicle crashes

WORKING FOR TEXANS: END THE STREAK CAMPAIGN

Since Nov. 7, 2000, at least one person has died on Texas roadways every single day. In an effort to end this deadly 19-year milestone, TxDOT, through its #EndTheStreakTX campaign, reminds drivers that roadway users and engineers have a shared responsibility to keep roads safe.

To help raise awareness of this tragic, daily statistic, TxDOT is asking people to share personal stories of loved ones lost in car crashes on their social media pages using photo and video testimonials with the hashtag #EndTheStreakTX. The agency also posts startling statistics for the public to repost on social media outlets to help share this important message.

Since Nov. 7, 2000, fatalities resulting from vehicle crashes on Texas roadways have numbered more than 65,000. The leading causes of fatalities continue to be failure to stay in one lane, alcohol, and speed. To decrease the chances of roadway crashes and fatalities, TxDOT reminds drivers to:

- **Buckle seatbelts** – All passengers need to be buckled.
- **Pay attention** – Put your phone away and avoid distractions.
- **Never drink and drive** – Drunk driving kills; get a sober ride home.
- **Drive the speed limit** – Obey speed limits and slow down when weather conditions warrant.

PUBLIC INVOLVEMENT

Public involvement and public input are essential to delivering TxDOT's mission. This involvement means including Texas residents from planning and project development through construction and day-to-day operations of the state highway system. Engaging the public is the essence of public service and the foundation for fulfilling TxDOT's mission and core values.

Comments and input from the general public are essential to TxDOT's project development process because they lead to a more transparent, informed decision-making process. TxDOT strives to engage the public in all that it does, recognizing that meaningful engagement — where the department provides ample opportunity for Texas residents to provide input, actively listens to comments and suggestions, and works together to create plans — is the cornerstone of quality customer service.

TxDOT's overall approach is built on three primary principles, as outlined in its public involvement policy:

- *Purposefully involve the public*
- *Provide access to information and decision-making processes*
- *Promote a range of strategies and best practices reflective of community needs*





METHODS OF ENGAGING THE PUBLIC

Public involvement and public input are key components of the development of all TxDOT plans, programs, and projects. Opportunities for public involvement in the development of the UTP are not limited to the annual UTP public involvement period. Instead, the UTP represents the culmination of multiple public involvement processes, including the development of plans and individual transportation projects around the state that flow into the UTP, as well as the formal public involvement efforts before the adoption of the UTP itself.

Public Involvement in TxDOT Planning

The Statewide Long-Range Transportation Plan (SLRTP) defines the statewide strategic goals for the state and sets performance measures and targets for the state. Because these goals and targets drive the UTP's funding distribution and project selection, the SLRTP effectively serves as the first opportunity for public input on the UTP. In the recently adopted 2050 SLRTP, TxDOT held 28 public open houses and 28 stakeholder meetings statewide to hear public input and concerns. The input TxDOT received through these forums will have a direct impact on future UTP funding and projects. The public and other stakeholders can find opportunities to participate in the 2050 SLRTP online [here](#).

Another aspect of public involvement that directly impacts the UTP occurs through the project identification and selection process. While TxDOT considers public comment on specific project funding during the UTP adoption process, the public can also influence projects in much earlier stages of development. TxDOT encourages local participation by conducting project-specific meetings and hearings in affected communities. During these meetings, TxDOT communicates the project's purpose, the scope of proposed improvements, and the project's potential impacts. These events also allow the public and other interested parties to express support, concerns, or suggestions directly to TxDOT staff. This public input is fundamental to the success of any project because it allows TxDOT to tailor projects to the needs of the local community. The likelihood of these projects becoming funded in the UTP increases with local support.

[website URLs are found on the Resources Page](#)

Public Involvement in the UTP

In addition to its other public involvement efforts, TxDOT hosts a public meeting, public comment period, and public hearing several weeks prior to final adoption of the UTP approved by the Texas Transportation Commission. The public meeting is hosted both online and at all 25 district offices. During the public meeting, TxDOT staff brief the public on the proposed UTP funding distribution, as well as proposed project funding authorizations. Following the meeting, TxDOT opens the public comment period with a public hearing notice in the [Texas Register](#), a weekly publication that announces various state agency actions.

TxDOT staff share all comments received during this period with the appropriate TxDOT district or division if the comments are not directly related to the proposed UTP funding distribution or project funding authorizations. TxDOT also presents the comments received to the Texas Transportation Commission for its consideration prior to final adoption of the UTP. Roughly two weeks prior to final adoption of the UTP, TxDOT also holds a public hearing to receive any additional public testimony regarding the UTP.

The department provides more information about the UTP public involvement process online at the [UTP Public Involvement website](#).

Public Information Resources

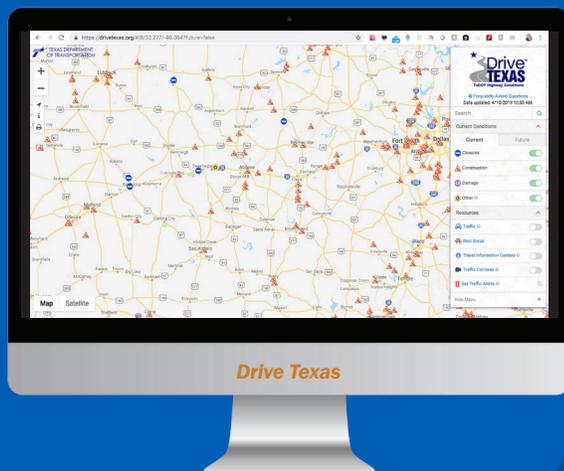
Through these tools and maps, any member of the public can check on progress and learn about TxDOT projects.



Performance Dashboard

PERFORMANCE

TxDOT's [Performance Dashboard](#) serves as a central place where TxDOT can show how the department focuses on customers and how its customers can evaluate performance. The Performance Dashboard also helps TxDOT know where to make adjustments and assists in strategic decisions by tracking and reporting metrics.



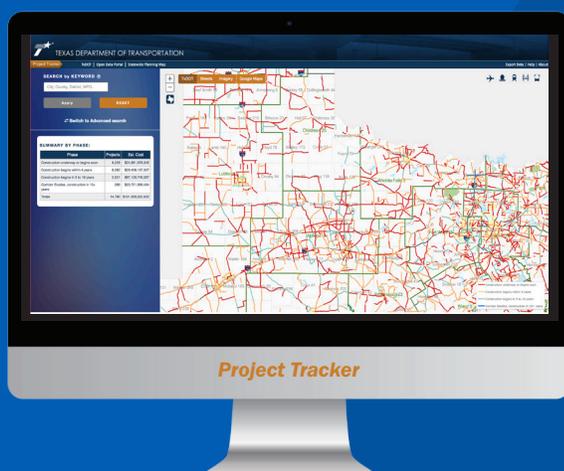
Drive Texas

PLANNING TOOLS

The [Drive Texas](#) platform gives readily accessible information about road conditions, including accidents, closures, and construction.

The [OneDot Data Shop](#) provides a one-stop library with links to TxDOT's numerous regular reports. As an example, this library provides links and descriptions to letting schedules.

A [comprehensive calendar](#) identifies when public hearings and meetings will be held so the public can access information and participate in the department's decision-making processes.



Project Tracker

PROJECTS

[Project Tracker](#) is a publicly accessible platform that serves as a gateway to project-related information, including contact information for the TxDOT personnel responsible for the project.

Some of TxDOT's projects have their own websites. The [Projects and Studies](#) page lists these roadway-specific resources for projects, including the Dallas Southern Gateway, the North Houston Highway Improvement Project, I-35, and others.

[website URLs are found on the Resources Page](#)



WORKING FOR TEXANS: ENERGY SECTOR

For fiscal years 2021-2030, the Texas Transportation Commission has allocated \$2.1 billion to the Category 11 Energy Sector Program. This program is distributed to TxDOT districts to address specifically identified roadways impacted by traffic in the Permian Basin, Anadarko Basin, Eagle Ford, Barnett Shale, and Haynesville-Bossier energy play areas. The program focuses on roadway safety and preservation of pavement. The needs of the energy sector program exceed the funding allocated in Category 11, so districts use multiple UTP funding categories to support the projects needed in the energy sector.

To keep up with the evolving and unique demands of Texas energy plays, TxDOT conducts an annual review of the program. To accurately assess the needs of each energy play, impacted districts conduct a regional meeting to prioritize the corridors most impacted by energy sector activities. TxDOT then collects these priorities and aligns projects according to need and funding availability. These reviews are critical to delivering the right projects in the right locations in Texas' energy-producing regions.

Additionally, the Texas Transportation Commission has authorized \$600 million from Category 12 Strategic Priority to fund specific highway improvement projects in the Permian Basin region of West Texas. As one of the world's largest oil and gas producing regions, the Permian Basin presents unique challenges for the transportation system. Increased truck traffic on the area's largely rural highways has stretched the available road capacity and driven up crash rates. The Commission has responded by targeting this strategic \$600 million investment in the region. For more information, see [Category 12 table, pg. 203](#).

DEVELOPING THE UTP

TxDOT uses the Unified Transportation Program (UTP) to look ahead at the next decade of expected transportation funding and prepare the right volume and types of projects for construction. The department updates the plan annually to reflect the latest funding estimate for the next 10-year period. As the outlook for state and federal transportation revenue changes, TxDOT's forecasted funding may go up or down. In turn, the total dollar amount available in the UTP is a direct reflection of this financial forecasting.

The UTP encompasses all projects that TxDOT is developing and readying for construction over the next 10 years. Most projects in the 2021 UTP were originally authorized in past years and are already moving through various stages of project development. However, each year, as hundreds of projects exit the development pipeline and enter the construction phase, the UTP authorizes a number of new projects to begin development based on the availability of additional funding in the latest forecast. It also authorizes additional funding on near-term projects to enable them to be fully funded for subsequent inclusion in the Statewide Transportation Improvement Plan (STIP).

TxDOT works closely with local transportation planning partners, including metropolitan planning organizations (MPOs), at all stages

of the UTP development process, from the formation of the funding distribution strategy to the selection of specific transportation projects.

The UTP development process takes both a “top-down” and a “bottom-up” approach. From the top, the Texas Transportation Commission distributes the available UTP funding into 12 categories that address specific project types. In this step, the Commission sets broad investment levels for the UTP in an effort to achieve statewide performance measures and targets. At the same time, individual transportation projects are selected from the bottom up using performance-based measures, as TxDOT and planning partners around the state continually gather information on local transportation needs. TxDOT evaluates numerous candidate projects at the local level and selects those with the highest performance scores and expected return on investment. This approach makes the UTP performance-driven, based on projected improvements to the transportation system.

As the process continues, TxDOT matches selected projects with available funding in the 12 UTP categories. Because each category has defined uses and established funding levels, TxDOT must prioritize selected projects to fit the funding distribution authorized by the Texas Transportation Commission. In this way, the top-down and bottom-up approaches meet in the middle to shape the UTP.



KEY UTP CONCEPTS

Performance-Based Planning and Programming

In the transportation sector, performance-based planning and programming is the practice of using data to inform decision-making about investment in the transportation system. Performance-based planning and programming provides a link between the state’s transportation strategy and the real-world operations of the highway network. TxDOT relies on this approach to select transportation projects that demonstrate the greatest needs and potential benefits to the state system based on objective measurement. Data inputs include traffic levels, freight volumes, crash counts, and pavement quality scores. Performance-based planning and programming help safeguard taxpayer dollars by helping TxDOT develop and build the right projects to address the needs of the entire state.

12 UTP Funding Categories

Each of the UTP's 12 funding categories addresses a specific type of project or range of eligible activities, like highway maintenance or rural connectivity. The funding categories are the backbone of the UTP and the structure upon which the plan is built. The Texas Transportation Commission determines funding levels in each UTP category, and this framework allows the Commission to direct the UTP's overall investment strategy based on the current needs of the state. For more details, see [UTP Funding Categories on pg. 35](#).

FIGURE 2
The UTP Development Process

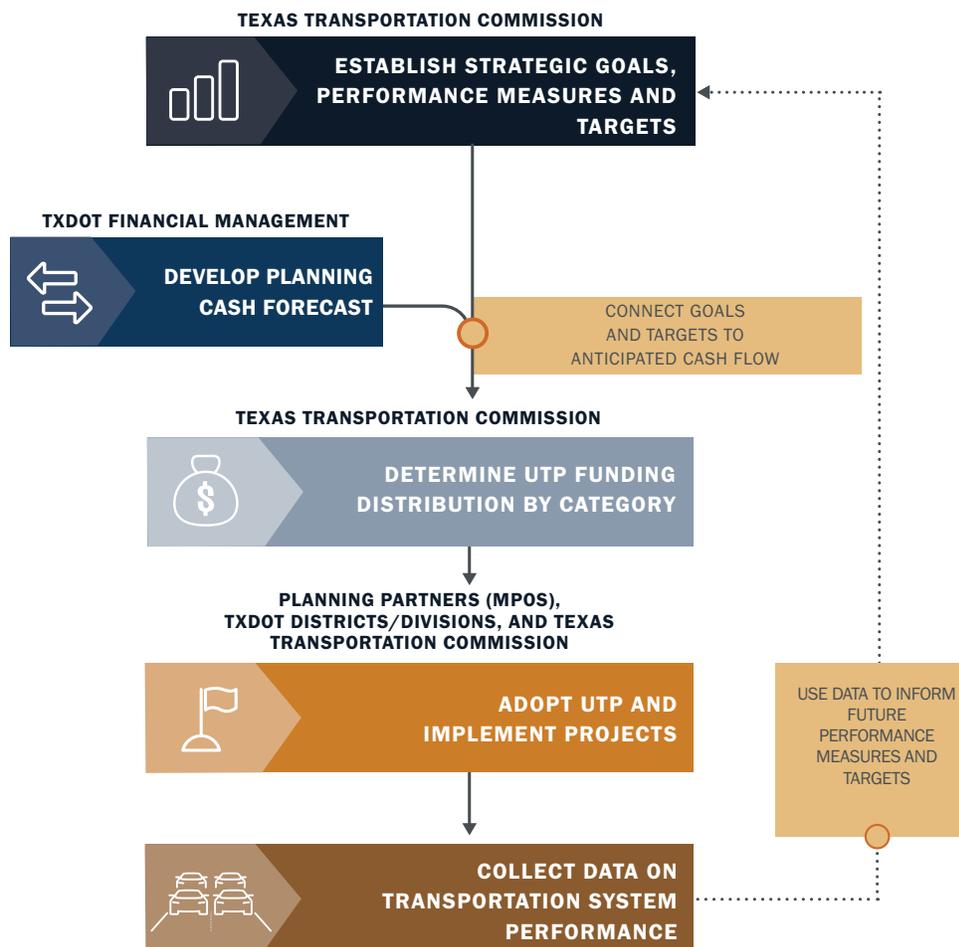
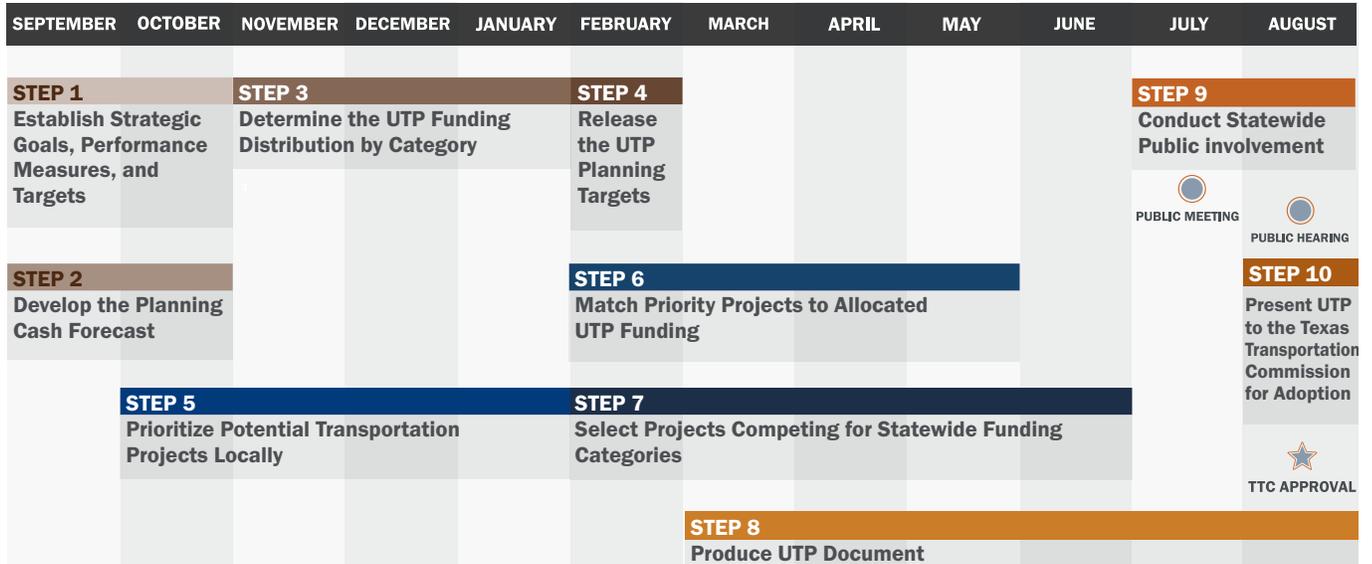


FIGURE 3

UTP Development Timeline – Annual Cycle *



*The timeline above is subject to change. For the latest information about public involvement dates, see the UTP Public Involvement page on [TxDOT.gov](https://www.txdot.gov). To maximize the limited time of an annual cycle, many UTP development steps are conducted concurrently and may overlap on the timeline.

UTP DEVELOPMENT STEPS

Step 1: Establish Strategic Goals, Performance Measures, and Targets

Through the Statewide Long-Range Transportation Plan (SLRTP), which covers a minimum 24-year planning horizon, TxDOT sets the long-term transportation priorities for the state. The SLRTP defines three statewide strategic goals for the transportation system: to promote highway safety, preserve existing infrastructure assets, and optimize system performance for drivers in urban and rural areas. The SLRTP also establishes six performance measures and targets to achieve these goals (see Fig. 4). As the foundation of the UTP development process, these goals, performance measures, and targets drive all subsequent funding distribution and project selection in the UTP.

Step 2: Develop the Planning Cash Forecast

Another foundational element of the UTP is the planning cash forecast, which determines how much money is available for the 10-year UTP planning period. Each year, TxDOT’s Financial Management Division estimates the revenue expected to be available to TxDOT for transportation project construction over the next 10 years. These revenues come primarily from a mix of state funds appropriated by the Texas Legislature (including state motor fuels taxes, sales taxes, and vehicle registration fees) and federal highway funds appropriated by Congress. While the forecast

FIGURE 4

Performance Measures and Targets for the Transportation System

STRATEGIC PLAN GOAL	PERFORMANCE VISION	PERFORMANCE MEASURES	2030 TARGET
 PROMOTE SAFETY	Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education	SAFETY: FATALITIES/YR	2,280
		SAFETY: FATALITY RATE	0.70
 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

Targets are based on the draft Statewide Long-Range Transportation Plan 2050, slated for adoption in 2020.

assesses all potential sources of funding, the UTP focuses on the uses of funding, assigning category funding to individual projects but not designating funding sources to individual projects.

Some transportation revenue streams are more steady and predictable than others. Traditional funding sources, like the state's motor fuel tax, generally follow a stable trend line from year to year. However, some newer sources, like oil and gas drilling taxes under Texas Proposition 1, are more susceptible to fluctuations in the economy or the state budget.

The UTP is fiscally constrained by TxDOT's planning cash forecast, meaning the state can only develop projects it can reasonably expect to implement with anticipated funding levels. In the planning forecast, TxDOT strikes a balance between the risk of fiscal volatility and the need to realistically prepare for potential cash flow.

For more information, see [Funding](#), pg. 26

Step 3: Determine the UTP Funding Distribution by Category

The Texas Transportation Commission sets broad investment levels for the UTP by distributing the anticipated funding across the 12 UTP categories, which address different types of projects or ranges of eligible activities.

Guided by strategic goals, performance measures, and targets laid out in Step 1, the Commission determines the dollar amounts needed in each UTP category to best achieve those targets. With a limited amount of funding set by the planning cash forecast, the distribution strategy must weigh the competing needs of the three strategic goals.

All 12 UTP funding categories contribute toward all three strategic goals to varying degrees. For example, while Category 1 - Preventive Maintenance and Rehabilitation focuses on roadway preservation, a project funded through Category 1 may also improve aspects of highway safety and mobility. The strategic goals, performance measures, and targets are not isolated from one another, and a single project may address several of them simultaneously (see [Table 5](#), pg. 35).

To assist the Commission, TxDOT's Transportation Planning and Programming (TPP) Division assesses multiple potential scenarios for UTP funding distribution. The statewide needs always exceed the anticipated funding. Thus, every scenario involves trade-offs between the various UTP categories. For example, a scenario that places greater investment in congestion-focused categories requires reduced levels in the other categories.

TxDOT estimates the effects of each scenario toward achieving the transportation system's targets. Given funding constraints, it may not be possible to fully attain all six targets within a

single UTP. As a result, the funding distribution strategy may change from year to year to focus on different needs or address changing conditions in the field. Ultimately, the Commission weighs the options and selects the distribution strategy that will provide a balance of estimated outcomes.

For the 2021 UTP, the Commission selected the distribution outlined in Figure 5, next page. The following factors were considered in setting the UTP funding levels by category:

- Amounts in Categories 5, 7, and 9 reflect mandated funding levels from certain federal highway programs. Category 10 is largely set by legislative and federal requirements.
- Category 12 funding is equal to 10 percent of TxDOT's biennial budget, the amount allowable for Commission discretion under state law.
- To address preservation and safety, the Commission opted to maintain investment levels similar to the previous UTP in Categories 1, 6, 8, and 11, the categories focused on those strategic goals.
- Remaining forecast dollars were distributed to Categories 2 and 4 to address mobility needs.
- Category 3 is not set by the Commission, but rather reflects the total amount of non-traditional funds programmed on TxDOT projects, such as funding contributed by local governments.

Step 4: Release the UTP Planning Targets

Based on the proposed funding distribution strategy, TxDOT determines a total dollar amount for each category. These totals, referred to as UTP planning targets, set the amount available for planned projects from each category.

To attain regional equity, the UTP allocates some category funding around the state by formula, based on factors like regional population and vehicle miles traveled. The UTP also distributes funding in other categories on a project-specific basis, rather than geographically. TxDOT's TPP Division provides each TxDOT district and MPO in the state with localized planning targets that identify the dollar amounts by category that each district and MPO can attach to planned projects.

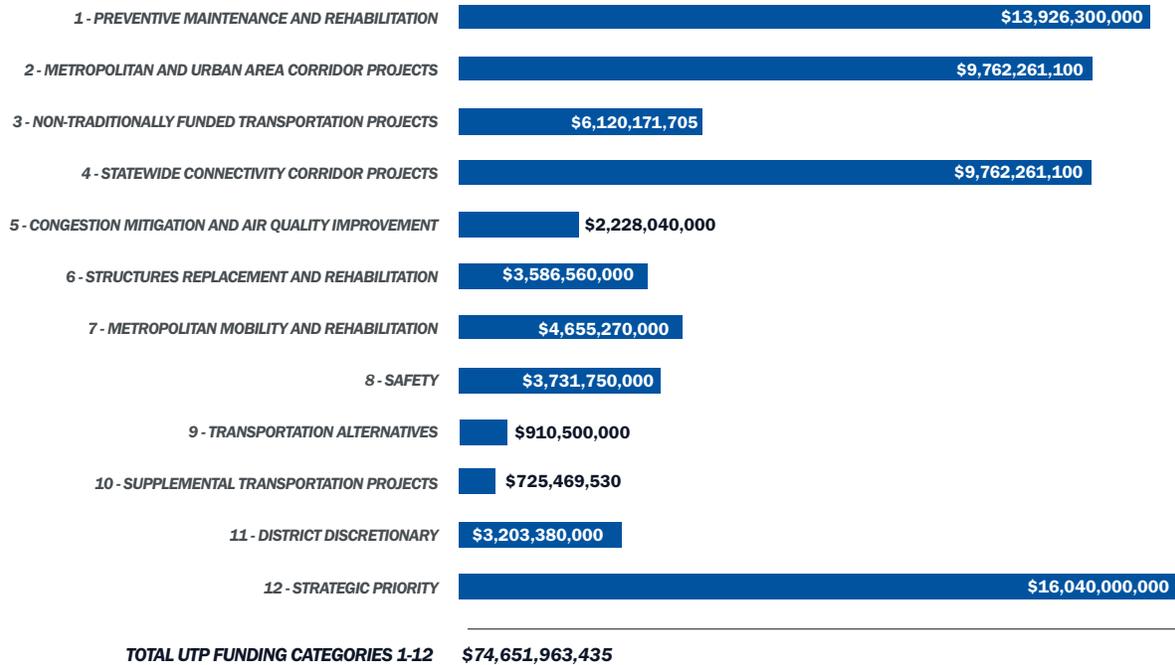
Step 5: Prioritize Potential Transportation Projects Locally

Districts and MPOs continually evaluate needs on the state highway system and identify locations with critical safety, preservation, or mobility issues. They also identify needs through long-range planning and public involvement. (For more see: [Identifying Potential Transportation Projects](#), pg. 20).

The diverse geographic regions of Texas have different transportation needs. While some areas focus on relieving urban congestion, others

FIGURE 5

2021 UTP Funding Distribution by Category

**UTP Development Steps - Continued**

need to address rural highway capacity or the impacts of energy industry traffic. Accordingly, TxDOT districts and MPOs customize their own metrics for identifying the most important transportation projects in their respective regions. However, all evaluation criteria must align with TxDOT's statewide strategic goals, performance measures, and targets for the transportation system.

TxDOT provides its districts and partnering MPOs with a software application to compare candidate projects based on their projected benefits to the Texas transportation system. The application evaluates each project's potential impact on safety, preservation, congestion, and connectivity, as well as its economic and environmental effects. TxDOT uses this data-driven approach to select the projects with the best return on investment.

Once the districts and MPOs have identified their highest priority projects, they assess the work that will be needed to make the projects a reality. Project development activities can include detailed planning, engineering design, environmental analysis, public involvement, right-of-way acquisition, and utility relocations. Potential projects, however, are not eligible to complete development activities until they are matched with available funding from a UTP category and preliminarily scheduled within the UTP's 10-year time frame.

Step 6: Match Priority Projects to Allocated UTP Funding

Once a project is selected, TxDOT refines the construction cost estimate and identifies potential funding. The process of matching

selected transportation projects to available funds is known as programming.

Adhering to the UTP planning targets, TxDOT districts collaborate with the MPOs to assign funding from each applicable UTP category to the priority projects in their regions. A project may be programmed with dollars from multiple UTP categories if the project type is eligible. However, the UTP planning targets limit the dollar amount that each district or MPO can program from certain categories. At this point, projects are also assigned a preliminary construction date within the UTP's 10-year time frame.

TxDOT staff in each district enter project details, such as locations and cost estimates into an agency-wide information system. TxDOT headquarters staff compile this data centrally to assess the state's overall portfolio of projects and to evaluate projects proposed by districts and MPOs for statewide UTP funding categories.

The Commission must authorize all proposed programming of funds from Categories 2, 4, and 12, as required by Texas Administrative Code. This authorization occurs through the annual UTP adoption.

Step 7: Select Projects Competing for Statewide Funding Categories

Projects funded through certain statewide categories are selected by TxDOT divisions with corresponding specializations. For example, TxDOT's Bridge Division manages Category 6 - Bridge based on measures of bridge conditions around the state. For statewide

UTP Development Steps - Continued

categories in which the Texas Transportation Commission selects projects, TxDOT's TPP Division ranks candidate projects submitted by TxDOT districts to determine which ones best accomplish the state's strategic goals, performance measures, and targets, and address various logistical and strategic considerations. The Commission uses this information to inform its final selection decisions.

TxDOT also uses a software application in step 7 to compare and rank candidate transportation projects based on their projected benefits and impacts ([Figure 6](#)).

Step 8: Produce UTP Document

TxDOT's TPP Division produces the draft UTP document, which lists the projects funded through categories 2, 4, and 12 – including those previously authorized in past years and newly submitted for approval. To reduce the volume of printed information, all projects funded through the other UTP categories (as well as Categories 2, 4, and 12) can be found on [Project Tracker](#), TxDOT's online project reporting system.

Step 9: Conduct Statewide Public Involvement

The UTP defines the future shape of the state's transportation system, which in turn affects the quality of life for all Texans. Accordingly, input from the public helps the UTP reflect the values and views of Texas residents, and TxDOT actively engages the public to gather comments before the plan is approved. As part of the annual UTP development process, TxDOT conducts a public meeting and a public hearing prior to the Texas Transportation Commission's adoption of the plan. During these events, members of the public can learn more about the UTP and submit comments on any aspect of the plan.

TxDOT offers many opportunities for public involvement. They include multiple-stage stakeholder workshops, public meetings, and hearings during development of its many planning components, including the SLRTP, Freight Mobility Plan, Texas-Mexico Border Transportation Infrastructure Plan, and other transportation mode plans. Additionally, TxDOT holds meetings and hearings at the local level for individual transportation projects. Residents do not have to wait for a statewide UTP meeting to voice their opinions about significant highway projects proposed in their communities. Localized outreach through the TxDOT district offices helps residents connect.

Step 10: Present the UTP to the Texas Transportation Commission for Adoption

TxDOT staff formally present the final proposed UTP for adoption at a scheduled meeting of the Texas Transportation Commission. Per Texas Administrative Code, the Commission must adopt the UTP no later than August 31 each year.

ONGOING UTP MANAGEMENT

Transportation System Performance Management

Throughout the year, TxDOT collects data on the performance of the state transportation system and evaluates trend lines based on that data. The data includes information on crash rates, traffic counts, pavement scores, and bridge conditions. TxDOT must also monitor changing conditions to inform future decisions. Based on the findings, the Texas Transportation Commission may adjust the performance measures and targets in the next SLRTP or the funding distribution strategy in the next UTP.



UTP Portfolio Management

In addition to the UTP's annual development and adoption cycle, TxDOT must actively manage the statewide portfolio of planned transportation projects year-round. The UTP's collection of approximately 8,000 projects is large and dynamic. Cost estimates, schedules, and development risks may change for a number of projects throughout the year.

TxDOT district and division staff monitor the entire portfolio so that the volume and mix of projects progressing through the stages of development align with future cash, performance measures, and targets. For the UTP to function properly, programmed funding must be aligned with UTP planning targets, projects must be aligned with UTP authority levels, and project development milestones must be aligned with scheduled let dates. Maintaining all of these elements requires a joint management effort across TxDOT's districts and divisions.

PROJECT SELECTION AND DEVELOPMENT

Identifying Potential Transportation Projects

Every TxDOT project starts by determining a need on the state highway system. Some transportation problems, like traffic chokepoints, may be highly visible to the public, while other issues, like bridge structure deficiencies or crash patterns, may be less apparent without technical analysis. To assess the range of needs, TxDOT and its local planning partners, like MPOs and Rural Planning Organizations (RPOs), continually gather information about highway conditions and pinpoint locations that have critical safety, preservation, or mobility concerns.

MPOs, whose boards include local elected officials, are particularly familiar with the unique transportation needs of their areas and play

a major role in determining potential projects. TxDOT and the state's MPOs produce plans that evaluate the existing transportation network, forecast future travel demand, and incorporate public opinion. Additionally, any elected official or resident may directly contact TxDOT or its planning partners about a transportation issue.

Once a need has been identified, TxDOT and its partners consider whether possible infrastructure solutions are warranted, given the severity of the problem and the characteristics of the location.

Tables 1-3 outline examples of common needs and potential improvements associated with TxDOT's three strategic goals: Promote Safety, Preserve Our Assets, and Optimize System Performance. Note that the three strategic goals are not mutually exclusive and one project type may address multiple goals.

TABLE 1
 **Promote Safety**
 Vision: Reduce crashes and fatalities

NEED	POTENTIAL IMPROVEMENTS	IN 2021 UTP
Increase safety at intersections	<ul style="list-style-type: none"> • Install traffic signal or rail crossing equipment • Construct turn lane or deceleration lane • Convert intersection to innovative design • Construct grade separation or overpass 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓
Reduce lane departures and head-on crashes	<ul style="list-style-type: none"> • Install center-line rumble strips • Install median barrier • Convert two-way frontage road to one-way • Convert undivided roadway to divided • Add passing lanes on two-lane highway 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓
Reduce run-off-road crashes	<ul style="list-style-type: none"> • Install edge-line rumble strips or profile striping • Increase pavement skid resistance • Install guard rail • Add or widen shoulders (for increased recovery area) • Adjust roadway curve or superelevation (tilt) 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓
Reduce collisions with bicyclists and pedestrians	<ul style="list-style-type: none"> • Install traffic signal or pedestrian hybrid beacon • Install crosswalk or median island at intersection • Construct bike path, bike lane, or sidewalk • Construct pedestrian bridge 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓
Mitigate roadway obstacles	<ul style="list-style-type: none"> • Prevent or repair pavement deterioration • Add or widen shoulders (for stopped vehicles) • Reduce danger of fixed objects (trees, culverts, etc.) • Increase vertical clearance for bridge or overpass • Make emergency repairs due to crashes, weather, etc. 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓
Improve driver awareness	<ul style="list-style-type: none"> • Install warning signs and pavement markings • Install roadway lighting • Build safety rest areas (prevent drowsy driving) 	<ul style="list-style-type: none"> ✓ ✓ ✓

TABLE 2



Preserve Our Assets

Vision: Maintain and preserve transportation system conditions

NEED	POTENTIAL IMPROVEMENTS	IN 2021 UTP
Prevent pavement deterioration	<ul style="list-style-type: none"> • Apply protective coating or layer of asphalt • Widen shoulders (to prevent edge cracking) • Install drainage and erosion control • Conduct full-depth repair • Reconstruct pavement 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓
Prevent bridge deterioration	<ul style="list-style-type: none"> • Maintain bridge components (joints, bearings, etc.) • Rehabilitate bridge deck, substructure, or superstructure • Replace full bridge 	<ul style="list-style-type: none"> ✓ ✓ ✓
Prevent bridge strikes	<ul style="list-style-type: none"> • Install clearance signs or vehicle detection system • Increase vertical clearance for bridge or overpass 	<ul style="list-style-type: none"> ✓ ✓
Respond to disasters and emergencies	<ul style="list-style-type: none"> • Repair highway assets damaged by wind or flood • Repair highway assets damaged by vehicle crashes • Stabilize eroded slopes and banks 	<ul style="list-style-type: none"> ✓ ✓ ✓

TABLE 3



Optimize System Performance

Vision: Enhance mobility, reliability, and connectivity, and mitigate congestion

NEED	POTENTIAL IMPROVEMENTS	IN 2021 UTP
Increase capacity on existing roads	<ul style="list-style-type: none"> • Construct additional main lane(s) • Construct frontage road lane(s) • Widen bridge • Convert non-freeway to limited-access freeway 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓
Improve traffic flow on existing roads	<ul style="list-style-type: none"> • Install traffic mgmt. technology (cameras, digital signs, etc.) • Construct turn lanes or turnaround lanes • Convert intersection to innovative design • Construct grade separation/overpass • Add passing lanes on two-lane highway • Reconfigure freeway ramps • Add freeway auxiliary lane • Construct direct connectors at freeway interchange • Construct managed lanes (express, HOV, etc.) 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓
Provide alternate routes	<ul style="list-style-type: none"> • Construct new location urban roadway • Construct rural relief route around city or town • Construct frontage road • Upgrade ferry facilities at coastal crossings 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓
Improve commute alternatives	<ul style="list-style-type: none"> • Enhance local transit operations • Construct bike paths, bike lanes, or sidewalks 	<ul style="list-style-type: none"> ✓ ✓
Improve ride quality	<ul style="list-style-type: none"> • Prevent or repair pavement deterioration 	<ul style="list-style-type: none"> ✓

Scoring and Prioritizing Projects

To objectively evaluate projects for inclusion in the UTP, TxDOT quantifies each candidate project’s benefits to the Texas highway system using data-driven criteria.

DISTRICTS AND MPOS

TxDOT provides its districts and partnering MPOs with a software application to rank candidate projects against each other based on measures of safety, pavement and bridge preservation, congestion mitigation, connectivity, economic development, and environmental impact.

The process taps into TxDOT’s wealth of roadway data to calculate project scores. For example, when assessing the congestion objective, the software pulls TxDOT traffic count data for a candidate project’s location and estimates how the proposed improvement would affect traffic flow over time.

The scores assigned by the software are relative rather than absolute, meaning a project’s overall score is dependent on the group of projects with which it is compared. This method allows TxDOT and partnering MPOs to rank candidates against each other within a dynamic portfolio of projects but does not stamp a single, universal score on a project.

While the software application is a tool that enhances the project selection process, TxDOT and its partners must also consider other factors when making final decisions, including project costs, scheduling concerns, and public input.

STATEWIDE

Projects selected at the statewide level undergo an additional scoring step. To be considered for funding in Category 12 – Strategic Priority, which is awarded by the Texas Transportation Commission during the annual UTP cycle, TxDOT districts submit high-priority candidate projects identified through the local scoring and prioritization process. To assist the Commission with the evaluation of the Category 12 candidate projects, TxDOT’s TPP Division scores and prioritizes the projects.

First, the TPP Division evaluates each candidate project based on its alignment with current statewide priorities and transportation system needs. Scoring criteria include congestion factors, like ranking among the 100 Most Congested Roadways in Texas or location within a large urbanized area, as well as measures of connectivity need, like the average daily truck count and location on a priority highway network, such as the National Highway System, Texas Trunk System or Texas Freight Network.

In addition to the needs analysis, projects are scored on their projected performance outcomes. TxDOT’s TPP Division uses the same software application provided to the districts and MPOs to assess the potential impact of each Category 12 candidate project based on the proposed roadway improvements (see Figure 6 below).

Each project is then given a composite project score based on the needs and projected performance scores. The Commission evaluates these numbers alongside the prioritized ranking of projects provided by each district and MPO. This allows the Commission to consider local priorities and regional equity along with data-driven scores when making the final selections for Category 12 funding.

FIGURE 6
Project Selection Methodology



"Resources" website URLs are found on the Resources Page

Advancing Projects through the UTP

Transportation projects are identified years in advance of their actual funding and construction, and the UTP is focused on identifying and managing the volume of projects that are to be advanced from their planning phases through detailed project development to construction. For a project to become reality, it must pass through many developmental steps, including establishing a need or problem, exploring alternatives, studying potential impacts and costs, gathering input from the public and local officials, acquiring right of way, designing structures and roadways, and awarding construction contracts. At any point along this path, TxDOT and its planning partners (MPOs and regional transportation authorities) may alter their decisions to implement projects as a result of changing conditions or expectations, or the project may evolve based on changing community needs, environmental findings, or cost considerations.

Before a mobility or connectivity project reaches construction, it proceeds through TxDOT's three major stages of project advancement: Plan Authority, Develop Authority, and Construct Authority. In each stage, a project is authorized for specific progressive steps in the development and funding process.

PLAN AUTHORITY (OUTSIDE THE UTP)

Plan Authority is the holding area for proposed future projects. At this stage, a project is likely only a rough concept, and no funds may be expended on the project other than for feasibility studies and certain limited development activities. Many projects in Plan Authority will eventually enter the UTP development pipeline and be authorized for expenditures. Other proposed projects may be reconsidered or eliminated based on changing priorities.

DEVELOP AUTHORITY (UTP YEARS 5-10)

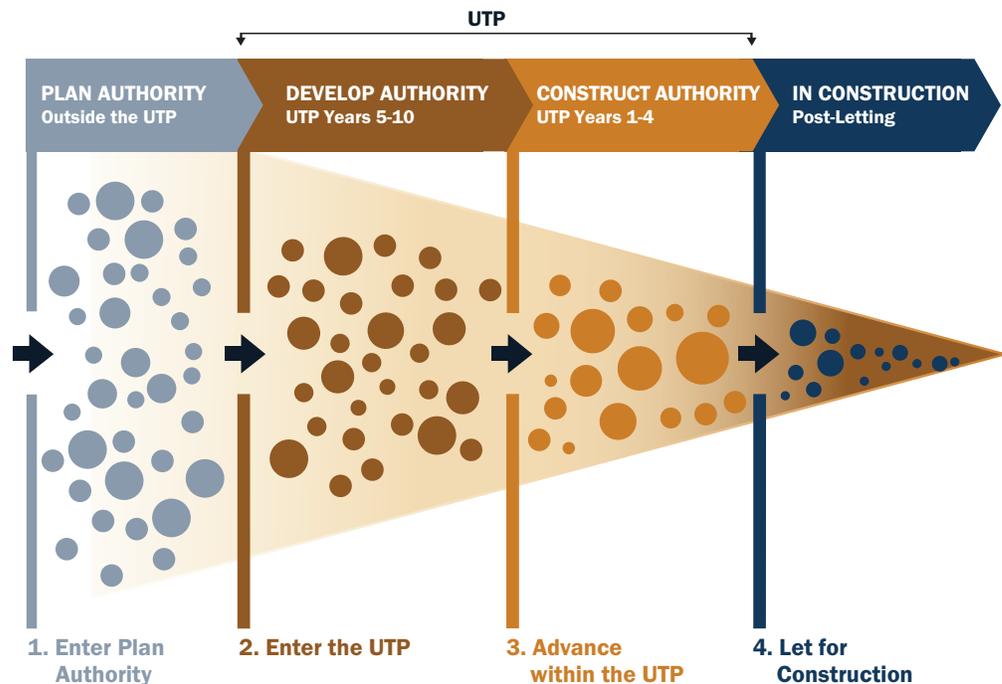
Projects in Develop Authority are authorized to begin preliminary design, environmental review, cost estimates, and other early development activities. To advance into Develop Authority, a project must rank highly among other potential projects at the regional level, and the project's estimated construction cost must fit within the 10-year planning constraints. With the authorization of the UTP, TxDOT districts determine when projects are ready to move into Develop Authority.

CONSTRUCT AUTHORITY (UTP YEARS 1-4)

Projects in Construct Authority can proceed to the final stages of development in preparation for construction. This includes completed plans, specifications, and estimates (PS&E); right of way acquisition; utility relocation; railroad adjustments; and other local agreements. To advance to Construct Authority, a project must be on track to let for construction in UTP years 1-4 based on its development progress. The project must also be fully funded for the amount of the estimated construction cost. TxDOT districts determine when projects are ready to move into Construct Authority.

Projects that will be ready for construction within the first two years of the UTP are listed in TxDOT's two-year Letting Schedule. Let Authority is considered a subset of Construct Authority.

FIGURE 7
A Project's Path through the UTP







WORKING FOR TEXANS: ROAD TO ZERO

Texas roadways have seen at least one fatality every day for almost 20 years. Because of this, TxDOT created a new initiative, Road to Zero, and set a goal of ending all roadway fatalities. The Texas Transportation Commission solidified its commitment to this initiative in August 2019 with the addition of \$600 million to UTP Category 8 (Safety) for fiscal years 2020 and 2021.

With this additional funding, roadways across the state will receive the safety upgrades needed to create a safer environment for all Texas drivers. With this initiative, TxDOT and the Commission have set two goals:

- Cut annual fatal crashes in half between 2019 and 2035.
- Reduce the number of fatal crashes to zero by 2050.

Cutting the number of fatal crashes in half by 2035 would reduce annual fatalities to about 1,800 per year. For more information, see [Category 8 table, pg. 196](#).

Pictured above: TxDOT Traffic Safety Division Director Michael Chacon, Texas Transportation Commissioner Laura Ryan, Texas Highway Patrol Assistant Chief Hank Sibley and Maggie Gunnels PhD at the 2020 Texas Transportation Forum in San Antonio.

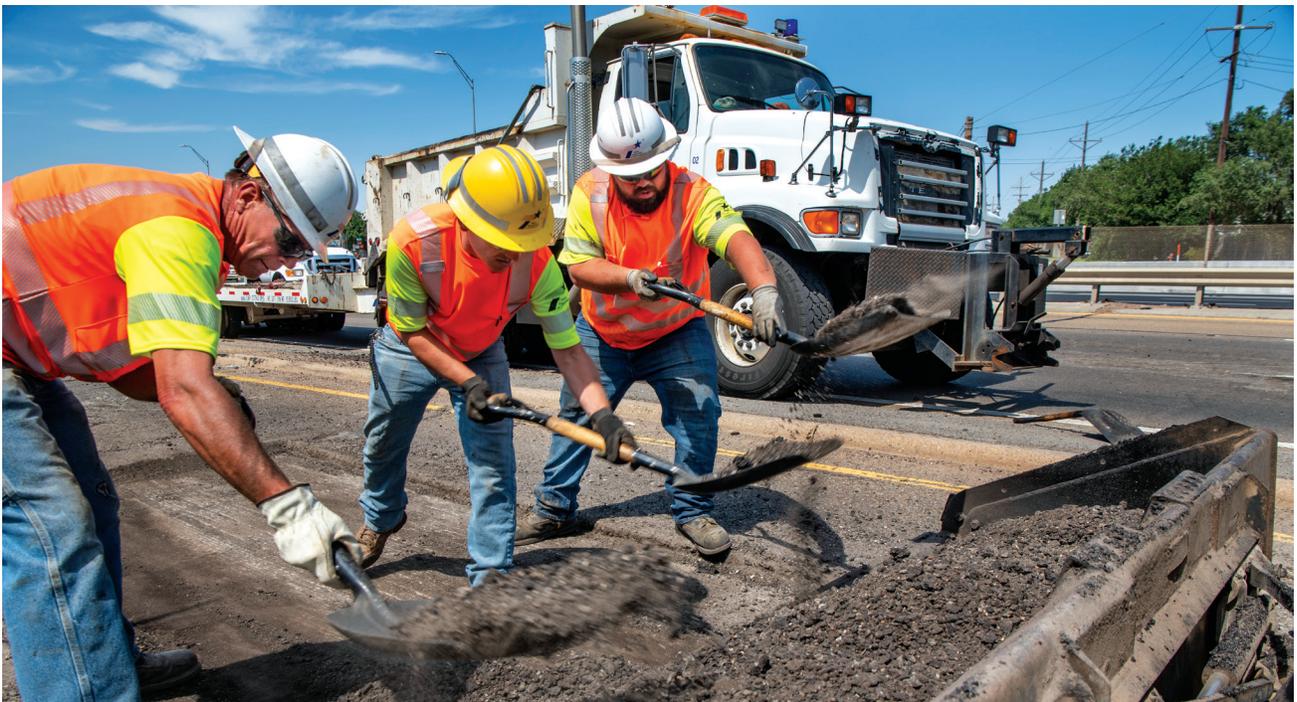
UTP

FUNDING

For TxDOT to plan future transportation projects, the department must have an idea of how much future funding will be available for project development and delivery. Therefore, financial forecasting is one of TxDOT's critical functions when developing the Unified Transportation Program (UTP). The department's Financial Management Division is responsible for producing a forecast of potential cash flow over the next 10 years that becomes the foundation for the UTP.

The UTP is fiscally constrained by the planning cash forecast, which means TxDOT can only develop projects that it can afford to execute within potential funding limits. For TxDOT to have the right volume of projects ready for construction in the years ahead, the UTP must be based on a reasonable estimate of future cash flow.

TxDOT's transportation revenues are comprised of a combination of state funds appropriated by the Texas Legislature and federal highway funds appropriated by Congress. In addition, local governments contribute resources to certain projects to help offset project funding needs.



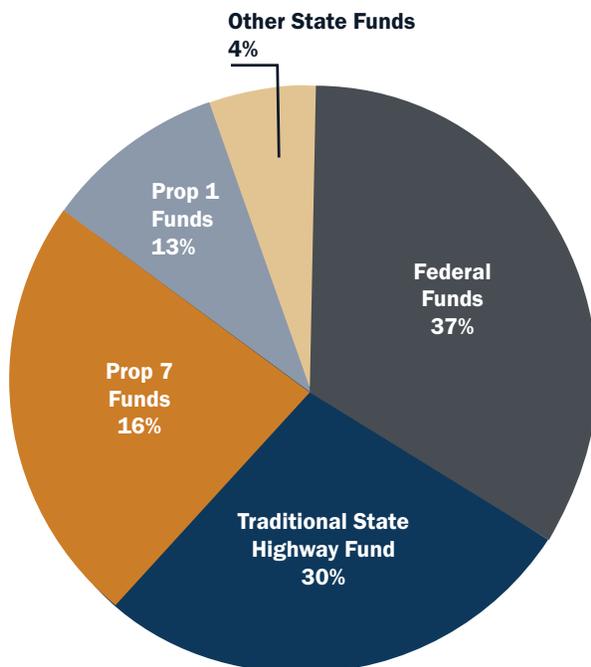
THE COMPLEXITY OF TRANSPORTATION FUNDING

Funding for transportation projects has become more varied and complex over the past 20 years as new funding sources have been introduced to supplement conventional gasoline and diesel taxes. Consequently, this evolution has added layers to TxDOT's cash forecasting and project planning.

For decades, state and federal fuel tax revenues were sufficient to pay for the state highway system. However, over time, the rates on these taxes remained unchanged while Texas' population continued to boom. In the mid-2000s, as the state's transportation needs began to outpace its financial resources, the Texas Legislature gave TxDOT the authority to finance projects with bond debt. The proceeds from these bonds, referred to as Texas Mobility Fund bonds and Propositions 12 and 14 bonds, have since been completely allocated to transportation projects. The subsequent debt repayment will now be an important factor in TxDOT's financial planning for many years.

After the borrowing capacity was exhausted, the Legislature, with voter approval, provided two new sources of funding known as Propositions 1 and 7 in 2014 and 2015 respectively, with the first deposits beginning several years later. These measures, for the first time, directed portions of the state's oil and gas production taxes and sales taxes to the State Highway Fund. These initiatives significantly increased the expected revenues in TxDOT's planning cash forecast and, in turn, the UTP. At the same time, the dissipation of other funding sources, such as bond proceeds, have partially offset these gains.

FIGURE 8
TxDOT Funding Sources FY 2021-2022



CASH FORECAST

Forecast Foundations

TxDOT's Financial Management Division (FIN) produces a series of short and long-term cash forecasts, which provide an analysis of how much money TxDOT has expended and may potentially be available in the future.

On a monthly basis, FIN tabulates the department's revenues and expenditures, both past and future, as well as the monthly ending balances for TxDOT's various funding sources, such as the State Highway Fund. Based on changes in cash flow, the department may adjust planned outlays as needed. This cash management process helps TxDOT maximize available funds to cover ongoing operational and construction expenses.

The monthly cash forecast also shapes the development of the two-year letting schedule and establishes fiscal constraint for TxDOT's monthly letting, when contractor bids are accepted for construction projects.

Future revenue projections are based on an analysis of historical trends, recent legislative changes, the Texas Comptroller's estimate of state revenues, evolving economic conditions, and other factors. Additionally, estimates consider developments in Washington, D.C., regarding federal transportation funding.

The monthly cash forecast also accounts for changes in cash flow based on construction project cost fluctuations, like underruns and overruns from actual highway contract bids, or change orders on active construction projects.

Planning Cash Forecast

In September of each year, FIN produces the Planning Cash Forecast, which estimates cash flow over the next 10 years. The projected revenue forms the foundation of the UTP by setting the funding limits for the plan. Given that many factors could change over the course of a decade, TxDOT must make assumptions about the future performance of its funding sources when generating this forecast.

Some transportation revenue streams are more steady and predictable than others. Traditional funding sources, like the state's motor fuels tax, generally follow a stable trend from year to year. Some newer sources, however, such as oil and gas production taxes from Texas' Proposition 1, are more susceptible to fluctuations in the economy or the state budget. Some sources also have preset expiration dates in state law, and would need legislative action to continue.

The FIN balances the risk of unpredictable cash flow with the need to prepare for potential future funding. While a more conservative

baseline cash forecast is prepared using current law and assumptions with historically lower variability, the Planning Cash Forecast incorporates additional assumptions that allow TxDOT to plan for less predictable funding sources, and to be prepared if eventual funding levels exceed the baseline projections. However, the planning forecast, like the UTP, does not guarantee funding will ultimately be available for any specific project.

Forecast Assumptions

Traditional State Highway Fund

Developed in fall 2019, the planning cash forecast for the 2021 UTP incorporates recent historical trends and anticipated future growth rates to project revenues from the state motor fuels tax, vehicle registration fees, and other traditional State Highway Fund sources. The state motor fuels tax, which is the largest revenue source for the State Highway Fund, has historically been more predictable than other funding streams, as it tracks closely with state population and economic growth.

Proposition 1

Proposition 1, passed by Texas voters in 2014, is a constitutional amendment that directs a portion of the state's oil and gas production tax revenue to the State Highway Fund for non-tolled highway construction, maintenance, and rehabilitation projects. The first transfer took place in FY 2015.

For the planning cash forecast, Proposition 1 transfer projections for FY 2021 and FY 2022 were based on the Texas Comptroller's latest Certification Revenue Estimate. Transfer projections for later years were based on a hypothetical 10-year historical average assuming Proposition 1 had been in place for all of the previous 10 years. The last transfer of Proposition 1 is set to occur in FY 2035, when the law will expire, if the legislature does not extend it.

Factors potentially affecting future Proposition 1 funding levels include annual fluctuations in oil and gas production activity and the requirement that a joint House and Senate committee sets a minimum balance for the state's Economic Stabilization Fund each legislative session. A higher minimum balance could mean less Proposition 1 funding available for the State Highway Fund, since Proposition 1 transfers are dependent upon the Economic Stabilization Fund minimum balance being maintained.

Proposition 7

Proposition 7 is a constitutional amendment passed by Texas voters in 2015 that dedicates a portion of the state's general sales tax and motor vehicle sales tax revenues to the State Highway Fund for non-tolled highway construction, maintenance, and rehabilitation projects. Once statewide collections exceed \$28 billion, up to \$2.5 billion from



the general sales tax is transferred to the State Highway Fund each year. Beginning in FY 2020, a portion of the motor vehicle sales tax will be transferred to the State Highway Fund once statewide collections from that tax exceed \$5 billion.

Factors potentially affecting future Proposition 7 funding levels include the possibility of state sales tax and motor vehicles tax collections falling short of expectations, as well as provisions in state law allowing the Texas Legislature to reduce Proposition 7 appropriations by up to 50 percent in any given year, or to appropriate Proposition 7 funds to repay debt on past transportation bonds. In 2019, the Legislature exercised the latter option and appropriated approximately \$597 million from Proposition 7 to pay bond debt service in FY 2020-2021. That amount would otherwise have been allocated to highway project development and construction.

Federal Funds

In TxDOT’s latest planning cash forecast, federal reimbursement estimates were based on provisions of the federal transportation authorization bill, known as the Fixing America’s Surface Transportation (FAST) Act, as well as updated projections for federal motor fuels tax collections. The FAST Act expires at the end of FY 2021, but for planning purposes the forecast assumes that federal funding will continue through FY 2030 at similar levels.

Expenditures

Because many highway construction projects require incremental reimbursements to contractors over multiple years, the payout schedules of individual projects directly affect the cash forecast’s estimate of future expenditures. For the 2021 UTP planning cash forecast, expenditure projections were updated for future and active projects, including pass-through finance, existing design-build, comprehensive development agreement, and other non-traditional projects.

Transportation Development Credits (TDCs)

Transportation development credits, also known as toll credits, allow states to substitute previous toll-financed investments for state matching funds on current Federal-Aid projects. The credits are earned when the state, a toll authority, or a private entity funds a transportation project with toll revenues earned on existing toll facilities. By using TDCs to substitute for the required state or local share on a new federally funded project, the federal share can effectively be increased to 100 percent. The use of TDCs increases the flexibility of which projects use the state and local share, but does not increase the total potential funding in the UTP.

TABLE 4

Transportation Development Credit Balances

as of May 6, 2020

Account	Account Balance (\$)
Capital Area Metropolitan Planning Organization	789,936,151
Houston-Galveston Area Council of Governments	1,019,625,819
North Central Texas Council of Governments	802,046,951
Statewide	521,582,841
Public Transit	15,000,000
TOTAL	3,148,191,762

TxDOT FUNDING SOURCES

Federal Funds

Revenues collected from federal motor fuels taxes are deposited in the federal Highway Trust Fund. These funds are appropriated by Congress through the Federal-Aid Highway Programs and distributed to each state. Most TxDOT projects are funded with both federal and state funds, with the most common share being 80 percent federal, 20 percent state. The Federal Highway Administration (FHWA) reimburses TxDOT for qualified project expenditures as they are paid out.

Other State and Local Funds

Other types of less common state funds also held in State Highway Fund subaccounts include State Infrastructure Bank loan repayments and project-specific surplus toll and comprehensive development agreement (CDA) revenues. Local participation may come from cities or counties in the form of funding agreements with TxDOT to expedite certain projects. Texas Mobility Fund taxes and fees are held in a fund separate from the State Highway Fund.

State Funds

The State Highway Fund is TxDOT's principal fund. Most of the taxes and fees deposited in the State Highway Fund are dedicated by the Texas Constitution to support state highways. The primary sources of State Highway Fund revenues are the state motor fuels tax, vehicle registration fees, sales taxes (Proposition 7), and the oil and gas production tax (Proposition 1). Revenues from Propositions 1 and 7 are held in special subaccounts of the State Highway Fund.

Funding Sources in UTP Categories

The UTP is organized into 12 funding categories, each one addressing a specific type of project or range of eligible activities. The funding within most categories comes from a mixture of state and federal sources (Figure 9). The UTP does not separate state funding sources into distinct categories. Rather, traditional State Highway Fund revenues and Proposition 1 and 7 funds are spread across all state-funded categories. Some federal programs, like the Surface Transportation Block Grant (STBG), flow through nearly all categories, while other narrower programs, like Congestion Mitigation and Air Quality Improvement (CMAQ), can only be used toward certain UTP categories. This determination is made based on the requirements of each federal program and the types of projects that are eligible under each UTP funding category. *For more information, see Table 9, pg. 184.*

FIGURE 9
TxDOT Funding Sources
by UTP Category

FUND DEFINITIONS

FEDERAL FUNDS APPROPRIATED BY CONGRESS THROUGH THE FEDERAL HIGHWAY TRUST FUND
STATE FUNDS APPROPRIATED BY THE TEXAS LEGISLATURE THROUGH THE STATE HIGHWAY FUND
OTHER STATE & LOCAL FUNDS INCLUDES THE TEXAS MOBILITY FUND, BOND REVENUE, CONCESSIONS AND REGIONAL TOLL REVENUE, AND LOCAL FUNDS

**WHILE FUNDING IN THESE CATEGORIES IS PRIMARILY FROM FEDERAL SOURCES, STATE FUNDING MAY ALSO BE USED.*

12 FUNDING CATEGORIES		FEDERAL FUNDS	STATE FUNDS	OTHER STATE & LOCAL FUNDS
1	PREVENTIVE MAINTENANCE AND REHABILITATION	●	●	○
2	METRO AND URBAN AREA CORRIDORS	●	●	○
3	NON-TRADITIONALLY FUNDED PROJECTS	○	●	●
4	STATEWIDE CONNECTIVITY CORRIDORS	●	●	○
5	CONGESTION MITIGATION AND AIR QUALITY*	●	○	○
6	STRUCTURES REPLACEMENT (BRIDGES)	●	●	○
7	METROPOLITAN MOBILITY & REHABILITATION*	●	○	○
8	SAFETY	●	●	○
9	TRANSPORTATION ALTERNATIVES*	●	○	○
10	SUPPLEMENTAL TRANSPORTATION PROJECTS	●	●	○
11	DISTRICT DISCRETIONARY	●	●	○
12	STRATEGIC PRIORITY	●	●	○

OCTOBER 2019

TxDOT Planning Cash Forecast – 2021 UTP

Fiscal Year	Traditional State Highway Fund ¹	SH 121 Toll (Dallas-Fort Worth)	SH 161 Toll (Dallas-Fort Worth)	Proposition 1 ²	Proposition 7 ³	TOTAL AVAILABLE FOR LETTING (\$)
FY 2021 Forecast	4,112,155,410	8,362,158	4,575,987	715,103,558	1,187,673,336	6,027,870,449
FY2022 Forecast	3,584,742,695	3,650,000	-	1,420,800,000	1,130,230,573	6,139,423,268 *220,110,609
FY2023 Forecast	3,747,325,701	-	-	916,000,000	2,851,849,390	7,515,175,091 *130,700,000
FY2024 Forecast	3,812,384,352	-	-	796,000,000	2,160,229,449	6,768,613,801 *98,900,000
FY2025 Forecast	3,877,955,464	10,370,168	-	696,000,000	1,700,894,487	6,285,220,119 *91,700,000
FY2026 Forecast	3,691,389,173	-	-	1,036,000,000	2,767,293,338	7,494,682,511 *76,100,000
FY2027 Forecast	3,729,262,714	-	-	1,036,000,000	2,569,828,310	7,335,091,024 *43,200,000
FY2028 Forecast	3,779,627,721	-	-	1,036,000,000	2,202,997,878	7,018,625,599 *9,400,000
FY2029 Forecast	3,827,735,824	-	-	1,036,000,000	2,301,324,724	7,165,060,548
FY2030 Forecast	3,876,591,861	-	-	1,036,000,000	2,148,059,381	7,060,651,242

*Additional allocations (ROW/ENG transfers)⁴

For the purposes of this planning forecast:

1 Includes estimated federal redistribution of \$500 million in FY2021 and \$250 million in FY2022-FY 2025. Of that amount only \$250 million is included in the baseline forecast in FY2021. For FY2022 - FY2025, 77.5 percent of estimated federal obligation authority is shown as letting (22.5 percent Project Development). The baseline cash forecast extends FY2020 FAST levels thru FY2021. SHF funding includes a \$1.1 billion reduction for projected TERP transfers per HB 3745, 86th Legislature.

2 Baseline Proposition 1 funding estimate for FY2021 comes from the 2020-2021 Biennial Revenue Estimate (BRE) May 2019 revision. The FY2022 transfer was projected based on oil and natural gas production revenue levels in the 2020-2021 BRE. The planning scenario reflects recent updates in the Comptroller's 2020-2021 Certification Revenue Estimates (CRE). FY2023 – FY2035 transfers will depend upon future oil and gas production tax revenue levels along with future legislative action and are therefore not a part of the base forecast. For planning purposes, 80 percent of assumed Proposition 1 transfer revenue is shown as letting during FY2022 - FY2030, which were estimated based on a ten year average of actual and potential transfers (FY2013-FY2022), had Proposition 1 been in place for all of those years and excluding the highest/lowest transfers within that ten year period. Proposition 1 transfers are set to expire in FY2035 per provisions in SB 962, 86th Legislature.

3 Proposition 7 includes reductions for FY2020 - FY2021 Proposition 12 debt service and Motor Vehicle Sales Tax (MVST) projections per the 2020-2021 CRE. The base forecast reduced debt service from each year individually. The last MVST transfer will be in FY2029 without further legislative action, however estimated transfers are continued for scenario purposes.

4 Anticipated Right of Way and Engineering transfers needed for future development costs of design build projects. ROW & ENG transfers for FY2021 are included within the planning forecast funding levels.

Letting is a contract award amount. The letting figures above will have cash expenditures during the year of letting and during future years until the projects are completed. Those expenditure projections are not included on this page.





Pictured above: State Representative Rafael Anchia, State Senator Royce West, Texas Transportation Chairman Bruce Bugg, and Dallas County Judge Clay Jenkins at a TexasClearLanes project groundbreaking in the Dallas region.

WORKING FOR TEXANS: TEXAS CLEAR LANES

TxDOT's goal is to address gridlock for Texas drivers statewide. The department puts Texans and dollars to work to deliver on this commitment. In November of 2014 and 2015, Texas voters approved extra funding in the form of two amendments:

- Proposition 1 – Directs a portion of oil and gas tax revenues into the State Highway Fund.
- Proposition 7 – Directs a portion of the state's general sales and use tax, motor vehicle sales, and rental taxes to the State Highway Fund.

With this additional funding and collaboration with local transportation leaders across the state, TxDOT is compiling and developing critical projects in an effort to address congestion. These projects have now been approved and included in the state's Unified Transportation Program (UTP), the 10-year project development plan. Visit the [Texas Clear Lanes website](#) [🔗](#) to learn more about major projects currently underway in these areas.

"Resources" [🔗](#) website URLs are found on the Resources Page

UTP FUNDING CATEGORIES

As required by Texas Administrative Code, TxDOT organizes the Unified Transportation Program (UTP) into 12 prescribed funding categories that address specific project types or ranges of eligible activities. The UTP must also list certain projects TxDOT intends to develop or begin constructing during the 10-year UTP period and identify the categories through which each project is funded.

The Texas Transportation Commission sets broad investment levels for the UTP by determining how much funding goes into each category. Once the available funding is distributed across the categories, selected projects are matched to eligible funds. A single project may be funded from multiple categories, based on the type of project and its characteristics. Projects are selected by metropolitan planning organizations (MPOs), TxDOT districts, certain TxDOT divisions, or

the Texas Transportation Commission, depending on the category. In addition, categories may be either project-specific or based on allocations. Funding in project-specific categories is awarded to individual projects around the state, while allocation categories are distributed by formula to TxDOT districts or divisions, which subsequently manage the project selection and programming. The following pages outline the rules for each category.

Funding for other programs, including the Public Transportation, Maritime, Aviation, Rail, and Freight Programs, are organized at the program level and are not distributed through the UTP's funding categories.



TABLE 5

Common Project Types in the UTP Funding Categories

The tables below list the most common project types funded through each category in the 2021 UTP, as well as the statewide strategic goals that each project type addresses. All 12 UTP funding categories address all three strategic goals to varying degrees.

	% OF PROGRAMMED FUNDS	STRATEGIC GOALS		
		PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
CATEGORY 1 - PREVENTIVE MAINTENANCE AND REHABILITATION				
Roadway surface treatment	46%	●	●	●
Roadway rehabilitation and restoration	40%	●	●	●
Traffic signals, lighting, signs	3%	●	●	●
Rural passing lanes (Super 2)	3%	●	●	●
All other project types	8%	●	●	●
CATEGORY 2 - METROPOLITAN AND URBAN CORRIDORS				
Road widening (freeway or non-freeway)	71%	●	●	●
Interchange improvements	15%	●	●	●
Roadway operational improvements	7%	●	●	●
All other project types	7%	●	●	●
CATEGORY 4 - CONNECTIVITY CORRIDORS				
Road widening (freeway or non-freeway)	68%	●	●	●
Interchange improvements	10%	●	●	●
New-location rural highway	8%	●	●	●
Roadway operational improvements	7%	●	●	●
Rural passing lanes (Super 2)	5%	●	●	●
All other project types	2%	●	●	●
CATEGORY 5 - CONGESTION MITIGATION AND AIR QUALITY				
Intersection or interchange improvements	52%	●	●	●
Bike and pedestrian infrastructure	28%	●	●	●
Traffic management technology	11%	●	●	●
Public transit and commute alternatives	8%	●	●	●
All other project types	1%	●	●	●
CATEGORY 6 - STRUCTURES (BRIDGE)				
Bridge replacement	88%	●	●	●
Bridge maintenance	6%	●	●	●
Bridge rehabilitation or widening	6%	●	●	●
CATEGORY 7 - METROPOLITAN MOBILITY AND REHABILITATION				
Road widening (freeway or non-freeway)	52%	●	●	●
New-location urban roadway	16%	●	●	●
Roadway operational improvements	7%	●	●	●
Roadway rehab and restoration	4%	●	●	●
Bridge improvements	4%	●	●	●
All other project types	17%	●	●	●
CATEGORY 8 - SAFETY				
Medians, guard rails, barriers	37%	●	●	●
Shoulders, turn lanes, passing lanes	21%	●	●	●
Traffic signals, lighting, signs	18%	●	●	●
Intersection or rail crossing improvements	17%	●	●	●
Rumble strips	6%	●	●	●
All other project types	1%	●	●	●
CATEGORY 9 - TRANSPORTATION ALTERNATIVES				
Bike and pedestrian infrastructure	84%	●	●	●
Public transit	12%	●	●	●
Safety rest areas	3%	●	●	●
All other project types	1%	●	●	●
CATEGORY 10 - SUPPLEMENTAL TRANSPORTATION PROGRAMS				
State park roads	22%	●	●	●
Border crossing infrastructure	21%	●	●	●
Sidewalk accessibility	16%	●	●	●
Road widening (includes federal earmarks)	16%	●	●	●
Landscape enhancement	2%	●	●	●
All other project types	23%	●	●	●
CATEGORY 11 - DISTRICT DISCRETIONARY				
Roadway rehabilitation and restoration	51%	●	●	●
Road widening (freeway or non-freeway)	17%	●	●	●
Rural passing lanes (Super 2)	13%	●	●	●
Roadway surface treatments	10%	●	●	●
All other project types	9%	●	●	●
CATEGORY 12 - STRATEGIC PRIORITY				
Road widening (freeway or non-freeway)	75%	●	●	●
Interchange improvements	13%	●	●	●
New-location roadway	6%	●	●	●
All other project types	6%	●	●	●

● PRIMARY GOAL ADDRESSED

● SECONDARY GOAL ADDRESSED

Note: All Percentages are approximate

2021 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY	Description	Allocation or Distribution	Project Selection Guidelines
<p>1 Preventive Maintenance and Rehabilitation</p>	<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p>Preventive Maintenance A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> • 65% - On-system lane miles • 33% - Pavement distress score factor • 2% - Square footage of on-system-bridge deck area <p>Rehabilitation</p> <ul style="list-style-type: none"> • 32.5% - Three-year average lane miles of pavement with distress scores <70 • 20% - Vehicle miles traveled per lane mile (on system) • 32.5% - Equivalent single-axle load miles (on and off system and interstate) • 15% - Pavement distress scores pace factor <p><i>See note at end of section</i></p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY

2
Metropolitan and Urban Area Corridor Projects

Description

Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.

The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.

Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

Allocation or Distribution

Each MPO shall receive an allocation of Category 2 based on the following formula:

Category 2 Metropolitan (2M)

Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).

- 30% - Total vehicle miles traveled (on and off system)
- 17% - Population
- 10% - Lane miles (on system)
- 14% - Truck vehicle miles traveled (on system)
- 7% - Percentage of census population below the federal poverty level
- 15% - Based on congestion
- 7% - Fatal and incapacitating crashes

Category 2 Urban (2U)

Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).

Distribution Formula:

- 20% - Total vehicle miles traveled (on and off system)
- 25% - Population
- 8% - Lane miles (on system)
- 15% - Truck vehicle miles traveled (on system)
- 4% - Percentage of census population below the federal poverty level
- 8% - Centerline miles (on system)
- 10% - Congestion
- 10% Fatal and incapacitating crashes

Project Selection Guidelines

MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY

3
Non-Traditionally Funded Transportation Projects

Category 3 is 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. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.

Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

FUNDING CATEGORY

4
Statewide Connectivity Corridor Projects

Description

Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:

- Texas Highway Trunk System
- National Highway System (NHS)
- Connections to major sea ports or border crossings
- National Freight Network
- Hurricane evacuation routes

The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:

- Mobility corridors—High-traffic routes with potential need for additional roadway capacity
- Connectivity corridors—Two-lane roadways requiring upgrade to four-lane divided
- Strategic corridors—Routes that provide unique statewide connectivity, such as Ports-to-Plains

Allocation or Distribution

Category 4 Regional Connectivity
Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.

Category 4 Urban Connectivity
Funds distributed using the same formula as Category 2

Project Selection Guidelines

TxDOT districts select Category 4 Regional projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY

5
Congestion Mitigation and Air Quality Improvement

Category 5 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). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.

TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).

MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.

FUNDING CATEGORY

6
Structures Replacement and Rehabilitation (Bridge)

Category 6 addresses bridge improvements through the following sub-programs.

Highway Bridge Program

For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.

Bridge Maintenance and Improvement Program

For rehabilitation of eligible bridges on the state highway system.

Bridge System Safety Program

For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.

For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.

Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.

TxDOT's Bridge Division selects projects using a performance-based prioritization process.

Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.

Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/improvement needs.

Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.

FUNDING CATEGORY

7
Metropolitan Mobility and Rehabilitation

Description

Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.

Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.

Allocation or Distribution

TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.

Project Selection Guidelines

MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.

FUNDING CATEGORY

8
Safety

Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include new medians and shoulders; signals, lighting and signs; guard rails; and rumble strips.

Highway Safety Improvement Program (HSIP)

Safety-related projects on and off the state highway system. High Risk Rural Roads projects previously authorized remain in Category 8. Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under Category 9.

Safety Bond Program

Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis.

Systemic Widening Program

Roadway widening projects on the state highway system.

Federal Railway Set-Aside

Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings.

Road to Zero (RTZ)

Funding for the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.

Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.

TxDOT's Traffic Safety Division evaluates, ranks, and selects projects using federally mandated safety indices.

Highway Safety Improvement Program

Projects are evaluated using three years of crash data and ranked by safety improvement index.

Safety Bond Program

Projects are evaluated using the safety improvement index, roadway safety characteristics, and anticipated time required to complete a candidate project.

Systemic Widening Program

Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.

Federal Railway Set-Aside

Projects are evaluated using the railroad crossing index

Road to Zero

Projects are evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors are directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.

FUNDING CATEGORY

9
Transportation Alternatives Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:

- Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction of infrastructure-related projects that provide safe routes for non-drivers.

TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA.

Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission.

For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process. The Texas Transportation

CONT. ON NEXT PG

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

CONT. FROM PREVIOUS PG

FUNDING CATEGORY

10

Supplemental Transportation Programs

Description	Allocation or Distribution	Project Selection Guidelines
<ul style="list-style-type: none"> • Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. • Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school. 		<p>Commission selects projects for funding under a TxDOT-administered call for projects.</p> <p>Statewide TAP Flex projects are also selected by the Commission.</p> <p>All projects are selected using a performance-based prioritization process that assesses local transportation needs, including bicycle and pedestrian access.</p>
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Coordinated Border Infrastructure (CBI) Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities that are located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p>Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula:</p> <ul style="list-style-type: none"> • 20% incoming commercial trucks • 30% incoming personal motor vehicles and buses • 25% weight of incoming cargo by commercial trucks • 25% number of land border ports of entry <p>Supplemental Transportation Projects (Federal) Directed by federal legislation</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Green Ribbon Program Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing’s riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p>	<p>CBI projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.</p> <p>All projects are selected using a performance-based prioritization process.</p>

FUNDING CATEGORY

11
District Discretionary

Description	Allocation or Distribution	Project Selection Guidelines
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border Infrastructure Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p>	<p>District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> • 70% on-system vehicle miles traveled • 20% on-system lane miles • 10% annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> • 40% three-year average pavement condition score • 25% oil and gas production taxes collected • 25% number of well completions • 10% volume of oil and gas waste injected <p>Border Infrastructure Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state’s federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry – Pharr, Laredo, and El Paso Districts.</p> <p><i>See note at end of section.</i></p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Rider 11(b): Selected by the Commission. Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> • Number of land border ports of entry • Number of incoming commercial trucks and railcars • Number of incoming personal motor vehicles and buses • Weight of incoming cargo by commercial trucks

FUNDING CATEGORY

12
Strategic Priority

<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> • 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 • The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state’s five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p>
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Note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.



WORKING FOR TEXANS: CLICK IT OR TICKET CAMPAIGN

May 2021 marked the 19th anniversary of “Click It or Ticket,” a campaign urging Texans to buckle up. When it launched in 2002, only 76 percent of Texans used their seat belts. Today nearly 92 percent buckle up. The National Highway Traffic Safety Administration estimates that since its inception 17 years ago, the Texas “Click It or Ticket” campaign has saved 5,473 lives, prevented more than 95,500 serious injuries, and saved Texas more than \$20.7 billion in related economic costs.

Seat belts save lives. Wearing a seat belt helps keep drivers and passengers from being ejected in a crash and increases the chances of surviving by 45 percent in a passenger vehicle and up to 60 percent in a pickup truck.

In Texas, the law requires everyone in a vehicle to buckle up or face fines and court costs up to \$200. Children younger than 8 years must be in a child safety seat or booster seat unless they are taller than 4 feet 9 inches. If they are not properly restrained, the driver faces fines up to \$250 plus court costs.

As they do each year during the “Click It or Ticket” campaign, law enforcement officials throughout Texas work to increase seat belt use, ramping up their enforcement efforts to ticket drivers and passengers not wearing their seat belts, especially at night.

For more information, visit the [Click It or Ticket website](#).

MOBILITY AND CONNECTIVITY

PROJECT LISTINGS

The 2021 Unified Transportation Program (UTP) contains approximately 8,000 planned transportation projects in various stages of development. To make this large amount of information easier to use, TxDOT only publishes a subset of projects in the UTP document. These projects, which address highway mobility and connectivity, are funded across UTP funding categories 2, 4, and 12. These projects are under development to relieve congestion and improve connectivity. Some will add lanes to increase roadway capacity, while others will improve roadway operations within the existing lane configurations.

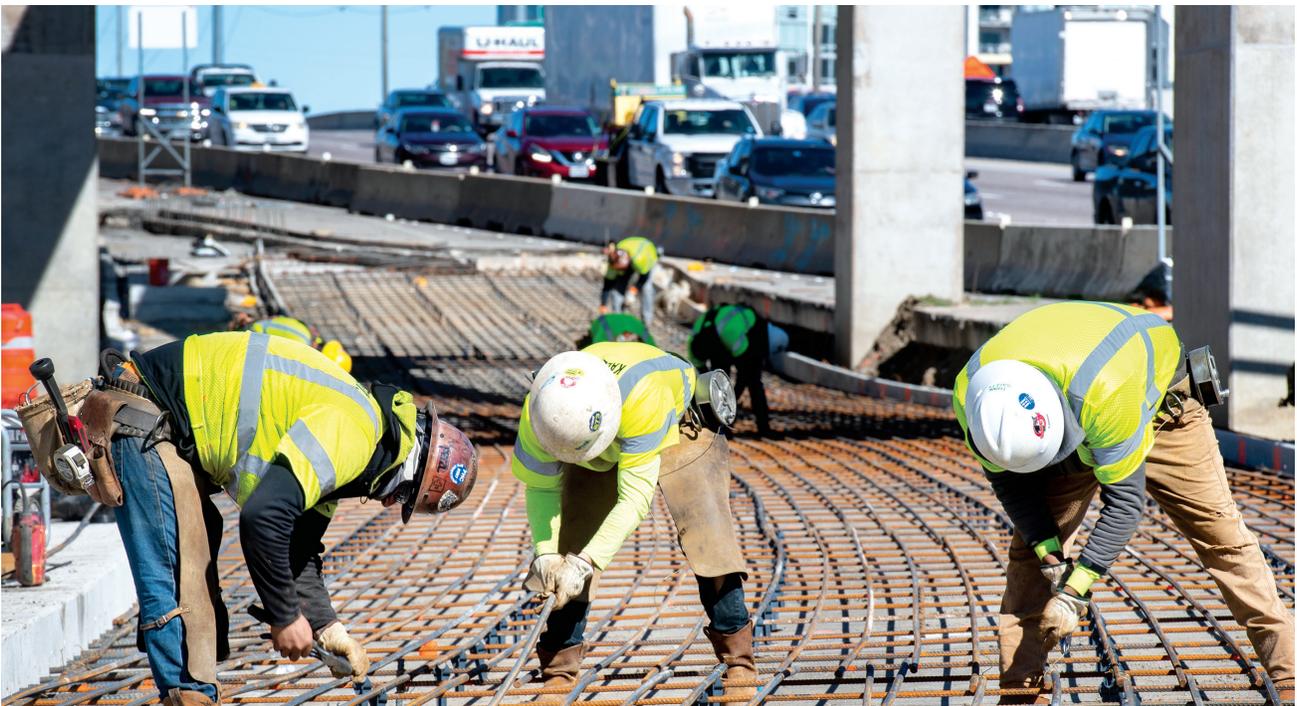
TxDOT uses [Project Tracker](#), its online project reporting system, to provide information about all 8,000-plus projects funded across

all 12 UTP funding categories (see [Figure 10, pg. 46](#)). Project Tracker gathers transportation project data from across TxDOT and makes construction schedules and other useful information available to the public on an interactive map.

The State of Texas is currently operating in a non-tolled environment. Funding for certain tolled projects over which the commission has approval authority has been removed from the UTP due to a potential conflict with the transportation goals of the state.

The following pages contain listings of mobility and connectivity projects funded through Categories 2, 4, and 12.

[website URLs are found on the Resources Page](#)





Ranking Tiers

In the project listing beginning on page 49, each transportation project is assigned a ranking tier of 1, 2, or 3. This is a requirement of Texas Administrative Code and helps identify which projects listed in the UTP are expected to have the greatest impact on the state transportation system, with tier 1 being the greatest.

The three tiers represent the relative scores of each project when all the mobility and connectivity projects listed in the UTP are compared to each other. TxDOT's Transportation Planning and Programming Division determines a project's score based on the current transportation system needs at its proposed location, as well as a project's projected performance if constructed (See Project Evaluation, Scoring, and Prioritization on pg. 26 for more information). Tier 1 projects are those that ranked within the top half of all projects for either the transportation system needs score or the projected performance score, or those ranked as the number one district priority by their respective TxDOT districts. The remaining projects are divided between Tiers 2 and 3.

The ranking tiers provide an indicator of statewide significance amongst the projects that the Texas Transportation Commission has authorized for funding in Categories 2, 4, and 12. However, since all projects listed in the UTP have passed through a rigorous selection process to get to this point, a tier 2 or 3 ranking does not indicate a project is unneeded or a low priority. Instead, the tiers indicate which projects may be most critical relative to each other, according to TxDOT's scoring method. Additionally, ranking tiers are not the sole determining factor of the order in which projects are funded or let for construction. Many other factors influence project sequencing, including project size and complexity, estimated costs, coordination around other ongoing construction projects, and the transportation priorities of local residents.

FIGURE 10

UTP Projects Found on Project Tracker

PROJECT TRACKER PHASE	UTP AUTHORITY	NUMBER OF PROJECTS*
Construction begins within 4 years	Construct Authority	6,000
Construction begins in 5 to 10 years	Develop Authority	2,000
Total		8,000

While this document lists projects funded through UTP categories 2, 4, and 12, TxDOT also uses [Project Tracker](#), its online project reporting system, to provide information on approximately 8,000 projects funded across all 12 UTP funding categories.

*Number of projects is approximate. Totals are subject to change as projects move in or out of the 10-year UTP time frame.

FIGURE 11

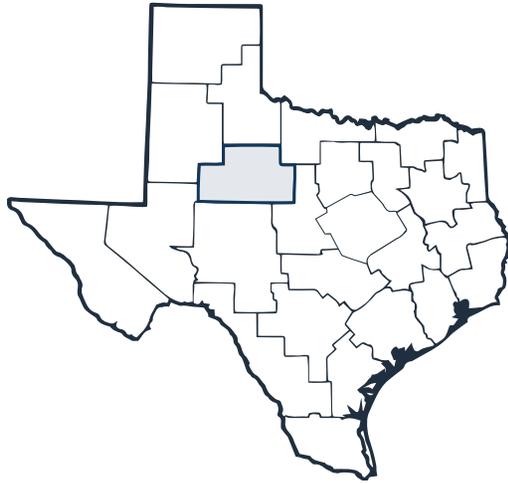
Common Roadway Name Abbreviations

DESIGNATION	ROADWAY TYPE	AUTHORITY
IH	Interstate Highway	State or Toll Authority
US	U.S. Highway	State or Toll Authority
BU	Business U.S. Highway	State or Toll Authority
SH	State Highway	State or Toll Authority
SL	State Loop	State or Toll Authority
SS	State Spur	State or Toll Authority
BS	Business State Highway	State or Toll Authority
BW	Beltway	State or Toll Authority
FM	Farm-to-Market Road	State or Toll Authority
RM	Ranch-to-Market Road	State or Toll Authority
TOLL	Toll Road	State or Toll Authority
CR	County Road	County
CS	City Street	City
VA	Various locations	Various

[website URLs are found on the Resources Page](#)

Abilene District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	264,300
Square Miles	11,800
Daily Vehicle Miles	9 million
Highway Lane Miles	8,500

REGIONAL PLANNING CONTACTS

- Abilene TxDOT District [page](#)
- MPO: [Abilene Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

The Abilene District maintains the pavement, bridges, drainage, and traffic control for 165 miles of I-20. In addition to maintenance of the system, the district has a pavement maintenance plan to account for yearly replacement, and staff monitor the overall program on a regular basis. The district is also considering several improvements, including additional lanes, reconfigured ramps, and designs to improve safety and enhance the movement of traffic.

The Abilene Metropolitan Planning Organization is an active and ardent advocate for transportation in the region. For many years the MPO has identified FM 89 Buffalo Gap Road from north of Winters Freeway to just past Chimney Rock Road as its top regional priority. The district is conducting the design and project management for this \$25 million project, and the proposed improvements will include additional lanes, traffic signals, sound walls, congestion mitigation, and access management. Other important MPO projects that the district is designing and managing include US 83 at FM 3034 Interchange and the IH 20 widening project through the city of Abilene.

KEY PROJECTS

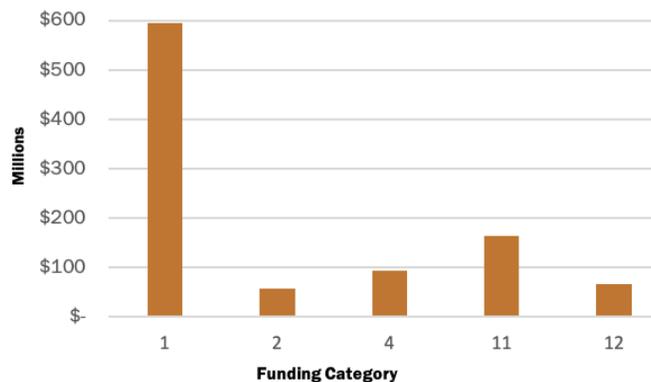
Short Term (Four or fewer years)

- Buffalo Gap Road, Taylor County: widening, access management, and safety improvements
- IH 20, Nolan County: IH 20/US 84 Roscoe interchange improvements
- US 83/ FM 3034, Jones County: overpass
- US 83, Taylor County: Super 2 South of Tuscola to Runnels County Line
- IH 20, Taylor County: widening through Abilene city limits to six lanes
- US 83/84, Taylor County: interchange in south Taylor County

Long Term (Five or more years)

- IH 20, Taylor County: widening through Abilene city limits to six lanes
- FM 707, Taylor County: widening from FM 89 to US 83 with added capacity

Abilene District: 2021 Planning Targets by Category

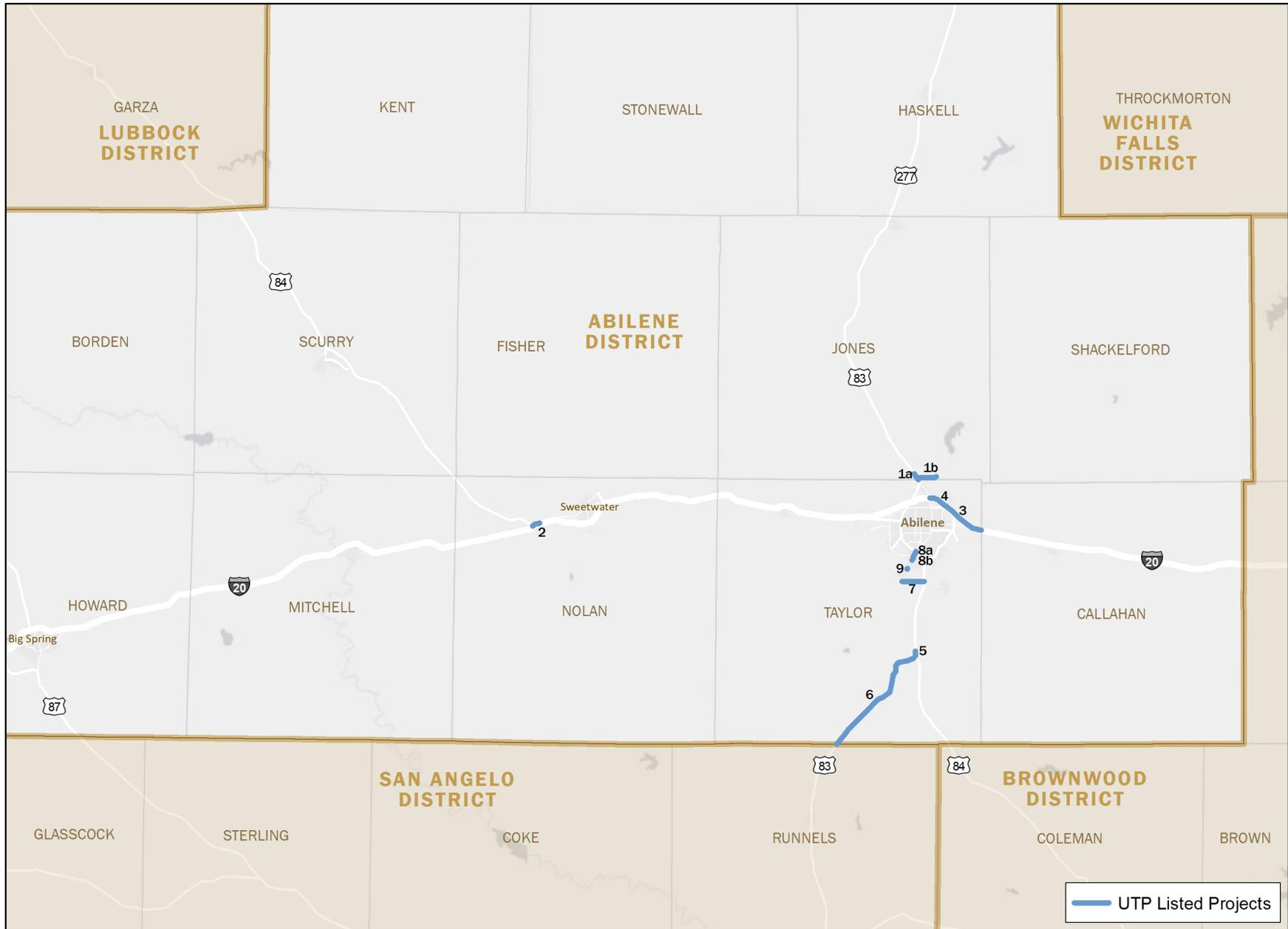


12

TXDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Abilene District Listed Projects

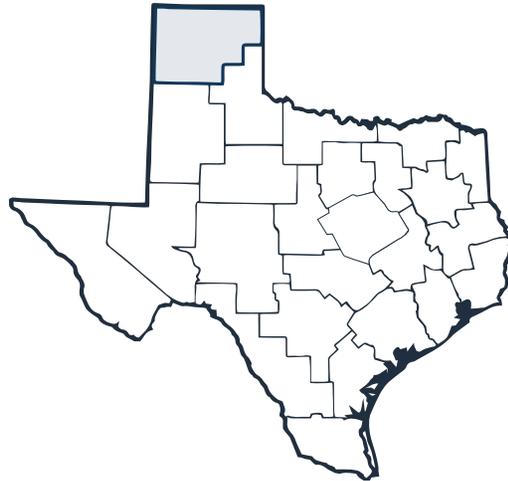


Abilene District - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Jones County											
1a	US 83	US 83 Intersection at FM 3034 0033-05-089	.67 MILES NORTH OF FM 3034	.28 MILES SOUTH OF FM 3034	FY 2021-2024	\$13,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$13,000,000 \$13,000,000	1
1b	FM 3034	US 83 Intersection at FM 3034 3068-01-012	US 83	FM 600	FY 2021-2024	\$2,500,000	No Funding Change	No	Cat. 2 TOTAL	\$2,500,000 \$2,500,000	1
Nolan County											
2	IH 20	Interchange at US 84 - Roscoe 0006-02-114	EAST OF CR 608	WEST OF LP 170	FY 2021-2024	\$70,000,000	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL <i>CAT 12 increased \$5M CAT 4R increased \$5M</i>	\$35,000,000 \$35,000,000 \$70,000,000	1
Taylor County											
3	IH 20	Widen Freeway - Abilene 0006-06-081	SH 351	CALLAHAN/TAYLOR COUNTY LINE	FY 2021-2024	\$40,000,000	No Funding Change	No	Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$9,250,000 \$30,750,000 \$40,000,000	1
4	IH 20	Widen Freeway - Abilene 0006-06-109	NEAR PINE STREET	SH 351	FY 2025-2030	\$60,000,000	New Authorization	No	Cat. 2 -Remaining funding TBD- TOTAL	\$20,000,000 \$40,000,000 \$60,000,000	1
5	US 83	Interchange at US 84 - Tuscola 0034-01-130	AT	US 83/84 "Y" INTERCHANGE	FY 2021-2024	\$17,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$17,000,000 \$17,000,000	2
6	US 83	Passing Lanes (Super 2) - Tuscola 0034-02-044	US 84	RUNNELS COUNTY LINE	FY 2021-2024	\$15,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$5M</i>	\$15,000,000 \$15,000,000	1
7	FM 707	Widen Non-Freeway - Abilene 0663-01-024	FM 89 (BUFFALO GAP ROAD)	US 83	FY 2025-2030	\$7,000,000	No Funding Change	No	Cat. 2 TOTAL	\$7,000,000 \$7,000,000	3
8a	FM 89	Intersection Improvements - Abilene 0699-01-051	NEAR BETTES LANE	REBECCA LANE IN ABILENE	FY 2021-2024	\$10,000,000	No Funding Change	No	Cat. 2 TOTAL	\$10,000,000 \$10,000,000	2
8b	FM 89	Intersection Improvements - Abilene 0699-01-052	REBECCA LANE	JUST NORTH OF US 83	FY 2021-2024	\$11,650,000	No Funding Change	No	Cat. 2 TOTAL	\$11,650,000 \$11,650,000	2
9	FM 89	Road Rehabilitation - Abilene 0699-01-056	ANTILLEY ROAD INTERSECTION	ANTILLEY ROAD INTERSECTION	FY 2021-2024	\$2,000,000	No Funding Change	No	Cat. 2 TOTAL	\$2,000,000 \$2,000,000	3

Amarillo District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	390,700
Square Miles	17,800
Daily Vehicle Miles	10 million
Highway Lane Miles	9,500

REGIONAL PLANNING CONTACTS

- Amarillo TxDOT District [page](#)
- MPO: [Amarillo Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

The key factors driving project prioritization in the Amarillo District are enhancing system safety, maintaining and preserving existing infrastructure, refining connectivity, improving mobility, and working collaboratively with local partners to understand their needs. Reflecting the rural nature of the district, Category 1 funding typically accounts for more of the district's budget than all other categories combined. Projects in this category are prioritized based on pavement scores, traffic counts, truck percentages, the age of the roadway surface, and input from local maintenance supervisors.

The District partners and coordinates with the Amarillo MPO to prioritize projects for Categories 2 and 4. For example, the upgrade of SL 335 to a freeway is one of the district's highest-priority projects. The Texas Transportation Commission recognized the importance of the SL 335 corridor and awarded Category 12 funds to the project. Once complete, the upgrade to SL 335 will enhance local and regional connectivity by creating new freeway connections between I-40, US 87, and US 287, reducing the need for freight shipments through downtown and providing new options for commuters and travelers in Amarillo.

KEY PROJECTS

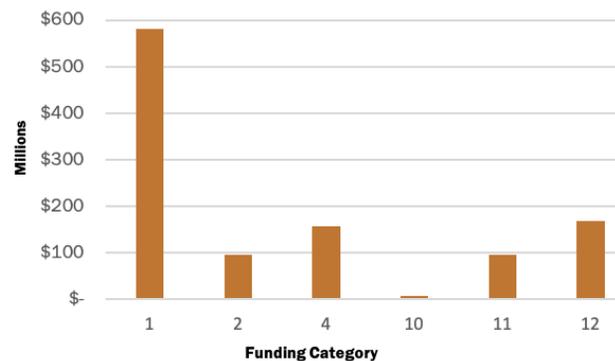
Short Term (Four or fewer years)

- SL 335 Segment B-1, Randall County: Phase II of freeway conversion
- SL 335 Segment C-1, Potter County: Phase I of freeway conversion
- I-27, Randall County: widen to six lanes from Sundown Lane to North of Canyon
- US 87, Hartley and Moore Counties: convert to a four-lane divided highway
- US 87 / US 287 Moore County: pavement rehabilitation through City of Dumas
- US 60 Deaf Smith County: pavement rehabilitation through City of Hereford

Long Term (Five or more years)

- SL 335 Segment B-2, Randall County: Phase II of freeway conversion
- I-27, Randall County: widen to six lanes from Western St. to Sundown Lane

Amarillo District: 2021 Planning Targets by Category

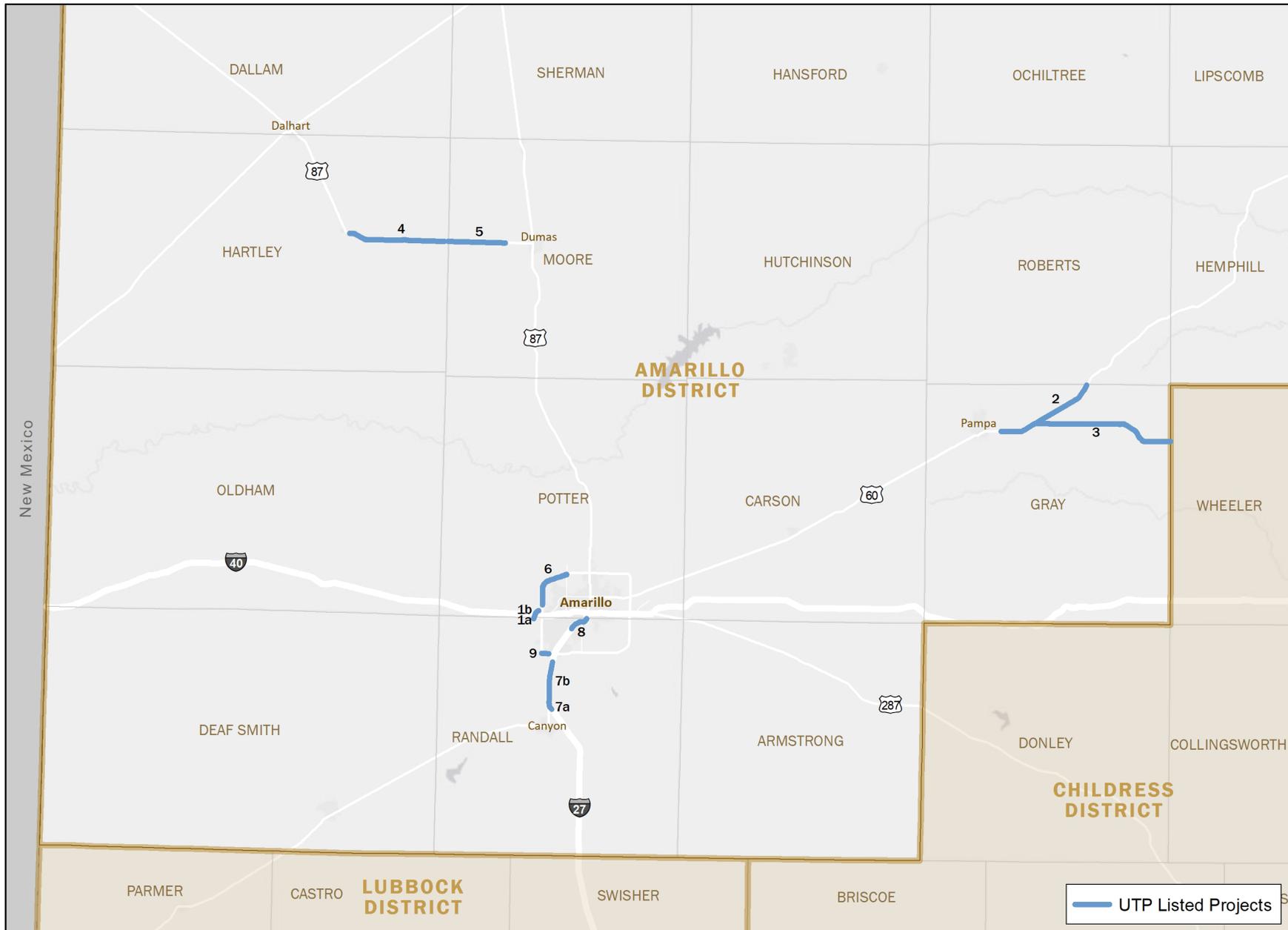


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Amarillo District Listed Projects

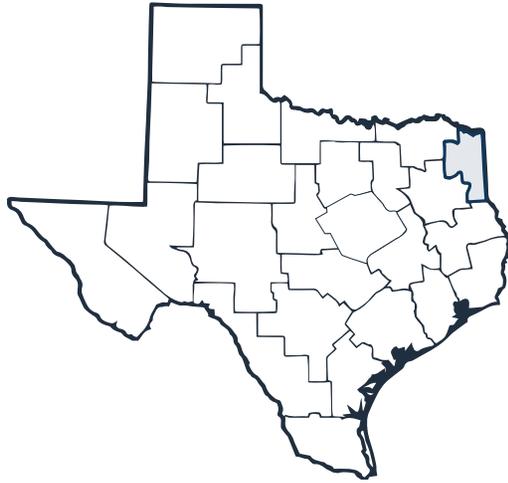


Amarillo District - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1a	SL 335	Amarillo Loop (Southwest) (Randall County) 2635-05-002	.2 MILES NORTH OF 34TH AVE	POTTER COUNTY LINE	FY 2021-2024	\$1,400,000	No Funding Change	No	Cat. 2 TOTAL	\$1,400,000 \$1,400,000	3
1b	SL 335	Amarillo Loop (Southwest) (Potter County) 2635-06-003	RANDALL COUNTY LINE	.4 MILES NE OF BIH 40D	FY 2021-2024	\$43,500,000	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$33,990,000 \$9,510,000 \$43,500,000	3
Gray County											
2	US 60	Passing Lanes (Super 2) - Pampa 0169-07-053	LP 171 IN PAMPA	ROBERTS COUNTY LINE	FY 2021-2024	\$15,700,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$15,700,000 \$15,700,000	1
3	SH 152	Passing Lanes (Super 2) - Gray Co. 0397-01-045	US 60	WHEELER CO LINE	FY 2021-2024	\$16,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$16,000,000 \$16,000,000	2
Hartley County											
4	US 87	Widen Non-Freeway - Dumas 0425-01-021	EAST OF US385/US87 INTERCHANGE	MOORE COUNTY LINE	FY 2021-2024	\$66,700,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$66,700,000 \$66,700,000	1
Moore County											
5	US 87	Widen Non-Freeway - Dumas 0425-02-037	HARTLEY COUNTY LINE	FM 2589 WEST OF DUMAS	FY 2021-2024	\$30,800,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$30,800,000 \$30,800,000	1
Potter County											
6	SL 335	Amarillo Loop (Northwest) 2635-04-031	SW 9TH	FM 1719	FY 2021-2024	\$82,500,000	No Funding Change	No	Cat. 2 Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$25,020,000 \$27,960,000 \$29,520,000 \$82,500,000	2
Randall County											
7a	IH 27	Widen Freeway - Amarillo to Canyon 0067-17-032	NORTH OF US 60/US 87 INTERCHANGE	SOUTH OF US 60/US 87 INTERCHANGE	FY 2021-2024	\$5,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$5,000,000 \$5,000,000	1
7b	IH 27	Widen Freeway - Amarillo to Canyon 0168-09-083	SOUTH OF SUNDOWN	NORTH OF US 60/US 87 INTERCHANGE	FY 2021-2024	\$112,100,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$112,100,000 \$112,100,000	1
8	IH 27	Freeway Ramps - Amarillo 0168-09-181	45TH AVE	POTTER COUNTY LINE	FY 2021-2024	\$20,700,000	No Funding Change	No	Cat. 1 Cat. 2 Cat. 11 District TOTAL	\$8,500,000 \$11,700,000 \$500,000 \$20,700,000	1
9	SL 335	Amarillo Loop (Southwest) 2635-03-024	FM 2590	WEST OF COULTER	FY 2021-2024	\$28,010,000	No Funding Change	No	Cat. 2 Cat. 12 Strategic Priority TOTAL	\$21,010,000 \$7,000,000 \$28,010,000	2

Atlanta District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	331,000
Square Miles	5,300
Daily Vehicle Miles	11.1 million
Highway Lane Miles	6,500

REGIONAL PLANNING CONTACTS

- Atlanta TxDOT District [page](#)
- MPO: [Texarkana Metropolitan Planning Organization](#)
- MPO: [Longview Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

The Atlanta District receives a large share of its funding through Category 1. This crucial funding allows the district to respond to major impacts on roads due to heavy truck traffic and extreme weather conditions in the area. The district receives statewide evaluation scores that consistently rank its pavement conditions among the top for rural districts. The district is also a recipient of a significant amount of Category 4 funds, which support statewide connectivity corridor projects. These funds allow it to improve urban and rural connectivity on both interstates and US highways. In addition, the district has received Category 12 funds which support strategic priorities by addressing important regional needs.

The district's staff values its partnership with the Texarkana and Longview Metropolitan Planning Organizations, working together to plan for the needs within the district's urban areas. The district develops these projects primarily through Category 2 funding for urban area corridor projects. Similarly, the staff works closely with local elected officials in rural counties and rural planning organizations to identify transportation needs and seek input.

KEY PROJECTS

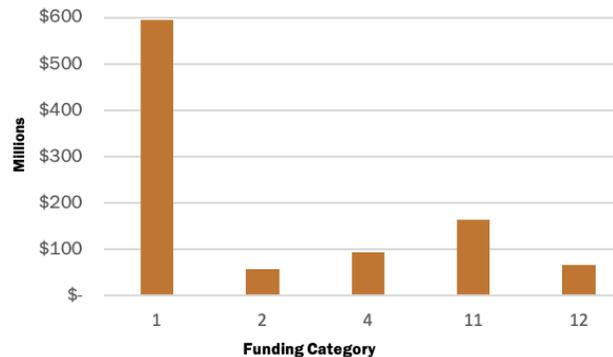
Short Term (Four or fewer years)

- I-30, Bowie County: constructing entrance and exits ramps, one-way frontage roads and turnarounds from FM 989 to FM 3419
- SH 155, Marion and Upshur Counties: bridge replacement at Lake O' the Pines and road widening to US 259
- US 82, Bowie County: widening to four lanes from US 259 in DeKalb to east of I-30
- SH 149, Panola County: widening from SH 315 to US 59 to complete Carthage Loop as four lanes
- SL 390, Harrison County: construct new freeway from US 80 to IH 30 (I-369)

Long Term (Five or more years)

- I-20, Harrison County: widening to six lanes and frontage road construction from SH 43 to FM 450
- US 271, Titus County: widening to a Super 2 from FM 1734 to Sulphur River Relief/Franklin County Line
- SH 315, Panola County: widening to four lanes from SH 149 to FM 1970

Atlanta District: 2021 Planning Targets by Category

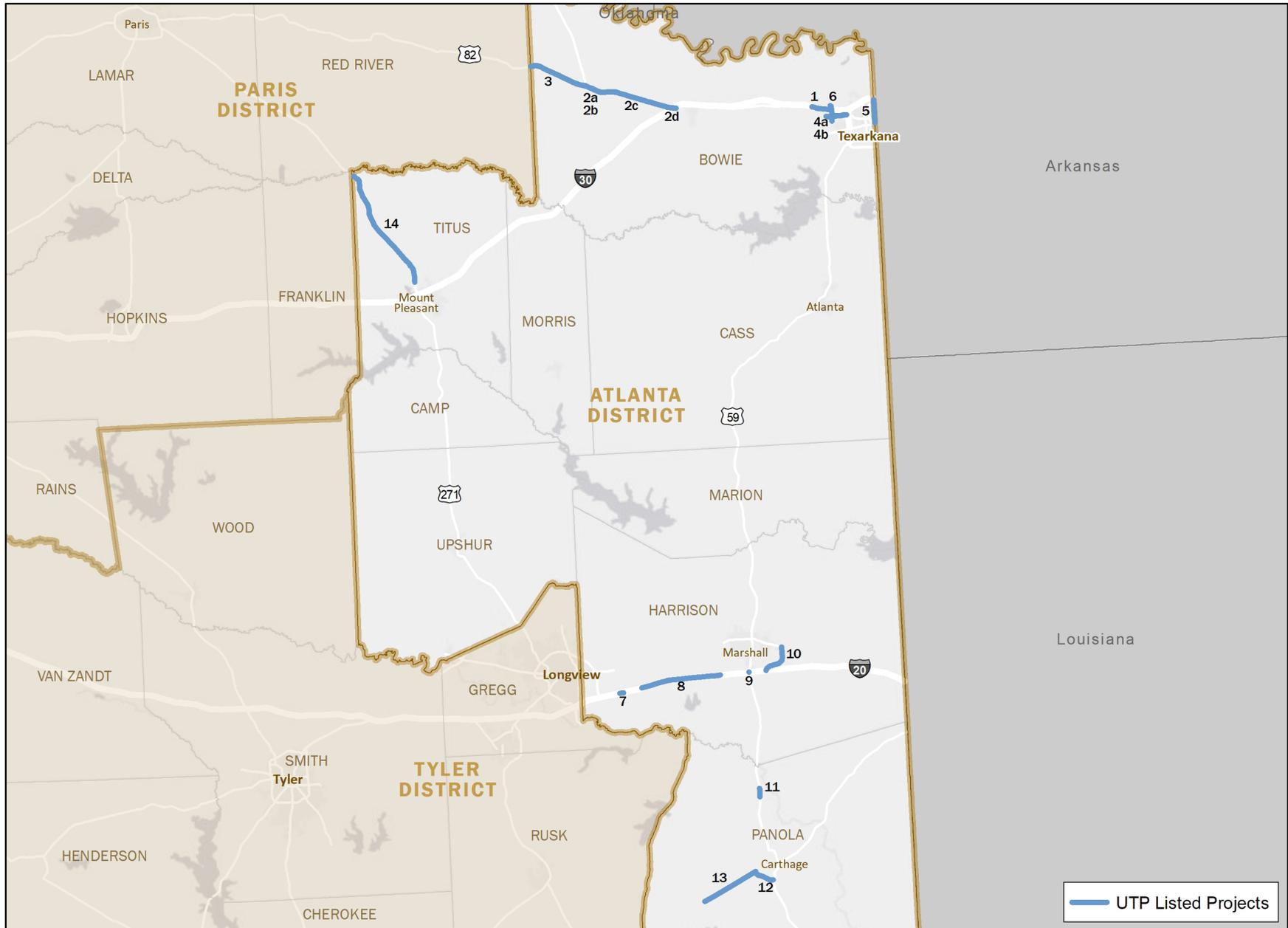


12

TXDOT FUNDING CATEGORIES

- Preventive Maintenance and Rehabilitation
- Metropolitan and Urban Area Corridor Projects
- Non-Traditionally Funded Transportation Projects
- Statewide Connectivity Corridor Projects
- Congestion Mitigation and Air Quality Improvement
- Structures Replacement and Rehabilitation
- Metropolitan Mobility and Rehabilitation
- Safety
- Transportation Alternatives Program
- Supplemental Transportation Projects
- District Discretionary
- Strategic Priority

Atlanta District Listed Projects



Atlanta District - Listed Projects

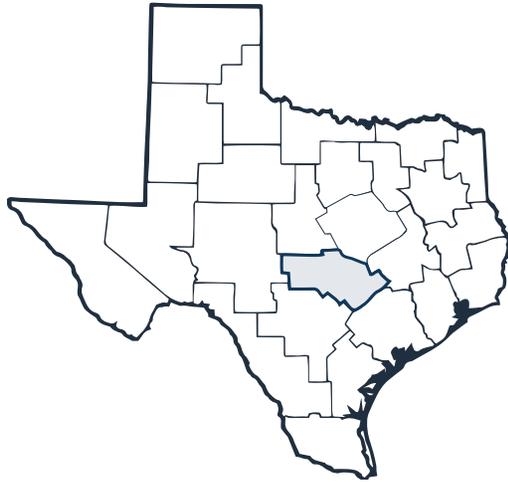
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Bowie County											
1	IH 30	New Frontage Roads - Texarkana 0610-07-097	FM 3419	FM 989	FY 2021-2024	\$32,032,000	Funding Adjustment	No	Cat. 2 Cat. 4 Urban TOTAL <i>CAT 2 increased \$11.6M</i>	\$12,652,000 \$19,380,000 \$32,032,000	1
2a	US 82	Widen Non-Freeway - De Kalb 0046-03-038	0.1 MI W OF US 259	FM 992	FY 2021-2024	\$19,500,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$3.3M</i>	\$19,500,000 \$19,500,000	2
2b	US 82	Widen Non-Freeway - De Kalb 0046-04-061	FM 992	FM 1840	FY 2021-2024	\$6,100,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$1M</i>	\$6,100,000 \$6,100,000	2
2c	US 82	Widen Non-Freeway - De Kalb 0046-04-062	FM 1840	SH 98	FY 2021-2024	\$22,300,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$3.7M</i>	\$22,300,000 \$22,300,000	1
2d	US 82	Widen Non-Freeway - De Kalb 0046-04-063	SH 98	0.4 MI. S. OF IH 30	FY 2021-2024	\$9,500,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$1.4M</i>	\$9,500,000 \$9,500,000	1
3	US 82	Widen Non-Freeway - Avery 0046-03-040	RED RIVER C/L	0.1 MI W OF US 259	FY 2025-2030	\$45,300,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$45,300,000 \$45,300,000	1
4a	US 82	Widen Non-Freeway - Texarkana 0046-06-040	0.2 MI W OF IH 369 IN TEXARKANA	0.7 MI W OF FM 989 IN NASH	FY 2025-2030	\$36,011,250	No Funding Change	No	Cat. 2 -Remaining funding TBD- TOTAL	\$2,000,000 \$34,011,250 \$36,011,250	2
4b	FM 989	Widen Non-Freeway - Texarkana 1231-01-052	IH 30 SOUTH FRONTAGE ROAD	0.5 MI. SOUTH OF US 82	FY 2025-2030	\$9,384,956	No Funding Change	No	Cat. 2 -Remaining funding TBD- TOTAL	\$2,000,000 \$7,384,956 \$9,384,956	2
5	US 71	Road Rehabilitation - Texarkana 0217-02-037	0.2 MI. S. OF IH 30	US 67 (7TH STREET)	FY 2021-2024	\$10,000,050	No Funding Change	No	Cat. 2 Cat. 12 Strategic Priority TOTAL	\$3,000,000 \$7,000,000 \$10,000,000	2
6	FM 989	Widen Non-Freeway - Texarkana 1231-01-066	IH 30 NORTH FRONTAGE ROAD	0.3 MI. N. OF GIBSON LANE	FY 2021-2024	\$6,635,200	Funding Adjustment	No	Cat. 2 TOTAL <i>CAT 2 increased \$2.6M</i>	\$6,635,200 \$6,635,200	1
Harrison County											
7	IH 20	Replace Bridge - Longview 0495-08-108	AT LANSING SWITCH ROAD	.	FY 2021-2024	\$7,042,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$7,042,000 \$7,042,000	1
8	IH 20	Widen Freeway - Hallsville 0495-08-109	FM 450	0.5 MI. W. OF SH 43	FY 2025-2030	\$161,200,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$161,200,000 \$161,200,000	1
9	IH 20	Replace Bridge - Marshall 0495-09-056	AT US 59	.	FY 2021-2024	\$8,643,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$8,643,000 \$8,643,000	1
10	SL 390	Future IH 369 - Marshall 1575-05-016	US 80	IH 20	FY 2021-2024	\$220,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$65.7M</i>	\$220,000,000 \$220,000,000	1

Atlanta District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Panola County											
11	US 59	Interchange at FM 1794 - Panola Co. 0063-10-015	AT INTERSECTION OF FM 1794		FY 2021-2024	\$24,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$24,000,000 \$24,000,000	1
										<i>CAT 4R increased \$4M</i>	
12	SH 149	Widen Non-Freeway - Carthage 0063-11-054	0.8 MI S. OF SH 315	US 59	FY 2021-2024	\$42,238,800	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$42,238,800 \$42,238,800	1
13	SH 315	Widen Non-Freeway - Carthage 0462-03-045	FM 1970	SH 149	FY 2025-2030	\$50,000,000	No Funding Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- TOTAL	\$46,000,000 \$4,000,000 \$50,000,000	1
Titus County											
14	US 271	Passing Lanes (Super 2) - Mount Pleasant 0221-05-091	0.5 MI. S. OF SULPHUR RELIEF #2	0.7 MI. N. OF FM 1734	FY 2025-2030	\$65,000,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$50,000,000 \$15,000,000 \$65,000,000	1

Austin District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	2.3 Million
Square Miles	9,500
Daily Vehicle Miles	45 million
Highway Lane Miles	Nearly 9,500

REGIONAL PLANNING CONTACTS

- Austin TxDOT District [page](#)
- MPO: [Capital Area Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

Overall, safety is the Austin District's top priority. In addition to safety, the district must address the challenges of being both a metro and rural district, and the typical sources of funding reflect this dual dynamic. These funding sources are applied across the district, including rural counties. As the district staff considers potential UTP projects, balancing these respective urban and rural needs is key. As TxDOT's most recently designated metropolitan district, Austin uses funding in Categories 2, 4, and 7 to maximize the delivery of urban congestion relief projects.

The district also regularly receives Category 4 funding, aimed at statewide corridor connectivity projects along the National Highway System and Texas Highway Trunk System. Projects with Category 4 funding are developed closely with the Capital Area Metropolitan Planning Organization to meet the region's connectivity needs. I-35 is one of the most congested highways in the state and is critical to local, state, and national security, economic vitality and overall mobility. The I-35 Capital Express program is comprised of three separate projects, North, South, and Central and proposes to add one to two non-tolled managed lanes in each direction, from SH 45 North to SH 45 SE. In addition to new managed-lane capacity, the projects also include operational, safety, and bicycle pedestrian improvements to the overall roadway.

KEY PROJECTS

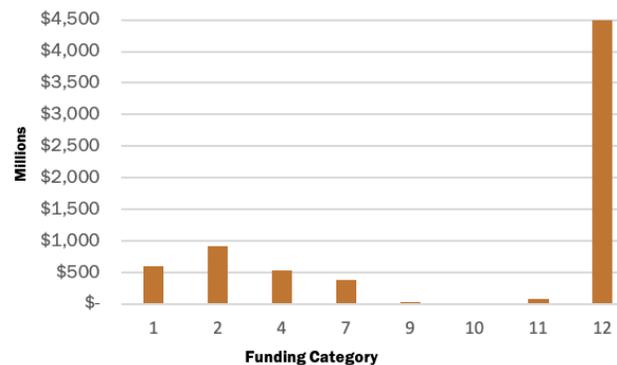
Short Term (Four or fewer years)

- I-35 Capital Express North: managed lanes and operational improvements from SH 45N to US 290E
- I-35 Capital Express South: managed lanes and operational improvements from US 290W/SH 71 to SH 45SE
- SH 71 Corridor, Western Travis and Burnet Counties: safety improvements
- US 290 Corridor, Gillespie County: safety improvements

Long Term (Five or more years)

- I-35 Capital Express Central: managed lanes and operational improvements through Downtown Austin
- US 281 Corridor, Blanco County: upgrade from a two lane to four lane divided facility

Austin District: 2021 Planning Targets by Category

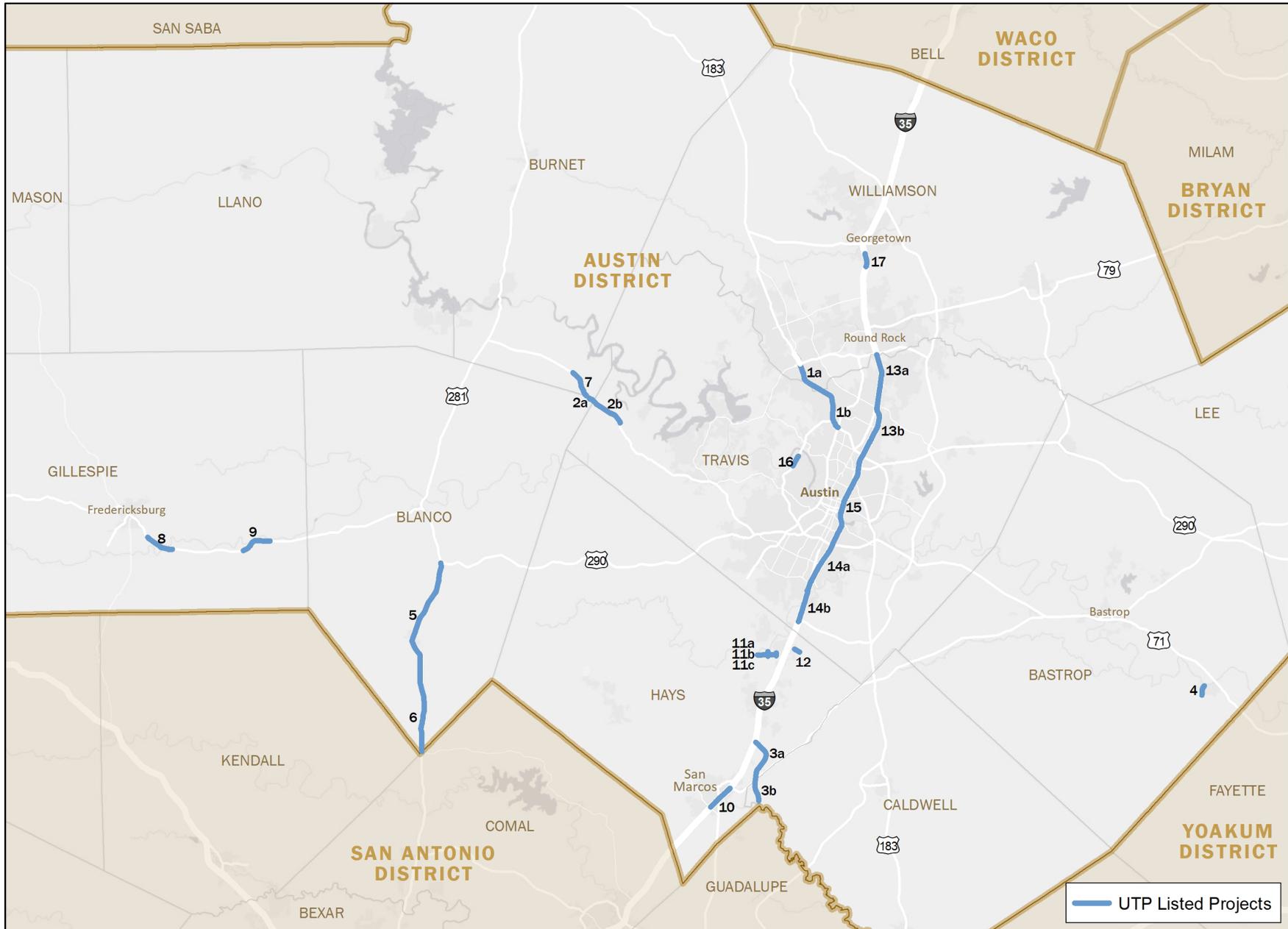


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Austin District Listed Projects



Austin District - Listed Projects

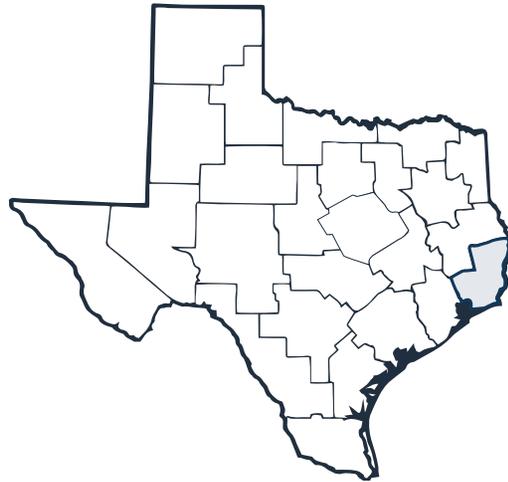
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1a	US 183	US 183 North - Austin (Williamson County) 0151-05-113	RM 620/SH 45	TRAVIS COUNTY LINE	FY 2021-2024	\$60,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$60,000,000 \$60,000,000	1
1b	US 183	US 183 North - Austin (Travis County) 0151-06-142	WILLIAMSON COUNTY LINE	SL 1	FY 2021-2024	\$60,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$60,000,000 \$60,000,000	1
2a	SH 71	Widen for Turn Lane - Spicewood (Blanco County) 0700-02-049	0.43 MILES WEST OF TRAVIS COUNTY LINE	TRAVIS COUNTY LINE	FY 2021-2024	\$6,600,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$6,600,000 \$6,600,000	2
2b	SH 71	Widen for Turn Lane - Spicewood (Travis County) 0700-03-145	BLANCO COUNTY LINE	0.4 MILES WEST OF RM 2322	FY 2021-2024	\$13,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$13,000,000 \$13,000,000	2
3a	FM 110	New Location FM 110 - San Marcos (Hays County) 3545-01-005	SH 21	EAST OF IH 35	FY 2021-2024	\$23,424,700	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$5,424,700 \$18,000,000 \$23,424,700	3
3b	FM 110	New Location FM 110 - San Marcos (Caldwell County) 3545-03-003	SH 80	SH 21	FY 2021-2024	\$25,575,300	No Funding Change	No	Cat. 2 Cat. 7 TOTAL	\$24,575,300 \$1,000,000 \$25,575,300	3
Bastrop County											
4	SH 95	Widen for Turn Lane - Smithville 0323-01-028	SL 230	SOUTH OF FM 535	FY 2021-2024	\$7,175,914	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$638,228 \$6,537,686 \$7,175,914	3
Blanco County											
5	US 281	Widen Non-Freeway - Blanco 0253-01-059	US 290	SOUTH OF CR 413 <GLENN CREST DR.>	FY 2025-2030	\$56,722,500	No Funding Change	No	Cat. 4 Regional TOTAL	\$56,722,500 \$56,722,500	1
6	US 281	Widen Non-Freeway - Blanco Co. 0253-02-032	SOUTH OF CR 413 <Glenn Crest Drive>	COMAL COUNTY LINE	FY 2025-2030	\$30,497,500	No Funding Change	No	Cat. 4 Regional TOTAL	\$30,497,500 \$30,497,500	1
Burnet County											
7	SH 71	Widen for Turn Lane - Spicewood 0700-01-045	SPUR 191	BLANCO/BURNET C/L	FY 2021-2024	\$9,720,000	No Funding Change	No	Cat. 2 TOTAL	\$9,720,000 \$9,720,000	2
Gillespie County											
8	US 290	Widen for Turn Lane - Fredericksburg 0113-02-062	EAST OF OLD SAN ANTONIO RD	RM 1376	FY 2021-2024	\$12,500,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$12,500,000 \$12,500,000	2
9	US 290	Widen for Turn Lane - Fredericksburg 0113-02-063	JENSCHKE LANE	CEMETERY RD	FY 2021-2024	\$11,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$11,000,000 \$11,000,000	2
Hays County											
10	IH 35	Freeway Operational Improvements at SH 123 - San Marcos 0016-03-114	SOUTH OF SH 80	NORTH OF RM 12	FY 2021-2024	\$107,000,000	No Funding Change	No	Cat. 2 TOTAL	\$107,000,000 \$107,000,000	1
11a	RM 967	New Location Road - Buda 0016-16-029	0.130 MI N OF ROBERT S LIGHT	0.141 MI S OF ROBERT S LIGHT	FY 2021-2024	\$1,200,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$1,200,000 \$1,200,000	3
11b	CR	New Location Road - Buda 0914-33-068	RM 967 @ ROBERT S. LIGHT BLVD.	FM 1626	FY 2021-2024	\$15,400,999	No Funding Change	No	Cat. 3 Local Cat. 10 Cat. 12 Strategic Priority TOTAL	\$713,135 \$137,864 \$14,550,000 \$15,400,999	3
11c	FM 2770	New Location Road - Buda 3210-01-014	0.955 MILES SOUTH OF SL 4	1.414 MILES SOUTH OF SL 4	FY 2021-2024	\$2,250,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$2,250,000 \$2,250,000	3
12	FM 2001	New Location Non-Freeway - Buda 1776-02-019	SUN BRIGHT BLVD.	FM 2001	FY 2021-2024	\$6,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$6,000,000 \$6,000,000	3

Austin District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Travis County										
13a	IH 35	I-35 Capital Express - North 0015-10-062	SH 45N	FM 1825	FY 2021-2024	\$111,300,000	No Funding Change	No	Cat. 2 \$75,097,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 TOTAL \$111,300,000	1
13b	IH 35	I-35 Capital Express - North 0015-13-389	FM 1825	US 290E	FY 2021-2024	\$288,700,000	No Funding Change	No	Cat. 2 \$168,897,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 Cat. 12 Texas Clear Lanes \$83,600,000 TOTAL \$288,700,000	1
14a	IH 35	I-35 Capital Express - South 0015-13-077	US 290W/SH 71	LP 275-SLAUGHTER LANE	FY 2021-2024	\$134,800,000	No Funding Change	No	Cat. 2 \$98,597,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 TOTAL \$134,800,000	1
14b	IH 35	I-35 Capital Express - South 0016-01-113	LP 275-SLAUGHTER LANE	SH 45SE	FY 2021-2024	\$165,200,000	No Funding Change	No	Cat. 2 \$128,997,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 TOTAL \$165,200,000	1
15	IH 35	I-35 Capital Express - Central 0015-13-388	US 290E	US 290W/SH 71	FY 2025-2030	\$4,900,000,000	Funding Adjustment	No	Cat. 2 \$324,496,109 Cat. 4 Urban \$148,000,000 Cat. 7 \$160,503,891 Cat. 12 Strategic Priority \$3,607,360,000 Cat. 12 Texas Clear Lanes \$659,640,000 TOTAL \$4,900,000,000 <i>CAT 12 added \$307.4M, CAT 2 added \$324.5M, and CAT 4U added \$148M</i>	1
16	SL 360	Intersection at Westlake Dr - Austin 0113-13-166	AT WESTLAKE DRIVE	.	FY 2021-2024	\$61,000,000	No Funding Change	No	Cat. 2 \$47,000,000 Cat. 3 Local \$14,000,000 TOTAL \$61,000,000	1
Williamson County										
17	IH 35	Interchange at RM 2243 - Georgetown 0015-09-185	NORTH OF RM 2243	SE INNER LOOP	FY 2021-2024	\$37,200,000	No Funding Change	No	Cat. 2 \$37,200,000 TOTAL \$37,200,000	1

Beaumont District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	597,800
Square Miles	6,700
Daily Vehicle Miles	16.5 million
Highway Lane Miles	5,900

REGIONAL PLANNING CONTACTS

- Beaumont TxDOT District [page](#)
- MPO: [Southeast Texas Regional Planning Commission](#)
- MPO: [Houston Galveston Area Council](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

With more than 16 million miles traveled on Beaumont District roads each day, preventive maintenance and rehabilitation are major priorities. The district's list of potential Category 1 projects is extensive, so staff use both quantitative and qualitative methods to evaluate roads and address the most critical needs. The district factors data-driven analysis of pavement conditions, as well as visual assessments and ride quality.

The district is important for statewide connectivity, largely due to the high volume of goods flowing through the ports of Port Arthur, Beaumont, and Orange. These ports are important local economic drivers and directly affect the need for Category 4 funding. The widening of I-10 from four to six lanes between Cow Bayou and FM 1142 in Orange County is an example of a recently completed connectivity project in the district. The Category 4 project was funded through Proposition 1, which supports several UTP funding categories.

KEY PROJECTS

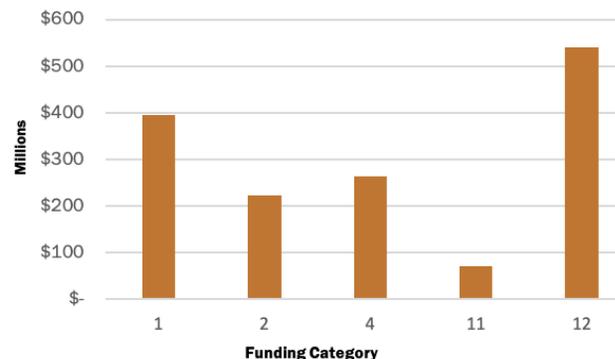
Short Term (Four or fewer years)

- I-10, Jefferson and Chambers Counties: widening from four to six lanes from Winnie to Beaumont
- US 69, Jefferson County: widening from four to six lanes from Tram Road south to I-10
- I-10, Orange County: widening from four to six lanes from east of FM 3247 to Sabine River Bridge
- US 69, Jefferson County: improve interchange at SH 73
- I-10/US 69 North Interchange, Jefferson County: reconstruction of interchange
- I-10/US 69 South Interchange, Jefferson County: reconstruction of interchange
- SH 105, Hardin County: widening from two to four lanes from Pine Island Bayou to Sour Lake
- US 69, Jefferson County: widening from four to six lanes from I-10 south to SH 347

Long Term (Five or more years)

- US 69 Corridor, Hardin and Tyler Counties: widen from two to four lanes from Kountze to Warren
- US 69, Hardin and Jefferson Counties: widening from four to six lanes from US 96 south to Tram Road

Beaumont District: 2021 Planning Targets by Category

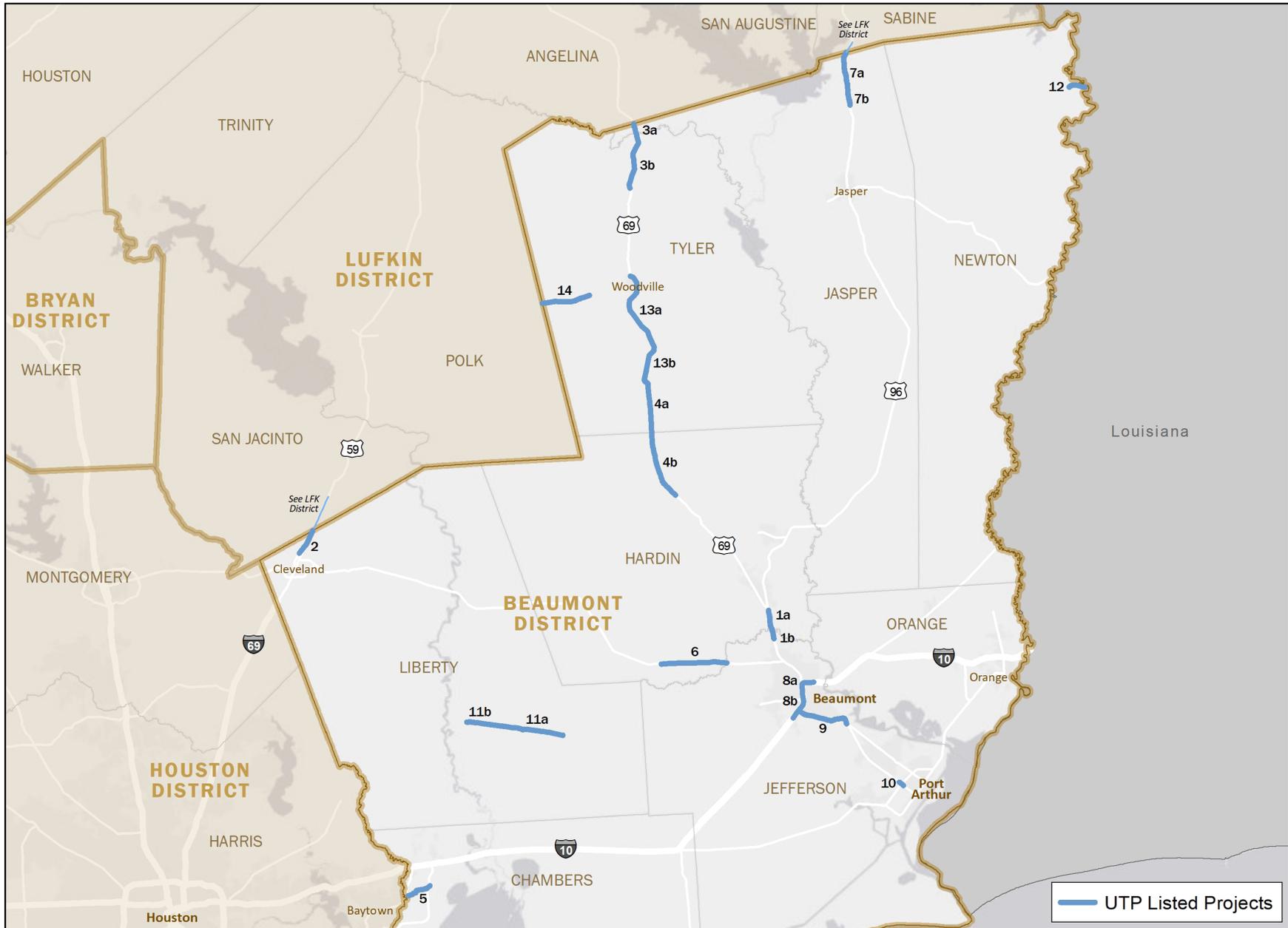


12

TxDOT FUNDING CATEGORIES

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Beaumont District Listed Projects



Beaumont District - Listed Projects

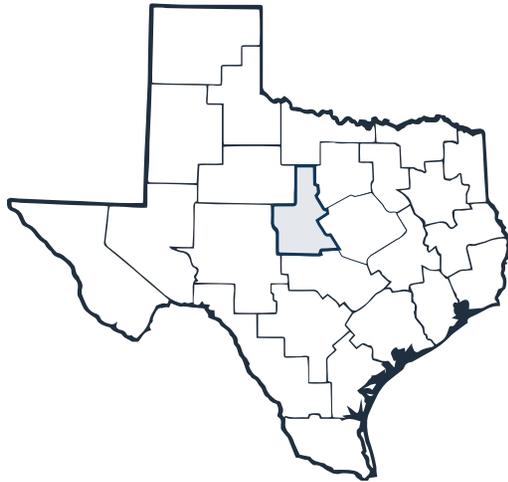
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Multi-County Projects											
1a	US 69	Widen Freeway - Lumberton (Hardin County) 0065-06-067	US 96, SOUTH	JEFFERSON C/L	FY 2025-2030	\$30,000,000	No Funding Change	No	Cat. 2 Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$2,290,000 \$3,400,000 \$24,310,000 \$30,000,000	1
1b	US 69	Widen Freeway - Lumberton (Jefferson County) 0065-07-065	HARDIN C/L, SOUTH	TRAM ROAD	FY 2025-2030	\$6,000,000	No Funding Change	No	Cat. 2 TOTAL	\$6,000,000 \$6,000,000	1
2	US 59	Upgrade to Freeway - Cleveland (Liberty County) 0177-03-099	SAN JACINTO C/L	.65 MILE SOUTH OF SL 573	FY 2021-2024	\$47,900,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$47,900,000 \$47,900,000	1
3a	US 69	Widen Non-Freeway - Neches River (Jasper County) 0200-04-020	ANGELINA COUNTY LINE	TYLER COUNTY LINE	FY 2025-2030	\$18,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$18,000,000 \$18,000,000	1
3b	US 69	Widen Non-Freeway - Neches River (Tyler County) 0200-05-036	JASPER COUNTY LINE	1.35 MI SOUTH OF RR 255	FY 2025-2030	\$90,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$90,000,000 \$90,000,000	1
4a	US 69	Widen Non-Freeway - Big Thicket (Tyler County) 0200-08-049	0.1 MI SOUTH OF BLACK CREEK	HARDIN COUNTY LINE	FY 2021-2024	\$70,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$25,000,000 \$45,000,000 \$70,000,000	1
4b	US 69	Widen Non-Freeway - Big Thicket (Hardin County) 0200-09-069	TYLER COUNTY LINE	0.75 MI SOUTH OF FM 1003	FY 2021-2024	\$70,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$25,000,000 \$45,000,000 \$70,000,000	1
Chambers County											
5	FM 565	Widen Non-Freeway - Baytown 1024-01-077	SH 99	SH 146	FY 2021-2024	\$39,121,000	No Funding Change	No	Cat. 2 TOTAL	\$39,121,000 \$39,121,000	2
Hardin County											
6	SH 105	Widen Non-Freeway - Sour Lake 0339-04-036	.10 MILES EAST OF SH 326	PINE ISLAND BAYOU	FY 2021-2024	\$53,200,000	No Funding Change	No	Cat. 2 Cat. 12 Strategic Priority TOTAL	\$38,200,000 \$15,000,000 \$53,200,000	1
Jasper County											
7a	US 96	Widen Non-Freeway - Brookeland 0064-07-044	SABINE CO/L, SOUTH	0.8 MILES NORTH OF RE 255	FY 2021-2024	\$49,500,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$49,500,000 \$49,500,000	1
7b	US 96	Widen Non-Freeway - Brookeland 0064-08-062	0.8 MILES NORTH OF RE 255, SOUTH	RE 255	FY 2021-2024	\$4,300,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$4,300,000 \$4,300,000	1
Jefferson County											
8a	IH 10	10/69 Interchanges - Beaumont 0028-13-135	HOLLYWOOD OVERPASS, EAST	7TH STREET	FY 2021-2024	\$300,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$300,000,000 \$300,000,000	1
8b	IH 10	10/69 Interchanges - Beaumont 0739-02-140	CR 131 (WALDEN ROAD), EAST	HOLLYWOOD OVERPASS	FY 2021-2024	\$200,000,000	No Funding Change	No	Cat. 2 Cat. 12 Strategic Priority TOTAL	\$155,000,000 \$45,000,000 \$200,000,000	1
9	US 69	Widen Freeway - Beaumont 0200-14-060	IH 10, SOUTH	SH 347	FY 2021-2024	\$49,990,000	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$35,140,000 \$14,850,000 \$49,990,000	1
10	US 69	Interchange at SH 73 - Port Arthur 0200-16-020	AT SH 73	.	FY 2021-2024	\$70,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$70,000,000 \$70,000,000	1
Liberty County											
11a	US 90	Widen Non-Freeway - Liberty 0028-04-069	FM 160, EAST	SH 61	FY 2021-2024	\$40,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$40,000,000 \$40,000,000	1
11b	US 90	Widen Non-Freeway - Liberty 0028-04-077	FM 563	FM 160	FY 2021-2024	\$8,250,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$8,250,000 \$8,250,000	1

Beaumont District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Newton County										
12	SH 63	Replace Bridge - Sabine River 0214-03-032	ON TEXAS SIDE OF SABINE RIVER	.	FY 2021-2024	\$13,000,000	No Funding Change	No	Cat. 4 Regional \$11,100,000 Cat. 6 \$1,900,000 TOTAL \$13,000,000	2
Tyler County										
13a	US 69	New Location Non-Freeway - Woodville 0200-07-043	1.5 MI NORTH OF US 190	FM 1013	FY 2025-2030	\$110,000,000	New Authorization	No	Cat. 4 Regional \$20,000,000 -Remaining funding TBD- \$90,000,000 TOTAL \$110,000,000	1
13b	US 69	New Location Non-Freeway - Woodville 0200-08-050	FM 1013	1 MI SOUTH OF BLACK CREEK	FY 2025-2030	\$65,000,000	New Authorization	No	Cat. 4 Regional \$20,000,000 -Remaining funding TBD- \$45,000,000 TOTAL \$65,000,000	1
14	US 190	Passing Lanes (Super 2) - Woodville 0213-06-041	POLK CO/L, EAST	0.299 MILES, WEST OF FM 256	FY 2021-2024	\$6,000,000	No Funding Change	No	Cat. 4 Regional \$6,000,000 TOTAL \$6,000,000	2

Brownwood District

2021 Unified Transportation Program (UTP)



★ DISTRICT HIGHLIGHTS & PRIORITIES

As a rural district, the Brownwood District's priorities focus primarily on pavement preservation and safety. The district also expends considerable resources on seal coating and other improvements to make roads smooth and safe. The UTP in Brownwood reflects those priorities, with Category 1 as the most significant funding allocation. Each year, the district spends approximately \$8 million on seal coating projects, and several million dollars rehabilitating I-20 and other major corridors. Additionally, Category 11 allocations address maintenance and improvements required because of increased energy sector traffic. These maintenance efforts range in size and scale, from local county roads to major corridors.

In addition to maintaining the entire system and improving safety for residents and travelers, the district focuses its efforts on priority corridors, including I-20, US 183, US 84, US 377 and US 190. The district uses multiple UTP funding sources to address a variety of needs along these corridors, including seal coating, guard rail improvements, and other rehabilitation efforts.

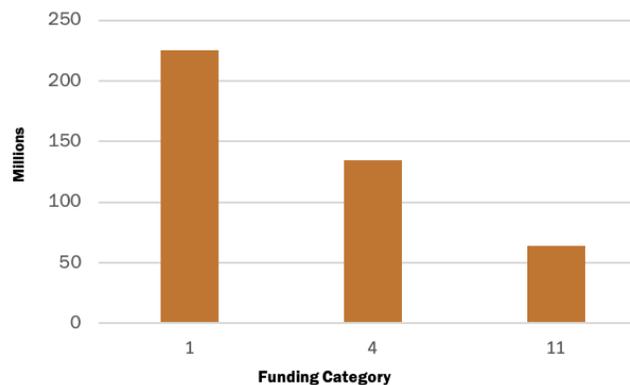
DISTRICT FACTS

Population	130,500
Square Miles	8,600
Daily Vehicle Miles	4.7 million
Highway Lane Miles	6,100

REGIONAL PLANNING CONTACTS

- Brownwood TxDOT District [page](#)
- MPO: [Killeen-Temple Metropolitan Planning Organization](#)

Brownwood District: 2021 Planning Targets by Category



KEY PROJECTS

Short Term (Four or fewer years)

- US 281, Lampasas County: reconstruct and widen urban roadway in Lampasas
- US 67, Coleman County: widen roadway and add flush median and shoulders
- US 377, Brown County: improve intersection with Austin Ave. and additional upgrades
- SH 6 Eastland County: reconstruct and widen urban roadway in Gorman
- US 183, Stephens County: rehabilitate urban roadway in Breckenridge
- SH 206, Coleman County: reconstruct urban roadway in Coleman

Long Term (Five or more years)

- US 281 South, Lampasas County: widen undivided to divided with flush median
- US 183, Lampasas County: widen from two lanes to four lane divided
- US 377, McCulloch County: add passing lanes and ACP overlay

12

TxDOT FUNDING CATEGORIES

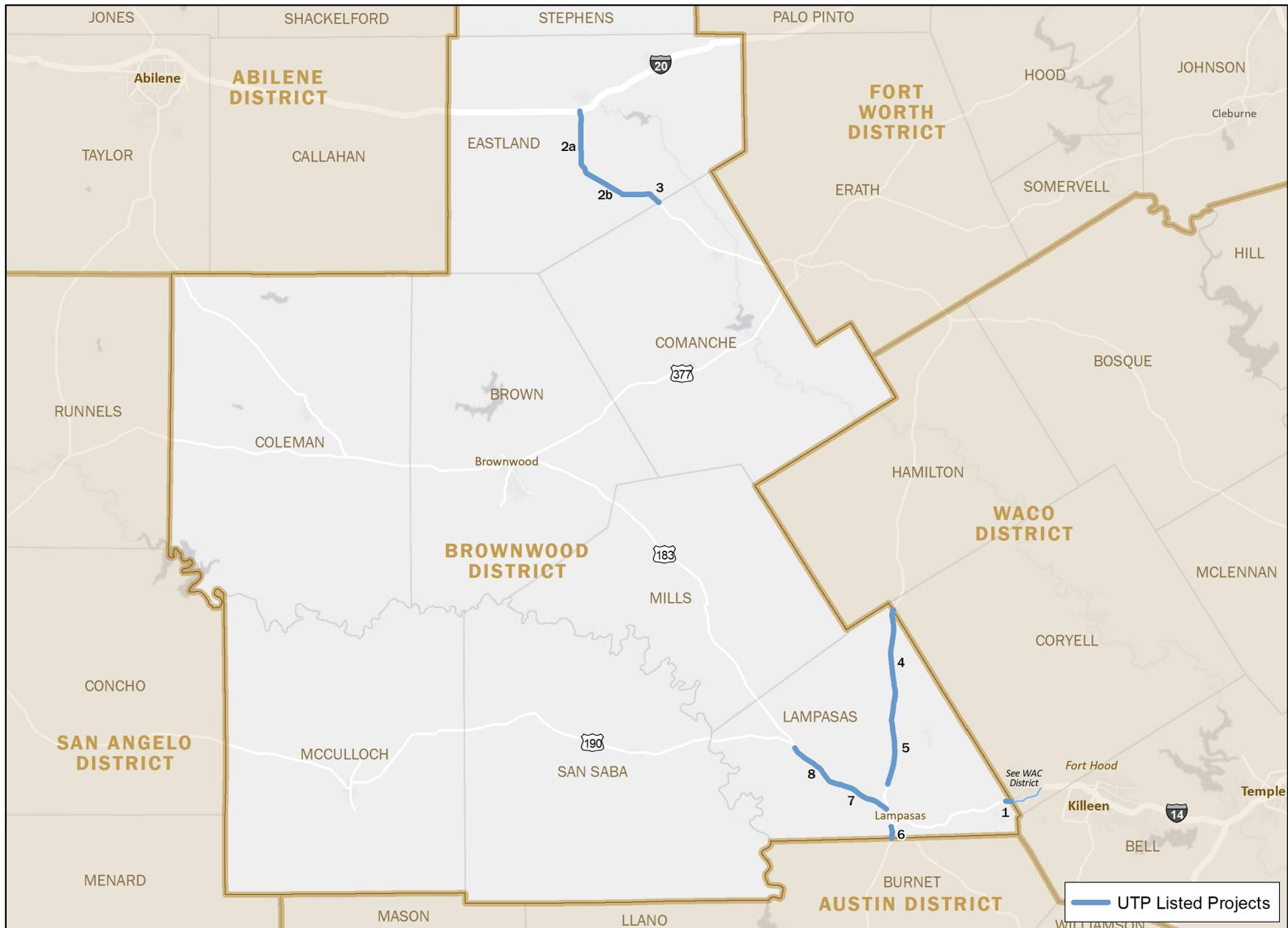
- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

Brownwood District

Listed Projects

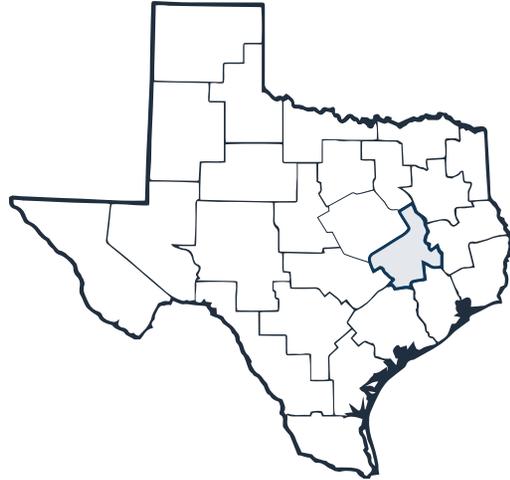


Brownwood District - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1	US 190	Widen Freeway - Copperas Cove (Lampasas County) 0231-01-003	US 190 W OF FM 2657	CORYELL COUNTY LINE	FY 2021-2024	\$5,170,000	No Funding Change	No	Cat. 2 TOTAL	\$5,170,000 \$5,170,000	2
Eastland County											
2a	SH 6	Passing Lanes (Super 2) - Eastland 0257-03-033	IH 20	SL 389	FY 2021-2024	\$7,084,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$7,084,000 \$7,084,000	2
2b	SH 6	Passing Lanes (Super 2) - Eastland 0257-04-029	SL 389	0.18 MI. N. OF CRESSENT ST	FY 2021-2024	\$8,196,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$8,196,000 \$8,196,000	2
3	SH 6	Widen Non-Freeway - Gorman 0257-04-031	0.18 MI. N. OF CRESSENT ST	COMANCHE C/L	FY 2021-2024	\$9,350,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$9,350,000 \$9,350,000	2
Lampasas County											
4	US 281	Widen Non-Freeway - Lampasas Co. 0251-04-023	CORYELL C/L	FM 581	FY 2025-2030	\$30,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$30,000,000 \$30,000,000	1
5	US 281	Widen Non-Freeway - Lampasas 0251-05-054	FM 581	US 183	FY 2025-2030	\$32,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$32,000,000 \$32,000,000	1
6	US 281	Widen Non-Freeway - Lampasas 0251-06-036	US 183	BURNET COUNTY LINE	FY 2021-2024	\$14,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$14,000,000 \$14,000,000	1
									<i>CAT 4R increased \$1.5M</i>		
7	US 183	Widen Non-Freeway - Lampasas 0272-06-031	8.53 MI. NORTHWEST OF LAMPASAS	US 281	FY 2025-2030	\$16,525,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$16,525,000 \$16,525,000	1
8	US 183	Widen Non-Freeway - Lometa 0272-06-032	0.46 MI. S OF LOMETA	8.53 MI. NORTHWEST OF LAMPASAS	FY 2025-2030	\$17,175,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$17,175,000 \$17,175,000	1

Bryan District

2021 Unified Transportation Program (UTP)



★ DISTRICT HIGHLIGHTS & PRIORITIES

The Bryan District focuses its UTP efforts on accomplishing projects with significant statewide impact, while also making resources available for local projects that impact both rural communities and the Bryan/College Station area. This method of addressing priorities includes balancing Category 1 funding for local maintenance and improvement needs with Category 4 funding for projects of statewide significance. The district's Category 2 funding helps manage the urban corridor needs of Bryan/College Station.

One example of efforts to improve statewide connectivity is the work to continually upgrade the I-45 corridor through the eastern portion of the district. I-45 connects Dallas and Houston and serves as the primary hurricane evacuation route. Walker County has two sections under construction, one project in the design stage and another in the planning stage, to update sections of I-45 designed in the 1960s. These sections of I-45 now have more passenger and freight traffic than they were originally designed to handle. The projects will widen the highway, replace pavement, and reconstruct all existing bridges to improve traffic.

DISTRICT FACTS

Population	479,100
Square Miles	7,700
Daily Vehicle Miles	16.1 million
Highway Lane Miles	7,300

REGIONAL PLANNING CONTACTS

- Bryan TxDOT District [page](#)
- MPO: [Bryan/College Station Metropolitan Planning Organization](#)

KEY PROJECTS

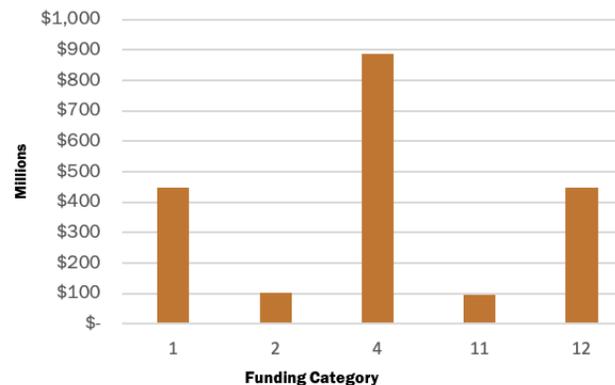
Short Term (Four or fewer years)

- SH 249, Grimes County: design and build highway extension in cooperation with Houston District
- I-45 Corridor, Walker County: projects to widen the highway and improve interchanges
- US 190/SH 21, Madison County: widen highway to four lanes
- SH 6, Brazos County: add lanes and improve interchanges

Long Term (Five or more years)

- US 79, Leon County: widen highway to four lanes
- US 290, Washington County: improve interchange
- FM 2154, Brazos County: widen roadway to four lanes
- US 190/SH 21, Madison County: construct non-freeway loop around Madisonville

Bryan District: 2021 Planning Targets by Category



12

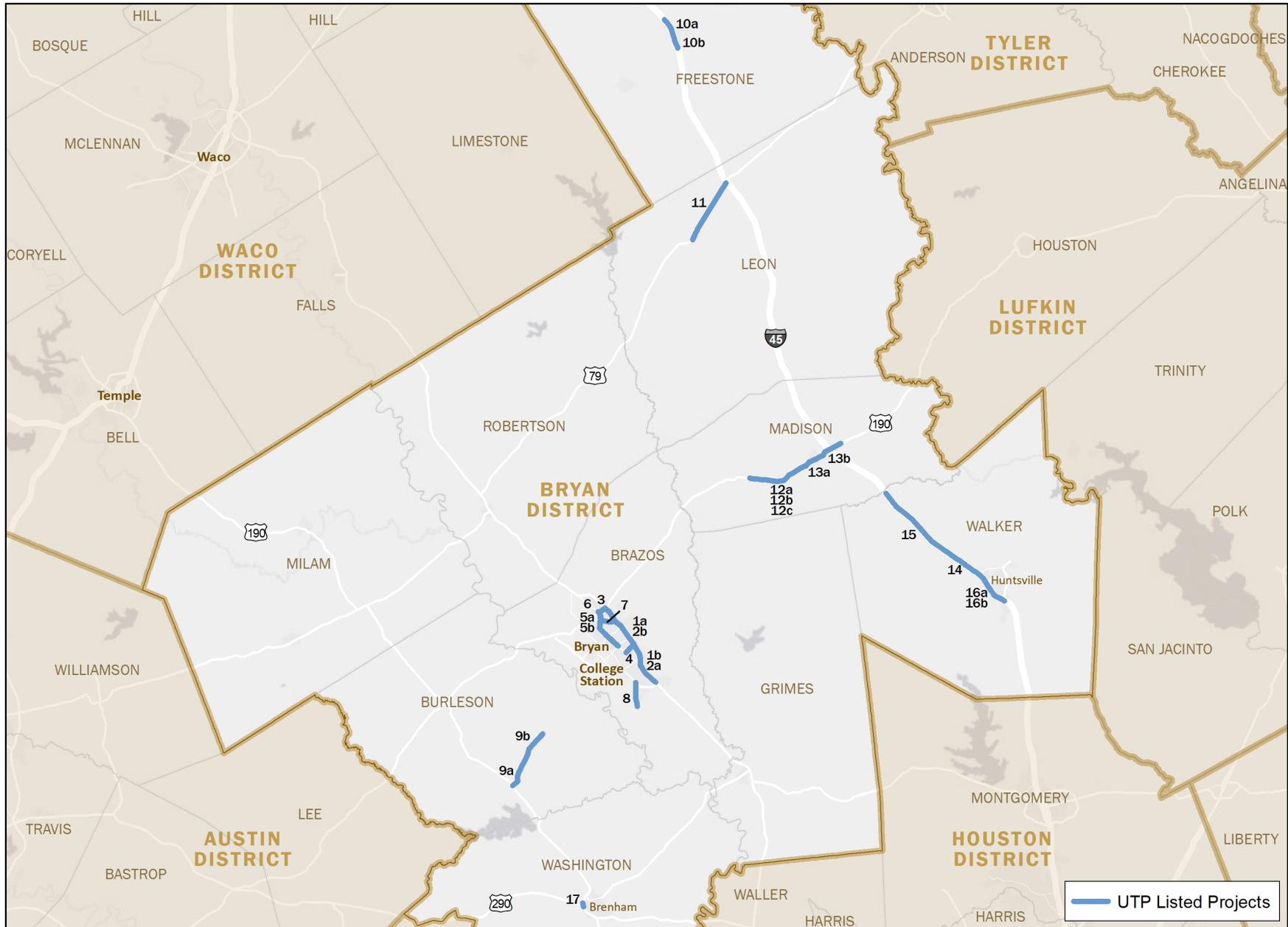
TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

Bryan District Listed Projects



Bryan District - Listed Projects

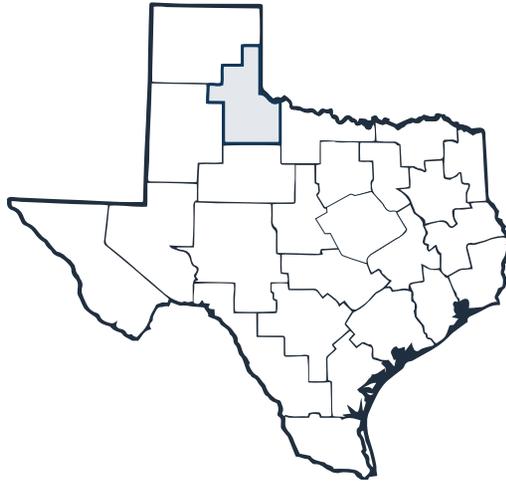
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Brazos County											
1a	SH 6	Widen Freeway - Bryan 0049-12-110	SH 21	BS-6R SOUTH	FY 2021-2024	\$134,320,000	Scope Change	No	Cat. 1 Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$18,000,000 \$14,220,000 \$102,100,000 \$134,320,000	1
1b	SH 6	Widen Freeway - College Station 0050-02-117	BS-6R SOUTH	SH 40	FY 2021-2024	\$40,000,000	Scope Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$12,000,000 \$28,000,000 \$40,000,000	1
2a	SH 6	Interchange Improvements - College Station 0050-02-106	BS-6R SOUTH	SH 40	FY 2025-2030	\$15,000,000	Scope Change	No	Cat. 1 Cat. 2 TOTAL	\$5,000,000 \$10,000,000 \$15,000,000	1
2b	SH 6	Interchange Improvements - Bryan 0049-12-135	SH 21	BS-6R SOUTH	FY 2025-2030	\$32,000,000	Scope Change	No	Cat. 12 Strategic Priority TOTAL	\$27,000,000 \$27,000,000	1
3	SH 21	Widen Non-Freeway - Bryan 0117-01-051	BS 6-R	SH 6	FY 2025-2030	\$13,000,000	No Funding Change	No	Cat. 2 TOTAL	\$13,000,000 \$13,000,000	2
4	SH 30	Safety & Pedestrian - College Station 2446-01-034	BS 6-R	SH 6	FY 2025-2030	\$5,160,000	No Funding Change	No	Cat. 2 TOTAL	\$5,160,000 \$5,160,000	3
5a	BS 6R	Intersection Improvements - Bryan 0049-09-076	15TH STREET	FM 158	FY 2021-2024	\$4,000,000	No Funding Change	No	Cat. 2 TOTAL	\$4,000,000 \$4,000,000	2
5b	BS 6R	Intersection Improvements - Bryan 0050-01-083	FM 158	FM 60	FY 2021-2024	\$16,520,000	Funding Adjustment	No	Cat. 2 Cat. 4 Urban TOTAL <i>CAT 2 increased \$4M, added CAT 4U \$3.5M</i>	\$13,000,000 \$3,520,000 \$16,520,000	2
6	BS 6R	Intersection Improvements - Bryan 0049-09-087	OLD HEARNE ROAD	15TH STREET	FY 2021-2024	\$4,000,000	New Authorization	No	Cat. 2 TOTAL	\$4,000,000 \$4,000,000	3
7	FM 158	Safety & Pedestrian - Bryan 0212-03-050	BS 6-R	SH 6	FY 2021-2024	\$13,000,000	Funding Adjustment	No	Cat. 2 TOTAL <i>CAT 2 increased \$2M</i>	\$13,000,000 \$13,000,000	3
8	FM 2154	Widen Non-Freeway - College Station 0540-04-074	SH 40	GREENS PRAIRIE ROAD	FY 2025-2030	\$29,000,000	No Funding Change	No	Cat. 2 TOTAL	\$29,000,000 \$29,000,000	3
Burleson County											
9a	FM 60	Widen Non-Freeway - Somerville 0648-03-049	SH 36	2.0 MILES EAST OF SH 36 NEAR CR 426	FY 2021-2024	\$14,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$14,000,000 \$14,000,000	2
9b	FM 60	Widen Non-Freeway - Somerville 0648-03-051	2.0 MI EAST OF SH 36 NEAR CR 426	0.8 MI WEST OF FM 2039	FY 2021-2024	\$38,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$38,000,000 \$38,000,000	2
Freestone County											
10a	IH 45	One-Way Frontage Roads - Fairfield 0675-01-069	US 84	1.6 MILES NORTH OF FM 27	FY 2021-2024	\$10,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$10,000,000 \$10,000,000	1
10b	IH 45	One-Way Frontage Roads - Fairfield 0675-02-080	1.5 MILES SOUTH OF US 84	US 84	FY 2021-2024	\$8,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$8,000,000 \$8,000,000	1
Leon County											
11	US 79	Widen Non-Freeway - Buffalo 0205-04-047	0.3 MILES EAST OF IH 45	1.2 MILES WEST OF FM 1512	FY 2025-2030	\$152,000,000	Scope Change	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$80,000,000 \$72,000,000 \$152,000,000	1

Bryan District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Madison County											
12a	US 190	Widen Non-Freeway - Madison Co. 0117-03-024	BRAZOS COUNTY LINE	1.1 MI WEST OF FM 39	FY 2021-2024	\$23,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$23,000,000 \$23,000,000	2
12b	US 190	Widen Non-Freeway - Madison Co. 0117-04-031	1.6 MI EAST OF FM 39	MARTIN L KING BLVD.	FY 2021-2024	\$56,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$56,000,000 \$56,000,000	2
12c	US 190	Widen Non-Freeway - Madison Co. 0117-10-001	1.1 MI WEST OF FM 39	1.6 MI EAST OF FM 39	FY 2021-2024	\$42,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$42,000,000 \$42,000,000	2
13a	US 190	Madisonville Relief Route 0117-04-043	0.7 MI E OF FM 1452	SS 174	FY 2025-2030	\$60,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$60,000,000 \$60,000,000	1
13b	US 190	Madisonville Relief Route 0117-05-053	SS 174	0.3 MI W OF FM 2346	FY 2025-2030	\$100,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$100,000,000 \$100,000,000	1
Walker County											
14	IH 45	Widen Freeway - Huntsville 0675-06-103	SH 30	0.7 MILES SOUTH OF FM 1696	FY 2021-2024	\$210,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$210,000,000 \$210,000,000	1
15	IH 45	Widen Freeway - Huntsville 0675-06-105	0.7 MILES SOUTH OF FM 1696	0.8 MILES NORTH OF FM 2989	FY 2025-2030	\$267,800,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$267,800,000 \$267,800,000	1
16a	IH 45	Widen Freeway - Huntsville 0675-06-108	SH 30	0.9 MILES NORTH OF SH 30	FY 2021-2024	\$30,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$30,000,000 \$30,000,000	1
16b	IH 45	Widen Freeway - Huntsville 0675-07-097	0.3 MILES NORTH OF SH 19	SH 30	FY 2021-2024	\$170,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$170,000,000 \$170,000,000	1
Washington County											
17	US 290	Interchange at BU 290 - Brenham 0186-06-082	0.2 MILES NORTH OF BU 290	0.2 MILES SOUTH OF BU 290	FY 2025-2030	\$50,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$50,000,000 \$50,000,000	1

Childress District

2021 Unified Transportation Program (UTP)



★ DISTRICT HIGHLIGHTS & PRIORITIES

The Childress District's major focus is preventive maintenance and rehabilitation of the transportation system. The district's roads serve farming and ranching communities, as well as energy industry traffic. Accordingly, the district uses Category 1 funding to complete important maintenance projects like seal coats, overlays, and rehabilitation. Every year staff plans for the next four years of projects with a baseline expectation that Category 1 funding will continue to make up the majority of the budget. To prioritize needs, the process begins with data from maintenance supervisors and engineers, and an assessment of county-level spending to understand local needs.

Category 4 funding addresses connectivity projects for the district's major thoroughfares, like US 83 and US 287. Additionally, Category 11 funding supports road rehabilitation and typically funds one smaller project each UTP cycle. Future energy projects will be funded through Category 11.

KEY PROJECTS

Short Term (Four or fewer years)

- US 287, Hall County: realignment
- US 70, Foard County: rehabilitation
- FM 268, in Childress and Hardeman Counties: widening

Long Term (Five or more years)

- US 287, Donley County: concrete pavement
- US 287, Hall County: concrete pavement
- FM 680, Hardeman County: new location
- US 287, Childress County: concrete pavement

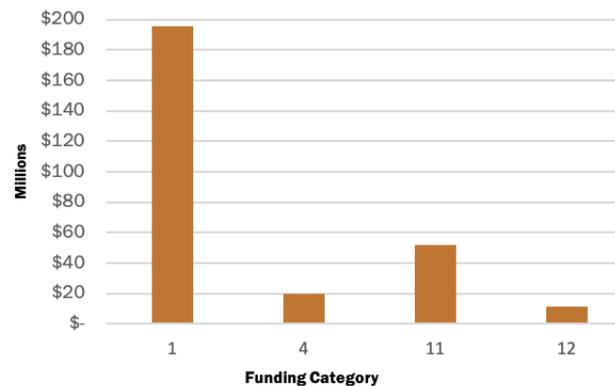
DISTRICT FACTS

Population	36,700
Square Miles	11,200
Daily Vehicle Miles	2.8 million
Highway Lane Miles	5,500

REGIONAL PLANNING CONTACTS

- Childress TxDOT District [page](#)

Childress District: 2021 Planning Targets by Category



12

TxDOT FUNDING CATEGORIES

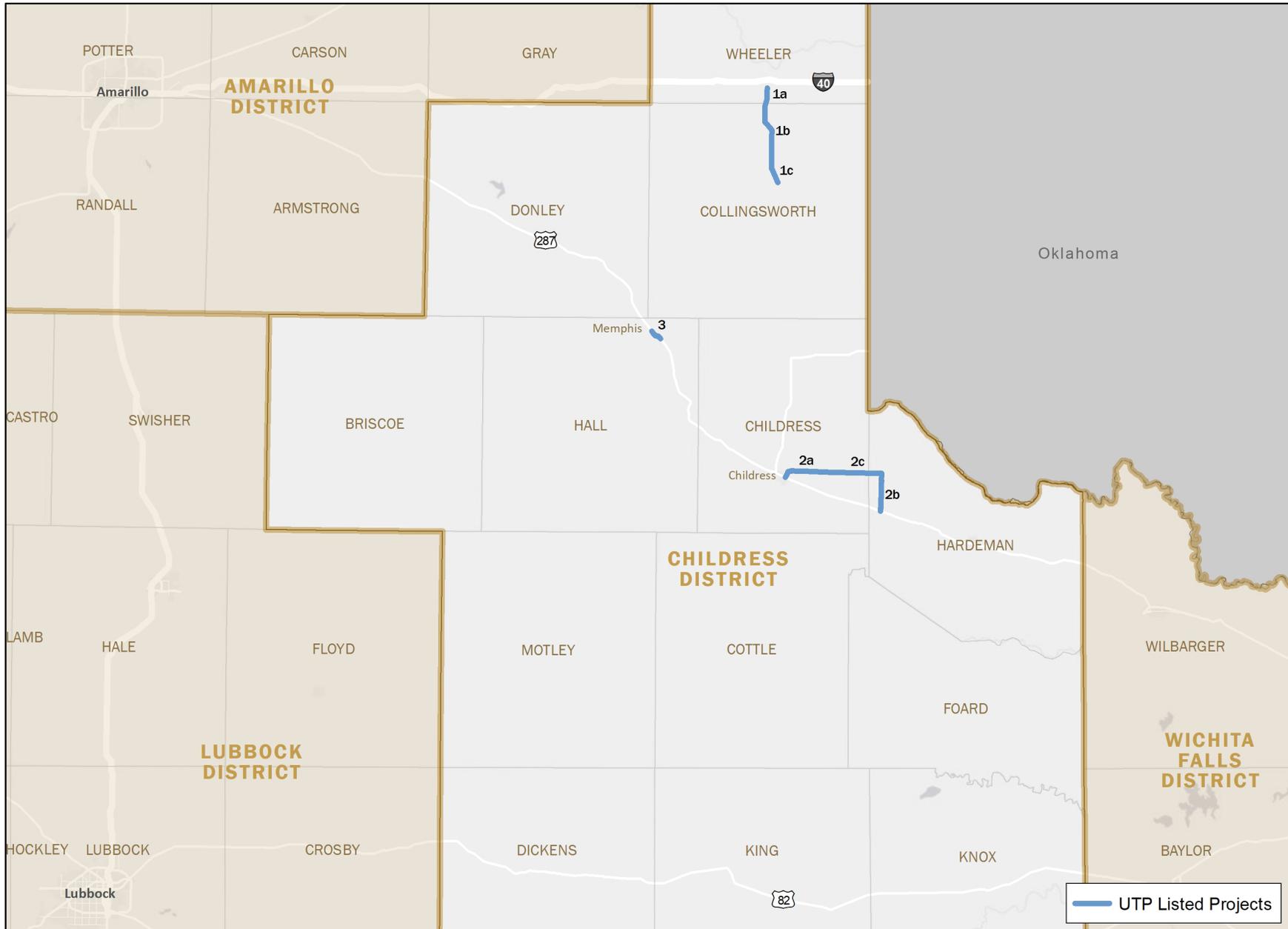
- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
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- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
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- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

Childress District

Listed Projects

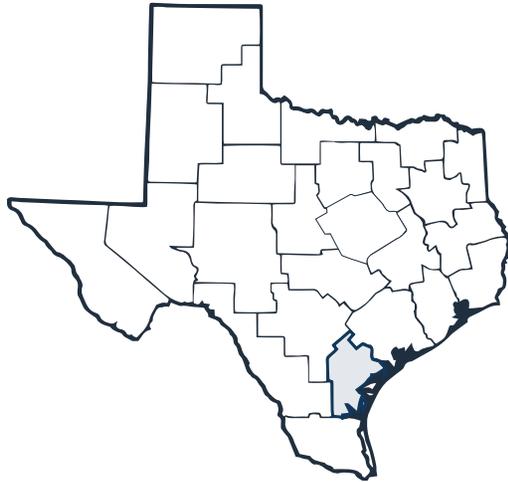


Childress District - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1a	US 83	Passing Lanes (Super 2) - Shamrock (Wheeler County) 0031-01-022	FM 2033, SOUTH	COLLINGSWORTH C/L	FY 2021-2024	\$1,720,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$1,720,000 \$1,720,000	2
1b	US 83	Passing Lanes (Super 2) - Shamrock (Collingsworth County) 0031-02-029	WHEELER C/L, SOUTH	7.551 MILES	FY 2021-2024	\$6,100,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$6,100,000 \$6,100,000	2
1c	US 83	Passing Lanes (Super 2) - Shamrock (Collingsworth County) 0031-03-044	7.551 MILES SOUTH OF WHEELER C/L, S	FM 1439	FY 2021-2024	\$1,400,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$1,400,000 \$1,400,000	2
2a	FM 268	Widen Non-Freeway - Childress (Childress County) 0704-02-022	US 287, EAST	FM 1033	FY 2021-2024	\$5,186,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$5,186,000 \$5,186,000	3
2b	FM 268	Widen Non-Freeway - Childress (Hardeman County) 2533-01-015	CHILDRESS C/L, SOUTH	US 287	FY 2021-2024	\$4,065,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$4,065,000 \$4,065,000	3
2c	FM 268	Widen Non-Freeway - Childress (Childress County) 2533-02-008	FM 1033, EAST	HARDEMAN C/L	FY 2021-2024	\$1,949,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$1,949,000 \$1,949,000	3
Hall County											
3	US 287	Highway Realignment - Memphis 0042-09-124	348' SOUTH OF 2ND STREET, SOUTH	1.718 MILES	FY 2021-2024	\$10,422,000	Funding Adjustment	No	Cat. 1 Cat. 4 Regional TOTAL	\$122,000 \$10,300,000 \$10,422,000	1
									<i>CAT 4R increased \$2.3M</i>		

Corpus Christi District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	599,600
Square Miles	7,800
Daily Vehicle Miles	16 million
Highway Lane Miles	7,200

REGIONAL PLANNING CONTACTS

- Corpus Christi TxDOT District [page](#)
- MPO: [Corpus Christi Metropolitan Planning Organization](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as safety and maintenance of transportation facilities. The designation of US 77, US 281, and US 59 as future interstate highway corridors uniquely positions the district to plan and develop these corridors to add new interstate lane mileage to the transportation system. Improvements to both US 77 and US 281, including new overpasses, frontage roads, and several relief routes, are preparing these roadways to become I-69E and I-69C, respectively. Category 4 funding allows the district to continue work on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

Increasing traffic in the Eagle Ford Shale contributes to maintenance needs in the district. Accordingly, the district receives energy sector funding through Category 11 to support rehabilitation of these roads. The recent addition of passing lanes on SH 72 is an example of how district staff apply these funds to improve the safety and capacity of this roadway. Staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs throughout the district.

KEY PROJECTS

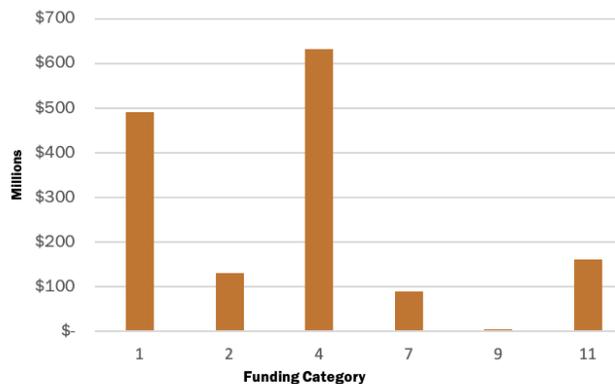
Short Term (Four or fewer years)

- US 181 / US 183, Bee, Goliad, and Refugio Counties: pavement and operational improvements
- US 77, Kleberg County: upgrade to freeway from FM 1356 to south of Kingsville
- US 281, Jim Wells County: construct relief route and upgrade to freeway at Premont
- I-37, Nueces and San Patricio Counties: expand freeway and raise Nueces River bridge
- SH 72/ SH 119, Goliad, Live Oak and Karnes Counties: pavement and operational improvements

Long Term (Five or more years)

- US 281, Jim Wells County: construct grade separations at County Roads 116 and 117
- US 77, Kleberg County: upgrade to freeway from Kingsville to Riviera

Corpus Christi District: 2021 Planning Targets by Category

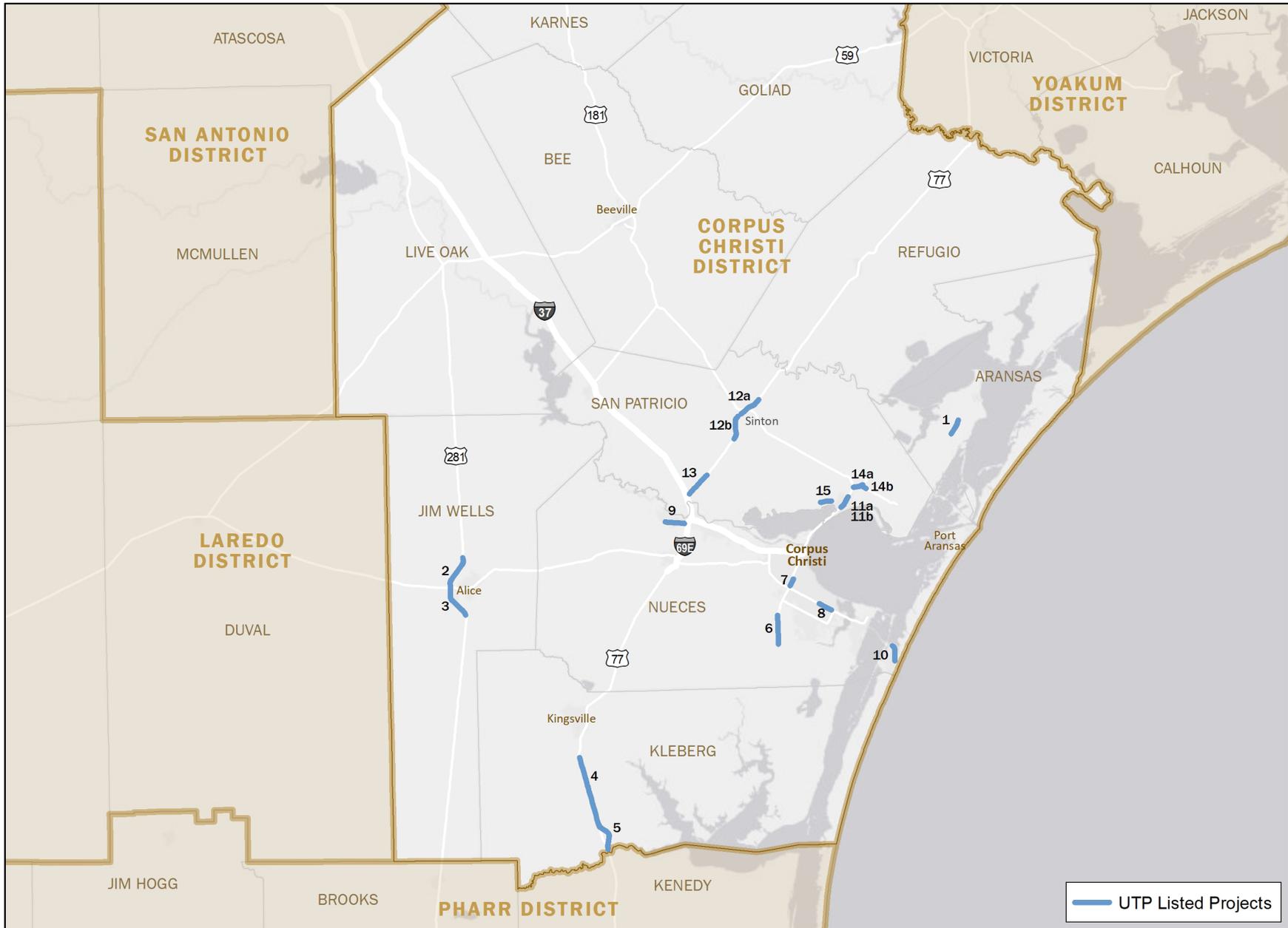


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
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Corpus Christi District Listed Projects

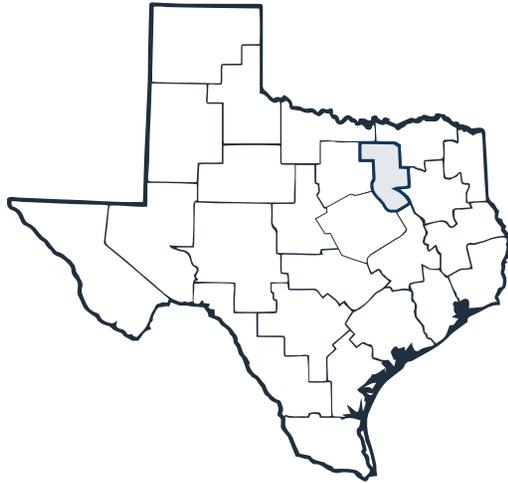


Corpus Christi District - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Aransas County											
1	SH 35	Grade Separation - Rockport 0180-04-120	ON SH35 AT CORPUS CHRISTI ST. INTER		FY 2021-2024	\$15,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$15,000,000 \$15,000,000	1
Jim Wells County											
2	US 281	Upgrade to Freeway - Alice 0254-07-008	US 281 AT CR 116 & 117 INTERSECTION		FY 2021-2024	\$25,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$25,000,000 \$25,000,000	1
3	US 281	Upgrade to Freeway - Alice 0254-07-010	BU 281R N OF ALICE	BU 281R S OF ALICE	FY 2021-2024	\$90,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$90,000,000 \$90,000,000	1
Kleberg County											
4	US 77	Upgrade to Freeway - Kingsville 0102-04-097	CR 2130	1.5 MI. N. OF SH 285	FY 2021-2024	\$115,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$115,000,000 \$115,000,000	1
										<i>CAT 4R increased \$20M</i>	
5	US 77	Riviera Relief Route 0327-09-002	1.5 MI N. OF SH 285 INTERSECTION	KENEDY/KLEBERG COUNTY LINE	FY 2025-2030	\$110,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$110,000,000 \$110,000,000	1
Nueces County											
6	SH 286	Upgrade to Freeway - Corpus Christi 0326-01-056	FM 43	SOUTH OF FM 2444	FY 2021-2024	\$40,000,000	No Funding Change	No	Cat. 2 TOTAL	\$40,000,000 \$40,000,000	2
7	SH 286	Widen Freeway - Corpus Christi 0326-03-103	SH 358	HORNE RD.	FY 2025-2030	\$30,000,000	New Authorization	No	Cat. 2 TOTAL	\$30,000,000 \$30,000,000	2
8	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	NILE DRIVE	STAPLES STREET	FY 2021-2024	\$35,000,000	No Funding Change	No	Cat. 2 TOTAL	\$35,000,000 \$35,000,000	1
9	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	WILDCAT DR.	FY 2021-2024	\$18,000,000	New Authorization	No	Cat. 2 Cat. 4 Urban Cat. 7 TOTAL	\$6,000,000 \$10,000,000 \$2,000,000 \$18,000,000	1
10	PR 22	Safety & Pedestrian - Corpus Christi 0617-02-073	AQUARIUS ST.	WHITECAP BLVD.	FY 2025-2030	\$16,000,000	No Funding Change	No	Cat. 2 TOTAL	\$16,000,000 \$16,000,000	2
San Patricio County											
11a	US 181	Freeway Ramps - Portland 0101-04-114	FM 3239 (BUDDY GANEM DR.)	FM 2986 (WILDCAT DR.)	FY 2021-2024	\$1,200,000	No Funding Change	No	Cat. 2 TOTAL	\$1,200,000 \$1,200,000	1
11b	US 181	Freeway Ramps - Portland 0101-04-120	FM3239 (BUDDY GANEM DR.)	FM2986 (WILDCAT DR.)	FY 2021-2024	\$18,000,000	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$4,800,000 \$13,200,000 \$18,000,000	1
12a	US 77	Upgrade to Freeway - Sinton 0371-04-062	CHILTIPIN CREEK BR (CONTROL BREAK)	BUSINESS NORTH (SINTON)	FY 2025-2030	\$40,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$40,000,000 \$40,000,000	1
12b	US 77	Upgrade to Freeway - Sinton 0372-01-101	BUSINESS SOUTH (SINTON)	CHILTIPIN CREEK BR (CONTROL BREAK)	FY 2025-2030	\$40,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$40,000,000 \$40,000,000	1
13	US 77	Upgrade to Freeway at IH 37 0372-01-106	IH 37 AND INTERCHANGE	SOUTH OF ODEM	FY 2025-2030	\$127,500,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$127,500,000 \$127,500,000	1
14a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	.23 MI N OF SH 361	FY 2025-2030	\$21,500,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$21,500,000 \$21,500,000	1
14b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	AT SH35 INTERCHANGE	.6 MI SE ON SH 361	FY 2025-2030	\$38,500,000	No Funding Change	No	Cat. 2 TOTAL	\$38,500,000 \$38,500,000	1
15	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	FY 2021-2024	\$7,000,000	No Funding Change	No	Cat. 2 TOTAL	\$7,000,000 \$7,000,000	3

Dallas District

2021 Unified Transportation Program (UTP)



★ DISTRICT HIGHLIGHTS & PRIORITIES

The Dallas District's projects represent some of the department's biggest – and most expensive – efforts. When planning for projects, district staff consider the transportation needs of the traveling public and the region, along with the viability and availability of different funding categories. The district advances projects as they are funded, and funding from multiple categories often helps projects advance to construction.

The I-30 East project from Bass Pro Drive to the Hunt County Line represents a major partnership in the region. The project spans over 16 miles, 2 counties and 6 cities. TxDOT Dallas District partnered with the cities, the county and the North Central Texas Council of Governments to fund this major reconstruction project that will provide congestion relief to one of the busiest Eastern connections into Downtown Dallas. In addition, the project will add frontage road across Lake Ray Hubbard where none exist today. These frontage roads will improve the reliability of the system by providing a route for the interstate traffic to use during incidents on the freeway.

DISTRICT FACTS

Population	5 million
Square Miles	5,400
Daily Vehicle Miles	69.5 million
Highway Lane Miles	9,700

REGIONAL PLANNING CONTACTS

- Dallas TxDOT District [page](#)
- MPO: [North Central Texas Council of Governments](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

KEY PROJECTS

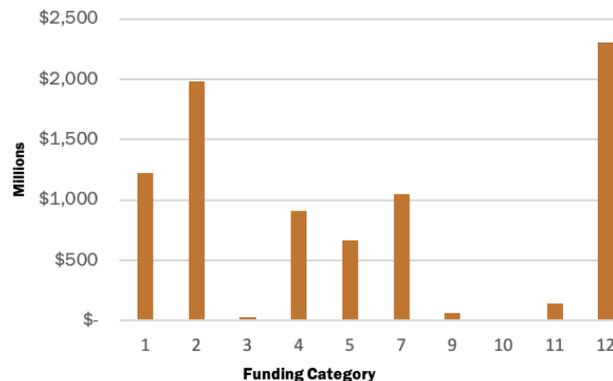
Short Term (Four or fewer years)

- I-30 Frontage Roads, Dallas County: construct new frontage roads and reconstruct interchange from Bass Pro to Dalrock Road
- I-35 Denton County Connections, Denton County: reconstruct interchanges on I-35E including the I-35E/I-35W Y-Connection in Denton
- I-35E Phase 2, Dallas County: widen and reconstruct freeway and frontage roads
- I-30 Canyon, Dallas County: operational and capacity improvements
- I-30 East, Rockwall County: widen and reconstruct from Dalrock to Hunt County
- US 80, Kaufman County: widen and reconstruct from I-30 to FM 460, including the I-635 interchange
- US 75 North, Collin County: widen and reconstruct freeway and frontage roads

Long Term (Five or more years)

- US 380, Collin County: reconstruct new freeway east-west through Collin County
- I-35, Denton County: widen and reconstruct freeway and frontage roads from US 380 to Cooke County line
- I-35W, Denton County: widen and reconstruct freeway and frontage roads

Dallas District: 2021 Planning Targets by Category



12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Dallas District - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Multi-County Projects										
1a	IH 30	I-30 East (Dallas County) 0009-11-238	BASS PRO DRIVE IN GARLAND	DALROCK RD	FY 2021-2024	\$30,182,264	Funding Adjustment	No	Cat. 2 \$7,827,157 Cat. 12 Texas Clear Lanes \$22,355,107 TOTAL \$30,182,264 <i>CAT 2 increased \$7.8M</i>	1
1b	IH 30	I-30 East (Rockwall County) 0009-12-215	DALROCK RD (DALLAS C/L)	SH 205	FY 2021-2024	\$107,211,136	Funding Adjustment	No	Cat. 2 \$69,111,136 Cat. 12 Texas Clear Lanes \$38,100,000 TOTAL \$107,211,136 <i>CAT 2 increased \$34M</i>	1
2a	IH 30	I-30 East (Dallas County) 0009-11-241	BASS PRO DRIVE	DALROCK RD	FY 2021-2024	\$120,574,879	No Funding Change	No	Cat. 4 Urban \$120,574,879 TOTAL \$120,574,879	1
2b	IH 30	I-30 East (Rockwall County) 0009-12-221	DALROCK RD (ROCKWALL C/L)	EAST OF DALROCK RD	FY 2021-2024	\$7,000,000	No Funding Change	No	Cat. 4 Urban \$7,000,000 TOTAL \$7,000,000	1
3	IH 30	I-30 East (Rockwall County) 0009-12-219	SH 205	WEST OF FM 2642 (HUNT C/L)	FY 2021-2024	\$260,984,096	Funding Adjustment	No	Cat. 2 \$68,764,518 Cat. 5 \$50,000,000 Cat. 12 Texas Clear Lanes \$142,219,578 TOTAL \$260,984,096 <i>CAT 2 increased \$3.7M</i>	1
4	IH 30	I-30 East (Rockwall County) 0009-12-220	DALROCK ROAD	EAST OF HORIZON	FY 2021-2024	\$214,025,080	No Funding Change	No	Cat. 4 Urban \$32,000,000 Cat. 12 Texas Clear Lanes \$182,025,080 TOTAL \$214,025,080	1
5	US 80	US 80 East Corridor (Dallas County) 0095-02-096	BELT LINE RD	LAWSON RD (DALLAS/KAUFMAN C/L)	FY 2025-2030	\$192,096,816	No Funding Change	No	Cat. 4 Urban \$100,000,000 -Remaining funding TBD- TOTAL \$192,096,816	1
6	US 80	US 80 East Corridor (Dallas County) 0095-02-107	EAST OF TOWN EAST BLVD	BELT LINE RD	FY 2025-2030	\$305,005,199	No Funding Change	No	Cat. 4 Urban \$105,000,000 -Remaining funding TBD- TOTAL \$305,005,199	1
7a	US 80	US 80 East Corridor (Kaufman County) 0095-03-080	LAWSON RD (DALLAS / KAUFMAN C/L)	FM 460	FY 2021-2024	\$140,021,693	No Funding Change	No	Cat. 4 Urban \$133,000,000 Cat. 11 District \$7,021,693 TOTAL \$140,021,693	1
7b	US 80	US 80 East Corridor (Kaufman County) 0095-03-085	AT FM 460	.	FY 2021-2024	\$9,329,667	New Authorization	No	Cat. 1 \$1,003,816 Cat. 4 Urban \$6,443,588 Cat. 6 \$1,882,263 TOTAL \$9,329,667	2
8	IH 35	Denton County Connections (Denton County) 0195-02-074	US 77 (NORTH OF DENTON)	COOKE COUNTY LINE	FY 2021-2024	\$602,790,000	Funding Adjustment	No	Cat. 4 Urban \$54,090,000 Cat. 11 District \$29,050,000 Cat. 12 Strategic Priority \$519,650,000 TOTAL \$602,790,000 <i>CAT 4U added \$54M</i>	1
9a	IH 35E	Loop 9 Segment B (Dallas County) 0442-02-162	ELLIS COUNTY LINE	BEAR CREEK ROAD	FY 2021-2024	\$13,245,644	Funding Adjustment	No	Cat. 2 \$12,662,644 Cat. 7 \$583,000 TOTAL \$13,245,644 <i>CAT 2 increased \$4.5M</i>	1
9b	IH 35E	FM 664 (Ellis County) 0442-03-042	AT FM 664	.	FY 2021-2024	\$41,970,617	Funding Adjustment	No	Cat. 4 Urban \$41,970,617 TOTAL \$41,970,617 <i>CAT 4U increased \$12.7M</i>	1

Dallas District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
9c	IH 35E	Loop 9 Segment B (Ellis County) 0442-03-044	REESE DRIVE	DALLAS COUNTY LINE	FY 2021-2024	\$15,684,914	Funding Adjustment	No	Cat. 2 \$9,034,914	1
									Cat. 7 \$6,650,000	
									TOTAL \$15,684,914	
									<i>CAT 2 increased \$969K</i>	
10	IH 30	Widen Freeway - Grand Prairie (Dallas County) 1068-04-170	DALLAS COUNTY LINE	SH 161	FY 2021-2024	\$11,000,000	Funding Adjustment	No	Cat. 4 Urban \$11,000,000	1
									TOTAL \$11,000,000	
									<i>CAT 4U increased \$2M</i>	
11a	IH 45	Loop 9 Segment B (Dallas County) 0092-02-130	AT SL 9	.	FY 2021-2024	\$3,667,581	Funding Adjustment	No	Cat. 4 Urban \$3,667,581	1
									TOTAL \$3,667,581	
									<i>CAT 4U increased \$1.4M</i>	
11b	SL 9	Loop 9 Segment B (Dallas County) 2964-10-008	I-35E	DALLAS/ELLIS COUNTY LINE	FY 2021-2024	\$43,045,357	No Funding Change	No	Cat. 2 \$35,235,869	1
									Cat. 3 Regional Toll Revenue \$3,788,000	
									Cat. 5 \$432,000	
									Cat. 7 \$3,589,488	
									TOTAL \$43,045,357	
11c	SL 9	Loop 9 Segment B (Dallas County) 2964-10-009	ELLIS/DALLAS COUNTY LINE	I-45	FY 2021-2024	\$67,236,678	No Funding Change	No	Cat. 2 \$53,105,708	1
									Cat. 5 \$408,000	
									Cat. 7 \$13,722,970	
									TOTAL \$67,236,678	
11d	SL 9	Loop 9 Segment B (Ellis County) 2964-12-001	I-35E	DALLAS COUNTY LINE	FY 2021-2024	\$9,204,170	No Funding Change	No	Cat. 2 \$8,770,170	1
									Cat. 5 \$434,000	
									TOTAL \$9,204,170	
11e	SL 9	Loop 9 Segment B (Ellis County) 2964-12-002	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	FY 2021-2024	\$10,393,729	No Funding Change	No	Cat. 2 \$10,297,729	1
									Cat. 5 \$96,000	
									TOTAL \$10,393,729	
12a	US 175	Freeway Ramps - Seagoville (Dallas County) 0197-02-124	EAST OF E. MALLOY BRIDGE RD	KAUFMAN COUNTY LINE	FY 2021-2024	\$2,163,200	No Funding Change	No	Cat. 2 \$2,163,200	1
									TOTAL \$2,163,200	
12b	US 175	Freeway Ramps - Seagoville (Kaufman County) 0197-03-074	DALLAS COUNTY LINE	WEST OF FM 1389	FY 2021-2024	\$2,163,200	No Funding Change	No	Cat. 2 \$2,163,200	1
									TOTAL \$2,163,200	
13a	FM 548	Widen Non-Freeway - Forney (Kaufman County) 2588-01-017	WINDMILL FARMS BLVD	S OF SH 205 (ROCKWALL C/L)	FY 2025-2030	\$27,221,220	No Funding Change	No	Cat. 2 \$8,448,796	2
									-Remaining funding TBD-	
									TOTAL \$27,221,220	
13b	FM 548	Widen Non-Freeway - Forney (Rockwall County) 2588-02-008	S OF SH 205 (KAUFMAN C/L)	SH205	FY 2025-2030	\$6,200,000	No Funding Change	No	Cat. 2 \$6,200,000	3
									TOTAL \$6,200,000	
13c	FM 548	Widen Non-Freeway - Forney (Kaufman County) 2588-01-022	NORTH OF US 80	WINDMILL FARMS BLVD	FY 2021-2024	\$49,551,204	No Funding Change	No	Cat. 2 \$49,551,204	3
									TOTAL \$49,551,204	
Collin County										
14	US 75	Interchange at Ridgeview Dr - Allen 0047-06-161	AT RIDGEVIEW DRIVE	.	FY 2021-2024	\$26,155,102	No Funding Change	No	Cat. 2 \$26,155,102	1
									TOTAL \$26,155,102	
15a	US 380	US 380 - Collin Co. 0135-03-046	AIRPORT DR	4TH STREET	FY 2021-2024	\$41,097,161	Funding Adjustment	No	Cat. 2 \$41,097,161	1
									TOTAL \$41,097,161	
									<i>CAT 2 increased \$11M</i>	
15b	US 380	US 380 - Collin Co. 0135-04-033	4TH STREET	CR 458	FY 2021-2024	\$4,521,469	Funding Adjustment	No	Cat. 2 \$4,521,469	1
									TOTAL \$4,521,469	
									<i>CAT 2 increased \$1.9M</i>	

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
16	US 380	US 380 - Collin Co. 0135-03-053	SH 5	FM 75	FY 2025-2030	\$538,000,000	New Authorization	No	Cat. 2 Cat. 4 Urban -Remaining funding TBD-	\$278,000,000 \$150,000,000 \$110,000,000	1
									TOTAL	\$538,000,000	
17	US 380	US 380 - Collin Co. 0135-04-036	FM 75	EAST OF SH 78	FY 2025-2030	\$565,000,000	New Authorization	No	Cat. 2 -Remaining funding TBD-	\$87,000,000 \$478,000,000	1
									TOTAL	\$565,000,000	
18	SH 5	Widen Non-Freeway - McKinney 0047-05-054	SS 399	SOUTH OF CR 275	FY 2021-2024	\$77,315,723	No Funding Change	No	Cat. 2	\$77,315,723	1
									TOTAL	\$77,315,723	
19	SH 5	Widen Non-Freeway - McKinney 0047-09-034	SOUTH OF FM 1378	SS 399	FY 2021-2024	\$10,000,000	No Funding Change	No	Cat. 2	\$10,000,000	2
									TOTAL	\$10,000,000	
20	SH 205	Widen Non-Freeway - Rockwall 0451-03-013	NORTH OF JOHN KING (ROCKWALL C/L)	SH 78	FY 2021-2024	\$35,150,000	No Funding Change	No	Cat. 2	\$35,150,000	2
									TOTAL	\$35,150,000	
21	SH 121	Widen Non-Freeway - Anna 0549-03-024	COLLIN COUNTY OUTER LOOP	NORTH OF FM 455	FY 2021-2024	\$54,174,694	No Funding Change	No	Cat. 4 Urban	\$54,174,694	2
									TOTAL	\$54,174,694	
22	SS 399	Interchange at SH 5 - McKinney 0364-04-049	AT SH 5	.	FY 2021-2024	\$19,273,554	Funding Adjustment	No	Cat. 2	\$19,273,554	1
									TOTAL	\$19,273,554	
									<i>CAT 2 increased \$3.1M</i>		
23	FM 545	Road Rehabilitation - Melissa 1012-02-030	FM 2933	BS-78D	FY 2025-2030	\$22,859,947	New Authorization	No	Cat. 4 Urban	\$22,859,947	2
									TOTAL	\$22,859,947	
24	FM 2551	Widen Non-Freeway - Allen 2056-01-042	FM 2514	FM 2170	FY 2021-2024	\$44,570,571	No Funding Change	No	Cat. 2	\$44,570,571	2
									TOTAL	\$44,570,571	
25a	FM 2478	Widen Non-Freeway - McKinney 2351-01-017	US 380	FM 1461	FY 2021-2024	\$34,891,227	No Funding Change	No	Cat. 2 Cat. 3 Local	\$34,793,244 \$97,983	2
									TOTAL	\$34,891,227	
25b	FM 2478	Widen Non-Freeway - McKinney 2351-02-014	FM 1461	NORTH OF FM 1461	FY 2021-2024	\$3,985,550	No Funding Change	No	Cat. 2	\$3,985,550	2
									TOTAL	\$3,985,550	
26a	FM 2514	Widen Non-Freeway - Wylie 2679-03-015	E OF LAVON PKWY	N OF DRAIN DR	FY 2021-2024	\$11,167,795	No Funding Change	No	Cat. 2	\$11,167,795	2
									TOTAL	\$11,167,795	
26b	FM 2514	Widen Non-Freeway - Wylie 2679-03-016	N OF DRAIN DR	BROWN ST	FY 2021-2024	\$20,179,763	No Funding Change	No	Cat. 2	\$20,179,763	2
									TOTAL	\$20,179,763	
Dallas County											
27	IH 30	I-30 East Corridor - Dallas 0009-11-252	IH 45	IH 635	FY 2025-2030	\$940,549,456	No Funding Change	No	Cat. 12 Texas Clear Lanes -Remaining funding TBD-	\$25,000,000 \$915,549,456	1
									TOTAL	\$940,549,456	
28	IH 30	I-30 Canyon Project 0009-11-254	IH 35E	IH 45	FY 2021-2024	\$365,989,529	Funding Adjustment	No	Cat. 3 Local Cat. 12 Strategic Priority Cat. 12 Texas Clear Lanes	\$15,989,529 \$325,000,000 \$25,000,000	1
									TOTAL	\$365,989,529	
									<i>CAT 12 increase \$112M</i>		
29a	IH 35E	IH 35E (Phase II) 0196-03-274	IH 635	DENTON COUNTY LINE	FY 2021-2024	\$614,317,018	Funding Adjustment	No	Cat. 2 Cat. 3 Design-Build Cat. 12 Texas Clear Lanes	\$202,562,682 \$182,098,750 \$229,655,586	1
									TOTAL	\$614,317,018	
									<i>CAT 2 increased \$61.7M</i>		
29b	IH 35E	IH 35E (Phase II) 0196-03-282	IH 635	DENTON COUNTY LINE	FY 2021-2024	\$93,951,732	No Funding Change	No new tolled lanes	Cat. 2 Cat. 3 Design-Build	\$79,481,732 \$14,470,000	1
									TOTAL	\$93,951,732	
30	IH 20	New Frontage Roads - Duncanville 2374-04-085	WEST OF COCKRELL HILL RD	HAMPTON RD	FY 2021-2024	\$71,368,576	Funding Adjustment	No	Cat. 2	\$71,368,576	1
									TOTAL	\$71,368,576	
									<i>CAT 2 increased \$51.3M</i>		

Dallas District

2021 UNIFIED TRANSPORTATION PROGRAM

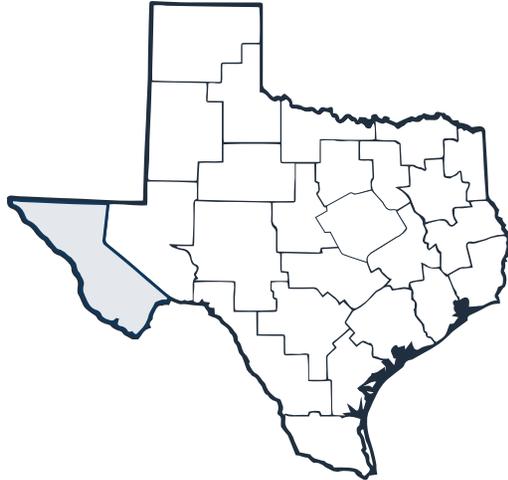
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
31	SH 78	Intersection at Gaston Ave - Dallas 0009-02-067	AT GASTON AVE	.	FY 2021-2024	\$5,500,000	No Funding Change	No	Cat. 2 Cat. 5 TOTAL	\$1,000,000 \$4,500,000 \$5,500,000	1
32	SL 12	Interchange at Skillman Rd - Dallas 0353-05-120	AT SKILLMAN	.	FY 2025-2030	\$17,200,001	No Funding Change	No	Cat. 4 Urban TOTAL	\$17,200,000 \$17,200,000	1
Denton County											
33	IH 35	I-35 Denton County Connections 0195-02-076	AT FM 455	.	FY 2021-2024	\$27,231,547	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$369,251 \$26,862,296 \$27,231,547	1
									<i>CAT 4U added \$369K</i>		
34	IH 35	Denton County Connections 0195-03-087	US 380	US 77 NORTH OF DENTON	FY 2021-2024	\$196,070,000	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority Cat. 12 Texas Clear Lanes TOTAL	\$16,360,575 \$79,709,425 \$100,000,000 \$196,070,000	1
									<i>CAT 4U added \$16.3M</i>		
35	IH 35	I-35 Denton County Connections 0195-03-090	IH 35W	US 380	FY 2021-2024	\$139,625,558	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$139,625,558 \$139,625,558	1
36	IH 35E	I-35 Denton County Connections 0196-01-109	SOUTH OF MAYHILL ROAD	SOUTH OF SL 288	FY 2021-2024	\$62,176,453	Funding Adjustment	No	Cat. 2 TOTAL	\$62,176,453 \$62,176,453	1
									<i>CAT 2 increased \$15.9M</i>		
37	IH 35E	I-35 Denton County Connections 0196-01-113	AT DOBBS ROAD	.	FY 2025-2030	\$45,000,000	New Authorization	No	Cat. 2 -Remaining funding TBD- TOTAL	\$34,014,485 \$10,985,515 \$45,000,000	2
38	IH 35E	I-35 Denton County Connections 0196-02-126	AT CORPORATE DRIVE	.	FY 2021-2024	\$72,883,443	Funding Adjustment	No	Cat. 2 TOTAL	\$72,883,443 \$72,883,443	1
									<i>CAT 2 increased \$13.7M</i>		
39	IH 35E	I-35 Denton County Connections 0196-02-127	AT BS 121	.	FY 2021-2024	\$82,179,822	Funding Adjustment	No	Cat. 2 TOTAL	\$82,179,822 \$82,179,822	1
									<i>CAT 2 increased \$17.1M</i>		
40	IH 35E	I-35 Denton County Connections 0196-02-128	AT 1171 AND MAIN STREET	.	FY 2021-2024	\$43,805,797	No Funding Change	No	Cat. 2 TOTAL	\$43,805,797 \$43,805,797	1
41	US 380	US 380 - Denton Co. 0135-10-050	US 377	WEST OF CR 26 (COUNTY LINE)	FY 2021-2024	\$140,844,543	Funding Adjustment	No	Cat. 2 Cat. 5 Cat. 7 TOTAL	\$62,367,423 \$56,200,000 \$22,277,120 \$140,844,543	1
									<i>CAT 2 increased \$11M</i>		
42	SH 114	Interchange at US 377 - Roanoke 0353-09-002	WEST OF US 377	EAST OF US 377	FY 2025-2030	\$52,218,505	New Authorization	No	Cat. 2 Cat. 4 Urban TOTAL	\$26,109,253 \$26,109,252 \$52,218,505	1
43	FM 455	Widen Non-Freeway - Sanger 0816-02-072	WEST OF FM 2450	EAST OF MARION RD	FY 2021-2024	\$42,817,890	No Funding Change	No	Cat. 2 TOTAL	\$42,817,890 \$42,817,890	3
Ellis County											
44	IH 35E	Interchange at Butcher Rd - Waxahachie 0048-04-094	AT FM 387 (BUTCHER ROAD)	.	FY 2021-2024	\$42,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$42,000,000 \$42,000,000	1
45	IH 45	FM 664 0092-03-053	AT FM 664	.	FY 2021-2024	\$40,223,337	Funding Adjustment	No	Cat. 2 Cat. 12 Strategic Priority TOTAL	\$6,223,337 \$34,000,000 \$40,223,337	1
									<i>CAT 2 increased \$2.2M</i>		

Dallas District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
46	US 67	Interchange at Lake Ridge Pkwy - Midlothian 0261-01-041	AT LAKE RIDGE PKWY		FY 2025-2030	\$45,115,258	Funding Adjustment	No	Cat. 1	\$10,000,000	1
									Cat. 2	\$35,115,258	
									TOTAL	\$45,115,258	
									<i>CAT 2 increased \$7.1M</i>		
47a	FM 664	Widen Non-Freeway - Red Oak 1051-01-051	IH 35E	WEST OF FERRIS ROAD	FY 2025-2030	\$93,073,891	No Funding Change	No	Cat. 2	\$25,000,000	2
									-Remaining funding TBD-	\$68,073,891	
									TOTAL	\$93,073,891	
47b	FM 664	Widen Non-Freeway - Red Oak 1051-03-001	WEST OF FERRIS ROAD	IH 45	FY 2025-2030	\$39,673,559	No Funding Change	No	Cat. 2	\$10,000,000	3
									-Remaining funding TBD-	\$29,673,559	
									TOTAL	\$39,673,559	
48	FM 664	Widen Non-Freeway - Ovilla 1051-01-052	FM 1387	WESTMORELAND RD	FY 2025-2030	\$39,017,716	No Funding Change	No	Cat. 2	\$32,145,761	2
									-Remaining funding TBD-	\$6,871,955	
									TOTAL	\$39,017,716	
49	FM 1387	Widen Non-Freeway - Midlothian 1394-02-027	MIDLOTHIAN PARKWAY	FM 664	FY 2025-2030	\$50,718,644	No Funding Change	No	Cat. 2	\$25,000,000	2
									-Remaining funding TBD-	\$25,718,644	
									TOTAL	\$50,718,644	
Rockwall County											
50	SH 205	Widen Non-Freeway - Rockwall 0451-04-021	JCT SH 205/JOHN KING (N GOLIAD ST)	NORTH OF JOHN KING (COLLIN C/L)	FY 2021-2024	\$5,525,459	Funding Adjustment	No	Cat. 2	\$5,525,459	2
									TOTAL	\$5,525,459	
									<i>CAT 2 increased \$2.8M</i>		
51	SH 205	Widen Non-Freeway - Rockwall 0451-05-001	JCT SH 205/JOHN KING (S GOLIAD ST)	JCT SH 205/JOHN KING (N GOLIAD ST)	FY 2025-2030	\$61,219,472	No Funding Change	No	Cat. 2	\$24,032,505	2
									-Remaining funding TBD-	\$37,186,967	
									TOTAL	\$61,219,472	

El Paso District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	877,100
Square Miles	21,700
Daily Vehicle Miles	8.9 million
Highway Lane Miles	4,700

REGIONAL PLANNING CONTACTS

- El Paso TxDOT District [page](#)
- MPO: [El Paso Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

In and around the City of El Paso, the El Paso District prioritizes projects that can improve congestion and mobility issues, which can be challenging given the proximity to the border with Mexico and the state of New Mexico. These projects use UTP Category 2 funds to address urban mobility and congestion issues. In rural areas, the district tends to focus on connectivity, safety, and maintenance, with the added challenge of aging infrastructure. These projects typically use Category 1 funds for maintenance and Category 4 funds to address connectivity issues.

One of the district's most immediate needs is the I-10 corridor through El Paso, which is experiencing increased traffic and population growth. District staff are currently conducting an advanced planning study called *Reimagine I-10*, which will look for operational, corridor-wide, and technological solutions along the 55-mile length of the study area. I-10 carries nearly 200,000 vehicles a day along the study corridor, and, because of the district's geographical location, alternative routing options are limited. Category 2 helps district efforts in this area, which are both immediate and long-term.

The El Paso District's rural counties have been affected by oil and gas drilling, since its rural roads were not designed for the influx of heavy trucks that comes with energy exploration and extraction. The El Paso District has utilized Category 4 Regional and Category 12 to upgrade heavily used energy sector corridors.

KEY PROJECTS

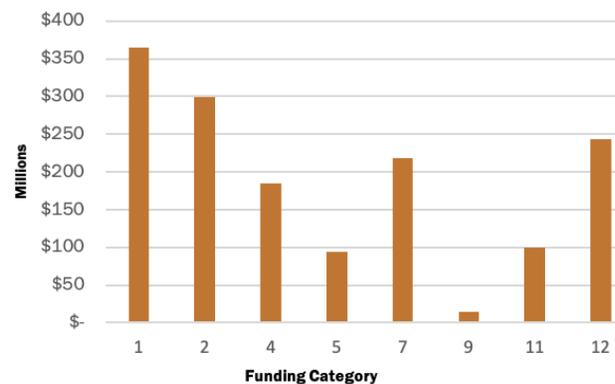
Short Term (Four or fewer years)

- US 62/180, El Paso County: widening to improve connectivity
- Loop 375, El Paso County: widening and frontage roads improvement projects from Zaragoza Rd to SS 601 Liberty Expressway
- IH 10 West, El Paso County: widening and interchange improvements from SH 20 (Mesa St.) to Texas/New Mexico State line
- SH 178 Arcraft, El Paso County: interchange improvements between SH 178 Arcraft Rd. to New Mexico state line and I-10

Long Term (Five or more years)

- Reimagine I-10, El Paso County: planning study for I-10 from Texas/New Mexico border to the Town of Tornillo
- Borderland Expressway, El Paso County: new highway that provides freight, military, and long distance commuters with an option to bypass downtown El Paso and the Franklin Mountains
- FM 2185, Culberson County: new location roadway for energy sector that will extend FM 2185 and create a connection to RM 652 via FM 3541

El Paso District: 2021 Planning Targets by Category

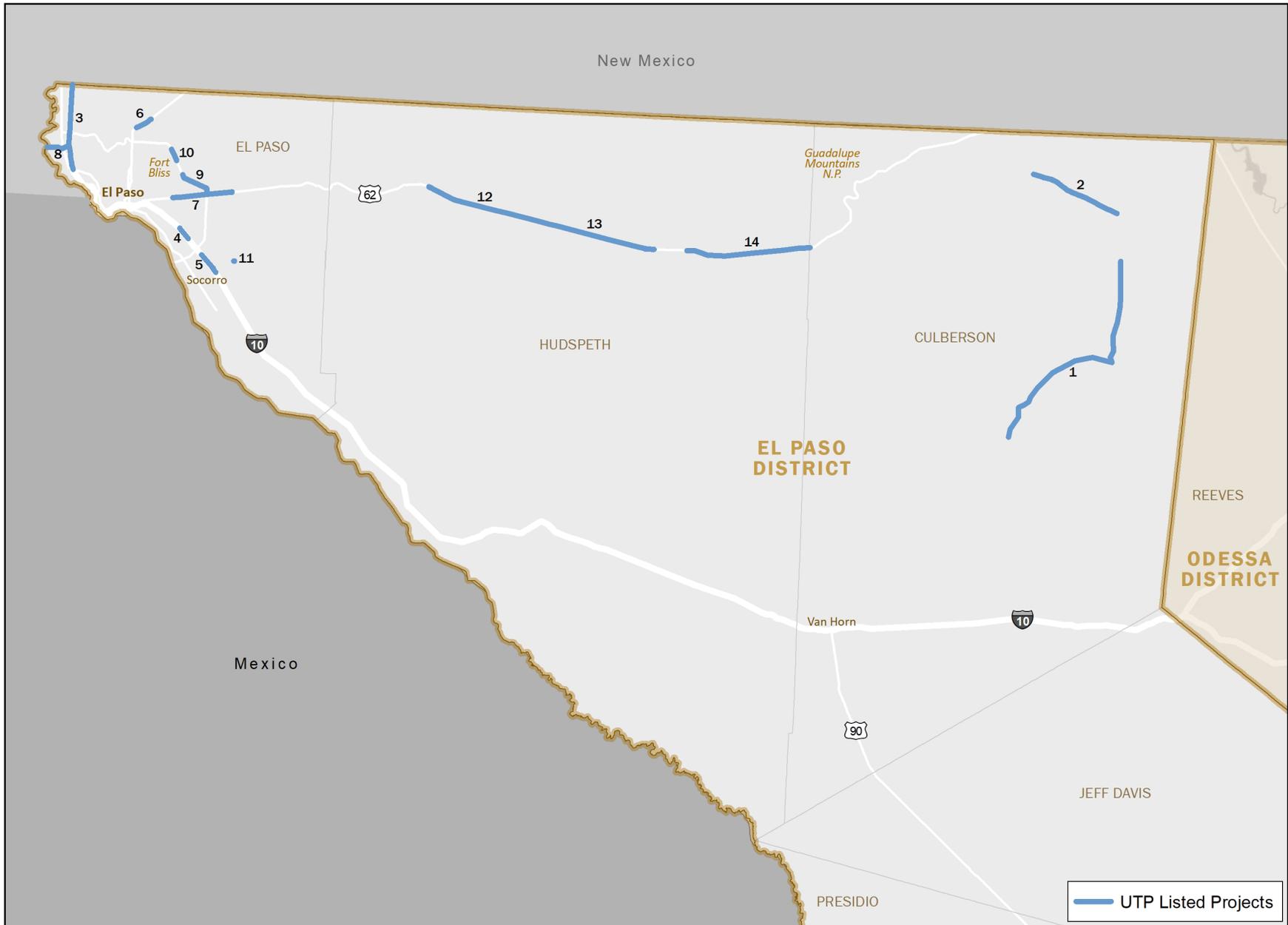


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

El Paso District Listed Projects

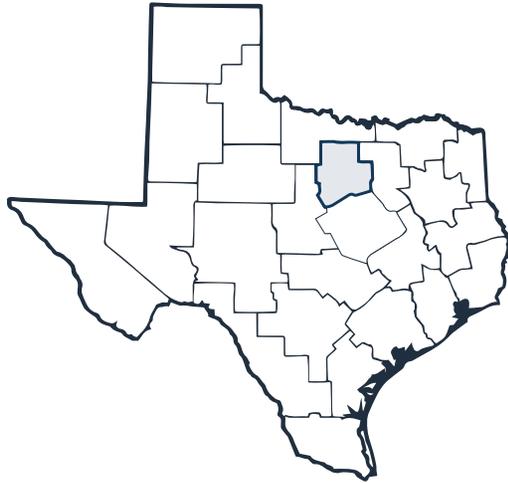


El Paso - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Culberson County											
1	FM 2185	New Location FM 2185 - Culberson Co. 1158-05-002	750 FEET SOUTH OF LOONEY SPUR ROAD	JUNCTION WITH FM 3541	FY 2025-2030	\$100,000,000	No Funding Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- TOTAL	\$10,000,000 \$90,000,000 \$100,000,000	3
2	RM 652	Road Rehabilitation - Culberson Co. 2451-02-013	FM 1165 INTERSECTION	0.91 MI W OF FM 3541	FY 2021-2024	\$51,784,892	New Authorization	No	Cat. 11 Energy Sector Cat. 12 Permian TOTAL	\$28,184,892 \$23,600,000 \$51,784,892	2
El Paso County											
3	IH 10	Widen Freeway - El Paso-NM State Line 2121-01-094	0.22 MI W OF FM 1905 (ANTONIO ST)	SH 20 (MESA ST)	FY 2021-2024	\$170,058,472	Funding Adjustment	No	Cat. 2 Cat. 4 Urban TOTAL <i>CAT 2 increased \$34.5M and added CAT 4U \$10.5M</i>	\$159,468,472 \$10,590,000 \$170,058,472	1
4	IH 10	Interchanges - El Paso (Southeast) 2121-03-146	LEE TREVINO	EAST OF FM 659 (ZARAGOZA RD)	FY 2021-2024	\$16,820,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$16,820,000 \$16,820,000	1
5	IH 10	Widen Freeway - El Paso (Southeast) 2121-04-114	EASTLAKE BLVD	FM 1281 (HORIZON BLVD)	FY 2021-2024	\$17,000,000	New Authorization	No	Cat. 2 Cat. 11 Border TOTAL	\$7,000,000 \$10,000,000 \$17,000,000	1
6	US 54	Widen Freeway - El Paso (North) 0167-01-122	KENWORTHY ST	FM 2529 (MCCOMBS ST)	FY 2021-2024	\$39,169,068	No Funding Change	No	Cat. 2 Cat. 11 District TOTAL	\$36,340,000 \$2,829,068 \$39,169,068	2
7	US 62	Widen Non-Freeway - El Paso 0374-02-100	GLOBAL REACH DR	FM 659 (ZARAGOZA RD)	FY 2025-2030	\$146,583,777	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$118,195,000 \$28,388,776 \$146,583,776	1
8	SH 178	Interchange at IH 10 - El Paso 3592-01-009	NM/TX STATELINE	IH 10	FY 2021-2024	\$193,500,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$193,500,000 \$193,500,000	1
9	SL 375	Widen Freeway - Fort Bliss 2552-02-028	SPUR 601	MONTANA AVE (US 62/180)	FY 2021-2024	\$54,663,725	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$37,274,000 \$17,389,725 \$54,663,725	1
10	SL 375	Interchange at Sgt. Major Blvd - El Paso 2552-02-035	1.0 MI N OF SGT MAJOR	1.0 MI S OF SGT MAJOR	FY 2021-2024	\$5,000,000	New Authorization	No	Cat. 2 TOTAL	\$5,000,000 \$5,000,000	2
11	FM 1281	Intersection Improvements - Horizon City 3451-01-040	HORIZON BLVD AT DARRINGTON INTERSECTION	.	FY 2021-2024	\$6,000,000	New Authorization	No	Cat. 2 TOTAL	\$6,000,000 \$6,000,000	2
Hudspeth County											
12	US 62	Passing Lanes (Super 2) - Hudspeth Co. 0374-05-026	13.608 MI E OF EL PASO/HUDSPETH CL	2.04 MI E OF FM 2317	FY 2025-2030	\$25,141,300	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$9,076,444 \$16,064,856 \$25,141,300	1
13	US 62	Passing Lanes (Super 2) - Hudspeth Co. 0374-06-022	2.04 MI E OF FM 2317	6.17 MI E OF RM 1111	FY 2021-2024	\$27,203,400	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$15M</i>	\$27,203,400 \$27,203,400	1
14	US 62	Passing Lanes (Super 2) - Hudspeth Co. 0374-07-027	3.715 MI W OF FM 1437	HUDSPETH/CULBERSON CO LINE	FY 2021-2024	\$20,090,070	No Funding Change	No	Cat. 4 Regional Cat. 11 Energy Sector TOTAL	\$10,120,408 \$9,969,662 \$20,090,070	2

Fort Worth District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	2.6 million
Square Miles	6,900
Daily Vehicle Miles	45 million
Highway Lane Miles	8,900

REGIONAL PLANNING CONTACTS

- Fort Worth TxDOT District [page](#)
- MPO: [North Central Texas Council of Governments](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

In a district that contains two of Texas' most populous cities, Category 12 represents a large share of the Fort Worth District's funding. Designed to address urban congestion relief, this category helps staff address mobility challenges in some of the region's fastest-growing areas. These funds are a part of Texas Clear Lanes funding, which stems from 2014 and 2015 statewide ballot referenda. Additionally, the district's share of Category 2 and Category 7 funding allow it to address metropolitan and urban corridor, metropolitan mobility, and rehabilitation projects.

The district also encompasses urban and rural counties, therefore connectivity is key. Category 4 funds are a large portion of the district's total funding and are used for improvements to state highways and interstates that comprise North Texas' freight network. The projects reduce travel times and improve safety within these corridors, helping materials and goods reach their destinations on time.

KEY PROJECTS

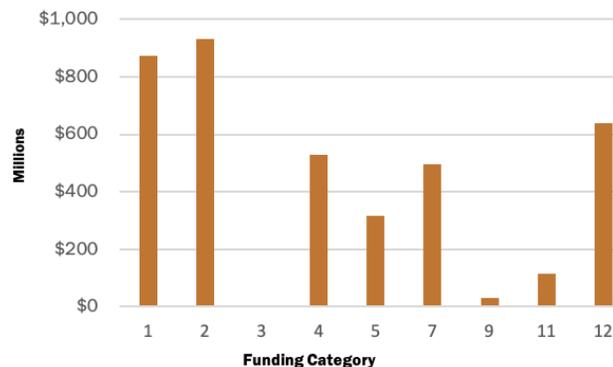
Short Term (Four or fewer years)

- SH 199 in Lake Worth, Fort Worth, Azle and Tarrant Counties: add main lanes
- Southeast Connector, Tarrant County: widen and add frontage roads to I-20 and I 820, add frontage roads to US 287
- I-30 between I-820 and Linkcrest, including Interchange at Spur 580, Tarrant County: reconstruct freeway corridor(s) and add capacity
- I-30 from Cooper St. to Dallas County Line, Tarrant County: reconstruct freeway corridor(s) and add capacity
- US 281 from Jack County Line to FM 3027, Palo Pinto County: construct Super 2
- US 281 from MH 379 to North of IH 20, Palo Pinto County: construct Super 2
- IH 20 from Park Springs to Dallas County Line, Tarrant County: operational improvements

Long Term (Five or more years)

- SH 180 from IH 35W to IH 820, Tarrant County: reconstruct roadway
- US 67 from Brazos River to SH 144, Somervell County: widen to four-lane divided

Fort Worth District: 2021 Planning Targets by Category

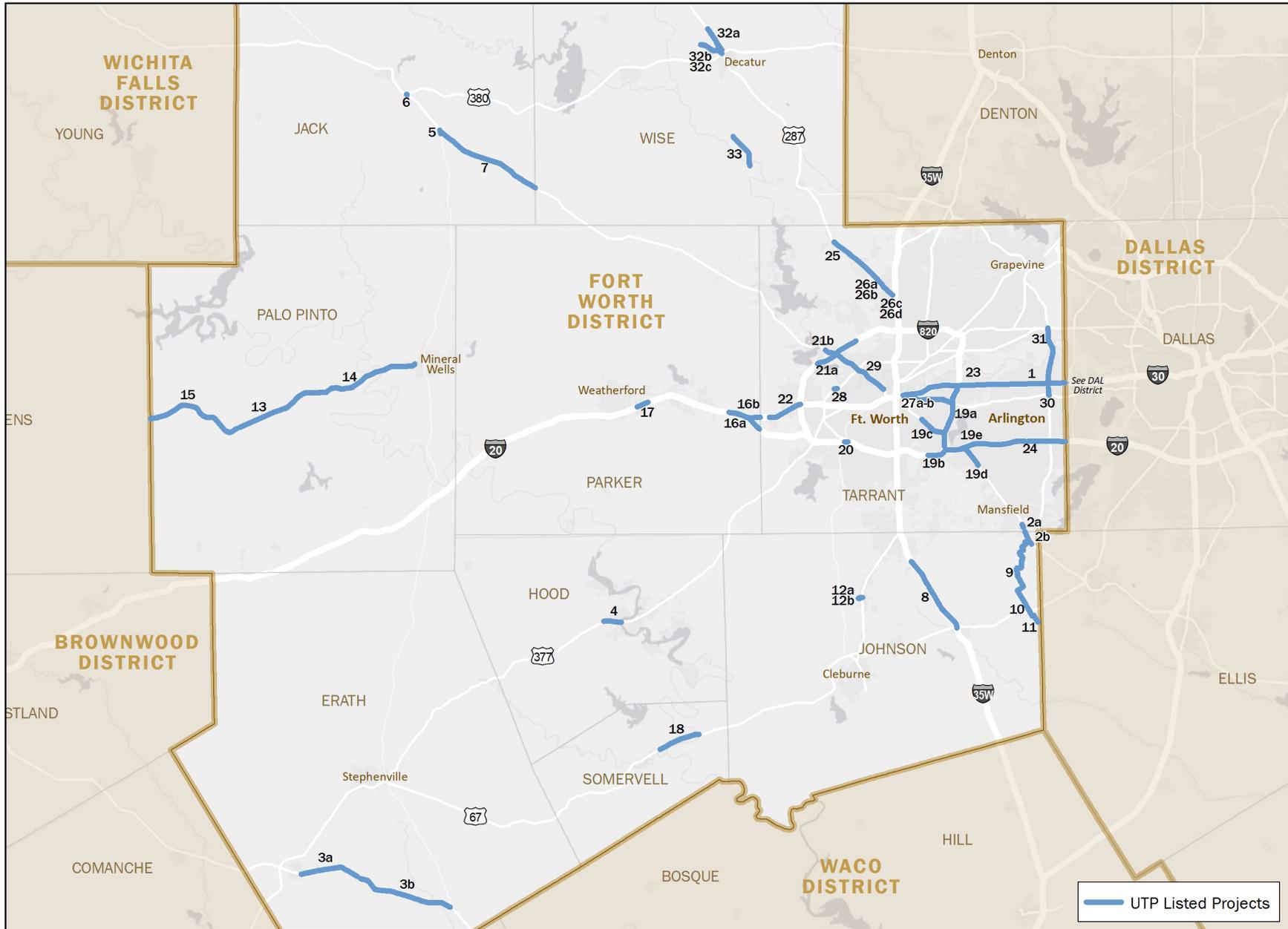


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Fort Worth District Listed Projects



Fort Worth - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Multi-County Projects											
1	IH 30	Widen Freeway - Arlington (Tarrant County) 1068-02-147	COOPER STREET	DALLAS COUNTY LINE	FY 2021-2024	\$103,820,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$103,820,000 \$103,820,000	1
2a	US 287	Widen Freeway - Mansfield (Tarrant County) 0172-09-037	HERITAGE PARKWAY	JOHNSON COUNTY LINE	FY 2021-2024	\$11,250,000	Funding Adjustment	No	Cat. 2 TOTAL	\$11,250,000 \$11,250,000	1
										<i>CAT 2 increased \$5M</i>	
2b	US 287	Widen Freeway - Mansfield (Johnson County) 0172-10-013	TARRANT COUNTY LINE	BU 287	FY 2021-2024	\$22,800,000	Funding Adjustment	No	Cat. 2 TOTAL	\$22,800,000 \$22,800,000	1
										<i>CAT 2 increased \$5M</i>	
Erath County											
3a	SH 6	Passing Lanes (Super 2) - Dublin 0258-01-029	FM 847	CR 303	FY 2021-2024	\$9,775,874	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$9,775,874 \$9,775,874	1
										<i>CAT 4R increased \$4.9M</i>	
3b	SH 6	Passing Lanes (Super 2) - Dublin 0258-02-059	CR 303	US 281	FY 2021-2024	\$23,301,663	Funding Adjustment	No	Cat. 4 Regional Cat. 11 District TOTAL	\$19,373,669 \$3,927,994 \$23,301,663	2
										<i>CAT 4R increased \$11.7M</i>	
Hood County											
4	US 377	Road Rehabilitation - Granbury 0080-03-049	END OF BRAZOS RIVER BRIDGE	HOLMES DR.	FY 2025-2030	\$25,000,000	New Authorization	No	Cat. 2 TOTAL	\$25,000,000 \$25,000,000	1
Jack County											
5	US 281	Grade Separation - Jack Co. 0249-07-071	AT SH 199	.	FY 2021-2024	\$10,659,250	No Funding Change	No	Cat. 4 Regional TOTAL	\$10,659,250 \$10,659,250	1
6	US 281	Replace Bridge - Jacksboro 0249-07-072	AT US 380	.	FY 2021-2024	\$10,663,195	No Funding Change	No	Cat. 4 Regional TOTAL	\$10,663,195 \$10,663,195	1
7	SH 199	Passing Lanes (Super 2) - Jack Co. 0171-01-033	US 281	WISE COUNTY LINE	FY 2021-2024	\$8,358,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$8,358,000 \$8,358,000	1
Johnson County											
8	IH 35W	Interchange Improvements - Burleson 0014-03-088	RICKY LN	US 67	FY 2021-2024	\$15,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$15,000,000 \$15,000,000	1
9	FM 157	Widen Non-Freeway - Mansfield 0747-05-035	BU 287 P	US 67	FY 2025-2030	\$78,000,000	No Funding Change	No	Cat. 2 TOTAL	\$78,000,000 \$78,000,000	2
10	FM 157	Upgrade Non-Freeway - Venus 0747-05-042	US 67	8TH STREET	FY 2021-2024	\$6,800,000	Funding Adjustment	No	Cat. 2 TOTAL	\$6,800,000 \$6,800,000	3
										<i>CAT 2 increased \$4.1M</i>	
11	FM 157	Roadway Realignment - Venus 0747-05-043	MAIN ST FROM 8TH STREET	NORTH OF CR 109	FY 2021-2024	\$4,500,000	Funding Adjustment	No	Cat. 2 TOTAL	\$4,500,000 \$4,500,000	3
										<i>CAT 2 increased \$3.2M</i>	
12a	FM 917	Rail Grade Separation - Joshua 1181-02-033	EDDY AVENUE	S. MAIN STREET	FY 2021-2024	\$10,000,000	No Funding Change	No	Cat. 2 TOTAL	\$10,000,000 \$10,000,000	2
12b	FM 917	Rail Grade Separation - Joshua 1181-03-036	S. MAIN STREET	SH 174	FY 2021-2024	\$3,000,000	No Funding Change	No	Cat. 2 TOTAL	\$3,000,000 \$3,000,000	2

Fort Worth District

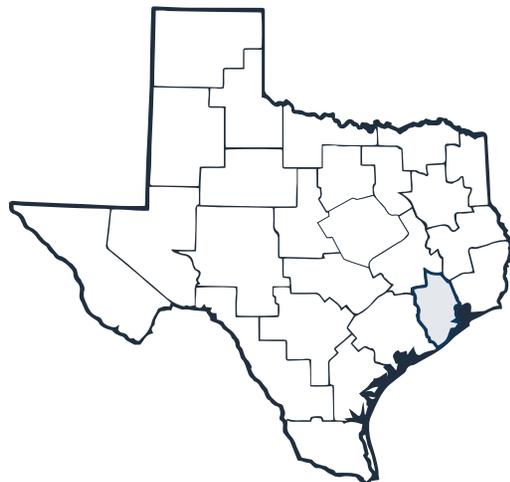
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Palo Pinto County											
13	US 180	Passing Lanes (Super 2) - Palo Pinto Co. 0007-09-021	WEST OF SH 16 NORTH	EAST OF ROSS WATSON RD	FY 2025-2030	\$14,000,000	No Funding Change	No	Cat. 1 Cat. 4 Regional TOTAL	\$10,000,000 \$4,000,000 \$14,000,000	2
14	US 180	Passing Lanes (Super 2) - Mineral Wells 0007-10-064	EAST OF ROSS WATSON RD	SW 12TH AVE	FY 2025-2030	\$20,000,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$11,000,000 \$9,000,000 \$20,000,000	2
15	US 180	Passing Lanes (Super 2) - Palo Pinto Co. 0011-10-028	STEPHENS COUNTY LINE	CR 122	FY 2025-2030	\$15,000,000	No Funding Change	No	Cat. 1 Cat. 4 Regional TOTAL	\$7,500,000 \$7,500,000 \$15,000,000	2
Parker County											
16a	IH 20	Interchanges at Walsh Ranch Pkwy and FM 1187 Fort Worth 0008-03-094	FM 1187/3325	TARRANT/PARKER COUNTY LINE	FY 2025-2030	\$29,000,000	Funding Adjustment	No	Cat. 4 Urban TOTAL	\$29,000,000 \$29,000,000	1
									<i>CAT 4U increased \$7.2M</i>		
16b	IH 30	Interchanges at Walsh Ranch Pkwy and FM 1187 Fort Worth 1068-05-014	IH 20	TARRANT/PARKER COUNTY LINE	FY 2025-2030	\$6,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$6,000,000 \$6,000,000	1
17	IH 20	New Frontage Roads - Weatherford 0314-07-061	FM 2552	BANKHEAD HIGHWAY	FY 2021-2024	\$32,000,000	No Funding Change	No	Cat. 1 Cat. 4 Urban TOTAL	\$11,000,000 \$21,000,000 \$32,000,000	1
Somervell County											
18	US 67	Widen Non-Freeway - Glen Rose 0259-03-058	BRAZOS RIVER	SH 144	FY 2025-2030	\$20,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$20,000,000 \$20,000,000	1
Tarrant County											
19a	IH 820	Southeast Connector - Fort Worth 0008-13-125	IH 20	BRENTWOOD STAIR ROAD	FY 2021-2024	\$819,422,670	No Funding Change	No	Cat. 2 Cat. 3 Design-Build Cat. 12 Texas Clear Lanes TOTAL	\$39,820,670 \$350,000,000 \$429,602,000 \$819,422,670	1
19b	IH 20	Southeast Connector - Fort Worth 0008-13-206	IH 820/IH 20 INTERCHANGE	FOREST HILL DR	FY 2021-2024	\$115,402,715	No Funding Change	No	Cat. 2 TOTAL	\$115,402,715 \$115,402,715	1
19c	US 287	Southeast Connector - Fort Worth 0172-06-080	IH 820	BERRY STREET	FY 2021-2024	\$89,874,140	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$49,874,140 \$40,000,000 \$89,874,140	1
19d	US 287	Southeast Connector - Fort Worth 0172-09-028	IH 20 INTERCHANGE	SUBLETT ROAD	FY 2021-2024	\$30,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$30,000,000 \$30,000,000	1
19e	IH 20	Southeast Connector - Fort Worth 2374-05-066	IH 820	PARK SPRINGS	FY 2021-2024	\$536,545,645	No Funding Change	No	Cat. 2 Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$330,215,645 \$153,000,000 \$53,330,000 \$536,545,645	1
20	IH 20	Interchange at Chisolm Trail - Fort Worth 0008-16-043	AT CHISHOLM TRAIL PARKWAY	.	FY 2025-2030	\$31,085,095	No Funding Change	No	Cat. 2 TOTAL	\$31,085,095 \$31,085,095	1
21a	IH 820	Freeway Ramps and Frontage Roads - Fort Worth (Northwest) 0008-14-132	NAVAJO TRAIL/CAHOBA DRIVE	MARINE CREEK PARKWAY	FY 2021-2024	\$20,000,000	No Funding Change	No	Cat. 2 TOTAL	\$20,000,000 \$20,000,000	1
21b	SH 199	Interchange at IH 820 - Lake Worth 0171-05-068	AZLE AVENUE	I-820	FY 2021-2024	\$180,000,000	No Funding Change	No	Cat. 2 TOTAL	\$180,000,000 \$180,000,000	1
22	IH 30	Widen Freeway - Fort Worth (West) 1068-01-214	LINKCREST DRIVE	IH 820	FY 2021-2024	\$90,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$90,000,000 \$90,000,000	1

Fort Worth District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
23	IH 30	Widen Freeway - Fort Worth (East) 1068-02-072	IH 35W	COLLINS ST.	FY 2025-2030	\$500,000,000	New Authorization	No	Cat. 2 -Remaining funding TBD- TOTAL	\$10,000,000 \$490,000,000 \$500,000,000	1
24	IH 20	Freeway Ramps - Arlington 2374-05-093	PARK SPRINGS BLVD	DALLAS COUNTY LINE	FY 2025-2030	\$125,000,000	No Funding Change	No	Cat. 2 -Remaining funding TBD- TOTAL	\$50,000,000 \$75,000,000 \$125,000,000	2
25	US 81	Freeway Ramps and Frontage Roads - Fort Worth 0014-15-078	AVONDALE-HASLET RD	IH35W	FY 2025-2030	\$70,000,000	No Funding Change	No	Cat. 2 -Remaining funding TBD- TOTAL	\$5,000,000 \$65,000,000 \$70,000,000	1
26a	US 287	Intersection at Harmon Rd - Fort Worth 0014-15-033	FM 3479 (HARMON ROAD)	SOUTH OF PROPOSED NTP CROSSOVER	FY 2021-2024	\$1,541,669	No Funding Change	No	Cat. 2 TOTAL	\$1,541,669 \$1,541,669	1
26b	US 287	Intersection at Harmon Rd - Fort Worth 0014-15-034	FM 3479 (HARMON ROAD)	SOUTHBOUND ENTRANCE RAMP	FY 2021-2024	\$1,538,179	No Funding Change	No	Cat. 2 TOTAL	\$1,538,179 \$1,538,179	1
26c	US 287	Intersection at Harmon Rd - Fort Worth 0014-15-035	ENTRANCE/EXIT RAMP, NORTH	FM 3479 (HARMON ROAD)	FY 2021-2024	\$1,538,179	No Funding Change	No	Cat. 2 TOTAL	\$1,538,179 \$1,538,179	1
26d	US 287	Intersection at Harmon Rd - Fort Worth 0014-15-036	NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	FY 2021-2024	\$1,556,479	No Funding Change	No	Cat. 2 TOTAL	\$1,556,479 \$1,556,479	1
27a	SH 180	Road Rehabilitation - Fort Worth 0008-05-029	IH 35W	TIERNEY RD	FY 2025-2030	\$42,500,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$37,500,000 \$5,000,000 \$42,500,000	1
27b	SH 180	Road Rehabilitation - Fort Worth 0008-06-052	TIERNEY RD	IH 820	FY 2025-2030	\$17,500,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$12,500,000 \$5,000,000 \$17,500,000	1
28	SH 183	Intersection Improvements - Fort Worth 0094-05-070	AT PUMPHREY DR	.	FY 2021-2024	\$10,000,000	New Authorization	No	Cat. 2 TOTAL	\$10,000,000 \$10,000,000	3
29	SH 199	Widen Non-Freeway - Fort Worth 0171-05-094	WHITE SETTLEMENT ROAD	IH 820	FY 2021-2024	\$100,000,000	No Funding Change	No	Cat. 2 TOTAL	\$100,000,000 \$100,000,000	1
30	SH 360	Widen Freeway - Arlington 2266-02-148	NORTH OF E. RANDOL MILL RD.	SOUTH OF E RANDOL MILL RD	FY 2021-2024	\$55,000,000	Funding Adjustment	No	Cat. 2 TOTAL	\$55,000,000 \$55,000,000	1
31	SH 360	Intersection Improvements - Grand Prairie 2266-02-150	SH 183	IH 30	FY 2021-2024	\$20,000,000	No Funding Change	No	Cat. 2 TOTAL	\$20,000,000 \$20,000,000	1
Wise County											
32a	US 81	Grade Separation - Decatur 0013-07-083	NORTH OF CR 2195	NORTH OF US 380	FY 2021-2024	\$24,700,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$8,000,000 \$16,700,000 \$24,700,000	3
32b	BU 81D	Grade Separation - Decatur 0013-09-012	CR 1160- REALIGNED FM 1810 INTERSEC	NORTH OF CR 2090	FY 2021-2024	\$3,600,000	Funding Adjustment	No	Cat. 2 TOTAL	\$3,600,000 \$3,600,000	3
32c	FM 1810	Intersection at US 81/287 - Wise Co. 2418-01-013	WEST OF CR 1170	INTER. OF US 81/287 AT FM 1810	FY 2021-2024	\$13,300,000	No Funding Change	No	Cat. 2 TOTAL	\$13,300,000 \$13,300,000	3
33	FM 730	Upgrade Non-Freeway - Boyd 0312-04-022	3.331 MI N OF SH 114	SH 114 IN BOYD	FY 2021-2024	\$14,000,000	No Funding Change	No	Cat. 2 TOTAL	\$14,000,000 \$14,000,000	3

Houston District

2021 Unified Transportation Program (UTP)



★ DISTRICT HIGHLIGHTS & PRIORITIES

The Houston District's most-traveled roads are not only some of the most congested in Texas, but also must serve national freight flows. As a result, the district's major focus is congestion relief, making Categories 2, 4, 7 and 12 (Texas Clear Lanes) significant funding sources for the district.

I-45 is a priority corridor, with construction underway for widening the interstate south of downtown. I-45 North, from downtown to Beltway 8, is also being prepared for multiple improvements, including new managed express lanes, bike/pedestrian infrastructure, and realignment of I-45 east of downtown. Additionally, major flooding in 2017 after Hurricane Harvey emphasized the importance of disaster planning in the Houston area. Capacity improvements began in 2018 on segments of SH 146, which serves as a significant hurricane evacuation route and freight corridor.

KEY PROJECTS

Short Term (Four or fewer years)

- I-45 North Houston Highway Improvement Project Design Build, Segment 2 and 3, Harris County: reroute I-45 and reconstruct I-69 and I-10 reconstruct and widen IH 45 and IH 45/IH 610 interchange
- I-45 South, Galveston County: widen north of FM 519 to 61st Street
- SH 36, Brazoria County: widen from north of SH 35 to north of SH 332
- SH 105, Montgomery County; widen from 10th Street to Liberty County
- I-10, Harris, Fort Bend and Waller Counties: reconstruct and widen from Mason Rd. to FM 359

Long Term (Five or more years)

- IH 10, Harris County: reconstruct main lanes, frontage roads and construct new managed lanes from IH 610 to IH 45
- IH 10 East at San Jacinto River, Harris County: reconstruct and widen bridge
- IH 610 South, Harris County: reconstruct main lanes and TSM Improvements from IH 45 to SH 288

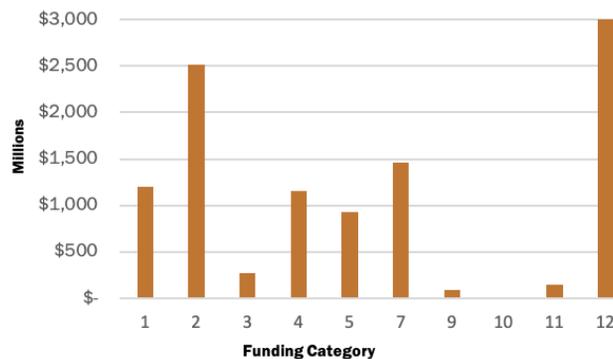
DISTRICT FACTS

Population	6.8 million
Square Miles	5,900
Daily Vehicle Miles	96.7 million
Highway Lane Miles	10,800

REGIONAL PLANNING CONTACTS

- Houston TxDOT District [page](#)
- MPO: [Houston-Galveston Area Council](#)

Houston District: 2021 Planning Targets by Category



12

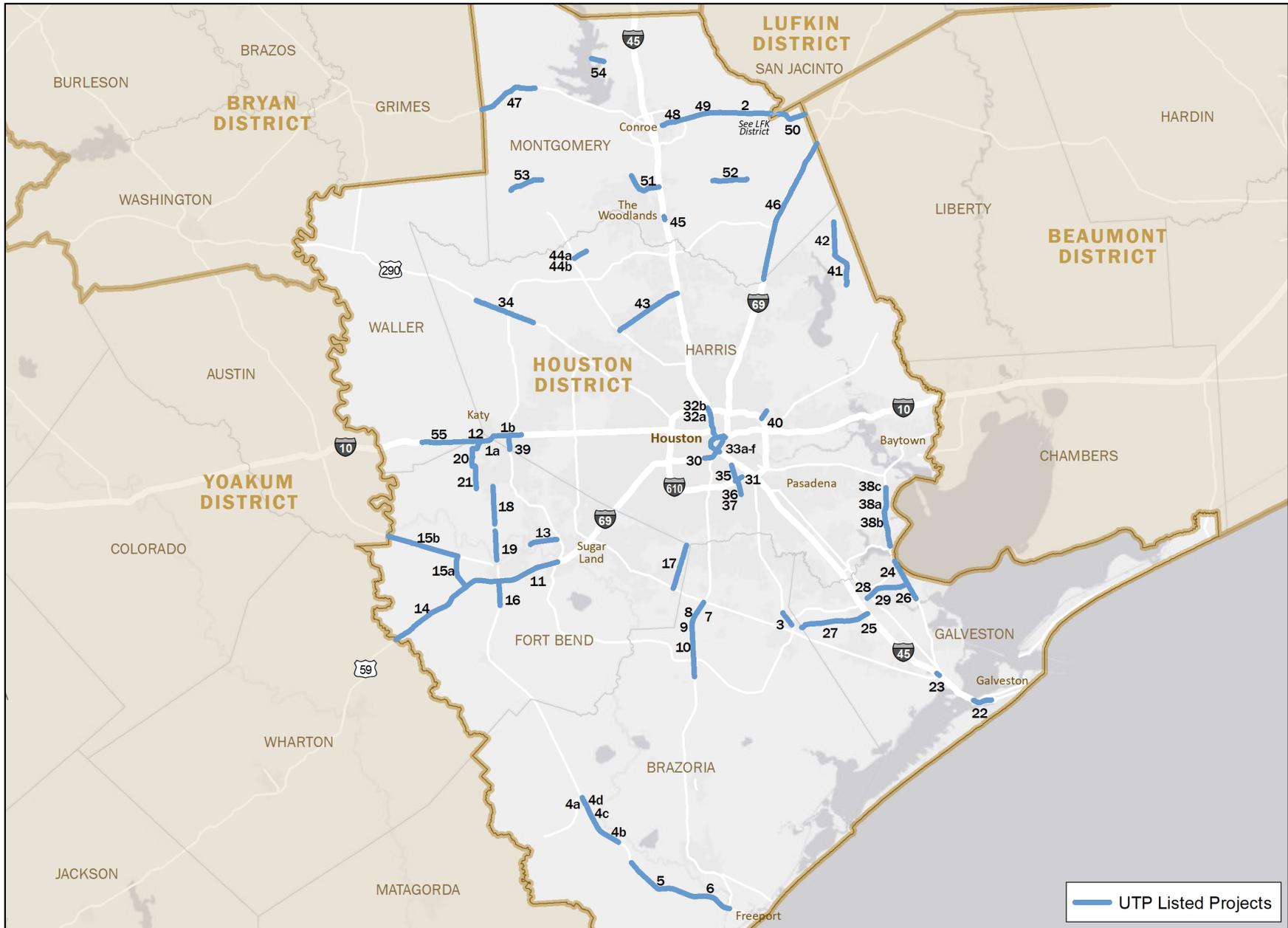
TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

Houston District Listed Projects



Houston - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1a	IH 10	Widen Freeway - Katy (Fort Bend County) 0271-05-025	WEST OF SNAKE CREEK	FORT BEND-HARRIS COUNTY LINE	FY 2021-2024	\$90,000,000	No Funding Change	No	Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$70,000,000 \$20,000,000 \$90,000,000	1
1b	IH 10	Widen Freeway - Katy (Harris County) 0271-06-117	FORT BEND COUNTY LINE	MASON RD	FY 2021-2024	\$63,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$63,000,000 \$63,000,000	1
2	SH 105	Widen Non-Freeway - Cut and Shoot (Montgomery County) 0338-04-066	FM 1484	SAN JACINTO C/L	FY 2021-2024	\$72,000,000	Funding Adjustment	No	Cat. 2 TOTAL	\$72,000,000 \$72,000,000	1
									<i>CAT 2 increased \$9M</i>		
Brazoria County											
3	SH 35	New Location Non-Freeway - Alvin 0178-02-092	NORTH GORDON STREET (BS 35-C)	STEELE RD	FY 2021-2024	\$45,000,000	New Authorization	No	Cat. 2 TOTAL	\$45,000,000 \$45,000,000	1
4a	SH 36	Widen Non-Freeway - West Columbia 0188-03-022	NORTH OF CR 467/HOGG RANCH RD	SH 35	FY 2021-2024	\$8,300,000	Funding Adjustment	No	Cat. 2 TOTAL	\$8,300,000 \$8,300,000	1
									<i>CAT 2 increased \$7.8M</i>		
4b	SH 36	Widen Non-Freeway - West Columbia 0188-04-025	FM 522	NORTH OF SH 332	FY 2021-2024	\$37,400,000	No Funding Change	No	Cat. 2 TOTAL	\$37,400,000 \$37,400,000	1
4c	SH 36	Widen Non-Freeway - West Columbia 0188-04-035	SH 35	FM 522	FY 2021-2024	\$28,000,000	No Funding Change	No	Cat. 2 TOTAL	\$28,000,000 \$28,000,000	1
4d	SH 36	Widen Non-Freeway - West Columbia 0188-04-050	SH 35	SOUTH OF SH 35	FY 2021-2024	\$9,600,000	Funding Adjustment	No	Cat. 2 TOTAL	\$9,600,000 \$9,600,000	1
									<i>CAT 2 increased \$4.2M</i>		
5	SH 36	Widen Non-Freeway - Brazoria 0188-05-027	S OF BRAZORIA	S OF JONES CREEK BRIDGE	FY 2021-2024	\$82,475,000	Funding Adjustment	No	Cat. 2 TOTAL	\$82,475,000 \$82,475,000	1
									<i>CAT 2 increased \$36.9M</i>		
6	SH 36	Widen Non-Freeway - Freeport 0188-06-046	S. OF JONES CREEK BRIDGE	N OF BRAZOS RIV DIVERSION CH	FY 2021-2024	\$14,411,000	No Funding Change	No	Cat. 2 TOTAL	\$14,411,000 \$14,411,000	1
7	SH 288	Interchange at CR 48 - Iowa Colony 0598-02-112	AT CR 48	.	FY 2021-2024	\$21,700,000	New Authorization	No	Cat. 2 TOTAL	\$21,700,000 \$21,700,000	1
8	SH 288	Interchange at CR 57 - Iowa Colony 0598-02-113	AT CR 57	.	FY 2021-2024	\$15,000,000	New Authorization	No	Cat. 2 TOTAL	\$15,000,000 \$15,000,000	1
9	SH 288	Interchange at CR 64 - Iowa Colony 0598-02-114	AT CR 64	.	FY 2021-2024	\$16,000,000	New Authorization	No	Cat. 2 TOTAL	\$16,000,000 \$16,000,000	2
10	SH 288	Traffic Mgmt. Technology - Iowa Colony 0598-02-120	SH 6	FM 1462	FY 2021-2024	\$8,032,000	No Funding Change	No	Cat. 2 TOTAL	\$8,032,000 \$8,032,000	1
Fort Bend County											
11	IH 69	Traffic Mgmt. Technology - Rosenberg 0027-12-152	EAST OF SS 529	SH 99	FY 2021-2024	\$8,246,394	No Funding Change	No	Cat. 2 TOTAL	\$8,246,394 \$8,246,394	1
12	IH 10	Widen Freeway - Katy 0271-05-049	WALLER-FORT BEND COUNTY LINE	WEST OF SNAKE CREEK	FY 2021-2024	\$43,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$43,000,000 \$43,000,000	1
13	US 90A	Widen Non-Freeway - Richmond 0027-08-147	FM 359	W OF SH 99	FY 2021-2024	\$35,000,000	New Authorization	No	Cat. 2 TOTAL	\$35,000,000 \$35,000,000	1
14	US 59	Traffic Mgmt. Technology - Rosenberg 0089-09-088	EAST OF SS 529	WHARTON COUNTY LINE	FY 2021-2024	\$9,719,606	New Authorization	No	Cat. 2 TOTAL	\$9,719,606 \$9,719,606	1
15a	SS 10	Traffic Mgmt. Technology - Rosenberg 0187-05-061	SH 36 NORTH	IH 69	FY 2025-2030	\$4,451,600	No Funding Change	No	Cat. 2 TOTAL	\$4,451,600 \$4,451,600	1
15b	SH 36	Traffic Mgmt. Technology - Rosenberg 0187-05-062	AUSTIN COUNTY LINE	SPUR 10	FY 2025-2030	\$9,908,400	No Funding Change	No	Cat. 2 TOTAL	\$9,908,400 \$9,908,400	1

Houston District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
16	SH 36	Widen Non-Freeway - Rosenberg 0188-01-016	IH 69S	FM 2218	FY 2021-2024	\$29,500,000	No Funding Change	No	Cat. 2	\$29,500,000	1
									TOTAL	\$29,500,000	
17	FM 521	Widen Non-Freeway - Pearland 0111-03-059	SH 6	FM 2234	FY 2021-2024	\$79,300,000	No Funding Change	No	Cat. 2	\$79,300,000	1
									TOTAL	\$79,300,000	
18	FM 723	Widen Non-Freeway - Richmond 0188-09-040	SOUTH OF BEADLE LANE	FM 1093	FY 2021-2024	\$53,000,000	No Funding Change	No	Cat. 2	\$53,000,000	2
									TOTAL	\$53,000,000	
19	FM 723	Widen Non-Freeway - Richmond 0188-09-051	SOUTH OF BEADLE LANE	NORTH OF BRAZOS RIVER	FY 2021-2024	\$57,000,000	Funding Adjustment	No	Cat. 2	\$57,000,000	3
									TOTAL	\$57,000,000	
									<i>CAT 2 increased \$27M</i>		
20	FM 1463	Widen Non-Freeway - Katy 0188-10-021	IH 10	600 FEET NORTH OF WESTRIDGE CRK LN	FY 2021-2024	\$43,500,000	Funding Adjustment	No	Cat. 2	\$43,500,000	2
									TOTAL	\$43,500,000	
									<i>CAT 2 increased \$10M</i>		
21	FM 1463	Widen Non-Freeway - Katy 0188-10-028	600 FEET NORTH OF WESTRIDGE CRK LN	FM 1093	FY 2021-2024	\$41,300,000	No Funding Change	No	Cat. 2	\$41,300,000	2
									TOTAL	\$41,300,000	
Galveston County											
22	IH 45	Widen Freeway - Galveston 0500-01-119	61ST STREET	S OF CAUSEWAY	FY 2021-2024	\$114,000,000	No Funding Change	No	Cat. 2	\$114,000,000	1
									TOTAL	\$114,000,000	
23	IH 45	Interchange at LP 197 - La Marque 0500-04-112	AT TEXAS CITY WYE	.	FY 2025-2030	\$69,284,000	No Funding Change	No	Cat. 2	\$69,284,000	1
									TOTAL	\$69,284,000	
24	SH 146	Widen Freeway - Kemah 0389-06-088	FM 518	FM 517	FY 2021-2024	\$102,000,000	No Funding Change	No	Cat. 2	\$102,000,000	1
									TOTAL	\$102,000,000	
25	FM 517	Interchange at IH 45 - Dickinson 0978-01-039	FM 646	IH 45	FY 2021-2024	\$800,000	New Authorization	No	Cat. 2	\$800,000	3
									TOTAL	\$800,000	
26	FM 646	Widen Non-Freeway - Dickinson 0978-02-053	SH 146	FM 3436	FY 2021-2024	\$7,000,000	No Funding Change	No	Cat. 2	\$7,000,000	2
									TOTAL	\$7,000,000	
27	FM 517	Widen Non-Freeway - Alvin 1002-02-016	BRAZORIA COUNTY LINE	FM 646	FY 2021-2024	\$87,816,050	New Authorization	No	Cat. 2	\$87,816,050	2
									TOTAL	\$87,816,050	
28	FM 646	Widen Non-Freeway - League City 3049-01-022	FM 1266	EAST OF EDMUNDS WAY	FY 2021-2024	\$31,127,000	No Funding Change	No	Cat. 2	\$31,127,000	2
									TOTAL	\$31,127,000	
29	FM 646	Widen Non-Freeway - League City 3049-01-023	FM 3436	FM 1266	FY 2021-2024	\$21,200,000	No Funding Change	No	Cat. 2	\$21,200,000	1
									TOTAL	\$21,200,000	
Harris County											
30	IH 69	North Houston Hwy Improvement Project - Seg. 3 0027-13-201	SH 288	SP 527	FY 2021-2024	\$260,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority	\$50,000,000	1
									Cat. 12 Texas Clear Lanes	\$210,000,000	
									TOTAL	\$260,000,000	
									<i>CAT 12 added \$50M</i>		
31	IH 610	Interchange at SH 35 - Houston 0271-16-111	AT SH 35 NORTH	.	FY 2021-2024	\$160,000,000	No Funding Change	No	Cat. 2	\$56,500,000	1
									Cat. 12 Texas Clear Lanes	\$103,500,000	
									TOTAL	\$160,000,000	
32a	IH 45	North Houston Hwy Improvement Project - Seg. 2 0500-03-560	IH 10	IH 610	FY 2025-2030	\$535,000,000	No Funding Change	No	Cat. 2	\$100,000,000	1
									Cat. 12 Strategic Priority	\$220,000,000	
									-Remaining funding TBD-	\$215,000,000	
									TOTAL	\$535,000,000	
32b	IH 45	North Houston Hwy Improvement Project - Seg. 2 0500-03-597	AT IH 610	.	FY 2025-2030	\$520,000,000	No Funding Change	No	Cat. 12 Strategic Priority	\$397,500,000	1
									Cat. 12 Texas Clear Lanes	\$122,500,000	
									TOTAL	\$520,000,000	

Houston District

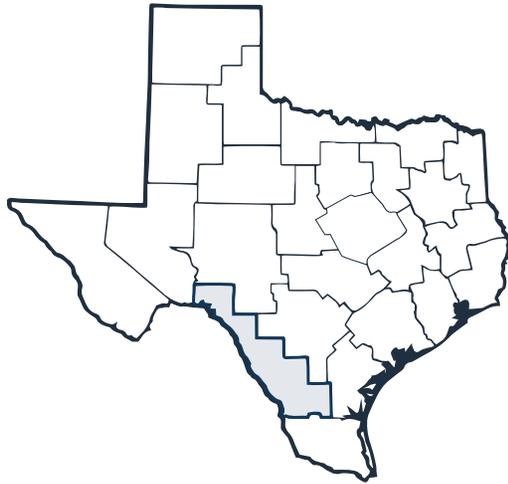
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
33a	IH 69	North Houston Hwy Improvement Project - Seg. 3 0027-13-200	SH 288	IH 45	FY 2021-2024	\$268,675,000	Funding Adjustment	No	Cat. 3 Design-Build \$93,435,000 Cat. 12 Texas Clear Lanes \$175,240,000 TOTAL \$268,675,000 <hr/> CAT 12 increased \$1.7M	1
33b	IH 69	North Houston Hwy Improvement Project - Seg. 3 0027-13-221	AT MCGOWEN, TUAM AND ELGIN	.	FY 2021-2024	\$67,070,000	Funding Adjustment	No	Cat. 3 Design-Build \$10,670,000 Cat. 12 Texas Clear Lanes \$56,400,000 TOTAL \$67,070,000 <hr/> CAT 12 increased \$600K	1
33c	IH 45	North Houston Hwy Improvement Project - Seg. 3 0500-03-598	IH 69 SOUTH	IH 10	FY 2021-2024	\$242,650,000	No Funding Change	No	Cat. 3 Design-Build \$42,650,000 Cat. 4 Urban \$200,000,000 TOTAL \$242,650,000	1
33d	IH 45	North Houston Hwy Improvement Project - Seg. 3 0500-03-599	AT IH 10 WEST	.	FY 2021-2024	\$909,560,000	Funding Adjustment	No	Cat. 2 \$390,750,000 Cat. 3 Design-Build \$180,925,000 Cat. 4 Urban \$89,000,000 Cat. 12 Texas Clear Lanes \$248,885,000 TOTAL \$909,560,000 <hr/> CAT 2 increased \$3.8M, CAT 12 increase \$2.4M, CAT 4U increased \$900K	1
33e	IH 45	North Houston Hwy Improvement Project - Seg. 3 0500-03-601	AT IH 69 SOUTH	.	FY 2021-2024	\$1,172,340,000	Funding Adjustment	No	Cat. 3 Design-Build \$307,270,000 Cat. 4 Urban \$358,330,000 Cat. 12 Texas Clear Lanes \$506,740,000 TOTAL \$1,172,340,000 <hr/> CAT 12 increased \$5M, CAT 4U increased \$3.5M	1
33f	IH 45	North Houston Hwy Improvement Project - Seg. 3 0500-08-001	AT IH 69 NORTH AND IH 10 EAST	.	FY 2021-2024	\$1,077,883,000	Funding Adjustment	No	Cat. 3 Design-Build \$195,950,000 Cat. 4 Urban \$436,543,000 Cat. 12 Texas Clear Lanes \$445,390,000 TOTAL \$1,077,883,000 <hr/> CAT 12 increased \$4.4M, CAT 4U increased \$4.3M	1
34	US 290	Traffic Mgmt. Technology - Cypress 0050-06-089	BADTKE	MUESCHKE	FY 2021-2024	\$26,932,000	No Funding Change	No	Cat. 2 \$26,932,000 TOTAL \$26,932,000	1
35	SH 35	New Location SH 35 - Houston 0178-09-018	IH 45	GRIGGS ROAD	FY 2021-2024	\$71,000,000	No Funding Change	No	Cat. 12 Strategic Priority \$15,000,000 Cat. 12 Texas Clear Lanes \$56,000,000 TOTAL \$71,000,000	1
36	SH 35	New Location SH 35 - Houston 0178-09-019	LONG DRIVE	BELLFORT	FY 2021-2024	\$28,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority \$6,000,000 Cat. 12 Texas Clear Lanes \$22,000,000 TOTAL \$28,000,000 <hr/> CAT 12 increased \$2.8M	1
37	SH 35	New Location SH 35 - Houston 0178-09-020	GRIGGS ROAD	BELLFORT	FY 2021-2024	\$82,000,000	No Funding Change	No	Cat. 12 Strategic Priority \$20,000,000 Cat. 12 Texas Clear Lanes \$62,000,000 TOTAL \$82,000,000	1
38a	SH 146	Widen Freeway - LaPorte 0389-05-087	N OF FAIRMONT PARKWAY	S OF RED BLUFF	FY 2021-2024	\$74,250,000	No Funding Change	No	Cat. 2 \$74,250,000 TOTAL \$74,250,000	1
38b	SH 146	Widen Freeway - LaPorte 0389-05-127	WEST FAIRMONT PARKWAY	NASA 1	FY 2021-2024	\$3,000,000	No Funding Change	No	Cat. 2 \$3,000,000 TOTAL \$3,000,000	1
38c	SH 146	Widen Freeway - LaPorte 0389-05-129	S OF SPENCER HWY	N OF FAIRMONT PARKWAY	FY 2021-2024	\$9,900,000	No Funding Change	No	Cat. 2 \$9,900,000 TOTAL \$9,900,000	1

Houston District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
39	SH 99	Traffic Mgmt. Technology - Katy 3510-05-040	FORT BEND COUNTY LINE	IH 10	FY 2021-2024	\$4,487,000	No Funding Change	No	Cat. 2 TOTAL	\$4,487,000 \$4,487,000	1
40	BU 90U	Widen Freeway - Houston 0028-01-067	IH 610, NE	E OF MESA RD (OLD FM 527)	FY 2021-2024	\$17,000,000	No Funding Change	No	Cat. 2 TOTAL	\$17,000,000 \$17,000,000	1
41	FM 2100	Widen Non-Freeway - Huffman 1062-02-009	HUFFMAN-CLEVELAND RD (NORTH)	FM 1960	FY 2021-2024	\$54,000,000	Funding Adjustment	No	Cat. 2 TOTAL	\$54,000,000 \$54,000,000	2
									<i>CAT 2 increased \$14M</i>		
42	FM 2100	New Location Non-Freeway - Huffman 1062-02-011	SH 99	HUFFMAN-CLEVELAND RD (NORTH)	FY 2021-2024	\$31,000,000	No Funding Change	No	Cat. 2 TOTAL	\$31,000,000 \$31,000,000	2
43	FM 1960	Traffic Mgmt. Technology - Houston 1685-01-108	IH 45	SH 249	FY 2021-2024	\$10,904,000	No Funding Change	No	Cat. 2 TOTAL	\$10,904,000 \$10,904,000	1
44a	FM 2920	Traffic Mgmt. Technology - Tomball 2941-02-054	SH 249	WILLOW ST	FY 2021-2024	\$1,371,000	No Funding Change	No	Cat. 2 TOTAL	\$1,371,000 \$1,371,000	3
44b	FM 2920	Upgrade Non-Freeway - Tomball 2941-02-056	BS 249	WILLOW ST	FY 2021-2024	\$28,613,000	No Funding Change	No	Cat. 2 TOTAL	\$28,613,000 \$28,613,000	3
Montgomery County											
45	IH 45	Interchange at Woodlands Pkwy 0110-04-198	AT WOODLANDS PKWY	.	FY 2025-2030	\$49,129,000	No Funding Change	No	Cat. 2 TOTAL	\$49,129,000 \$49,129,000	1
46	IH 69	Traffic Mgmt. Technology - Montgomery Co. 0177-05-112	HARRIS COUNTY LINE	LIBERTY COUNTY LINE	FY 2021-2024	\$13,912,000	No Funding Change	No	Cat. 2 TOTAL	\$13,912,000 \$13,912,000	1
47	SH 105	Widen Non-Freeway - Montgomery 0338-02-032	GRIMES COUNTY LINE	FM 149	FY 2021-2024	\$70,600,000	No Funding Change	No	Cat. 2 TOTAL	\$70,600,000 \$70,600,000	1
48	SH 105	Widen Non-Freeway - Conroe 0338-04-060	10TH STREET	SL 336	FY 2021-2024	\$30,800,000	Funding Adjustment	No	Cat. 2 Cat. 4 Urban TOTAL	\$9,400,000 \$21,400,000 \$30,800,000	1
									<i>CAT 2 increased \$2M</i>		
49	SH 105	Widen Non-Freeway - Cut and Shoot 0338-04-065	SL 336	FM 1484	FY 2021-2024	\$75,000,000	Funding Adjustment	No	Cat. 2 Cat. 4 Urban TOTAL	\$24,400,000 \$50,600,000 \$75,000,000	1
									<i>CAT 2 increased \$20M</i>		
50	SH 105	Widen Non-Freeway - Cleveland 0338-07-019	SAN JACINTO C/L	LIBERTY C/L	FY 2021-2024	\$32,560,000	No Funding Change	No	Cat. 2 TOTAL	\$32,560,000 \$32,560,000	1
51	SH 242	Widen Non-Freeway - Conroe 3538-01-034	FM 1488	IH 45	FY 2021-2024	\$19,895,000	No Funding Change	No	Cat. 2 TOTAL	\$19,895,000 \$19,895,000	2
52	SH 242	Widen Non-Freeway - Conroe 3538-01-055	EAST OF FM 1314	WEST OF FM 1485	FY 2021-2024	\$36,500,000	Funding Adjustment	No	Cat. 2 TOTAL	\$36,500,000 \$36,500,000	2
									<i>CAT 2 increased \$5.8M</i>		
53	FM 1488	Widen Non-Freeway - Magnolia 0523-09-009	FM 1774 IN MAGNOLIA	WEST OF FM 149	FY 2021-2024	\$46,000,000	Funding Adjustment	No	Cat. 2 TOTAL	\$46,000,000 \$46,000,000	2
									<i>CAT 2 increased \$5.9M</i>		
54	FM 1097	Widen Non-Freeway - Lake Conroe 1259-01-044	WEST OF BLUEBERRY HILLS	LAKE CONROE HILLS	FY 2021-2024	\$14,880,000	No Funding Change	No	Cat. 2 TOTAL	\$14,880,000 \$14,880,000	3
Waller County											
55	IH 10	Widen Freeway - Brookshire 0271-04-070	FM 359	WALLER-FORT BEND C/L	FY 2021-2024	\$225,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$225,000,000 \$225,000,000	1

Laredo District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	433,600
Square Miles	15,100
Daily Vehicle Miles	8.4 million
Highway Lane Miles	5,100

REGIONAL PLANNING CONTACTS

- Laredo TxDOT District [page](#)
- MPO: [Laredo Urban Transportation Study](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

With busy border crossings and significant freight traffic, the Laredo District focuses on projects that will move people and goods safely and efficiently. The district's funding strategies look across multiple UTP categories to make improvements to major freight corridors: I-35, US 59/I-69W and US 277/US 83 (Ports-to-Plains Corridor). Category 4, used for statewide connectivity corridors, funds these projects, along with Category 11 district discretionary funding. The district leverages funding for these projects by coordinating with other freight or federal border initiatives, as well as Category 10 funding for cross-border infrastructure.

The district's metropolitan planning organization, the Laredo Urban Transportation Study, is a key partner for projects that improve regional mobility, like upgrades to the US 59 Loop and to I-35 in northern Laredo. This partnership allows the district to use Category 2 and Category 7 funding in the Laredo metropolitan area. The district, City of Laredo, and Webb County work together to prioritize projects with important input from local city councilmembers and county officials.

KEY PROJECTS

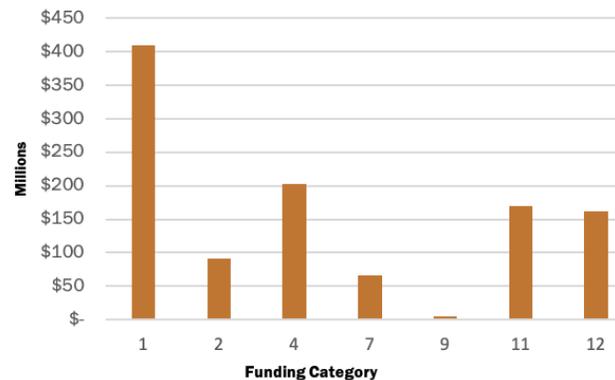
Short Term (Four or fewer years)

- I-69 W Corridor, Webb County: upgrade 20/US 59 Loop from an arterial roadway to a full interstate freeway (I-69W) that would integrate with I-69W as it enters Laredo
- I-35 Corridor, La Salle and Webb Counties: widening, resurfacing and bridge replacements
- SL 480 (Eagle Pass Outer Loop), Maverick County: new interchange and two-lane road

Long Term (Five or more years)

- US 59, Webb County: upgrades to an urban interstate freeway
- I-35, Webb and La Salle Counties: additional roadway capacity and replacement of structures

Laredo District: 2021 Planning Targets by Category

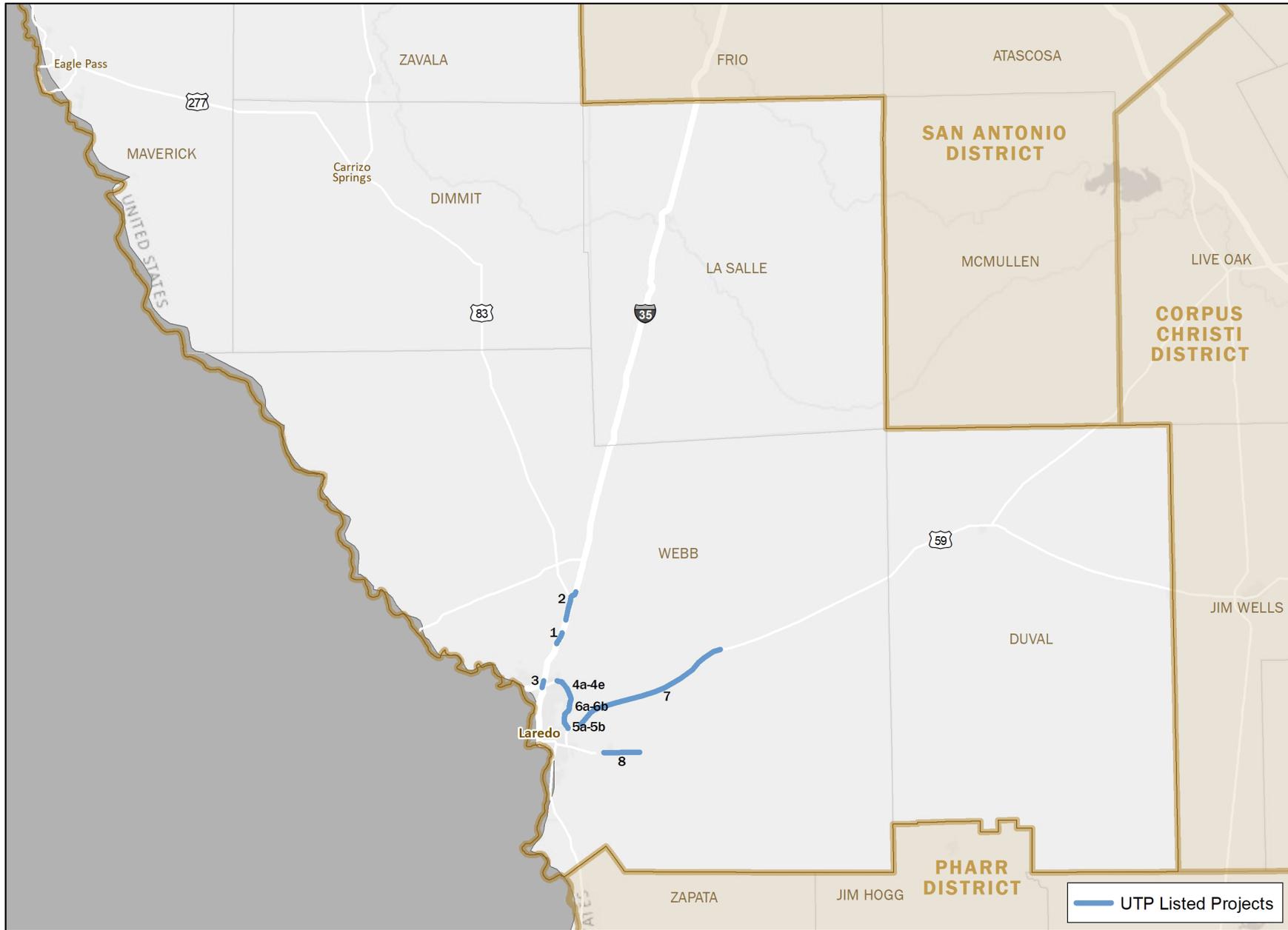


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Laredo District Listed Projects

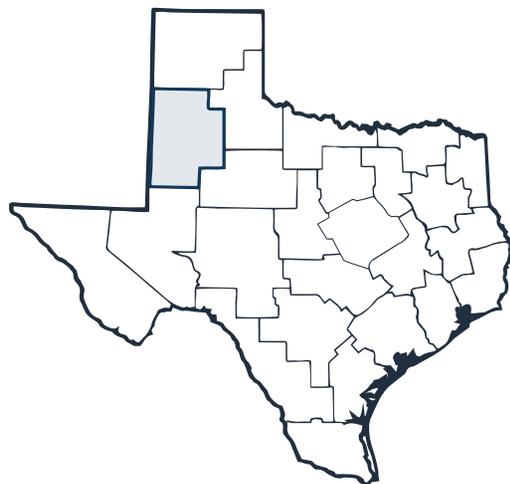


Laredo - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Webb County											
1	IH 35	Replace Bridge at Uniroyal Dr - Laredo 0018-05-089	0.500 MI S OF UNIROYAL INTERCHANGE	2.68 MI N OF UNIROYAL INTERCHANGE	FY 2021-2024	\$110,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$65,000,000 \$45,000,000 \$110,000,000	1
2	IH 35	Widen Freeway - Laredo (North) 0018-05-094	2.68 MI N OF UNIROYAL INT(MM 16.0)	1.2 MI N OF US 83 INT(MM 19.674)	FY 2021-2024	\$75,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$75,000,000 \$75,000,000	1
3	IH 35	Interchange at US 59 - Laredo 0018-06-185	0.50 MI EAST OF IH35	0.50 MI NORTH OF US59	FY 2021-2024	\$35,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$35,000,000 \$35,000,000	1
4a	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-075	0.50 MI S OF DEL MAR BLVD	0.50 MI N OF DEL MAR BLVD	FY 2021-2024	\$24,100,000	No Funding Change	No	Cat. 2 TOTAL	\$24,100,000 \$24,100,000	1
4b	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-076	0.50 MI S OF SHILOH DR	0.50 MI N OF SHILOH DR	FY 2021-2024	\$21,500,000	No Funding Change	No	Cat. 2 TOTAL	\$21,500,000 \$21,500,000	1
4c	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-079	0.50 MI S OF UNIVERSITY BLVD	0.50 MI N OF UNIVERSITY BLVD	FY 2021-2024	\$17,471,003	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$621,003 \$16,850,000 \$17,471,003	1
4d	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-088	0.36 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	FY 2021-2024	\$33,324,300	No Funding Change	No	Cat. 1 Cat. 2 Cat. 10 Border Infrastructure TOTAL	\$13,324,300 \$11,500,000 \$8,500,000 \$33,324,300	1
4e	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-089	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	FY 2021-2024	\$40,041,383	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$8,541,383 \$31,500,000 \$40,041,383	1
5a	US 59	Upgrade to Freeway - Laredo Airport 0086-14-077	0.50 MI SOUTH OF E. CORRIDOR RD(AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD(AIRPORT)	FY 2021-2024	\$19,906,890	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$7,550,900 \$12,355,990 \$19,906,890	1
5b	US 59	Upgrade to Freeway - Laredo Airport 0086-14-086	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	FY 2021-2024	\$25,479,163	No Funding Change	No	Cat. 1 Cat. 12 Strategic Priority TOTAL	\$9,879,163 \$15,600,000 \$25,479,163	1
6a	US 59	Upgrade to Freeway - Laredo (East) 0086-14-078	0.50 MI S OF JACAMAN RD	0.50 MI N OF JACAMAN RD	FY 2021-2024	\$21,658,095	No Funding Change	No	Cat. 1 Cat. 2 Cat. 12 Strategic Priority TOTAL	\$1,966,671 \$2,691,424 \$17,000,000 \$21,658,095	1
6b	US 59	Upgrade to Freeway - Laredo (East) 0086-14-087	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	FY 2021-2024	\$34,100,000	No Funding Change	No	Cat. 10 Border Infrastructure Cat. 12 Strategic Priority TOTAL	\$3,500,000 \$30,600,000 \$34,100,000	1
7	US 59	Widen Non-Freeway - Laredo 0542-01-094	7.49 MILES WEST OF FM 2895	3.00 MI EAST OF ARKANSAS STREET	FY 2025-2030	\$205,000,000	New Authorization	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$20,000,000 \$185,000,000 \$205,000,000	1
8	SH 359	Widen Non-Freeway - Laredo 0086-01-073	4.06 MILES E OF SL 20	8.935 MILES E OF SL 20	FY 2021-2024	\$18,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$18,000,000 \$18,000,000	3

Lubbock District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	491,000
Square Miles	15,900
Daily Vehicle Miles	11 million
Highway Lane Miles	12,300

REGIONAL PLANNING CONTACTS

- Lubbock TxDOT District [page](#)
- MPO [Lubbock Metropolitan Planning Organization](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

With a persistent list of maintenance needs, the Lubbock District relies heavily on Category 1 funding, which is aimed at preventive maintenance and rehabilitation. Staff work with county commissioners and regional planning groups to prioritize how this money is spent, balancing urban and rural needs. To maximize the reach of this funding, staff also groups pavement projects wherever feasible.

The district's Category 2 funding is restricted to projects within the City of Lubbock. For these projects, the district coordinates closely with the city and the Lubbock Metropolitan Planning Organization. This partnership is exemplified by more than \$75 million in transportation improvements spent between TxDOT and federal and local agencies to complete the Loop 289 widening, Slide Road, and Erskine Street. Category 4 funding focuses on connectivity projects, while Category 7 funding highlights growth within the City of Lubbock and the demand for metropolitan mobility projects.

KEY PROJECTS

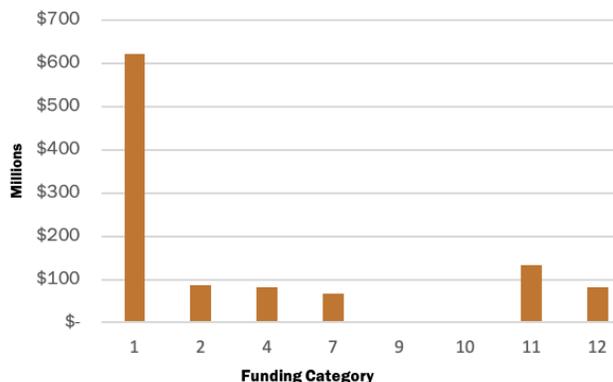
Short Term (Four or fewer years)

- State Loop 88, Lubbock County: US 87 to Chicago Ave.
- US 180, Gaines and Dawson Counties: Seminole to Lamesa, Super 2 widening
- US 84, Garza County: Justiceburg to Scurry county line, rehabilitate of roadway
- US 62/385, Terry & Gaines Counties: Seagraves to Brownfield, rehabilitate of roadway
- US 70, Bailey County: Muleshoe to Parmer county line, overlay

Long Term (Five or more years)

- State Loop 88, Lubbock County: construct US 62/82 at Wolfforth to Chicago Ave.
- State Loop 88, Lubbock County: develop/construct outer route with new freeway between US 84 (southeast) and US 84 (northwest)
- US 84 and SL 289, Lubbock County: redesign interchange
- US 62/385, Gaines County: construct Seminole one-way pair

Lubbock District: 2021 Planning Targets by Category

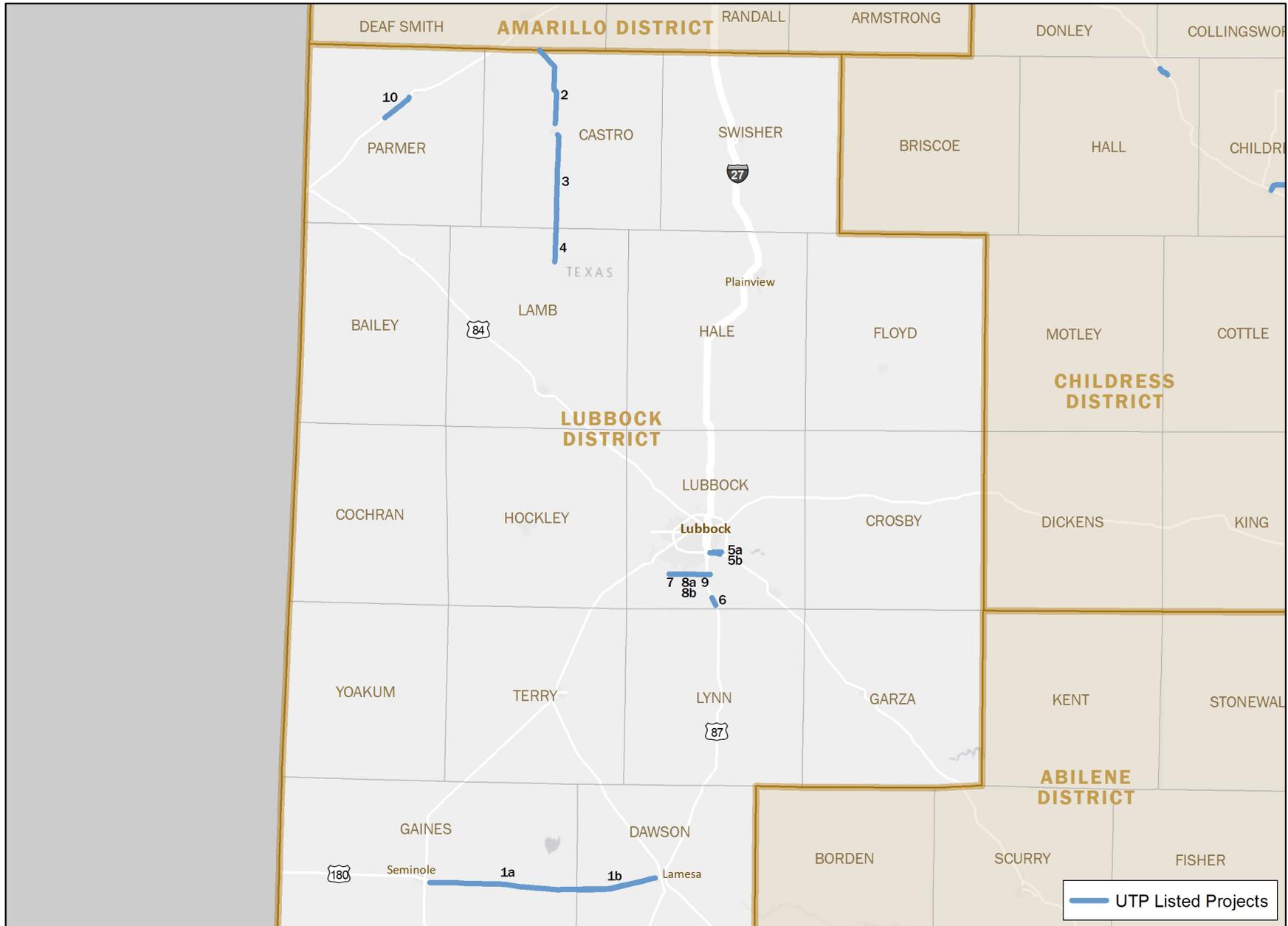


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TXDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
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Lubbock District Listed Projects

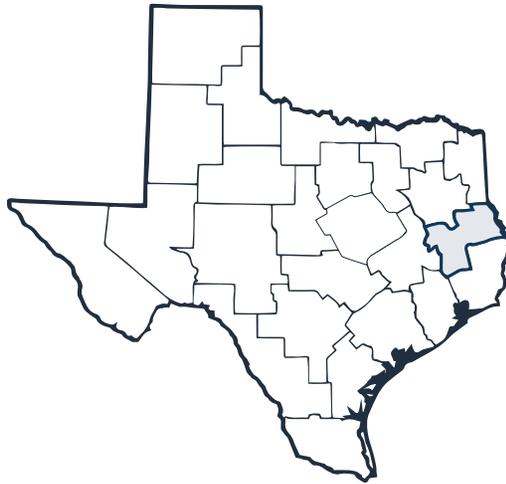


Lubbock - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1a	US 180	Passing Lanes (Super 2) - Lamesa-Seminole (Gaines County) 0294-02-023	AVE G IN SEMINOLE	DAWSON COUNTY LINE	FY 2021-2024	\$25,000,000	No Funding Change	No	Cat. 12 Permian TOTAL	\$25,000,000 \$25,000,000	2
1b	US 180	Passing Lanes (Super 2) - Lamesa-Seminole (Dawson County) 0294-03-030	GAINES COUNTY LINE	LAMESA CITY LIMITS	FY 2021-2024	\$13,000,000	No Funding Change	No	Cat. 12 Permian TOTAL	\$13,000,000 \$13,000,000	2
Castro County											
2	US 385	Passing Lanes (Super 2) - Hereford 0226-06-036	DEAF SMITH COUNTY LINE	CR 713	FY 2021-2024	\$13,500,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$13,500,000 \$13,500,000	2
3	US 385	Passing Lanes (Super 2) - Dimmitt 0227-01-023	SH 194	LAMB COUNTY LINE	FY 2021-2024	\$15,500,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$15,500,000 \$15,500,000	2
Lamb County											
4	US 385	Passing Lanes (Super 2) - Dimmitt 0227-02-023	CASTRO COUNTY LINE	US 70	FY 2021-2024	\$6,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$6,000,000 \$6,000,000	3
Lubbock County											
5a	US 84	Interchange at MLK Blvd - Lubbock 0053-18-046	2500 FT WEST OF LP 289	ZENITH AVE	FY 2021-2024	\$19,340,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$19,340,000 \$19,340,000	1
5b	SL 289	Interchange at US 84 - Lubbock 0783-01-102	2000 FT EAST OF US 84	5000 FT WEST OF US 84	FY 2021-2024	\$19,340,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$19,340,000 \$19,340,000	1
6	US 87	Interchange at FM 41 - Lubbock Co. 0068-01-074	0.5 MI NORTH OF FM 41	0.5 MI SOUTH OF FM 41	FY 2021-2024	\$16,000,000	Funding Adjustment	No	Cat. 4 Regional Cat. 4 Urban TOTAL	\$8,000,000 \$8,000,000 \$16,000,000	1
									<i>CAT 4R add \$8M</i>		
7	SL 88	Lubbock Outer Loop 1502-01-032	QUINCY AVE	CHICAGO	FY 2025-2030	\$60,000,000	No Funding Change	No	Cat. 7 Cat. 11 District Cat. 12 Permian -Remaining funding TBD- TOTAL	\$10,000,000 \$7,520,000 \$33,540,000 \$8,940,000 \$60,000,000	2
8a	FM 1585	Lubbock Outer Loop 1502-01-029	MEMPHIS AVE	CR 2240 (AVE U)	FY 2021-2024	\$70,005,000	Funding Adjustment	No	Cat. 2 Cat. 7 Cat. 11 District Cat. 12 Strategic Priority TOTAL	\$53,125,000 \$4,760,000 \$11,820,000 \$300,000 \$70,005,000	1
									<i>CAT 2 increased \$12M</i>		
8b	FM 1585	Lubbock Outer Loop 1502-01-030	CHICAGO	MEMPHIS AVE	FY 2021-2024	\$70,005,000	Funding Adjustment	No	Cat. 2 Cat. 7 Cat. 11 District TOTAL	\$53,125,000 \$5,060,000 \$11,820,000 \$70,005,000	1
									<i>CAT 2 increased \$9.9M</i>		
9	FM 1585	Lubbock Outer Loop 1502-01-031	CR 2240 (AVE U)	0.5 MI EAST OF US 87	FY 2021-2024	\$56,910,000	No Funding Change	No	Cat. 1 Cat. 2 Cat. 7 TOTAL	\$40,981,864 \$5,928,136 \$10,000,000 \$56,910,000	2
Parmer County											
10	US 60	Safety Improvements - Friona 0168-02-032	CR 13	CR 17	FY 2021-2024	\$21,000,000	New Authorization	No	Cat. 3 Local Cat. 12 Strategic Priority TOTAL	\$10,500,000 \$10,500,000 \$21,000,000	1

Lufkin District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	318,200
Square Miles	7,100
Daily Vehicle Miles	8.7 million
Highway Lane Miles	6,500

REGIONAL PLANNING CONTACTS

- Lufkin TxDOT District [page](#)
- RPO: [Deep East Texas Council of Governments](#)

★ DISTRICT HIGHLIGHTS & PRIORITIES

When planning, the Lufkin District looks for projects where regional connectivity and local traffic needs overlap. While future development of I-69 is unquestionably a priority, the district must still balance local transportation needs. Upgrading US 59 is an opportunity for the district to address local transportation challenges while also advancing a project of national significance. Maintenance, safety, and traffic concerns require urgent attention, so, whenever possible, Lufkin uses US 59 (future I-69) improvements to address those issues.

Because US 59 and US 69 are used as major evacuation corridors, the district works to identify funding to continue regional connectivity through Category 4, which addresses the impacts of regional traffic. Current Category 4 projects address evacuation corridors on these two major roadways, which intersect in Lufkin and carry heavy volumes of local and regional traffic and freight.

KEY PROJECTS

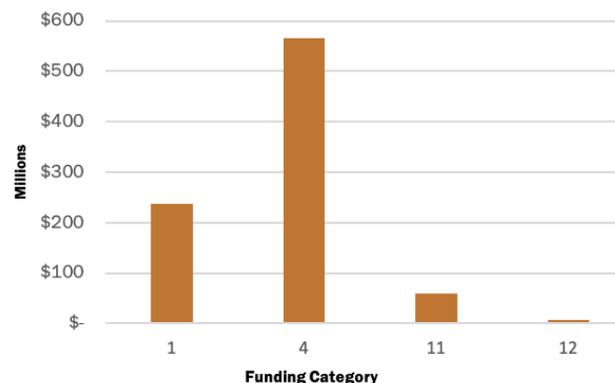
Short Term (Four or fewer years)

- US 59, Angelina County: upgrade between Moffett Road and SH 103
- US 59, Angelina County: upgrade between FM 2021 and SL 287
- US 59, Polk County: construct Corrigan Relief Route
- US 59, San Jacinto County: upgrade between FM 2914 and Liberty County Line
- US 259, Rusk County Line: add continuous two-way left turn lane between SH 204 and Rusk County Line
- US 96, Shelby County: construct Super 2 (passing lanes) between Center and San Augustine County
- US 96, Sabine County: construct Super 2 (passing lanes) between Pineland and Spur 414

Long Term (Five or more years)

- I-69 development, Angelina, Polk, Nacogdoches, and San Jacinto Counties: US 59 upgrades
- US 59/US 259 North Interchange, Nacogdoches County
- US 59, San Jacinto County: upgrades between Shepherd and the Trinity River

Lufkin District: 2021 Planning Targets by Category



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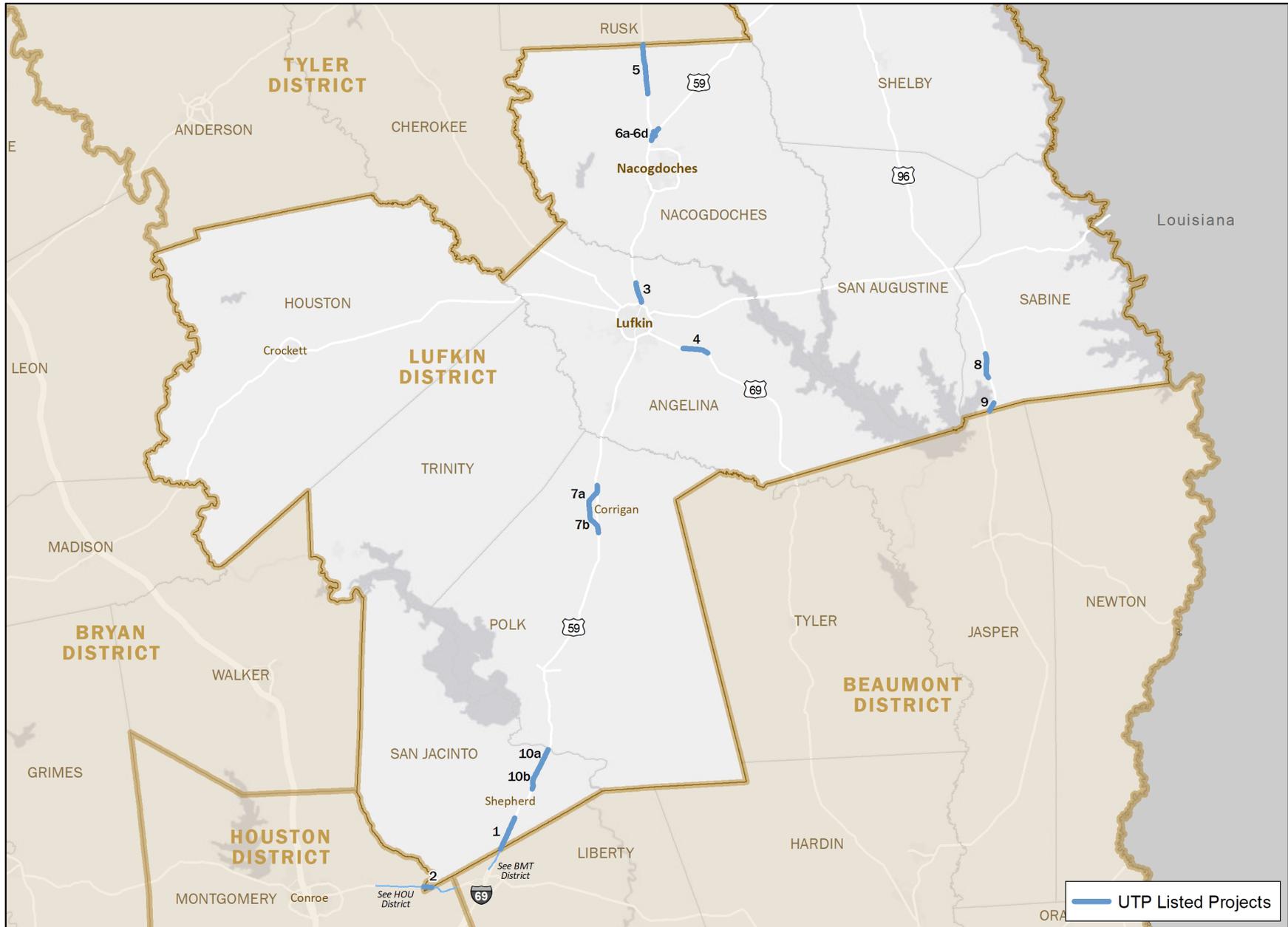
TXDOT FUNDING CATEGORIES

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Lufkin District Listed Projects

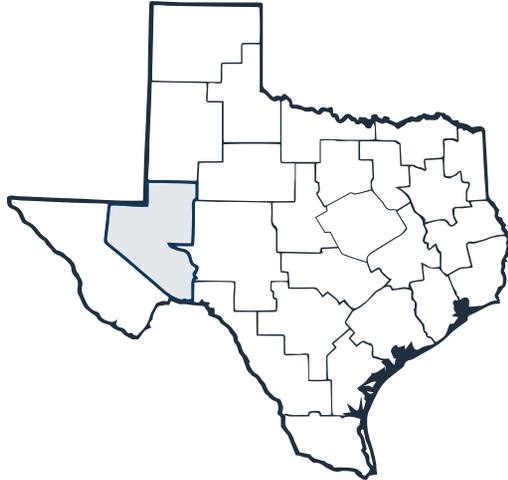


Lufkin - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Multi-County Projects											
1	US 59	Upgrade to Freeway - North of Cleveland (San Jacinto County) 0177-02-057	FM 2914	LIBERTY C/L	FY 2021-2024	\$67,910,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$67,910,000 \$67,910,000	1
2	SH 105	Widen Non-Freeway - Cut and Shoot (San Jacinto County) 0338-06-011	MONTGOMERY C/L	MONTGOMERY C/L	FY 2021-2024	\$10,300,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$10,300,000 \$10,300,000	1
Angellna County											
3	US 59	Upgrade to Freeway - Lufkin 0176-02-118	FM 2021	.34 MILE NORTH OF LP 287	FY 2021-2024	\$33,410,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$33,410,000 \$33,410,000	1
4	US 69	Intersection Improvements - Huntington 0200-01-093	FM 326 N	3.0 MI S OF FM 326 N	FY 2025-2030	\$13,600,000	New Authorization	No	Cat. 4 Regional TOTAL	\$13,600,000 \$13,600,000	1
Nacogdoches County											
5	US 259	Widen for Turn Lane - Nacogdoches Co. 0138-06-047	RUSK COUNTY LINE	SH 204	FY 2021-2024	\$27,900,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$27,900,000 \$27,900,000	1
6a	US 259	Upgrade to Freeway - Nacogdoches 0138-06-046	0.355 MILES NORTH OF US 59	BU 59-F	FY 2025-2030	\$8,580,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$8,580,000 \$8,580,000	1
6b	US 59	Upgrade to Freeway - Nacogdoches 0175-07-059	JUST NORTH OF US 259	US 259	FY 2025-2030	\$23,400,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$23,400,000 \$23,400,000	1
6c	BU 59F	Upgrade to Freeway - Nacogdoches 0175-07-060	US 259	0.3 MILES SOUTH OF US 259	FY 2025-2030	\$6,260,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$6,260,000 \$6,260,000	1
6d	US 59	Upgrade to Freeway - Nacogdoches 2560-01-085	US 259	JUST NORTH OF FM 343	FY 2025-2030	\$49,940,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$49,940,000 \$49,940,000	1
Polk County											
7a	US 59	Corrigan Relief Route 0176-04-056	3.4 MI N OF US 287	US 287	FY 2021-2024	\$88,600,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$88,600,000 \$88,600,000	1
7b	US 59	Corrigan Relief Route 0176-05-104	US 287	3.0 MI S OF US 287	FY 2021-2024	\$69,600,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$69,600,000 \$69,600,000	1
Sabine County											
8	US 96	Passing Lanes (Super 2) - Pineland 0064-06-053	FM 83	0.50 MILES SOUTH OF SPUR 414	FY 2021-2024	\$5,703,322	No Funding Change	No	Cat. 4 Regional TOTAL	\$5,703,322 \$5,703,322	1
9	US 96	Widen Non-Freeway - Lufkin 0064-06-057	1 MILE NORTH OF JASPER COUNTY LINE	JASPER COUNTY LINE	FY 2021-2024	\$4,200,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$4,200,000 \$4,200,000	3
San Jacinto County											
10a	US 59	Upgrade to Freeway - North of Shepherd 0177-02-103	NORTH END OF TRINITY RIVER BRIDGE	0.5 MI NORTH OF FM 1127	FY 2025-2030	\$79,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$79,000,000 \$79,000,000	1
10b	US 59	Upgrade to Freeway - North of Shepherd 0177-02-104	0.5 MILES NORTH OF FM 1127	0.2 MILES NORTH OF FM 223	FY 2025-2030	\$95,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$95,000,000 \$95,000,000	1

Odessa District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	418,800
Square Miles	18,300
Daily Vehicle Miles	16.5 million
Highway Lane Miles	8,200

REGIONAL PLANNING CONTACTS

- Odessa TxDOT District [page](#)
- MPO: [Permian Basin Metropolitan Planning Organization](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

The energy sector is a vital component of both the Texas and Odessa District economies. The district works strategically to invest resources not only to adapt infrastructure to support the energy sector's needs, but also to accommodate increasing demand on district roads and highways. The district works with energy sector and community partners to find solutions to the unique challenges of the industry. At any given time, the transportation infrastructure must be able to handle both a significant workforce influx and shifting traffic patterns.

Additionally, as oil production grows, energy sector traffic grows. This combination of factors leads to an increase in the amount of both industry and passenger traffic. The district's priorities focus on addressing those challenges through the use of Category 11 funding. This strategy allows for the district to focus Category 4 funding on rural connectivity projects. Additionally, Category 1 funding helps address maintenance issues created by increased traffic.

KEY PROJECTS

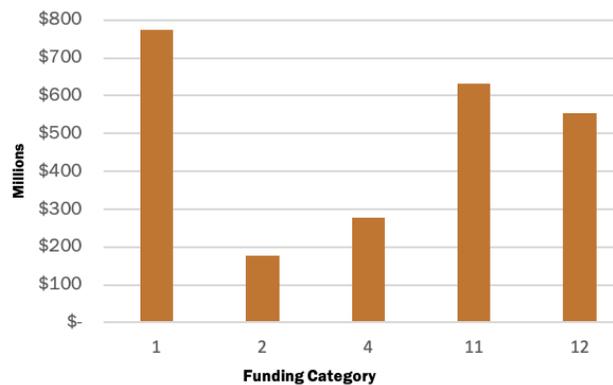
Short Term (Four or fewer years)

- IH 20, Ector and Midland Counties: reconstruct frontage roads, ramps, and interchanges
- US 285, Reeves and Pecos Counties: reconstruct and add passing lanes
- US 67, Upton and Pecos Counties: reconstruct and add passing lanes
- SH 18, Winkler and Ward Counties: reconstruct and add passing lanes

Long Term (Five or more years)

- IH 20, Midland County: reconstruct frontage roads, ramps, and interchanges
- US 385, Ector County: construct new interchange at South LP 338
- FM 1053, Pecos County: relocate existing road
- US 285, Reeves County: construct City of Pecos East Relief Route

Odessa District: 2021 Planning Targets by Category

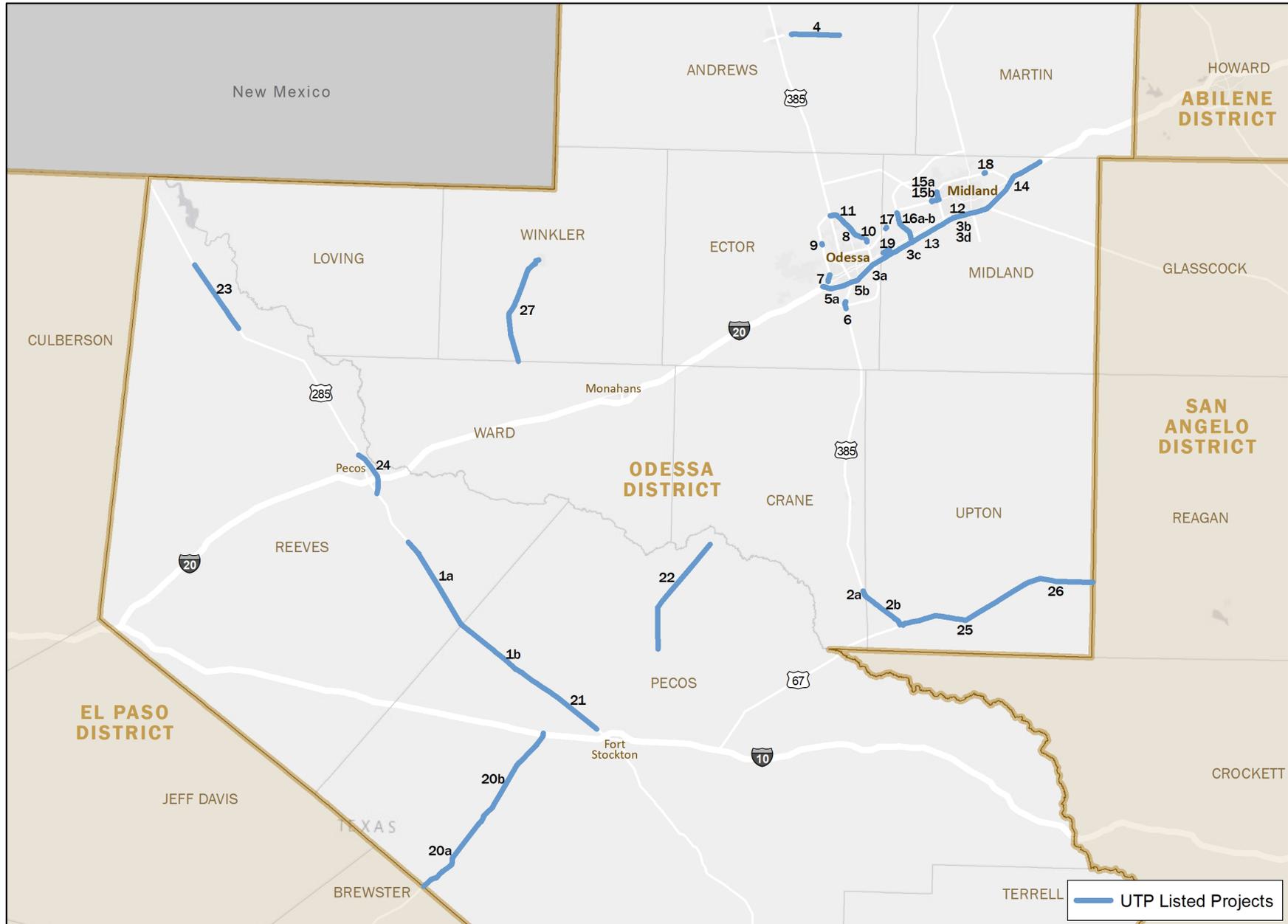


12

TxDOT FUNDING CATEGORIES

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Odessa District Listed Projects



Odessa - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1a	US 285	Passing Lanes (Super 2) - Reeves Co. (Reeves County) 0139-06-021	2.0 MI SOUTH OF CR 113	PECOS COUNTY LINE	FY 2021-2024	\$27,800,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$27,800,000 \$27,800,000	1
1b	US 285	Passing Lanes (Super 2) - Pecos Co. (Pecos County) 0139-07-025	REEVES COUNTY LINE	0.3 MI SOUTH OF FM 1776	FY 2021-2024	\$28,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$28,000,000 \$28,000,000	1
2a	US 385	Widen Non-Freeway - McCamey (Crane County) 0229-03-040	LATCH RANCH ROAD	UPTON COUNTY LINE	FY 2025-2030	\$5,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$5,000,000 \$5,000,000	1
2b	US 385	Widen Non-Freeway - McCamey (Upton County) 0229-04-057	CRANE COUNTY LINE	NIMITZ STREET IN MCCAMEY	FY 2025-2030	\$30,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$30,000,000 \$30,000,000	1
3a	IH 20	I-20 Project 3 - Widen Freeway (Ector County) 0005-13-064	EAST OF JBS PARKWAY	MIDLAND COUNTY LINE	FY 2025-2030	\$28,600,000	New Authorization	No	Cat. 2 Cat. 12 Permian TOTAL	\$1,000,000 \$27,600,000 \$28,600,000	1
3b	IH 20	I-20 Project 3 - Widen Freeway (Midland County) 0005-14-092	EAST OF CR 1250	EAST OF SH 349	FY 2021-2024	\$75,800,000	Scope Change	No	Cat. 2 Cat. 12 Permian TOTAL	\$6,250,000 \$69,550,000 \$75,800,000	1
3c	IH 20	I-20 Project 3 - Widen Freeway (Midland County) 0005-14-093	ECTOR COUNTY LINE	EAST OF CR 1300	FY 2025-2030	\$149,500,000	New Authorization	No	Cat. 2 Cat. 3 Local Cat. 12 Permian TOTAL	\$5,500,000 \$2,000,000 \$142,000,000 \$149,500,000	1
3d	IH 20	I-20 Project 3 - Widen Freeway (Midland County) 0005-14-094	EAST OF CR 1300	EAST OF CR 1250	FY 2025-2030	\$86,300,000	New Authorization	No	Cat. 2 Cat. 12 Permian TOTAL	\$6,500,000 \$79,800,000 \$86,300,000	1
Andrews County											
4	SH 176	Widen Non-Freeway - Andrews 0548-01-047	SH 115 E OF ANDREWS	FM 1788	FY 2025-2030	\$25,900,000	New Authorization	No	Cat. 12 Permian -Remaining funding TBD- TOTAL	\$10,000,000 \$15,900,000 \$25,900,000	2
Ector County											
5a	IH 20	I-20 Project 4 - Widen Freeway 0004-07-135	WEST OF FM 1936	MONAHANS DRAW	FY 2025-2030	\$122,000,000	New Authorization	No	Cat. 2 Cat. 12 Permian -Remaining funding TBD- TOTAL	\$9,750,000 \$71,050,000 \$41,200,000 \$122,000,000	1
5b	IH 20	I-20 Project 4 - Widen Freeway 0005-13-063	MONAHANS DRAW	EAST OF JBS PARKWAY	FY 2025-2030	\$92,950,000	New Authorization	No	Cat. 2 Cat. 12 Permian -Remaining funding TBD- TOTAL	\$9,750,000 \$44,200,000 \$39,000,000 \$92,950,000	1
6	US 385	Interchange at SL 388 - Odessa 0229-01-042	AT SOUTH SL 338	.	FY 2021-2024	\$23,000,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$21,000,000 \$2,000,000 \$23,000,000	1
7	SH 302	Interchange at W 8th St - Odessa 2224-01-110	AT WEST 8TH STREET	.	FY 2025-2030	\$21,760,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$19,760,000 \$2,000,000 \$21,760,000	2
8	SL 338	Interchange at E Yukon Rd - Odessa 2224-01-099	AT EAST YUKON RD	.	FY 2021-2024	\$19,200,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$17,200,000 \$2,000,000 \$19,200,000	1
9	SL 338	Signal Improvements - Odessa 2224-01-111	AT W. YUKON RD	.	FY 2021-2024	\$2,480,000	No Funding Change	No	Cat. 2 TOTAL	\$2,480,000 \$2,480,000	3
10	SL 338	Interchange at 52nd/56th - Odessa 2224-01-116	AT 52ND/56TH INTERCHANGE	.	FY 2025-2030	\$28,000,000	New Authorization	No	Cat. 2 -Remaining funding TBD- TOTAL	\$2,500,000 \$25,500,000 \$28,000,000	3

Odessa District

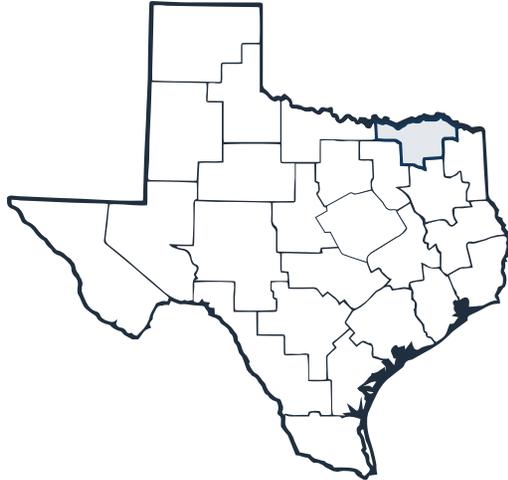
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
11	SL 338	Upgrade to Freeway - Odessa 2224-01-117	YUKON RD E	US 385 N	FY 2025-2030	\$19,600,000	New Authorization	No	Cat. 2 -Remaining funding TBD- TOTAL	\$2,500,000 \$17,100,000 \$19,600,000	1
Midland County											
12	IH 20	I-20 Project 1 - Interchange at Midkiff 0005-14-067	SL 250	0.5 MILES EAST OF MIDKIFF RD	FY 2021-2024	\$36,800,000	No Funding Change	No	Cat. 2 Cat. 3 Local Cat. 4 Urban Cat. 11 Energy Sector TOTAL	\$14,160,000 \$2,000,000 \$12,000,000 \$8,640,000 \$36,800,000	1
13	IH 20	I-20 Project 2 - Interchange at CR 1250 0005-14-084	AT CR 1250	.	FY 2021-2024	\$50,000,000	No Funding Change	No	Cat. 4 Connectivity Cat. 4 Urban Cat. 11 Energy Sector TOTAL	\$9,710,000 \$19,840,000 \$20,450,000 \$50,000,000	1
14	IH 20	I-20 Project 5 - Widen Freeway 0005-15-093	EAST OF SH 349	EAST OF FM 1208	FY 2025-2030	\$216,800,000	New Authorization	No	Cat. 2 Cat. 12 Permian -Remaining funding TBD- TOTAL	\$9,750,000 \$58,250,000 \$148,800,000 \$216,800,000	1
15a	SH 158	Ramp Reconfiguration - Midland 0463-02-075	AVALON DRIVE	LOOP 250	FY 2021-2024	\$12,630,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$11,630,000 \$1,000,000 \$12,630,000	1
15b	SL 250	Ramp Reconfiguration - Midland 1188-02-100	BS 158-B	WADLEY AVENUE	FY 2021-2024	\$12,630,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$11,630,000 \$1,000,000 \$12,630,000	1
16a	SH 349	Non-Freeway Improvements - Midland 1718-01-035	BI 20-E	IH 20	FY 2025-2030	\$1,433,040	No Funding Change	No	Cat. 2 TOTAL	\$1,433,040 \$1,433,040	1
16b	SH 349	Non-Freeway Improvements - Midland 1718-07-043	SH 191	BI 20-E	FY 2025-2030	\$6,966,960	No Funding Change	No	Cat. 2 TOTAL	\$6,966,960 \$6,966,960	1
17	SH 191	Interchange at Yukon Rd - Odessa 2296-02-026	AT YUKON RD	.	FY 2021-2024	\$18,560,000	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$6,560,000 \$12,000,000 \$18,560,000	2
18	SL 250	Interchange at Todd Rd - Midland 1188-02-111	AT TODD RD.	.	FY 2025-2030	\$28,000,000	New Authorization	No	Cat. 2 -Remaining funding TBD- TOTAL	\$2,500,000 \$25,500,000 \$28,000,000	3
19	BI 20E	Interchange at Faudree Rd - Odessa 0005-02-119	AT FAUDREE	.	FY 2025-2030	\$21,120,000	No Funding Change	No	Cat. 2 Cat. 3 Local Cat. 4 Urban TOTAL	\$8,370,000 \$2,000,000 \$10,750,000 \$21,120,000	2
Pecos County											
20a	US 67	Passing Lanes (Super 2) - Fort Stockton 0075-02-026	16.8 MI SOUTH OF IH 10	BREWSTER COUNTY LINE	FY 2021-2024	\$13,995,600	No Funding Change	No	Cat. 4 Regional TOTAL	\$13,995,600 \$13,995,600	1
20b	US 67	Passing Lanes (Super 2) - Fort Stockton 0075-03-022	IH 10	16.8 MI SOUTH OF IH 10	FY 2021-2024	\$18,997,200	No Funding Change	No	Cat. 4 Regional TOTAL	\$18,997,200 \$18,997,200	1
21	US 285	Passing Lanes (Super 2) - Pecos Co. 0139-08-040	0.3 MI SOUTH OF FM 1776	1.5 MI NORTH OF IH 10	FY 2025-2030	\$19,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$19,000,000 \$19,000,000	1
22	FM 1053	FM 1053 Realignment 0866-05-036	FM 11	10 MILE SOUTH OF FM 1450	FY 2025-2030	\$30,000,000	Scope Change	No	Cat. 12 Permian TOTAL	\$30,000,000 \$30,000,000	3
Reeves County											
23	US 285	Passing Lanes (Super 2) - Orla 0139-03-041	RM 652	CR 232	FY 2021-2024	\$23,000,000	No Funding Change	No	Cat. 4 Regional Cat. 11 Energy Sector TOTAL	\$8,480,000 \$14,520,000 \$23,000,000	1
24	Various	City of Pecos East Relief Route 0906-18-016	US 285	US 285	FY 2025-2030	\$110,000,000	No Funding Change	No	Cat. 12 Permian -Remaining funding TBD- TOTAL	\$10,000,000 \$100,000,000 \$110,000,000	2

Odessa District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier	
Upton County												
25	US 67	Passing Lanes (Super 2) - McCamey 0076-06-037	0.45 MILES EAST OF US 385	0.20 MILES WEST OF SH 329	FY 2021-2024	\$29,946,000	No Funding Change	No	Cat. 4 Regional	\$29,946,000	2	
										TOTAL	\$29,946,000	
26	US 67	Passing Lanes (Super 2) - Rankin 0076-07-037	REAGAN COUNTY LINE	SH 329	FY 2025-2030	\$25,000,000	No Funding Change	No	Cat. 4 Regional	\$14,800,000	2	
										Cat. 11 Energy Sector	\$10,200,000	
										TOTAL	\$25,000,000	
Winkler County												
27	SH 115	Widen Non-Freeway - Kermit-Monahans 0354-01-047	SH 18	WARD COUNTY LINE	FY 2025-2030	\$60,400,000	New Authorization	No	Cat. 12 Permian	\$10,000,000	2	
										-Remaining funding TBD-	\$50,400,000	
										TOTAL	\$60,400,000	

Paris District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	394,000
Square Miles	6,100
Daily Vehicle Miles	11.7 million
Highway Lane Miles	7,200

REGIONAL PLANNING CONTACTS

- Paris TxDOT District [page](#)
- MPO: [North Central Texas Council of Governments](#)
- MPO: [Sherman Denison Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

The Paris District's extensive network of farm-to-market roads means that it is focused on preventive maintenance and rehabilitation. The district receives most of its funding through Category 1, which supports work on the roads most in need of repair. A four-year pavement planning process allows staff to evaluate and respond to the latest data on local roads.

Working with the Sherman-Denison Metropolitan Planning Organization and the North Central Texas Council of Governments, the district works to fund projects that address regional growth and connectivity needs. Category 2 funding is important for projects in the district's western counties that are undergoing rapid change with the expansion of the Dallas-Fort Worth Metropolitan Area. These projects include I-30 in Hunt County and upcoming work on US 75.

KEY PROJECTS

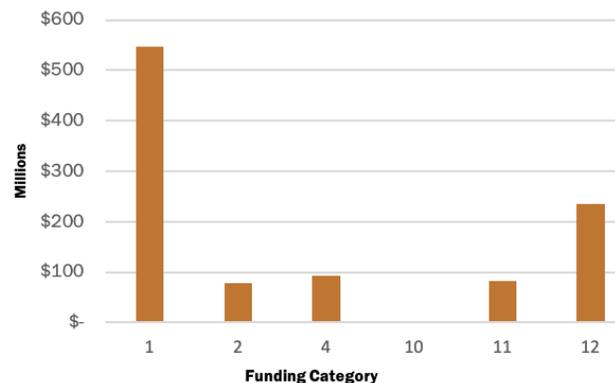
Short Term (Four or fewer years)

- US 75, Grayson County: widen from the Collin County Line to FM 902, four to six lanes
- US 75, Grayson County: widen from FM 902 to FM 1417, four to six lanes
- Phase 2 US 75, Grayson County: widen from SH 91 to North Loy Lake Road
- IH 30, Hunt County: widen from FM 2642 (Rockwall County Line) to Monte Stratton Parkway, four to six lanes
- US 82, Lamar County: widen from Fannin County Line to City of Paris, two to four lanes
- US 271, Lamar and Red Rover Counties: widen from City of Paris to SH 37

Long Term (Five or more years)

- US 82, Lamar County: construct interchanges and frontage roads in the City of Paris from Stillhouse to Pine Mill Roads
- US 82, Lamar and Red River Counties: widen from Blossom to Bowie County line, two to four lanes.
- US 271, Red River County: widen from SH 37 to the Titus County line, two to four lanes.

Paris District: 2021 Planning Targets by Category

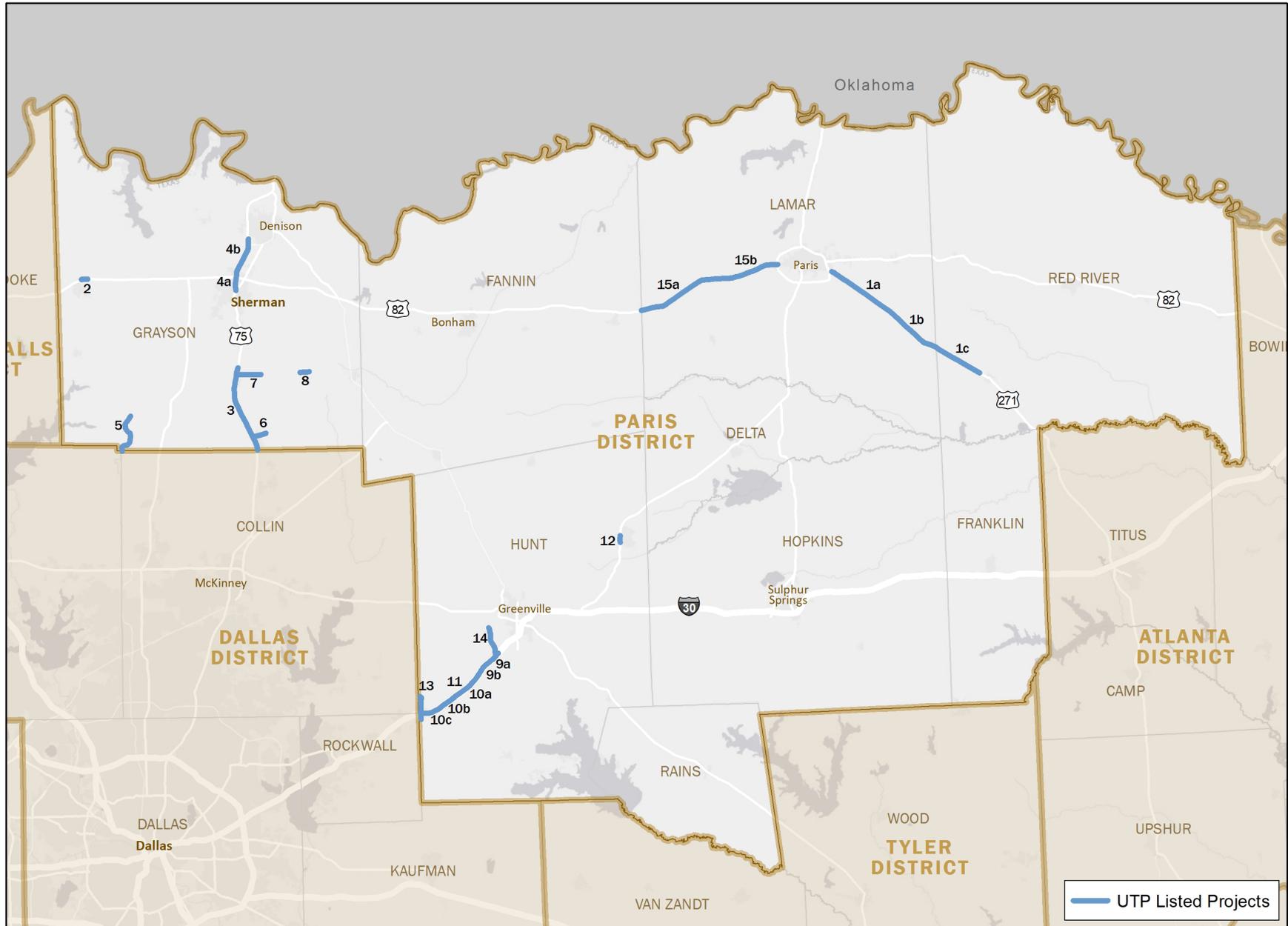


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Paris District Listed Projects



Paris - Listed Projects

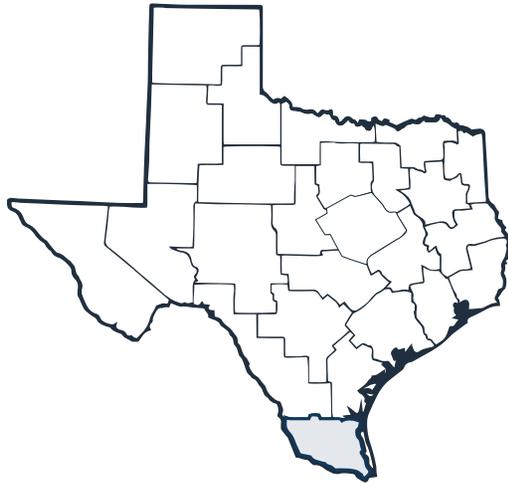
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Multi-County Projects											
1a	US 271	Widen Non-Freeway - Paris (Lamar County) 0221-01-078	LP 286 IN PARIS	PATTONVILLE	FY 2021-2024	\$29,893,647	No Funding Change	No	Cat. 10 Cat. 12 Strategic Priority TOTAL	\$3,193,647 \$26,700,000 \$29,893,647	1
1b	US 271	Widen Non-Freeway - Deport (Lamar County) 0221-01-079	PATTONVILLE	RED RIVER COUNTY LINE	FY 2021-2024	\$22,000,000	No Funding Change	No	Cat. 1 Cat. 4 Regional Cat. 11 District Cat. 12 Strategic Priority TOTAL	\$2,260,000 \$10,000,000 \$1,400,000 \$8,340,000 \$22,000,000	1
1c	US 271	Widen Non-Freeway - Deport (Red River County) 0221-02-028	LAMAR COUNTY LINE	BU 271-D	FY 2021-2024	\$20,000,000	No Funding Change	No	Cat. 1 Cat. 4 Regional Cat. 11 District TOTAL	\$1,440,000 \$17,660,000 \$900,000 \$20,000,000	1
Grayson County											
2	US 82	New Frontage Roads - Whitesboro 0045-18-041	US 377	SHAWNEE TRAIL	FY 2021-2024	\$2,200,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$937,200 \$1,262,800 \$2,200,000	1
3	US 75	Widen Freeway - Howe 0047-13-033	FM 902	COLLIN COUNTY LINE (MPO BOUNDARY)	FY 2021-2024	\$49,590,000	No Funding Change	No	Cat. 2 Cat. 3 Local Cat. 4 Urban Cat. 11 District Cat. 12 Strategic Priority TOTAL	\$13,800,000 \$4,710,000 \$2,660,000 \$650,000 \$27,770,000 \$49,590,000	1
4a	US 75	Widen Freeway - Sherman 0047-18-088	US 82	SH 91 TEXOMA PARKWAY	FY 2025-2030	\$68,000,000	New Authorization	No	Cat. 2 -Remaining funding TBD- TOTAL	\$480,000 \$67,520,000 \$68,000,000	1
4b	US 75	Widen Freeway - Sherman 0047-18-089	NORTH LOY LAKE ROAD	US 82	FY 2025-2030	\$79,000,000	New Authorization	No	Cat. 2 Cat. 4 Urban TOTAL	\$68,900,000 \$10,100,000 \$79,000,000	1
5	Various	New Location Road - Gunter 0901-19-187	FM 121	COUNTY LINE ROAD	FY 2021-2024	\$8,000,000	No Funding Change	No	Cat. 2 Cat. 11 District TOTAL	\$4,000,000 \$4,000,000 \$8,000,000	3
6	Various	New Location Road - Van Alstyne 0901-19-201	US 75 (NEW LOCATION FM 121)	CATES ROAD	FY 2021-2024	\$4,400,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$1,874,400 \$2,525,600 \$4,400,000	3
7	Various	New Location Road - Howe 0901-19-202	US 75 (NEW LOCATION FM 902)	BENNETT ROAD	FY 2021-2024	\$4,440,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$1,891,440 \$2,548,560 \$4,440,000	3
8	Various	New Location Road - Tom Bean 0901-19-203	FM 902 AND JOE BOB LANE	SH 11 (NEW LOCATION FM 902)	FY 2021-2024	\$1,800,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$776,800 \$1,023,200 \$1,800,000	3
Hunt County											
9a	IH 30	Interchange at FM 1570 - Greenville 0009-13-167	0.5 MILES SOUTH OF FM 1570	0.5 MILES NORTH OF FM 1570	FY 2021-2024	\$30,000,000	No Funding Change	No	Cat. 7 Cat. 12 Strategic Priority TOTAL	\$8,000,000 \$22,000,000 \$30,000,000	1
9b	IH 30	Interchange at IH 30 - Greenville 0009-13-173	0.5 MI WEST OF FM 1903	0.5 MI EAST OF FM 1903	FY 2025-2030	\$36,450,000	New Authorization	No	Cat. 2 Cat. 7 -Remaining funding TBD- TOTAL	\$15,550,000 \$6,450,000 \$14,450,000 \$36,450,000	1
10a	IH 30	Interchange at FM 36 - Hunt Co. 0009-13-168	0.5 MILES SOUTH OF FM 36	1.2 MILES NORTH OF FM 36	FY 2021-2024	\$25,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$25,000,000 \$25,000,000	1
10b	IH 30	Interchange at FM 1565 - Hunt Co. 0009-13-169	0.5 MILES SOUTH OF FM 1565	0.5 MILES NORTH OF FM 1565	FY 2021-2024	\$25,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$25,000,000 \$25,000,000	1

Paris District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
10c	IH 30	Interchange at CR 2509 - Hunt Co. 0009-13-170	0.5 MILES SOUTH OF CR 2509	0.5 MILES NORTH OF CR 2509	FY 2021-2024	\$30,000,000	No Funding Change	No	Cat. 12 Strategic Priority	\$30,000,000	1
									TOTAL	\$30,000,000	
11	IH 30	Widen Freeway - Greenville 0009-13-174	FM 2642	FM 1570	FY 2025-2030	\$40,000,000	No Funding Change	No	Cat. 12 Strategic Priority	\$40,000,000	1
									TOTAL	\$40,000,000	
12	SH 11	Intersection Improvements - Commerce 0768-01-057	LIVE OAK ST.	CULVER ST.	FY 2021-2024	\$4,900,000	New Authorization	No	Cat. 2	\$4,900,000	3
									TOTAL	\$4,900,000	
13	FM 2642	Widen Non-Freeway - Royse City 2658-01-013	FM 35	SH 66	FY 2021-2024	\$18,800,000	New Authorization	No	Cat. 2	\$7,314,160	3
									Cat. 7	\$11,485,840	
									TOTAL	\$18,800,000	
14	FM 1570	Widen Non-Freeway - Greenville 2659-01-010	IH 30	SH 66	FY 2021-2024	\$15,000,000	New Authorization	No	Cat. 2	\$15,000,000	3
									TOTAL	\$15,000,000	
Lamar County											
15a	US 82	Widen Non-Freeway - Paris 0045-08-039	FANNIN COUNTY LINE	FM 38	FY 2021-2024	\$34,750,000	No Funding Change	No	Cat. 4 Regional	\$20,000,000	1
									Cat. 12 Strategic Priority	\$14,750,000	
									TOTAL	\$34,750,000	
15b	US 82	Widen Non-Freeway - Paris 0045-09-103	FM 38	SL 286	FY 2021-2024	\$25,000,000	No Funding Change	No	Cat. 4 Regional	\$10,000,000	1
									Cat. 12 Strategic Priority	\$15,000,000	
									TOTAL	\$25,000,000	

Pharr District

2021 Unified Transportation Program (UTP)



★ DISTRICT HIGHLIGHTS & PRIORITIES

The Pharr District focuses on addressing mobility within its most congested corridors. As a result, it regularly receives Category 4 funding for projects of regional, statewide, and national significance. Recently, the Brownsville MPO, Harlingen-San Benito MPO, and Hidalgo County MPO have merged to form the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). The Pharr District partners with the RGVMPO and local governments to plan projects and leverage funding. Currently, this funding supports upgrades to I-69, which is important for national commercial traffic, as well as local economic development. Additionally, Category 4 funding allows the district to support rural transportation needs.

Partnering with the RGVMPO provides Category 7 funding, which allows the district to support significant projects and address congestion within its fast-growing cities, such as Brownsville and Edinburg. The partnership also provides Category 2 funds for metropolitan and urban area projects, allowing it to manage congestion in identified corridors. The district also regularly receives Category 1 funding for preventive maintenance and rehabilitation of its state owned highways.

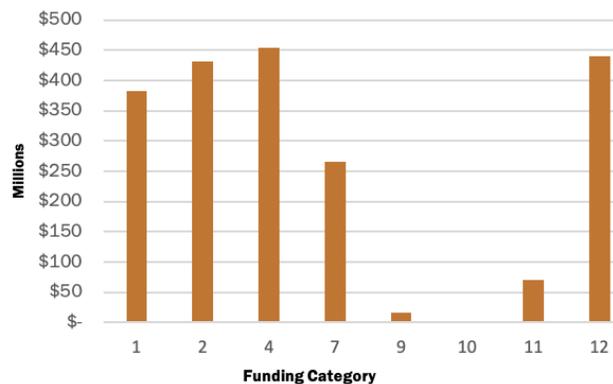
DISTRICT FACTS

Population	1.4 million
Square Miles	8,800
Daily Vehicle Miles	21.5 million
Highway Lane Miles	6,400

REGIONAL PLANNING CONTACTS

- Pharr TxDOT District [page](#)
- MPO: [Rio Grande Valley Metropolitan Planning Organization](#)

Pharr District: 2021 Planning Targets by Category



KEY PROJECTS

Short Term (Four or fewer years)

- US 281, Hidalgo County: upgrading to interstate standards
- US 83, Starr County: construct four-lane divided highway between Starr/Zapata County Line to north of Loma Blanca
- SH 68, Hidalgo County: construct four-lane divided rural highway
- IH-69C/IH-2, Hidalgo County: interchange improvements, upgrading to two-lane direct connectors (design-build)
- US 83, La Joya Phase 2 Relief Route in Hidalgo County: construct to interstate standards
- SL 195, Rio Grande City/Roma Relief Route Phases 1 & 2 in Starr County: construct four-lane divided highway

Long Term (Five or more years)

- IH-69 Connector, Hidalgo and Cameron Counties: construct four lane divided for full expressway
- US 281, Hidalgo and Brooks Counties: upgrade to interstate standards
- US 77, Kenedy County: upgrade to interstate standards

12

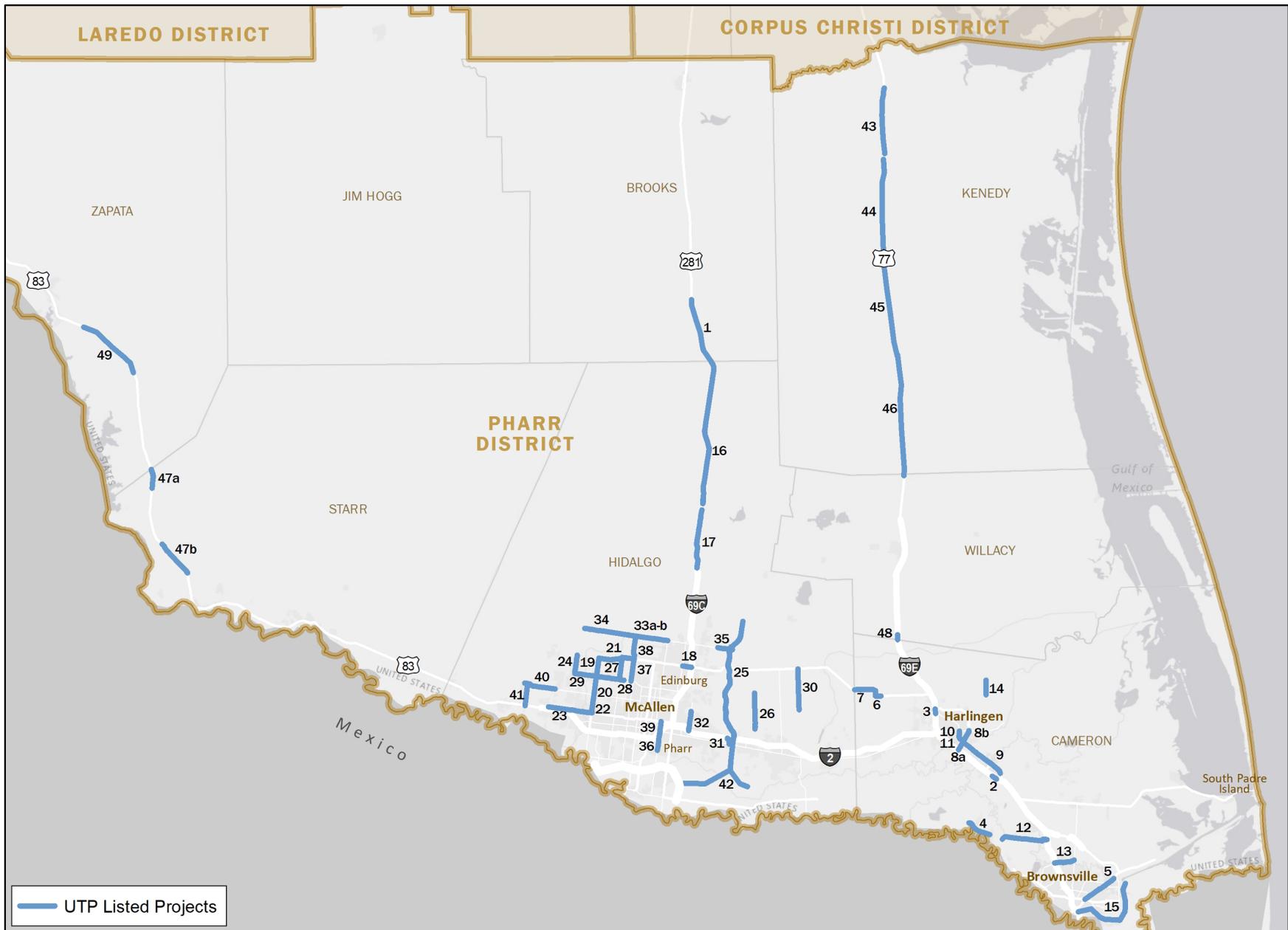
TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority



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Pharr District Listed Projects



Pharr - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Brooks County											
1	US 281	Upgrade to Freeway - Brooks Co. (South) 0255-05-044	0.690 MI S OF FM 755	HIDALGO/BROOKS COUNTY LINE	FY 2021-2024	\$88,900,000	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$68,900,000 \$20,000,000 \$88,900,000	1
										<i>CAT 4R increased \$30.7M</i>	
Cameron County											
2	IH 69E	New Frontage Roads - San Benito 0039-07-049	@ IH-69E & FM 732 INTERSECTION	@ SHERER RD./BUS 77 INTERSECTION	FY 2025-2030	\$17,810,000	No Funding Change	No	Cat. 2 TOTAL	\$17,810,000 \$17,810,000	1
3	IH 69E	Freeway Ramps - Harlingen 0039-07-257	INDUSTRIAL BLVD.	LOOP 499 (PRIMERA RD.)	FY 2021-2024	\$2,758,554	No Funding Change	No	Cat. 2 TOTAL	\$2,758,554 \$2,758,554	3
4	US 281	Widen Non-Freeway - San Benito 0220-04-050	FM 732	.5 MILES WEST OF FM 1577	FY 2021-2024	\$12,000,000	Funding Adjustment	No	Cat. 2 Cat. 11 District TOTAL	\$10,000,000 \$2,000,000 \$12,000,000	1
										<i>CAT 2 increased \$3M</i>	
5	SH 48	Widen Non-Freeway - Brownsville 0220-05-076	SH 4	FM 511	FY 2025-2030	\$28,043,000	No Funding Change	No	Cat. 2 TOTAL	\$28,043,000 \$28,043,000	1
6	SH 107	Widen Non-Freeway - Santa Rosa 0342-03-037	LOUISIANA ST.	HOOKS E. HODGES RD.	FY 2021-2024	\$11,570,601	Funding Adjustment	No	Cat. 2 Cat. 11 District TOTAL	\$10,185,300 \$1,385,301 \$11,570,601	1
										<i>CAT 2 increased \$1.4M</i>	
7	SH 107	Widen Non-Freeway - Santa Rosa 0342-03-040	HIDALGO/CAMERON CL	LOUISIANA ST.	FY 2021-2024	\$4,500,000	New Authorization	No	Cat. 2 TOTAL	\$4,500,000 \$4,500,000	2
8a	SL 499	Widen Non-Freeway - Harlingen 1137-01-029	IH-69E	BUS 77X	FY 2021-2024	\$2,040,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$400,000 \$2,000,000 \$2,040,000	2
8b	SL 499	Widen Non-Freeway - Harlingen 1137-02-038	BUS 77	SS 206	FY 2021-2024	\$15,300,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$300,000 \$15,000,000 \$15,300,000	2
9	BU 77X	Widen Non-Freeway - Harlingen 0039-12-057	ARROYO COLORADO BRIDGE	FM 510	FY 2021-2024	\$37,543,328	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$8,693,328 \$28,850,000 \$37,543,328	2
10	BU 77X	Widen Non-Freeway - Harlingen 0039-12-254	COMMERCE ST.	ARROYO BRIDGE	FY 2021-2024	\$1,386,649	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$678,215 \$708,434 \$1,386,649	3
11	BU 77X	Safety & Pedestrian - Harlingen 0327-08-098	SS 206	COMMERCE ST.	FY 2021-2024	\$5,203,597	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$102,031 \$5,101,566 \$5,203,597	2
12	FM 1732	Widen Non-Freeway - Brownsville 0684-03-019	US 281	IH-69E	FY 2021-2024	\$22,560,000	No Funding Change	No	Cat. 2 TOTAL	\$22,560,000 \$22,560,000	3
13	FM 3248	Widen Non-Freeway - Brownsville 2717-01-027	IH-69E	FM 1847	FY 2021-2024	\$15,120,000	No Funding Change	No	Cat. 2 TOTAL	\$15,120,000 \$15,120,000	2
14	CS	New Location FM 509 - Harlingen 0921-06-254	FM 509 ON NEW LOCATION, FROM FM 508	FM 1599	FY 2021-2024	\$7,280,000	Funding Adjustment	No	Cat. 2 Cat. 3 Local TOTAL	\$7,000,000 \$280,000 \$7,280,000	3
										<i>CAT 2 increased \$3.4M</i>	
15	CS	SH 32 East Loop 0921-06-315	EAST LOOP, FROM IH-69E	SH 4	FY 2025-2030	\$96,636,662	New Authorization	No	Cat. 7 Cat. 12 Strategic Partnership -Remaining funding TBD- TOTAL	\$875,000 \$4,104,600 \$91,657,062 \$96,636,662	1

Pharr District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Hidalgo County											
16	US 281	Upgrade to Freeway - Hidalgo Co. (North) 0255-06-069	HIDALGO/BROOKS COUNTY LINE	0.315 MI N OF SH 186	FY 2021-2024	\$194,000,000	No Funding Change	No	Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$10,900,000 \$183,100,000 \$194,000,000	1
17	US 281	Upgrade to Freeway - Edinburg 0255-07-140	0.273 MI S OF SH 186	0.023 MI N OF FM 490	FY 2021-2024	\$118,700,000	No Funding Change	No	Cat. 4 Urban Cat. 11 District TOTAL	\$80,000,000 \$38,700,000 \$118,700,000	1
18	SH 107	Intersection Improvements - Edinburg 0342-01-093	BUS 281W	IH 69C	FY 2021-2024	\$19,000,000	No Funding Change	No	Cat. 2 TOTAL	\$19,000,000 \$19,000,000	3
19	SH 107	Widen Non-Freeway - Alton 0528-01-112	FM 676	FM 681/FM 2993	FY 2021-2024	\$15,300,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$300,000 \$15,000,000 \$15,300,000	1
20	SH 107	Widen Non-Freeway - Alton 0528-01-113	FM 1924 NORTH	FM 676	FY 2021-2024	\$10,812,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$212,000 \$10,600,000 \$10,812,000	3
21	SH 107	Widen Non-Freeway - Alton 0528-01-116	FM 681	FM 2220	FY 2025-2030	\$15,820,206	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$310,200 \$15,510,006 \$15,820,206	1
22	SH 107	Widen Non-Freeway - Mission 0528-01-118	FM 1924	SH 495	FY 2021-2024	\$20,400,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$400,000 \$20,000,000 \$20,400,000	3
23	SH 495	Widen Non-Freeway - Mission 0865-01-108	VETERANS BLVD., FROM IH-2 (US 83)	LA HOMA RD.	FY 2021-2024	\$12,745,750	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$1,385,750 \$11,360,000 \$12,745,750	3
24	SH 364	Widen Non-Freeway - Mission 2966-01-014	FM 2221	FM 676	FY 2021-2024	\$5,500,000	New Authorization	No	Cat. 2 TOTAL	\$5,500,000 \$5,500,000	3
25	SH 68	New Location SH 68 - Donna 3629-01-001	US 83	FM 1925	FY 2021-2024	\$183,600,000	No Funding Change	No	Cat. 2 Cat. 11 District Cat. 12 Strategic Priority TOTAL	\$23,420,000 \$3,600,000 \$156,580,000 \$183,600,000	1
26	FM 493	Widen Non-Freeway - Donna 0863-01-048	MILE 14	MILE 10	FY 2025-2030	\$8,330,000	No Funding Change	No	Cat. 2 TOTAL	\$8,330,000 \$8,330,000	2
27	FM 494	Widen Non-Freeway - McAllen 0864-01-068	SH 107	FM 676(MILE 5)	FY 2021-2024	\$13,942,343	No Funding Change	No	Cat. 2 Cat. 11 District TOTAL	\$8,657,966 \$5,284,377 \$13,942,343	3
28	FM 676	Widen Non-Freeway - Alton 1064-01-027	SH 107	TAYLOR RD.	FY 2021-2024	\$20,650,814	Funding Adjustment	No	Cat. 2 Cat. 10 Cat. 11 District TOTAL	\$18,329,638 \$500,736 \$1,820,440 \$20,650,814	3
									<i>CAT 2 increase \$11.1M</i>		
29	FM 676	Widen Non-Freeway - Alton 1064-01-032	SH 364, EAST	SH 107	FY 2021-2024	\$15,000,000	Funding Adjustment	No	Cat. 2 TOTAL	\$15,000,000 \$15,000,000	2
									<i>CAT 2 increased \$12M</i>		
30	FM 1015	Widen Non-Freeway - Edcouch 1228-03-041	MILE 12 RD.	SH 107	FY 2025-2030	\$25,543,772	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$16,943,772 \$8,600,000 \$25,543,772	3
31	FM 1423	Widen Non-Freeway - Donna 1427-01-033	IH-2	BUS 83	FY 2025-2030	\$6,000,000	New Authorization	No	Cat. 2 TOTAL	\$6,000,000 \$6,000,000	3
32	FM 1426	Widen Non-Freeway - San Juan 1429-02-036	NOLANA LOOP	IH-2	FY 2021-2024	\$16,000,000	No Funding Change	No	Cat. 2 TOTAL	\$16,000,000 \$16,000,000	1

Pharr District

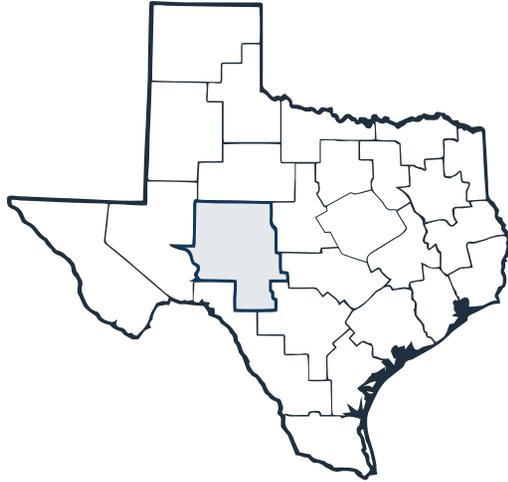
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
33a	FM 1925	Widen Non-Freeway - Edinburg 1803-01-092	10TH ST.	MCCOLL RD	FY 2021-2024	\$9,125,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$8,240,000 \$885,000 \$9,125,000	3
33b	FM 1925	Widen Non-Freeway - Edinburg 1803-01-094	WALLACE RD.	10TH ST.	FY 2021-2024	\$23,500,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$3,500,000 \$20,000,000 \$23,500,000	3
34	FM 1925	Widen Non-Freeway - Edinburg 1803-01-095	FM 681	WALLACE ST.	FY 2025-2030	\$24,000,000	No Funding Change	No	Cat. 2 TOTAL	\$24,000,000 \$24,000,000	3
35	FM 1925	Widen Non-Freeway - Edinburg 1803-02-035	FM 907 (ALAMO RD)	SHARP RD.	FY 2021-2024	\$10,000,000	No Funding Change	No	Cat. 2 TOTAL	\$10,000,000 \$10,000,000	3
36	FM 2061	Widen Non-Freeway - McAllen 1939-02-036	BUS 83 S	HALL ACRES RD.	FY 2025-2030	\$18,970,000	New Authorization	No	Cat. 2 TOTAL	\$18,970,000 \$18,970,000	2
37	FM 2220	Widen Non-Freeway - McAllen 2094-01-062	SH 107	MILE 5	FY 2021-2024	\$17,470,000	No Funding Change	No	Cat. 2 TOTAL	\$17,470,000 \$17,470,000	2
38	FM 2220	Widen Non-Freeway - McAllen 2094-01-063	FM 1925	SH 107	FY 2021-2024	\$18,774,045	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$1,774,045 \$17,000,000 \$18,774,045	3
39	FM 3362	Widen Non-Freeway - Pharr 3468-01-021	BUS 83S	SH 495	FY 2021-2024	\$9,170,000	New Authorization	No	Cat. 2 TOTAL	\$9,170,000 \$9,170,000	3
40	CR 1241	Widen Non-Freeway - Penitas 0921-02-321	ON MILE 3 N, TOM GILL RD.	GOODWIN RD.	FY 2021-2024	\$14,389,614	No Funding Change	No	Cat. 7 Cat. 12 Strategic Priority TOTAL	\$13,989,614 \$400,000 \$14,389,614	3
41	CS	Widen Non-Freeway - Penitas 0921-02-194	LIBERTY BLVD, FROM MILE 3	US 83	FY 2021-2024	\$11,244,772	No Funding Change	No	Cat. 3 Local Cat. 7 Cat. 12 Strategic Priority TOTAL	\$1,795,914 \$9,048,858 \$400,000 \$11,244,772	3
42	Various	International Bridge Trade Corridor Phase 1 0921-02-142	365 TOLLWAY AND FM 493	IH-2	FY 2025-2030	\$96,269,447	New Authorization	No	Cat. 3 Local Cat. 12 Strategic Priority -Remaining funding TBD- TOTAL	\$80,812,000 \$5,500,000 \$9,957,447 \$96,269,447	1
Kenedy County											
43	US 77	Upgrade to Freeway - Sarita 0327-02-056	0.87 MI. S. OF LA PARRA AVE.	8 MI. S. OF LA PARRA AVE.	FY 2025-2030	\$66,948,000	No Funding Change	No	Cat. 4 Regional Cat. 11 District TOTAL	\$20,500,000 \$46,448,000 \$66,948,000	1
44	US 77	Upgrade to Freeway - Armstrong 0327-03-048	8 MI. S. OF LA PARRA AVE..	9.6 MI. N. OF NORIAS RD.	FY 2025-2030	\$60,388,000	No Funding Change	No	Cat. 4 Regional Cat. 11 District TOTAL	\$22,225,000 \$38,163,000 \$60,388,000	1
45	US 77	Upgrade to Freeway - Kenedy Co. (South) 0327-04-037	9.6 MILES NORTH OF NORIAS RD	NORIAS RD.	FY 2021-2024	\$84,600,000	No Funding Change	No	Cat. 1 Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$36,807,272 \$23,896,364 \$23,896,364 \$84,600,000	1
46	US 77	Upgrade to Freeway - Kenedy Co. (South) 0327-05-041	NORIAS RD	1.34 MI N OF WILLACY/KENEDY C.L.	FY 2021-2024	\$76,159,272	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$38,079,636 \$38,079,636 \$76,159,272	1
Starr County											
47a	US 83	Widen Non-Freeway - Starr Co. 0038-06-045	.255 MI NORTH OF STARR/ZAPATA CL	.31 MI NORTH OF FM 2098 (SOUTH LEG)	FY 2021-2024	\$27,043,091	No Funding Change	No	Cat. 4 Regional TOTAL	\$27,043,091 \$27,043,091	1
47b	US 83	Widen Non-Freeway - Starr Co. 0038-06-047	0.31 MI SOUTH OF PLACIDO RD.	0.09 MI NORTH OF LOMA BLANCA RD.	FY 2021-2024	\$24,256,909	No Funding Change	No	Cat. 4 Regional TOTAL	\$24,256,909 \$24,256,909	1
Willacy County											
48	IH 69E	Freeway Improvements - Sebastian 0327-10-063	CAMERON/WILLACY CL	SPUR 413	FY 2021-2024	\$4,380,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$4,380,000 \$4,380,000	1

Pharr District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Zapata County											
49	US 83	Widen Non-Freeway - Zapata 0038-05-040	0.22 MI S OF LASSO LN	0.28 MI N OF FM 2687	FY 2021-2024	\$37,076,000	No Funding Change	No	Cat. 4 Regional Cat. 11 District TOTAL	\$26,000,000 \$11,076,000 \$37,076,000	1

San Angelo District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	163,600
Square Miles	19,100
Daily Vehicle Miles	7 million
Highway Lane Miles	7,400

REGIONAL PLANNING CONTACTS

- San Angelo TxDOT District [page](#)
- MPO: [San Angelo Metropolitan Planning Organization](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

With more than 7,000 lane miles in 15 counties, maintenance and system safety are the top priorities of the San Angelo District. Category 1 helps fund preventive maintenance and rehabilitation projects on roadways where local maintenance efforts are no longer able to provide adequate pavement conditions.

In its urban area, the district's partnership with the metropolitan planning organization focuses on corridor projects within San Angelo and a portion of Tom Green County. This collaboration has led to the initiation of the San Angelo Relief Route study. The study will develop plans for a reliever route along the Texas Trunk System and Ports-to-Plains corridor for both San Angelo and Tom Green County. One section of this corridor is already in development and will connect US 67 North to US 277 North. Additionally, US 277, US 67, US 83 and US 87 are integral components of the Texas Trunk System and provide links vital to commerce and economic development in the West Texas region and statewide.

KEY PROJECTS

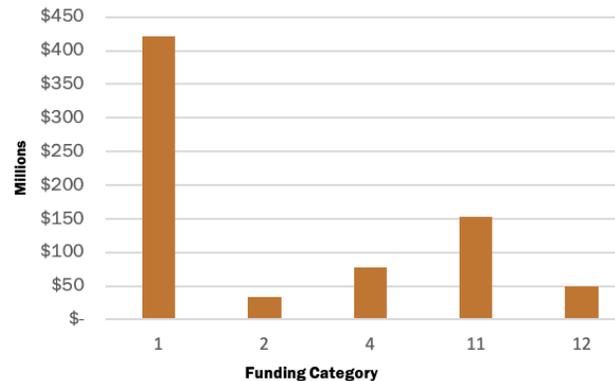
Short Term (Four or fewer years)

- FM 2105, Tom Green County: restore roadway
- SH 137, Glasscock and Reagan Counties: restore roadway
- SH 158/137, Glasscock County: construct interchange
- US 67, Reagan County: add passing lanes/armoring
- US 277, Sutton and Edward Counties: add passing lanes
- US 83, Runnels County: add passing lanes
- Christoval Road (SL 378), Tom Green County: widen and rehabilitate roadway
- US 277, Tom Green County: add passing lanes
- US 277, Sutton County: add passing lanes
- US 277/SH70, Coke County: add passing lanes

Long Term (Five or more years)

- US 83/US 67, Runnels County: add passing lanes
- US 277, Tom Green County: construct freeway
- RM 853, Tom Green County: rehabilitate roadway
- US 87, Tom Green County: upgrade freeway
- Sonora Relief Route Study
- San Angelo Relief Route Study

San Angelo District: 2021 Planning Targets by Category

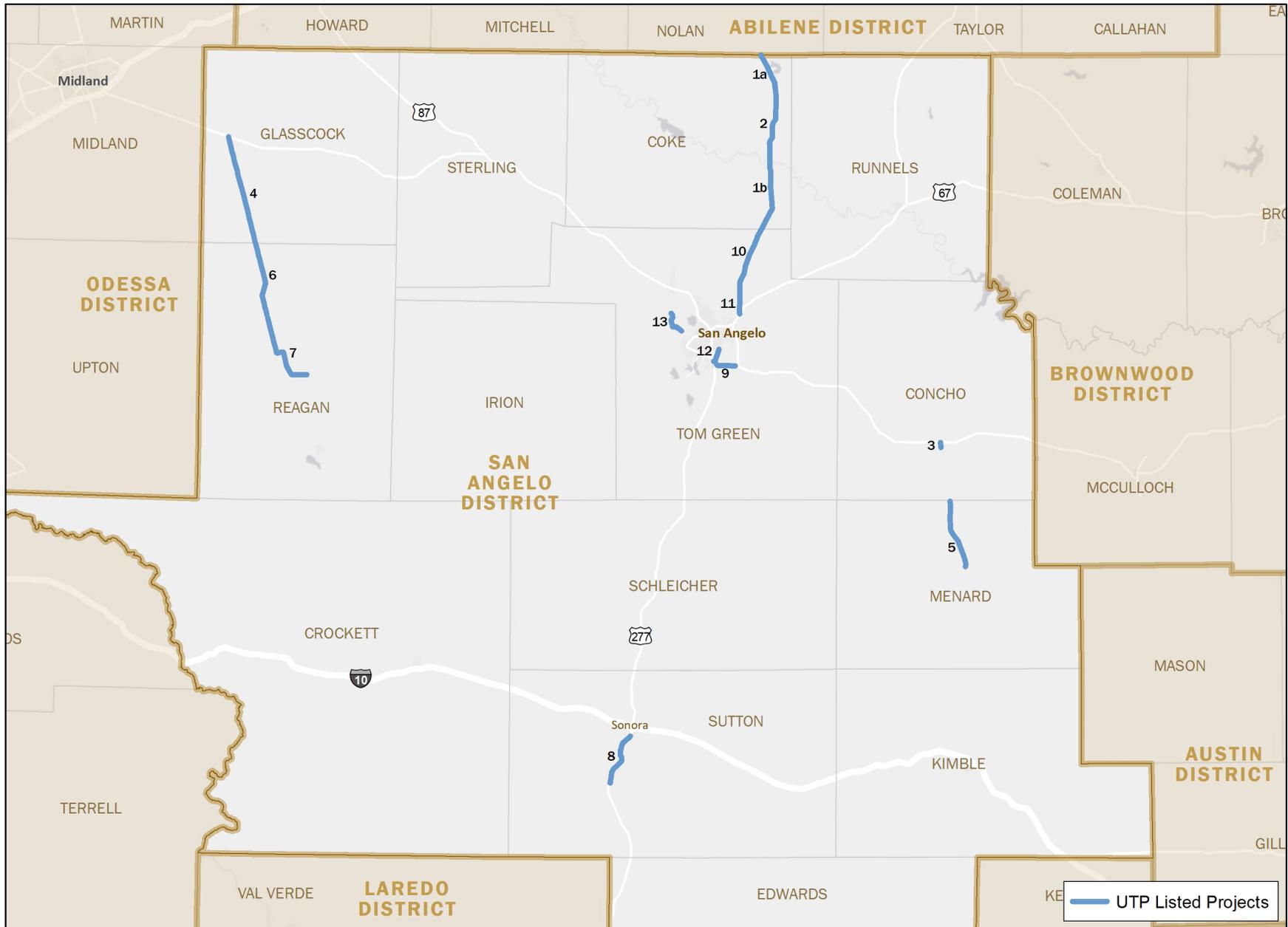


12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

San Angelo District Listed Projects

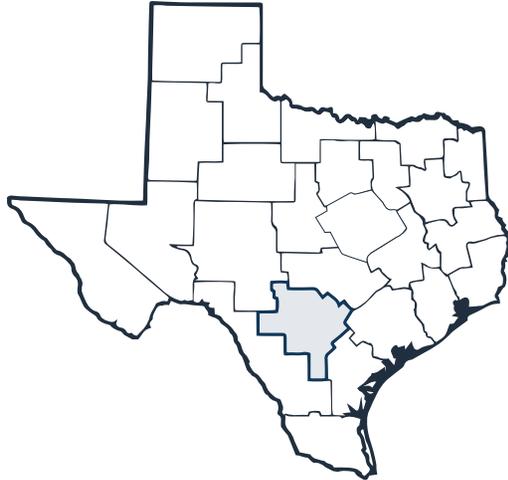


San Angelo - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Coke County											
1a	SH 70	Passing Lanes (Super 2) - Bronte 0264-04-053	NOLAN COUNTY LINE	US 277	FY 2021-2024	\$3,813,600	No Funding Change	No	Cat. 4 Regional TOTAL	\$3,813,600 \$3,813,600	3
1b	US 277	Passing Lanes (Super 2) - Bronte 0264-05-029	SH 158 WEST IN BRONTE	TOM GREEN COUNTY LINE	FY 2021-2024	\$11,741,050	No Funding Change	No	Cat. 4 Regional TOTAL	\$11,741,050 \$11,741,050	3
2	US 277	Passing Lanes (Super 2) - Bronte 0264-04-054	SH 70	SH 158 WEST IN BRONTE	FY 2021-2024	\$5,799,500	No Funding Change	No	Cat. 4 Regional TOTAL	\$5,799,500 \$5,799,500	3
Concho County											
3	US 83	Widen Non-Freeway - Eden 0035-04-032	US 87	0.5 MILES SOUTH OF US 87	FY 2021-2024	\$3,700,001	No Funding Change	No	Cat. 4 Regional TOTAL	\$3,700,000 \$3,700,000	2
Glasscock County											
4	SH 137	Passing Lanes (Super 2) - Glasscock Co. 0494-08-016	SH 158	REAGAN COUNTY LINE	FY 2021-2024	\$18,382,100	New Authorization	No	Cat. 12 Permian TOTAL	\$18,382,100 \$18,382,100	1
Menard County											
5	US 83	Widen Non-Freeway - Menard 0035-05-059	CONCHO COUNTY LINE	US 190 NORTH OF MENARD	FY 2025-2030	\$45,846,004	New Authorization	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$20,000,000 \$25,846,004 \$45,846,004	1
Reagan County											
6	SH 137	Passing Lanes (Super 2) - Reagan Co. 0494-09-018	GLASSCOCK COUNTY LINE	11.5 MILES SOUTH OF GLASSCOCK CL	FY 2021-2024	\$12,650,000	New Authorization	No	Cat. 12 Permian TOTAL	\$12,650,000 \$12,650,000	2
7	SH 137	Passing Lanes (Super 2) - Reagan Co. 0494-10-017	11.5 MILES SOUTH OF GLASSCOCK CL	RM 33	FY 2021-2024	\$13,821,500	New Authorization	No	Cat. 11 Energy Sector Cat. 12 Permian TOTAL	\$3,953,600 \$9,867,900 \$13,821,500	2
Sutton County											
8	US 277	Passing Lanes (Super 2) - Sonora 0160-01-036	DRY DEVILS RIVER	12.275 MI NORTH OF EDWARDS CO LINE	FY 2021-2024	\$5,889,100	No Funding Change	No	Cat. 4 Regional TOTAL	\$5,889,100 \$5,889,100	1
Tom Green County											
9	US 87	Road Rehabilitation - San Angelo 0070-02-092	US 277	SL 306 AND FM 1223	FY 2025-2030	\$32,500,000	No Funding Change	No	Cat. 2 Cat. 12 Strategic Priority -Remaining funding TBD- TOTAL	\$12,000,000 \$8,500,000 \$12,000,000 \$32,500,000	2
10	US 277	Passing Lanes (Super 2) - San Angelo 0264-06-043	COKE COUNTY LINE	US 67	FY 2021-2024	\$11,658,600	No Funding Change	No	Cat. 4 Regional TOTAL	\$11,658,600 \$11,658,600	3
11	US 277	Road Rehabilitation - San Angelo 0264-06-044	0.75 MILES NORTH OF FM 2105	US 67	FY 2021-2024	\$40,000,231	No Funding Change	No	Cat. 4 Urban -Remaining funding TBD- TOTAL	\$3,600,231 \$36,400,000 \$40,000,231	1
12	SL 378	Widen Non-Freeway - San Angelo 0159-07-007	FM 1223	US 87	FY 2021-2024	\$14,470,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$410,000 \$14,060,000 \$14,470,000	3
13	FM 2288	Widen Non-Freeway - San Angelo 2141-02-016	4.3 MILES SOUTH OF US 87	8.1 MILES SOUTH OF US 87	FY 2021-2024	\$7,600,000	No Funding Change	No	Cat. 2 TOTAL	\$7,600,000 \$7,600,000	3

San Antonio District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	2.6 million
Square Miles	12,200
Daily Vehicle Miles	50.9 million
Highway Lane Miles	11,100

REGIONAL PLANNING CONTACTS

- San Antonio TxDOT home [page](#)
- MPO: [Alamo Area Metropolitan Planning Organization](#)
- RPO: [Alamo Area Regional Planning Organization](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

The San Antonio District determines priority projects through a collaborative effort with partner agencies to allocate funding based on identified needs. In the district's urban area, staff work closely with the Alamo Area Metropolitan Planning Organization (AAMPO) in project prioritization. AAMPO uses a data-driven methodology and a robust public involvement process in selecting projects, and also looks to district input while prioritizing needs for the TxDOT network. Urban projects selected by AAMPO are funded through Category 2. The district and AAMPO also work to focus Category 4 connectivity funding and Category 7 projects on the greater San Antonio area.

Category 1 funding is the major source of project dollars in rural areas and is used to maintain, rehabilitate, and improve the roadway network. The southern rural counties in the district overlay the Eagle Ford Shale, which has become one of the most active oil fields in the country. Available Category 11 funds, which include energy sector funding, as well as Category 1 funds have been used to address the growth in truck traffic, as well as safety and maintenance projects in this area.

KEY PROJECTS

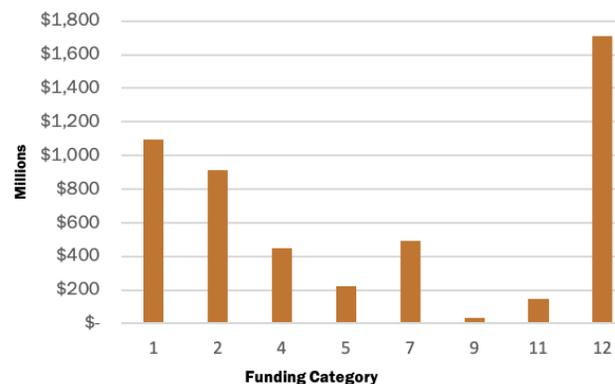
Short Term (Four or fewer years)

- I-410 at US 281/San Pedro, Bexar County: operational improvements
- I-35, I-410 N to FM 3009, Bexar and Guadalupe Counties: add six express lanes including two HOV lanes and priority connectors at I-410 N, and Loop 1604 – design-build
- Loop 1604 N, SH 16 to US 281, Bexar County: add six expressway lanes, including two HOV lanes, an innovative intersection at FM 2696 (Blanco Rd) and all direct connectors at I-10 W
- I-410 at I-10 E, Bexar County: interchange improvements
- SH 151, Loop 1604 to IH 410, Bexar County: add two additional lanes and direct connector from WB SH 151 to NB Loop 1604
- I-10 E, Bexar/Guadalupe County Line to FM 465 and FM 464 to SH 123, Bexar and Guadalupe Counties: expand to six lane freeway

Long Term (Five or more years)

- Loop 1604 N, US 281 to I-35, Bexar County: add six expressway lanes, including two HOV lanes
- US 90 W, SH 211 to I-410, Bexar County: convert from four lane divided to six lane expressway
- I-10 E at Loop 1604, Bexar County: interchange improvements
- I-410 SW, US 90 to I-35 S, Bexar County: add two additional main lanes and direct connectors at I-35 S

San Antonio District: 2021 Planning Targets by Category



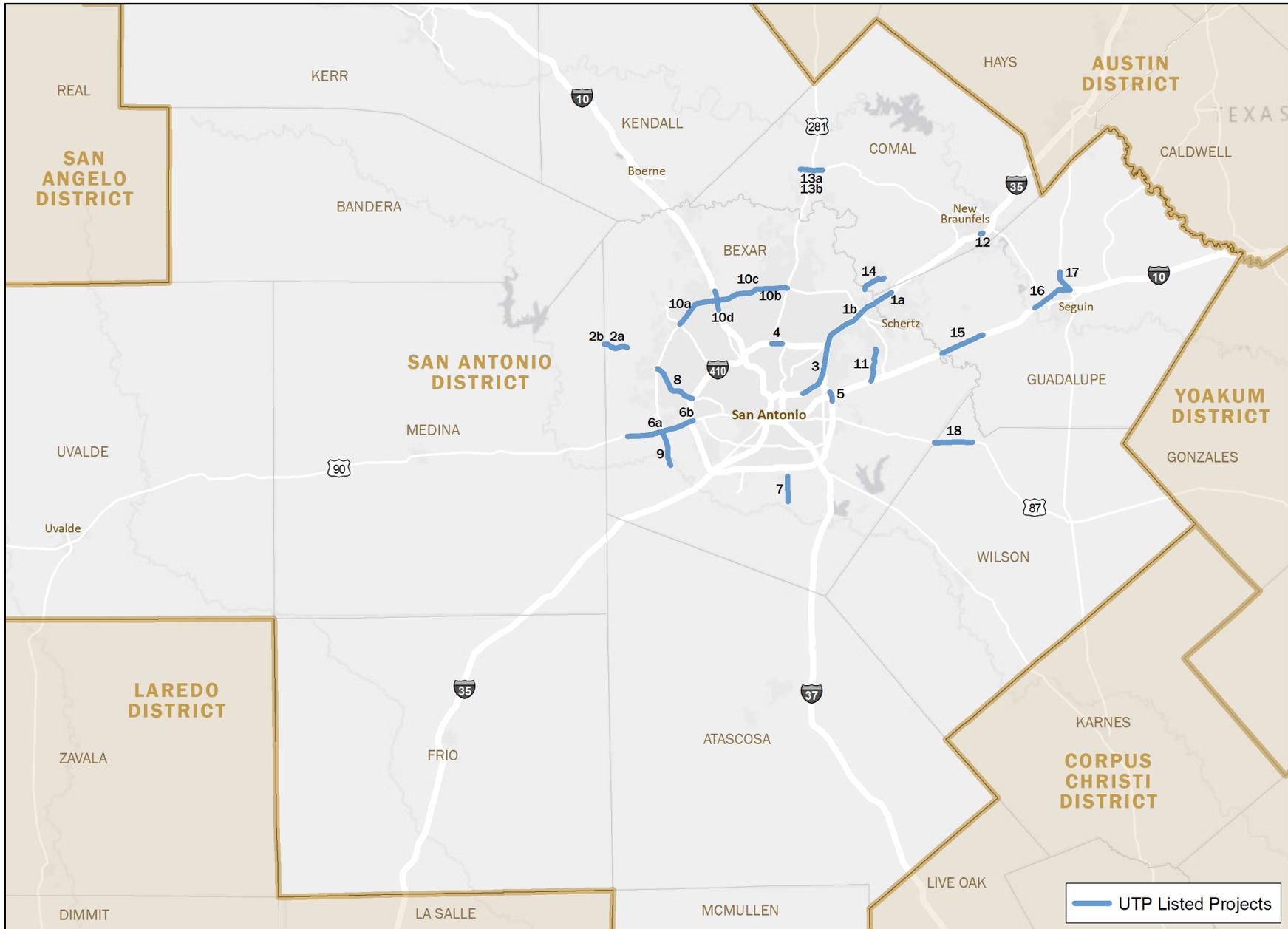
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TxDOT FUNDING CATEGORIES

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- 6 Structures Replacement and Rehabilitation
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San Antonio District

Listed Projects



San Antonio - Listed Projects

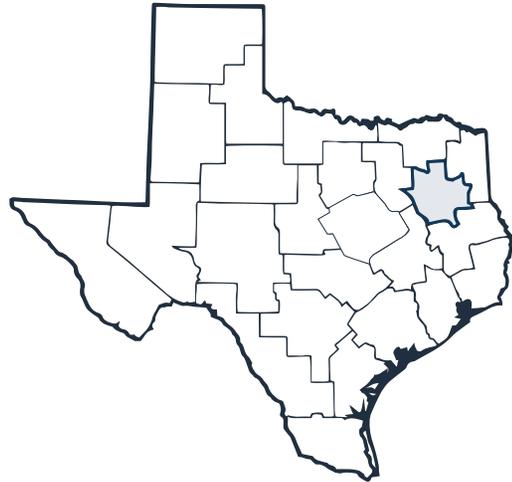
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Multi-County Projects										
1a	IH 35	I-35 Northeast Expansion (NEX) Central (Guadalupe County) 0016-06-047	BEXAR/GUADALUPE COUNTY LINE	FM 3009	FY 2021-2024	\$278,800,000	Funding Adjustment	No	Cat. 3 Design-Build \$146,800,000 Cat. 4 Urban \$51,000,000 Cat. 12 Texas Clear Lanes \$81,000,000 TOTAL \$278,800,000 <i>CAT 12 increased \$52M</i>	1
1b	IH 35	I-35 Northeast Expansion (NEX) Central (Bexar County) 0016-07-113	IH 410 N	GUADALUPE/BEXAR COUNTY LINE	FY 2021-2024	\$1,343,200,000	Funding Adjustment	No	Cat. 2 \$261,400,000 Cat. 3 Design-Build \$336,200,000 Cat. 4 Urban \$100,600,000 Cat. 11 District \$3,000,000 Cat. 12 Texas Clear Lanes \$642,000,000 TOTAL \$1,343,200,000 <i>CAT 12 increased \$292M</i>	1
2a	FM 471	Widen Non-Freeway - San Antonio (Bexar County) 0849-01-055	OLD FM 471	MEDINA COUNTY LINE	FY 2021-2024	\$21,000,000	No Funding Change	No	Cat. 2 \$10,500,000 Cat. 3 Local \$10,500,000 TOTAL \$21,000,000	3
2b	FM 471	Widen Non-Freeway - San Antonio (Medina County) 0849-02-045	MEDINA COUNTY LINE	SH 211	FY 2021-2024	\$375,000	No Funding Change	No	Cat. 2 \$375,000 TOTAL \$375,000	3
Bexar County										
3	IH 35	I-35 Northeast Expansion (NEX) South 0017-10-168	IH 410 S	IH 410 N	FY 2025-2030	\$904,000,000	Funding Adjustment	No	Cat. 6 \$36,700,000 Cat. 12 Strategic Priority \$369,000,000 Cat. 12 Texas Clear Lanes \$202,300,000 -Remaining funding TBD- \$296,000,000 TOTAL \$904,000,000 <i>CAT 12 increased \$69.3M</i>	1
4	IH 410	Interchange at US 281 - San Antonio 0521-04-285	AT US 281/SAN PEDRO		FY 2021-2024	\$70,000,000	No Funding Change	No	Cat. 2 \$24,000,000 Cat. 4 Urban \$36,000,000 Cat. 7 \$10,000,000 TOTAL \$70,000,000	1
5	IH 410	Interchange at IH 10 East - San Antonio 0521-06-138	AT IH 10 E		FY 2021-2024	\$100,000,000	No Funding Change	No	Cat. 2 \$50,000,000 Cat. 4 Urban \$25,000,000 Cat. 12 Texas Clear Lanes \$25,000,000 TOTAL \$100,000,000	1
6a	US 90	Upgrade to Freeway - San Antonio 0024-07-059	SH 211	0.8 MILES W OF IH 410	FY 2021-2024	\$110,000,000	No Funding Change	No	Cat. 2 \$45,000,000 Cat. 12 Strategic Priority \$65,000,000 TOTAL \$110,000,000	1
6b	US 90	Upgrade to Freeway - San Antonio 0024-08-138	0.8 MILES W OF IH 410	IH 410	FY 2021-2024	\$10,000,000	No Funding Change	No	Cat. 2 \$5,000,000 Cat. 12 Strategic Priority \$5,000,000 TOTAL \$10,000,000	1
7	US 281	Intersection/Operational Improvements - San Antonio 0073-02-080	FM 1937	2.6 MI SOUTH OF FM 1937	FY 2021-2024	\$6,000,000	New Authorization	No	Cat. 12 Strategic Priority \$6,000,000 TOTAL \$6,000,000	3
8	SH 151	Widen Freeway - San Antonio 3508-01-029	LP 1604	IH 410	FY 2021-2024	\$80,000,000	No Funding Change	No	Cat. 4 Urban \$80,000,000 TOTAL \$80,000,000	1
9	SL 1604	Widen Non-Freeway - San Antonio 2452-01-066	MACDONA-LACOSTE RD.	US 90 W	FY 2021-2024	\$40,000,000	No Funding Change	No	Cat. 2 \$40,000,000 TOTAL \$40,000,000	2
10a	SL 1604	Loop 1604 from SH 16 to US 281 - San Antonio 2452-02-083	SH 16	IH 10	FY 2021-2024	\$185,500,000	No Funding Change	No	Cat. 2 \$185,500,000 TOTAL \$185,500,000	1

San Antonio District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
10b	SL 1604	Loop 1604 from SH 16 to US 281 - San Antonio 2452-02-117	AT FM 2696- BLANCO RD		FY 2021-2024	\$40,600,000	No Funding Change	No	Cat. 2 TOTAL	\$40,600,000 \$40,600,000	1
10c	SL 1604	Loop 1604 from SH 16 to US 281 - San Antonio 2452-02-128	IH 10	US 281	FY 2021-2024	\$187,800,000	No Funding Change	No	Cat. 2 TOTAL	\$187,800,000 \$187,800,000	3
10d	IH 10	Loop 1604 from SH 16 to US 281 - San Antonio 0072-08-144	AT LP 1604 NORTH		FY 2021-2024	\$279,400,000	No Funding Change	No	Cat. 2 Cat. 4 Urban Cat. 12 Texas Clear Lanes TOTAL	\$245,400,000 \$17,000,000 \$17,000,000 \$279,400,000	1
11	FM 1516	Widen Non-Freeway - Converse 1477-01-043	FM 78	IH 10	FY 2021-2024	\$23,500,000	No Funding Change	No	Cat. 2 Cat. 3 Local TOTAL	\$11,750,000 \$11,750,000 \$23,500,000	3
Comal County											
12	IH 35	Intersection at Seguin Ave - New Braunfels 0016-05-120	AT FM 725		FY 2021-2024	\$6,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$6,000,000 \$6,000,000	1
13a	SH 46	Widen Non-Freeway - Bulverde 0215-01-044	US 281	BENTWOOD DR.	FY 2021-2024	\$14,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$14,000,000 \$14,000,000	1
13b	SH 46	Widen Non-Freeway - Bulverde 0215-07-027	FARHILLS DR.	US 281	FY 2021-2024	\$26,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$26,000,000 \$26,000,000	1
14	FM 2252	Widen Non-Freeway - San Antonio 1433-02-044	BEXAR/COMAL COUNTY LINE	FM 3009	FY 2021-2024	\$21,700,000	No Funding Change	No	Cat. 2 TOTAL	\$21,700,000 \$21,700,000	3
Guadalupe County											
15	IH 10	Widen Freeway - Cibolo 0025-03-097	BEXAR/GUADALUPE COUNTY LINE	FM 465	FY 2021-2024	\$150,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$150,000,000 \$150,000,000	1
16	IH 10	Widen Freeway - Seguin 0535-01-074	FM 464	SH 123	FY 2021-2024	\$200,000,000	Scope Change	No	Cat. 2 Cat. 12 Strategic Priority TOTAL	\$50,000,000 \$150,000,000 \$200,000,000	1
17	SH 123	Widen Non-Freeway - Seguin 0366-02-089	CORDOVA LN.	IH 10	FY 2025-2030	\$16,200,000	No Funding Change	No	Cat. 2 TOTAL	\$16,200,000 \$16,200,000	2
Wilson County											
18	US 87	Widen Non-Freeway - La Vernia 0143-03-049	BEXAR/WILSON COUNTY LINE	FM 1346	FY 2025-2030	\$30,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$30,000,000 \$30,000,000	1

Tyler District

2021 Unified Transportation Program (UTP)



★ DISTRICT HIGHLIGHTS & PRIORITIES

Because of the Tyler District's focus on preventive maintenance and rehabilitation, the largest share of its funding consistently comes from Category 1 in the UTP. The district uses these funds for projects that address the condition of its roads, such as seal coat overlays and improving roadway design.

In partnership with metropolitan planning organizations, the district uses Category 2 funding for projects that support mobility in the Tyler and Longview areas. Category 2 funding is regularly granted to the district based on the presence of these municipalities. Energy sector traffic is common in East Texas and the district receives some Category 11 Energy sector funding for roads in eastern counties. Additionally, the district is an important crossroads for traffic between Louisiana and Oklahoma and other parts of Texas. This location makes the district likely to receive Category 4 funding for regional connectivity projects.

KEY PROJECTS

Short Term (Four or fewer years)

- FM 2275, Gregg County: widen from two to four lanes with flush median from FM 3272 east to SH 300 in Longview
- US 175, Anderson and Cherokee Counties: widen from two to four lanes with flush median widening from SH 155 to FM 347 in Jacksonville
- US 271, Smith and Gregg Counties: widen from two to four lanes with a depressed median from FM 16 north to SL 485 in Gladewater
- FM 756, Smith County: widen from two to four lanes with flush median from Jeff Davis Drive south to FM 346
- IH 20/US 259/SH 31 Interchange, Gregg County: reconfigure interchange to remove left-hand exits
- SL 485, Gregg County: widen from two to four lanes with flush median in Gladewater
- SH 42, Gregg County: widen from two to four lanes with flush median from IH-20 north to US 80
- FM 2493, Smith County: widen from two to four lanes with flush median from FM 346 in Flint, south to US 69 in Bullard
- FM 2493, Smith County: widen from four lanes to six lanes with flush median from SL 323 south to FM 2813

DISTRICT FACTS

Population	705,500
Square Miles	6,600
Daily Vehicle Miles	17.8 million
Highway Lane Miles	8,900

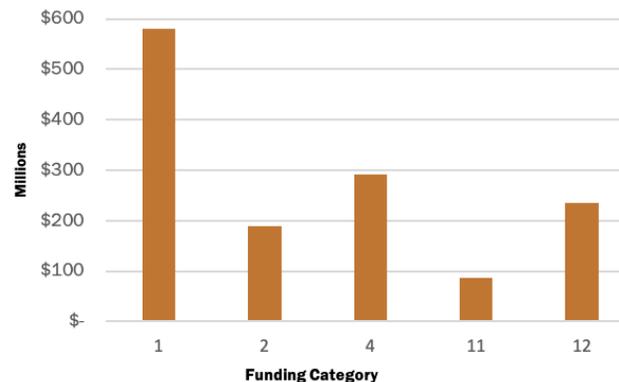
REGIONAL PLANNING CONTACTS

- Tyler TxDOT District [page](#)
- MPO: [Tyler Area Metropolitan Planning Organization](#)
- MPO: [Longview Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

Tyler District: 2021 Planning Targets by Category



12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Tyler District Listed Projects



Tyler - Listed Projects

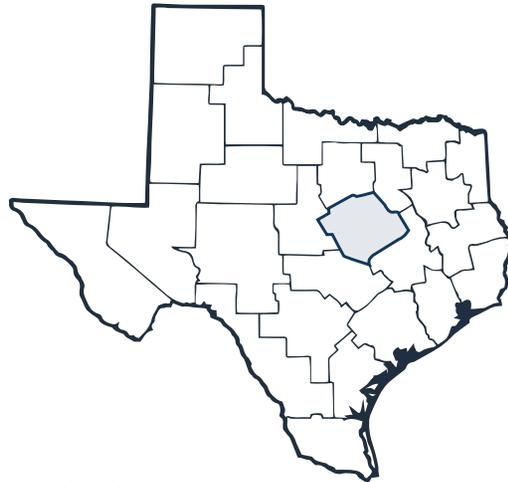
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Multi-County Projects											
1a	US 271	Widen Non-Freeway - Gladewater (Smith County) 0165-02-061	SMITH C/L, SW	FM 16	FY 2021-2024	\$31,300,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$31,300,000 \$31,300,000	1
1b	US 271	Widen Non-Freeway - Gladewater (Gregg County) 0165-03-036	SL 485 IN GLADEWATER, SW	SMITH C/L	FY 2021-2024	\$22,700,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$22,700,000 \$22,700,000	1
2a	US 175	Widen Non-Freeway - Frankston (Anderson County) 0198-03-026	0.4 MI SE OF SH 155, SE	CHEROKEE C/L AT NECHES RIVER	FY 2021-2024	\$44,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$44,000,000 \$44,000,000	1
2b	US 175	Road Rehabilitation - Bullard (Cherokee County) 0198-04-042	ANDERSON C/L, SE	0.5 MI E OF ANDERSON C/L (CR3509)	FY 2021-2024	\$4,500,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$4,500,000 \$4,500,000	1
Cherokee County											
3	US 69	Interchange at FM 2493 - Bullard 0191-02-066	0.5 MI N OF FM 2493-W	0.5 MI S OF FM 2493-E	FY 2021-2024	\$23,400,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$23,400,000 \$23,400,000	1
4	US 175	Widen Non-Freeway - Jacksonville 0198-04-029	0.5 MI E OF ANDERSON C/L(CR3509),SE	FM 347, IN JACKSONVILLE	FY 2021-2024	\$125,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$125,000,000 \$125,000,000	1
5	FM 2493	Widen Non-Freeway - Bullard 0191-04-008	0.3 MI S OF FM 344 (SMITH C/L)	US 69 NEAR BULLARD	FY 2021-2024	\$20,000,000	No Funding Change	No	Cat. 12 Strategic Priority TOTAL	\$20,000,000 \$20,000,000	3
6	Various	Jacksonville Relief Route 0910-36-133	SL 456 AT US 69	W&NW TO US 69 N OF JACKSONVILLE	FY 2025-2030	\$335,000,000	No Funding Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- TOTAL	\$10,000,000 \$325,000,000 \$335,000,000	1
Gregg County											
7	IH 20	Interchange at SH 31 - Kilgore 0495-07-074	0.7 MI W OF US259 (MM 588), E	1.3 MI E OF SH31 (MM 590)	FY 2021-2024	\$150,000,000	No Funding Change	No	Cat. 2 Cat. 4 Urban Cat. 12 Strategic Priority TOTAL	\$8,700,000 \$16,300,000 \$125,000,000 \$150,000,000	1
8a	US 271	Widen Non-Freeway - Gladewater 0248-06-017	UPSHUR C/L, 0.1 MI N OF FM 2275, S	SL 485 IN GLADEWATER	FY 2021-2024	\$5,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$5,000,000 \$5,000,000	2
8b	SL 485	Widen Non-Freeway - Gladewater 3290-02-008	US 271, IN S GLADEWATER, NORTHERLY	US 80 IN EAST GLADEWATER	FY 2021-2024	\$16,500,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$16,500,000 \$16,500,000	2
8c	SL 485	Widen Non-Freeway - Gladewater 3290-02-009	US 80 IN E GLADEWATER, NORTHERLY	US 271 IN NORTH GLADEWATER	FY 2021-2024	\$5,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$5,000,000 \$5,000,000	2
9	SH 42	Widen Non-Freeway - Kilgore (North) 0545-04-048	US 80IN WHITE OAK, S	IH 20 IN KILGORE	FY 2021-2024	\$46,000,000	No Funding Change	No	Cat. 2 Cat. 12 Strategic Priority TOTAL	\$22,000,000 \$24,000,000 \$46,000,000	1
10	FM 2275	Widen Non-Freeway - Longview 2158-01-019	FM 3272 IN WHITE OAK, E	FM 1845 (PINE TREE RD) IN LONGVIEW	FY 2021-2024	\$13,490,000	No Funding Change	No	Cat. 2 Cat. 4 Urban TOTAL	\$8,260,000 \$5,230,000 \$13,490,000	2
11	FM 2275	Widen Non-Freeway - Longview 2158-01-020	FM 1845 (PINE TREE RD), E	SH 300 IN LONGVIEW	FY 2021-2024	\$13,500,000	No Funding Change	No	Cat. 2 TOTAL	\$13,500,000 \$13,500,000	2
Smith County											
12	IH 20	One-Way Frontage Roads - Lindale 0495-04-069	1 MI E OF TOLL 49 (HARVEY RD), E	US 69 IN LINDALE	FY 2021-2024	\$18,000,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	\$3,000,000 \$15,000,000 \$18,000,000	1
13	SL 323	Interchange at FM 2493 - Tyler 2075-02-066	0.2 MI E OF FM 2493, W	0.2 MI W OF FM 2493 IN TYLER	FY 2021-2024	\$30,000,000	New Authorization	No	Cat. 1 Cat. 4 Urban TOTAL	\$6,500,000 \$23,500,000 \$30,000,000	1

Tyler District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
14	FM 2493	Widen Non-Freeway - Bullard 0191-03-083	FM 346 IN FLINT, S	0.3 MI S OF FM 344 (CHEROKEE C/L)	FY 2021-2024	\$32,640,000	No Funding Change	No	Cat. 2 \$32,640,000 TOTAL \$32,640,000	2
15	FM 2493	Widen Non-Freeway - Tyler 0191-03-084	SL 323 IN TYLER, S	FM 2813	FY 2021-2024	\$82,300,000	Funding Adjustment	No	Cat. 2 \$26,150,000 Cat. 12 Strategic Priority \$56,150,000 TOTAL \$82,300,000 <i>CAT 12 increased \$30M</i>	2
16	FM 756	Widen Non-Freeway - Tyler 0492-04-034	JEFF DAVIS DR (CR 1167), S	FM 346	FY 2021-2024	\$23,720,000	No Funding Change	No	Cat. 2 \$23,720,000 TOTAL \$23,720,000	3
17	FM 16	Widen Non-Freeway - Lindale 0522-04-032	4 MI W OF FM 849 (CR481-E), E	US 69 IN LINDALE	FY 2021-2024	\$24,730,000	No Funding Change	No	Cat. 2 \$24,730,000 TOTAL \$24,730,000	2
18	FM 2964	Widen Non-Freeway - Tyler 3021-01-009	SH 110, IN TYLER, S	FM 346	FY 2025-2030	\$25,000,000	No Funding Change	No	Cat. 2 \$25,000,000 TOTAL \$25,000,000	2

Waco District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	787,000
Square Miles	7,600
Daily Vehicle Miles	20.5 million
Highway Lane Miles	7,900

REGIONAL PLANNING CONTACTS

- Waco TxDOT District [page](#)
- MPO: [Waco Metropolitan Planning Organization](#)
- MPO: [Killeen-Temple Metropolitan Planning Organization](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

Reflecting the Waco District's focus on maintenance and rehabilitation of the existing roadway network, Category 1 is the largest funding source it receives. The district also receives Category 2 and Category 4-Urban funds based on the allocation for the two local metropolitan planning organizations, and receives Category 4-Rural funds for strategic connectivity corridors. These funding sources have all been used in the reconstruction of I-35 throughout the district.

The district also works with local partners, which include the Waco Metropolitan Planning Organization, the Killeen-Temple Metropolitan Planning Organization, and cities, to leverage Category 7 and Category 9 funds for project implementation. By working with local partners, the district can match available funding to appropriate projects and shift funding between categories to best serve local transportation needs.

KEY PROJECTS

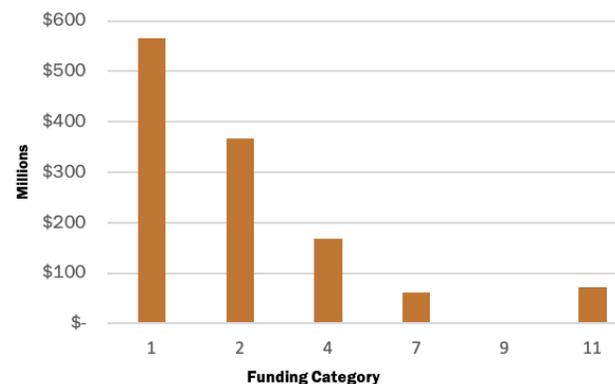
Short Term (Four or fewer years)

- IH 14, Bell County: widen from FM 2410 in west Belton to I-35
- SH 31, McLennan County: construct overpass structures at FM 939 and FM 2311
- IH 35, McLennan County: reconstruct frontage roads, ramps, and overpass at New Road intersection
- SH 6, McLennan County: construct continuous frontage roads from IH 35 to US 84
- US 190, Bell County: Copperas Cove bypass, construct two additional lanes
- NW SL 363, Bell County: construct overpass structures at Lucius McCelvey and Industrial
- SL 121, Bell County: add additional lanes from FM 439 to US 190

Long Term (Five or more years)

- US 190/SL 363, Bell County: upgrade to freeway standards from 31st Street to FM 93

Waco District: 2021 Planning Targets by Category

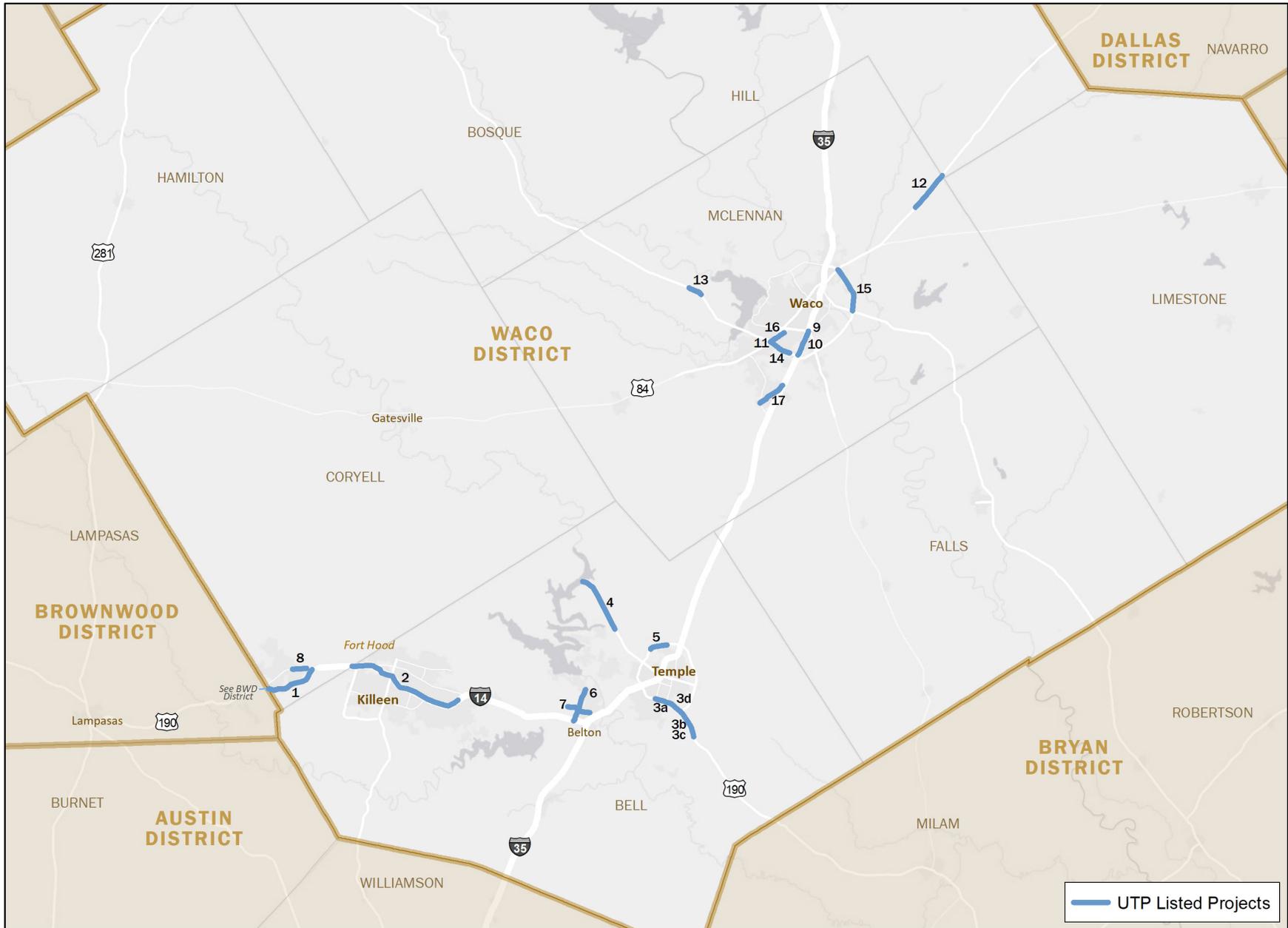


12

TXDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
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- 4 Statewide Connectivity Corridor Projects
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- 10 Supplemental Transportation Projects
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Waco District Listed Projects

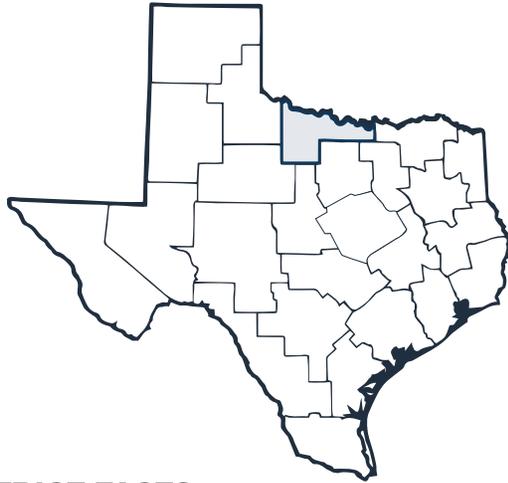


Waco - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Multi-County Projects										
1	US 190	Widen Freeway - Copperas Cove (Coryell County) 0231-19-003	LAMPASAS CO LINE	US 190 W OF CLARKE RD	FY 2021-2024	\$43,230,000	No Funding Change	No	Cat. 2 TOTAL \$43,230,000 \$43,230,000	2
Bell County										
2	IH 14	Traffic Mgmt. Technology - Killeen 0231-03-152	CORYELL COUNTY LINE	FM 3423 (INDIAN TRAIL)	FY 2021-2024	\$6,200,000	Funding Adjustment	No	Cat. 4 Urban TOTAL \$6,200,000 \$6,200,000 <i>CAT 4U added \$6.2M, removed CAT 2 \$6.2M</i>	3
3a	US 190	Upgrade to Freeway - Temple 0184-04-051	FM 1741 - 31ST STREET IN TEMPLE	SP 290	FY 2025-2030	\$10,000,000	New Authorization	No	Cat. 4 Urban TOTAL \$10,000,000 \$10,000,000	3
3b	US 190	Upgrade to Freeway - Temple 0185-01-040	SL 363	.3 MI N N190J	FY 2025-2030	\$9,200,000	New Authorization	No	Cat. 4 Urban TOTAL \$9,200,000 \$9,200,000	2
3c	US 190	Upgrade to Freeway - Temple 0185-05-001	.3 MI N OF N190J	FM 93	FY 2025-2030	\$7,300,000	New Authorization	No	Cat. 4 Urban TOTAL \$7,300,000 \$7,300,000	3
3d	US 190	Upgrade to Freeway - Temple 0320-01-075	SP 290	SL 363	FY 2025-2030	\$11,500,000	New Authorization	No	Cat. 4 Urban TOTAL \$11,500,000 \$11,500,000	2
4	SH 36	Widen Non-Freeway - Temple 0184-02-056	SH 317	LAKE BELTON BRIDGE	FY 2025-2030	\$36,000,000	New Authorization	No	Cat. 2 TOTAL \$36,000,000 \$36,000,000	2
5	SL 363	Widen Non-Freeway - Temple 0320-06-008	INDUSTRIAL BLVD	LUCIUS MCCELVEY	FY 2021-2024	\$45,000,000	No Funding Change	No	Cat. 2 TOTAL \$45,000,000 \$45,000,000	3
6	SL 121	Widen Non-Freeway - Belton 2502-01-021	LAKE RD (FM 439)	SOUTH OF W AVENUE O	FY 2021-2024	\$30,800,000	No Funding Change	No	Cat. 2 TOTAL \$30,800,000 \$30,800,000	3
7	FM 93	Widen Non-Freeway - Belton 1835-01-026	WHEAT ROAD	SH 317	FY 2025-2030	\$8,794,843	No Funding Change	No	Cat. 2 TOTAL \$8,794,843 \$8,794,843	2
Coryell County										
8	BU 190E	Safety & Pedestrian - Copperas Cove 0231-02-062	FM 1113 (AVENUE D)	CONSTITUTION DR.	FY 2021-2024	\$10,420,000	No Funding Change	No	Cat. 2 Cat. 10 TOTAL \$10,000,000 \$420,000 \$10,420,000	2
McLennan County										
9	IH 35	Intersection Improvements - Waco 0015-01-248	IRVING LEE	SL 396	FY 2021-2024	\$10,000,000	New Authorization	No	Cat. 2 TOTAL \$10,000,000 \$10,000,000	2
10	IH 35	Intersection Improvements - Waco 0015-01-249	SL 340	IRVING LEE	FY 2021-2024	\$38,000,000	New Authorization	No	Cat. 2 TOTAL \$38,000,000 \$38,000,000	1
11	US 84	Intersection Improvements - Waco 0055-08-123	SS 298	SH 6	FY 2025-2030	\$60,000,000	New Authorization	No	Cat. 4 Urban TOTAL \$60,000,000 \$60,000,000	3
12	SH 31	Interchanges at FM 939 and FM 2311 - McLennan Co. 0162-01-097	0.5 MI S OF FM 2311	0.5 MI N OF FM 939	FY 2021-2024	\$20,000,000	New Authorization	No	Cat. 2 Cat. 4 Urban TOTAL \$10,000,000 \$10,000,000 \$20,000,000	1
13	SH 6	Widen Non-Freeway - Waco 0258-08-035	FM 185	MCLAUGHLIN RD (SPUR 412)	FY 2021-2024	\$8,000,000	No Funding Change	No	Cat. 2 TOTAL \$8,000,000 \$8,000,000	1
14	SH 6	New Frontage Roads - Waco 0258-09-142	US 84	IH 35	FY 2021-2024	\$44,000,000	Funding Adjustment	No	Cat. 2 TOTAL \$44,000,000 \$44,000,000 <i>CAT 2 increased \$4M</i>	2
15	SL 340	Widen Non-Freeway - Bellmead 2362-01-034	US 84	LP 484	FY 2025-2030	\$23,500,000	No Funding Change	No	Cat. 2 TOTAL \$23,500,000 \$23,500,000	2
16	SS 298	Widen Non-Freeway - Waco 0055-08-120	US 84	NEW ROAD	FY 2025-2030	\$11,000,000	No Funding Change	No	Cat. 2 TOTAL \$11,000,000 \$11,000,000	2
17	FM 2113	Widen for Turn Lane - Hewitt 2060-01-037	0.156 MI SOUTHWEST OF FM 2063	0.101 MI. NORTHEAST OF FM 1695	FY 2021-2024	\$11,700,000	No Funding Change	No	Cat. 1 Cat. 2 TOTAL \$1,700,000 \$10,000,000 \$11,700,000	2

Wichita Falls District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	249,300
Square Miles	8,100
Daily Vehicle Miles	7.4 million
Highway Lane Miles	6,500

REGIONAL PLANNING CONTACTS

- Wichita Falls TxDOT District [page](#)
- MPO: [Wichita Falls Metropolitan Planning Organization](#)



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★ DISTRICT HIGHLIGHTS & PRIORITIES

Due to the Wichita Falls District's location between the panhandle, North Texas and Oklahoma, its main focus is connectivity. Most of the district's larger projects seek safe, swift travel through the region, and the I-35 highway expansion in Cooke County is currently the district's most significant project. Within the UTP, these connectivity projects are generally funded through Category 4. For urban projects, the district partners with the metropolitan planning organization to strategically distribute Category 2 funding.

Like other rural districts, the district also has ongoing maintenance needs and regularly receives Category 1 funding to address those needs. The district is also host to steady traffic from the energy industry due to drilling in North Texas' Barnett Shale, so the district relies upon additional Category 1.1 Energy sector funds to keep these roads safe.

KEY PROJECTS

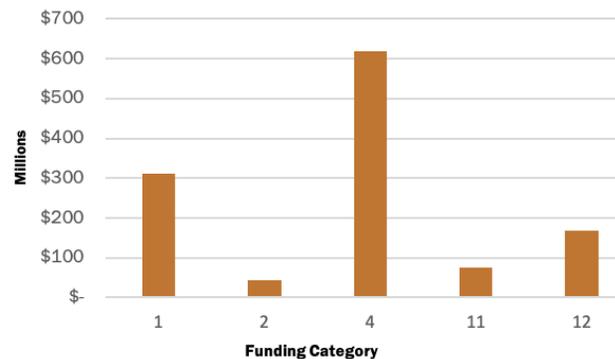
Short Term (Four or fewer years)

- I-35, Cooke County: upgrade to six-lane highway from Exit 1 in Oklahoma to South of Spring Creek Road
- US 82, Montague County: upgrade to four-lane divided highway from Clay County line to Nocona
- SH 114, Young County: add passing lane from Olney to Jack County line

Long Term (Five or more years)

- I-35, Cooke County: upgrade to six-lane highway from South of Spring Creek Road to FM 3002
- US 82, Clay County: upgrade to four-lane divided highway from Henrietta to Montague County line
- SH 114, Baylor, Archer and Young Counties: add passing lane from Seymour to Olney

Wichita Falls District: 2021 Planning Targets by Category



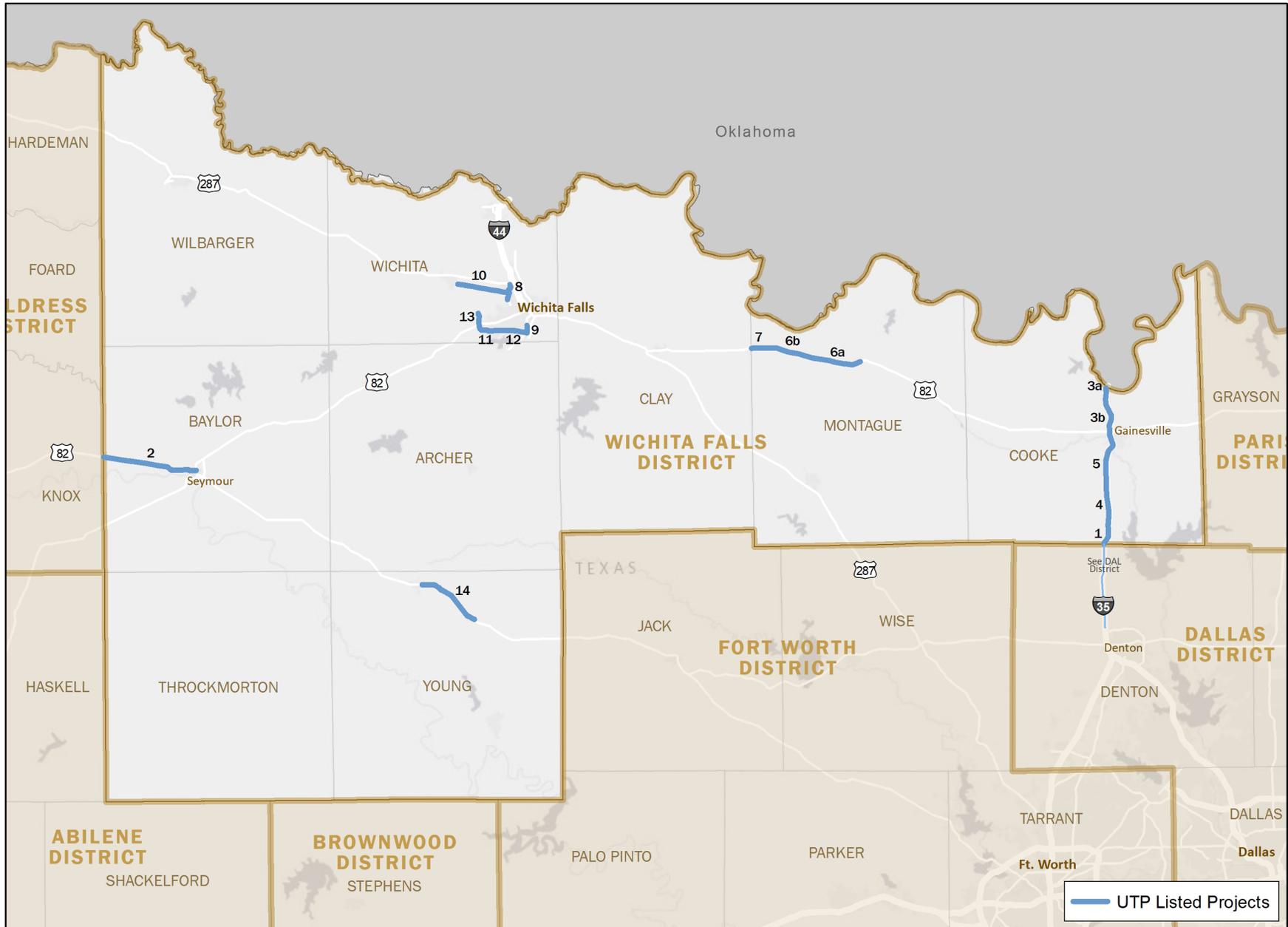
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TXDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
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Wichita Falls District

Listed Projects



Wichita Falls - Listed Projects

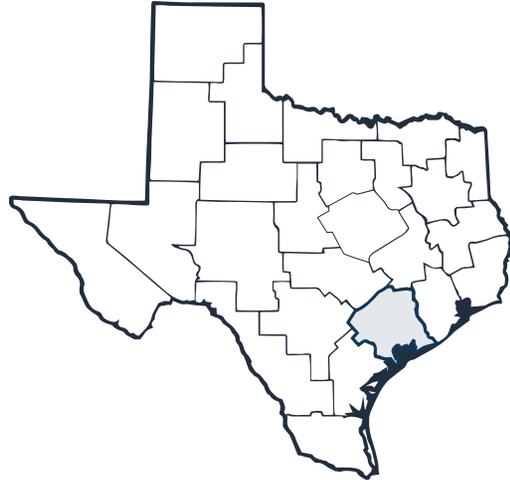
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Multi-County Projects										
1	IH 35	Denton County Connections (Cooke County) 0195-01-116	DENTON COUNTY LINE	NORTH OF FM 3002	FY 2021-2024	\$73,560,000	Funding Adjustment	No	Cat. 1 \$3,480,000 Cat. 4 Urban \$11,763,523 Cat. 12 Strategic Priority \$58,316,477 TOTAL \$73,560,000 CAT 4U added \$11.7M	1
Baylor County										
2	US 82	Passing Lanes (Super 2) - Seymour 0133-04-042	KNOX COUNTY LINE	BU 183B	FY 2021-2024	\$13,000,000	Funding Adjustment	No	Cat. 4 Regional \$13,000,000 TOTAL \$13,000,000 CAT 4R increased \$2M	1
Cooke County										
3a	IH 35	Widen Freeway - Gainesville (North) 0194-01-010	ON IH 35 AT THE RED RIVER BRIDGE	.	FY 2021-2024	\$50,000,000	New Authorization	No	Cat. 4 Regional \$50,000,000 TOTAL \$50,000,000	2
3b	IH 35	Widen Freeway - Gainesville (North) 0194-02-092	0.2 MILES SOUTH OF US 82	RED RIVER BRIDGE	FY 2021-2024	\$200,000,000	Funding Adjustment	No	Cat. 4 Regional \$200,000,000 TOTAL \$200,000,000 CAT 4R increased \$25M	1
4	IH 35	Widen Freeway - Valley View 0195-01-111	0.7 MILES NORTH OF FM 3002	1.4 MILES SOUTH OF SPRING CREEK	FY 2025-2030	\$135,800,001	No Funding Change	No	Cat. 4 Regional \$89,000,000 Cat. 12 Strategic Priority \$46,800,000 TOTAL \$135,800,000	1
5	IH 35	Widen Freeway - Gainesville (South) 0195-01-119	1.4 MI SOUTH OF SPRING CREEK ROAD	0.2 MI SOUTH OF US 82	FY 2021-2024	\$213,000,000	Funding Adjustment	No	Cat. 4 Regional \$149,800,000 Cat. 12 Strategic Priority \$63,200,000 TOTAL \$213,000,000 CAT 4R increased \$29.3M	1
Montague County										
6a	US 82	Widen Non-Freeway - Nocona 0044-04-047	SH 175 / MONTAGUE STREET	NEAR FM 1816	FY 2021-2024	\$30,800,000	Funding Adjustment	No	Cat. 4 Regional \$30,800,000 TOTAL \$30,800,000 CAT 4R increased \$17.8M	1
6b	US 82	Widen Non-Freeway - Nocona 0044-04-049	0.5 MI EAST OF US 81	NEAR FM 1816	FY 2021-2024	\$32,800,000	Funding Adjustment	No	Cat. 4 Regional \$32,800,000 TOTAL \$32,800,000 CAT 4R increased \$19.5M	1
7	US 82	Widen Non-Freeway - Ringgold 0044-04-048	CLAY COUNTY LINE	APPROX 0.5 MI. E OF US 81 (RINGGOLD)	FY 2021-2024	\$24,900,000	Funding Adjustment	No	Cat. 4 Regional \$24,900,000 TOTAL \$24,900,000 CAT 4R increased \$11.1M	1
Wichita County										
8	SL 11	Pavement Upgrade - Wichita Falls 0043-14-026	US 287	FM 367	FY 2021-2024	\$1,500,000	Funding Adjustment	No	Cat. 2 \$1,500,000 TOTAL \$1,500,000 CAT 2 increased \$900K	3
9	SL 473	Road Rehabilitation - Wichita Falls 0249-11-012	HATTON ROAD	FM 369	FY 2021-2024	\$1,500,000	No Funding Change	No	Cat. 2 \$1,500,000 TOTAL \$1,500,000	3
10	BU 287J	Widen Non-Freeway - Wichita Falls 0043-17-031	FM 1814	SL 11	FY 2021-2024	\$7,000,000	Funding Adjustment	No	Cat. 4 Urban \$7,000,000 TOTAL \$7,000,000 CAT 4U increased \$500K	3

Wichita Falls District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
11	FM 369	Intersection Improvements - Wichita falls 0802-02-069	NEAR US 82/277	LP 473/ SH 79	FY 2021-2024	\$1,800,000	No Funding Change	No	Cat. 2 TOTAL	\$1,800,000 \$1,800,000	2
12	FM 369	Road Rehabilitation - Wichita falls 0802-02-070	SL 473	KEMP BLVD	FY 2021-2024	\$4,000,000	Funding Adjustment	No	Cat. 2 TOTAL <i>CAT 2 increased \$900K</i>	\$4,000,000 \$4,000,000	3
13	FM 369	Road Rehabilitation - Wichita Falls 0802-02-075	WICHITA RIVER	US 82	FY 2021-2024	\$1,300,640	New Authorization	No	Cat. 2 TOTAL	\$1,300,640 \$1,300,640	3
Young County											
14	SH 114	Passing Lanes (Super 2) - Olney 0444-01-044	NEAR EAST LIMITS OF OLNEY	0.8 MI WEST OF FM 1769	FY 2021-2024	\$9,500,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>CAT 4R increased \$1M</i>	\$9,500,000 \$9,500,000	1

Yoakum District

2021 Unified Transportation Program (UTP)



DISTRICT FACTS

Population	347,800
Square Miles	9,900
Daily Vehicle Miles	24.2 million
Highway Lane Miles	9,200

REGIONAL PLANNING CONTACTS

- Yoakum TxDOT District [page](#)
- MPO: [Victoria Metropolitan Planning Organization](#)



Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects: www.TxDOT.gov/pt

★ DISTRICT HIGHLIGHTS & PRIORITIES

As a rural district, the Yoakum District's largest source of funding is typically Category 1, used for the maintenance and rehabilitation of the existing transportation system. The district also contains the Eagle Ford Shale, one of the largest natural gas fields in the country. Energy sector funding from Category 11 allows Yoakum to meet the demands from increased truck traffic related to natural gas extraction.

Because of the district's central location between the urban areas of South Texas, it also depends on statewide connectivity funding from Category 4. This includes funding for the I-10 corridor, connecting San Antonio and Austin to Houston through the district. The district is also using connectivity funds to widen I-10 to six lanes from Columbus, where Austin and San Antonio traffic combine before heading east to Houston.

KEY PROJECTS

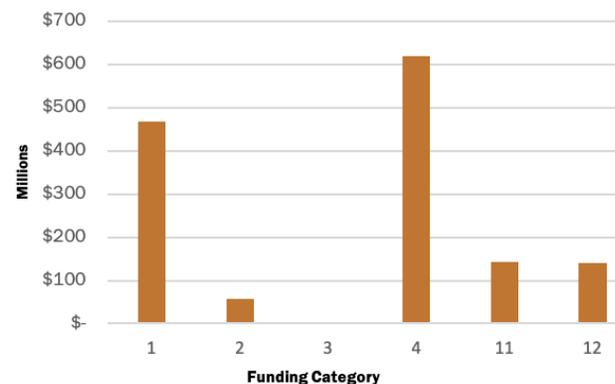
Short Term (Four or fewer years)

- US 59, Wharton County: upgrade to rural freeway from Fort Bend County to SH 60
- I-10, Austin County: widen to six lanes
- SH 72, DeWitt County: expand to four-lane divided from Karnes County to FM 2980
- I-10, Colorado County: widen to six lanes

Long Term (Five or more years)

- US 77, Victoria County: add two lanes for a four-lane divided highway from FM 236 to BU 59
- US 59, Wharton County: upgrade to rural freeway from SH 60 to 2 miles south of FM 102

Yoakum District: 2021 Planning Targets by Category



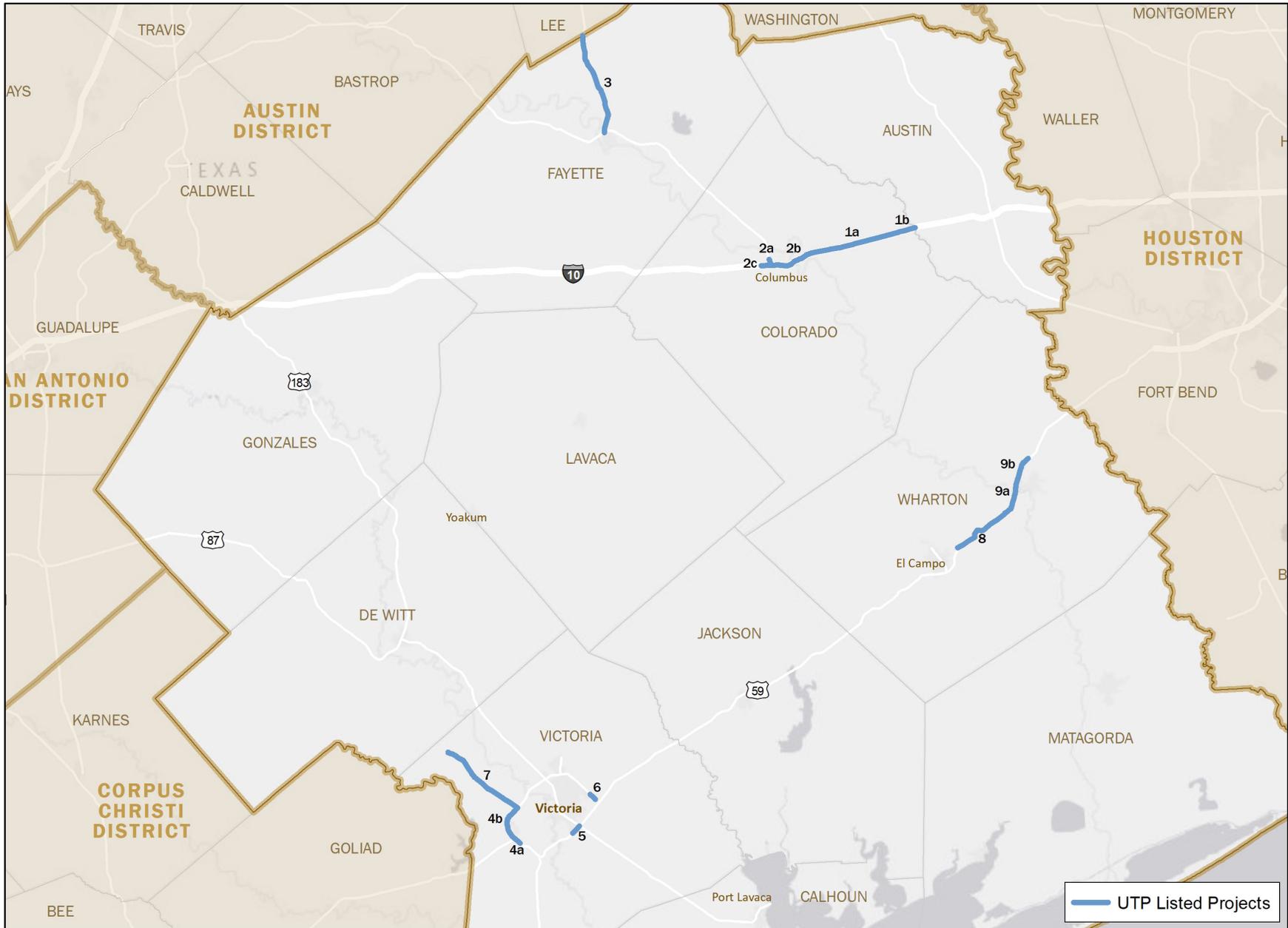
12

TxDOT FUNDING CATEGORIES

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Yoakum District

Listed Projects



Yoakum - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Colorado County											
1a	IH 10	Widen Freeway - Columbus (East) 0271-01-066	US 90 (ALLEYTON RD SOUTH)	FM 2761	FY 2021-2024	\$180,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$50,000,000 \$130,000,000 \$180,000,000	1
1b	IH 10	Widen Freeway - Columbus (East) 0271-01-080	FM 2761	AUSTIN C/L	FY 2021-2024	\$30,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority TOTAL	\$20,000,000 \$10,000,000 \$30,000,000	1
2a	SH 71	One-Way Frontage Roads - Columbus 0266-02-068	US 90	IH-10 (WEST BOUND FRONTAGE ROAD)	FY 2021-2024	\$15,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$15,000,000 \$15,000,000	2
2b	IH 10	Widen Freeway - Columbus 0271-01-083	COLORORADO RIVER BRIDGE	US 90 (ALLEYTON RD SOUTH)	FY 2021-2024	\$130,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$130,000,000 \$130,000,000	1
2c	IH 10	Widen Freeway - Columbus 0535-08-072	FM 2434	COLORADO RIVER BRIDGE	FY 2021-2024	\$92,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$92,000,000 \$92,000,000	1
Fayette County											
3	US 77	Widen Non-Freeway - La Grange 0211-06-059	LEE C/L	SH 71	FY 2021-2024	\$40,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$40,000,000 \$40,000,000	1
Victoria County											
4a	US 59	Widen Non-Freeway - Victoria 0088-05-096	BU 59-T	BU 77S	FY 2021-2024	\$10,000,000	No Funding Change	No	Cat. 2 TOTAL	\$10,000,000 \$10,000,000	1
4b	US 77	Widen Non-Freeway - Victoria 2350-01-056	FM 236	BU 59-T	FY 2021-2024	\$25,000,000	No Funding Change	No	Cat. 4 Urban TOTAL	\$25,000,000 \$25,000,000	1
5	US 59	New Frontage Road - Victoria 0088-05-098	US 87	SH 185	FY 2021-2024	\$7,700,000	No Funding Change	No	Cat. 2 TOTAL	\$7,700,000 \$7,700,000	1
6	SL 463	Widen Non-Freeway - Victoria 2350-01-060	BU 59	LONE TREE ROAD	FY 2021-2024	\$9,000,000	No Funding Change	No	Cat. 2 TOTAL	\$9,000,000 \$9,000,000	1
7	FM 236	Widen Non-Freeway - Victoria 0842-03-037	FM 237	US 77	FY 2025-2030	\$30,000,000	No Funding Change	No	Cat. 2 TOTAL	\$30,000,000 \$30,000,000	2
Wharton County											
8	US 59	Upgrade to Freeway - El Campo 0089-07-145	FM 961	BU 59 NORTH OF EL CAMPO	FY 2025-2030	\$225,000,000	New Authorization	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$20,000,000 \$205,000,000 \$225,000,000	1
9a	US 59	Upgrade to Freeway - Wharton 0089-07-154	0.26 MI. NORTH OF FM 102	1 MI SOUTH OF FM 961	FY 2021-2024	\$137,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$137,000,000 \$137,000,000	1
9b	US 59	Upgrade to Freeway - Wharton 0089-08-100	SH 60	0.26 MI. N. OF FM 102	FY 2021-2024	\$88,000,000	No Funding Change	No	Cat. 4 Regional TOTAL	\$88,000,000 \$88,000,000	1

Multiple Districts

2021 Unified Transportation Program (UTP)

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Travis County											
	Various	Traffic Network IT Project 5800-00-076	VARIOUS	VARIOUS	FY 2021-2024	\$22,500,000	New Authorization	No	Cat. 12 Strategic Priority	\$22,500,000	2
									TOTAL	\$22,500,000	

Note: A project listed under Multiple Districts may affect various locations around the state. Funding for this project (CSJ 5800-00-076) is not allocated to a single TxDOT district. Planned locations for project implementation include TxDOT's Beaumont, Bryan, Corpus Christi, Dallas, El Paso, Pharr, and Yoakum Districts, and a unique project ID (CSJ number) may be used for each district's portion of the project.



PUBLIC TRANSPORTATION PROGRAM

MISSION OF THE PUBLIC TRANSPORTATION PROGRAM

*Transit service in Texas is as diverse as the state itself. It includes light rail, fixed-route city bus service, rural demand-response service, special transit service for seniors and individuals with disabilities, intercity bus service, and commuter rail systems. Useful and effective public transportation is a critical need in many Texans' lives and is core to improving mobility throughout the state. TxDOT's **Public Transportation Division (PTN)** [↗](#) supports these needs by allocating funding for programming consistent with TxDOT's strategic goals.*

PTN administers funding for urban and rural transportation programs, programs for seniors and individuals with disabilities, bus and bus facilities programs, and planning/technical assistance. PTN administers the Section 5329 State Safety Oversight (SSO) program to assist in the safe operation of light rail and trolley systems. PTN also houses TxDOT's statewide bicycle and pedestrian program, which administers federal highway funds for bicycling and walking infrastructure. Additionally, transit operators participate in a variety of contracts and special arrangements with state and local governmental entities to provide for human services and employment-related transportation.

The transit program provides funding authority for public transportation projects through the distribution of federal apportioned dollars and state funds. TxDOT does not develop capital projects funded through transit grant funds, but instead manages grant projects that support operating and capital projects implemented by rural and urban transit districts and other eligible entities.

PTN supports the department's strategic plan goals by implementing guidance established in the Texas Administrative Code for management of state and federal public transportation funds. The Texas Transportation Commission has established funding allocation methodologies for the various programs, and the department's goals guide methodology development.

"Resources" [↗](#) website URLs are found on the [Resources Page](#)



PROGRAMS AND FUNDING

The Unified Transportation Program (UTP) lists the transit programs for which the Texas Transportation Commission has some responsibility in awarding federal and/or state grant funds. Additional information about each transit program can be found on PTN's [website](#).

State Funding

The Texas Legislature appropriates state funds biennially, which PTN distributes to public transportation providers on a reimbursement basis. TxDOT awards these funds by formula to rural and urban transit districts, as well as other eligible entities.

Federal Funding

Federal transit funding is based on an appropriations process from the United States Congress. Each year, the U.S. Department of Transportation's Federal Transit Administration (FTA) distributes the state's annual appropriation to fund a variety of transit-related activities. All grants are awarded on a reimbursement basis and expenses must be incurred before FTA disburses the federal funds.

Section 5303 and 5304 Planning Programs

The Section 5303 Metropolitan Planning and Research Program provides planning funds for metropolitan planning organizations (MPOs), which exist in all Texas urbanized areas. MPO planning funds are distributed by formula, and TxDOT provides the required local match in the form of transportation development credits.

TxDOT is the recipient of Section 5304 Statewide Planning and Research funds. These funds may be awarded to eligible entities for planning purposes and are also used internally to support TxDOT administration, planning, and development of public transportation programs.

Section 5307 Urbanized Formula Program

This program allocates funds for operations, maintenance, planning, and capital expenses for transit in urbanized areas. UTP listings are limited to areas where TxDOT has a role in authorizing the level of federal support or awarding state funds. Thirty-one Urban Transit Districts receive state funds and federal awards based on population and population density.

Section 5310 Seniors and Individuals with Disabilities Program

The U.S. Federal Transit Administration (FTA) makes capital grants available to Texas to help provide services specifically designed to meet the needs of seniors and individuals with disabilities, promoting the availability of cost-effective, efficient, and coordinated passenger transportation services. TxDOT serves as the designated recipient for these grants in urbanized areas with populations less than 200,000 and nonurbanized areas and distributes them to local agencies.

"Resources" [website URLs are found on the Resources Page](#)



TxDOT expects to allocate \$70.3 million in state funds in FY 2021-22 to public transportation across the state.

Section 5311 Non-urbanized

Thirty-six rural transit agencies offer public transportation services in 246 of Texas' 254 counties. The Section 5311 program works to promote the availability of cost-effective, efficient, and coordinated passenger transportation services to the general public in rural areas. The Texas Transportation Commission follows a formula to award federal and state funds to rural transit agencies.

Intercity Bus

As part of the Section 5311 program, federal law requires a state to set aside at least 15 percent of FTA rural program funds to support intercity bus service, unless it certifies that intercity bus mobility needs have been met. TxDOT has developed a biennial process to solicit proposals to develop, promote, or support intercity bus mobility.

Rural Transit Assistance Program

Another element of the Section 5311 program is the Rural Transit Assistance Program. This program provides technical training services

and materials on a variety of transit-related subjects, including driver education, operations and maintenance, and management training.

Section 5339 Bus and Bus Facilities

Section 5339 is a formula program for eligible capital projects created by the U.S. Moving Ahead for Progress in the 21st Century Act (MAP-21). The goal of the 5339 program is to improve the readiness of fleet, other equipment, and facilities through capital investment. TxDOT serves as the designated recipient for these grants in urbanized areas with populations less than 200,000 and non-urbanized areas and distributes them by formula and competitive grants.

Flex Funding

Each fiscal year, TxDOT flexes (transfers) \$7.5 million in Federal Highway Administration Surface Transportation Block Grant Program funds to FTA programs to finance the replacement of eligible transit vehicles. Of that amount, \$5 million is flexed to the rural program, and \$2.5 million is flexed to the small urban program. These funds are awarded on a competitive basis.

Transportation Development Credits (TDCs)

The Commission authorizes PTN to use up to \$15 million in TDCs to help provide the required non-federal match for FTA programs. These TDCs may be combined with FTA funds and awarded to eligible public transportation providers, or awarded on their own to eligible recipients that receive federal funds directly from FTA.

Bicycle and Pedestrian Infrastructure

The U.S. Fixing America's Surface Transportation (FAST) Act established the Transportation Alternatives Set-Aside (TA) Program. The TA Program provides opportunities to expand transportation choices and enhance alternative transportation infrastructure, including on- and off-system pedestrian and bicycle facilities, infrastructure for non-driver access to public transportation, projects that enhance mobility and accessibility, and infrastructure supporting safer routes to schools.



The Public Transportation Division's goal in administering the Section 5310 program is to promote the availability of cost-effective, efficient, and coordinated passenger transportation services to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.



MARITIME PROGRAM

SEA HOPE
HONG KONG
IMO 9439541

MISSION OF THE MARITIME PROGRAM

Texas waterways and ports are critical components of the state's transportation system. Collectively, they handle more foreign cargo than any other state in the nation, rank second in terms of total waterborne cargo, and move significant amounts of cruise passenger traffic each year, as well. This movement of people and goods is a powerful annual economic engine for Texas. TxDOT's **Maritime Division (MRD)** [ℹ](#) works to support the state's maritime system by promoting the development of high-value growth and intermodal connectivity throughout the system. Specifically, the Division's work includes:

- Fulfilling TxDOT's responsibilities as the non-federal sponsor of the Gulf Intracoastal Waterway (GIWW)
- Supporting the development and intermodal connectivity of Texas ports, waterways, and marine infrastructure and operations by incorporating port and waterway initiatives into TxDOT's overall transportation system planning

Additionally, MRD supports and facilitates the work of the Port Authority Advisory Committee (PAAC). The PAAC is a nine-member committee that advises TxDOT and the Transportation Commission on matters related to maritime transportation. Its responsibilities are laid out in Chapter 55 of the Transportation Code and include the development of the biennial Texas Port Mission Plan. The Texas Port Mission Plan includes three distinct sections: the **Port Capital Investment Report** [ℹ](#), the **Port Connectivity Report** [ℹ](#), and the **Ship Channel Improvement Report** [ℹ](#).

MRD supports TxDOT's strategic plan goals by optimizing system performance through facilitation of coastwise freight movement; preserving state assets by helping move commodities along waterways instead of roads and railways; and promoting safety by providing a safer alternative to roads on a ton-mile basis.

"Resources" [ℹ](#) website URLs are found on the Resources Page



PROGRAMS AND FUNDING

Gulf Intracoastal Waterway (GIWW)

The GIWW is a shallow-draft, man-made, protected waterway that stretches almost 1,110 miles along the Gulf of Mexico from St. Marks, Florida, to Brownsville, Texas. It is the nation's third busiest inland waterway, with the 379-mile segment in Texas handling nearly 72 percent of its traffic. The GIWW is a critical component of supply chains that serve the Texas petrochemical and manufacturing industries used to transport petrochemicals between ports along the coast. More than 92 percent of the cargo on the Texas segment of the waterway is classified as petroleum or chemical products.

To serve the needs of both industrial and recreational users, the GIWW must be dredged regularly to maintain its authorized 12-foot depth and 125-foot width. The U.S. Army Corps of Engineers (USACE) is responsible for dredging the GIWW. However, TxDOT, in its role as the non-federal sponsor of the GIWW, is responsible for acquiring lands, easements, and rights of way for the disposal of dredged material from the main channel of the GIWW. MRD selects dredged material disposal areas in coordination with USACE. TxDOT also identifies ways to beneficially use material dredged from the GIWW, like beach nourishment or marshland restoration.

The Texas Legislature appropriates approximately \$880,000 annually to support the GIWW. The biennial [Gulf Intracoastal Waterway Legislative Report](#) elaborates on TxDOT's role in supporting the GIWW.



The GIWW is the nation's third-busiest inland waterway, with the 379-mile portion in Texas handling nearly 72 percent of its traffic (more than 80 million short tons in 2016).

Port Connectivity

As part of the Texas Port Mission Plan, the [Port Connectivity Report](#) assesses the current state of landside connectivity, including roadway, railway, pipeline, air, and waterside connectivity at public ports in Texas. The report evaluates existing conditions of landside and waterside port access, identifies problems and areas of concern, and proposes potential solutions to address those issues.

["Resources"](#) website URLs are found on the [Resources Page](#)

Ship Channel Improvement

Any vessel entering or leaving a Texas port relies on well-maintained navigable waterways, or ship channels, to access ports. As part of the Texas Port Mission Plan, the [Ship Channel Improvement Report](#) identifies and summarizes congressionally authorized ship channel improvement projects and feasibility studies across the state. In 2017, the 85th Texas Legislature established the Ship Channel Improvement Revolving Fund (SCIRF) to help finance the modernization of ship channels; however, the fund has yet to be capitalized. In 2021, MRD anticipates submitting an exceptional item in the agency's Legislative Appropriations Request (LAR) to capitalize the fund.

Port Access Improvement Program

For the past three sessions, the Texas Legislature has included budget riders in the General Appropriations Act that authorize the use of \$100 million for projects to improve access to maritime ports throughout the state. These funds come from the Texas Mobility Fund or other eligible sources; all projects that receive funding are selected by the Port Authority Advisory Committee (PAAC) and approved by the Texas Transportation Commission.

The first two rounds of funding—\$20 million in 2015 (Rider 45) and \$40 million in 2017 (Rider 48)—allowed TxDOT to approve grants for 20 projects along the coast that improved and widened public roadways, added truck queuing lanes in high-traffic areas, improved signage and gates at rail crossings, and upgraded intersections near Texas ports.

The most recent round of funding—\$40 million in 2019 (Rider 38)—will fund the projects listed below. These projects were selected by the PAAC on March 30, 2020. Projects located on off-system roadways were approved by the Commission on May 28, 2020.

TABLE 6

Rider 38 Projects Letting in Fiscal Year 2020 - 2021

Port	Project Description	State Participation (\$)	Local Match (\$)	Total Cost (\$)
Port Arthur	Two queing areas - project is divided into two parts	1,497,386	499,129	1,996,515
Port Arthur Sabine	Rebuild Roadway	874,177	122,147	996,324
Beaumont	Lighted Queing/Staging area	1,570,019	523,340.00	2,093,359
Houston	Sheldon Roadway improvements	1,116,637	17,283,363	18,400,000
Galveston	Cruise corridor roadway	3,750,000	1,250,000	5,000,000
Freeport	Widen SH 36. This project is in the UTP, Maritime Connectivity Study and is supported by Port Freeport.	8,719,027	2,906,342	11,625,369
Palacios	SH 35 and 12th street box culvert and drainage improvements	1,699,400	255,000	1,954,400
Calhoun Navigation	Improve FM 1593	2,000,000	12,585,374	14,585,374
West Calhoun	Improve roadway to/from port and install drainage	2,437,450	610,000	3,047,450
Victoria	FM 1432 and Weaver Rd; Queing lanes with illumination	1,431,101	477,034	1,908,135
Corpus Christi Project 1	Phase 2 of adding a secondary access from the main lanes of the JFC.	2,958,867	986,289	3,945,156
Corpus Christi Project 2	Expansion of Rincon Road to extend the JFC.	3,763,988	1,254,663	5,018,651
Mansfield	Queing area	2,919,106	259,360	3,178,466
Harlingen	Various locations; Queing area, rebuild and resurface roads	5,262,841	7,017,121.83	7,017,122
Total		40,000,000	40,766,321	80,766,321



AVIATION PROGRAM

MISSION OF THE AVIATION PROGRAM

The geographic size of Texas and the distance between population centers make air travel in the state a necessity. In addition to serving business and recreational needs, air transportation offers many opportunities to develop and diversify the Texas economy.

General aviation plays a crucial role in supporting local economies. A growing number of communities realize that airports are no longer a luxury, but a necessary link to business and industry. In addition to accessing benefits, general aviation as an industry has a significant annual economic impact in Texas.

*TxDOT's **Aviation Division (AVN)** [↗](#) provides engineering, technical, and financial assistance to Texas communities for planning, constructing, and maintaining airports. The TxDOT **Aviation Capital Improvement Program (Aviation CIP)** [↗](#) is TxDOT's plan for general aviation airport development in Texas and helps guide the work of AVN. It is a detailed listing of potential projects based on the anticipated funding levels of the Federal Aviation Administration (FAA) Airport Improvement Program and the Texas Aviation Facilities Development Program.*

*The **Aviation CIP** is a three-year tentative schedule of federal and state airport development projects. Airport needs are categorized by the objectives they address. The objectives, in order of importance assigned by the Texas Transportation Commission, also support TxDOT's strategic plan goals. They include:*

- Enhance safety
- Preserve existing facilities
- Respond to present needs
- Provide for anticipated needs

[↗ website URLs are found on the Resources Page](#)



PROGRAMS AND FUNDING

By law, TxDOT acts as the agent of the state and sponsor for applying, receiving, and disbursing federal funds for the benefit of general aviation airports. Legislation allows state funding assistance on federally funded projects, and the state may also fund projects not eligible for federal funding at publicly owned facilities. Additionally, Texas was selected in 1993 to participate in the State Block Grant Pilot Program, which is a federal program giving the state the lead in carrying out the Airport Improvement Program for non-reliever general aviation airports. In 1996, the State Block Grant Program was made permanent, and TxDOT's responsibility was expanded to include reliever airports as well.

Through multi-year programming, FAA, TxDOT, and airport sponsors can anticipate airport needs and accommodate changes in project scope, cost, and schedule more easily. The project participants know when projects are scheduled and can plan for implementation.

The TxDOT **Aviation CIP** ^ℹ includes all Texas general aviation airports in the **Texas Airport System Plan (TASP)** ^ℹ, including those designated by FAA as relievers. Certain airports in metropolitan areas are classified as relievers to enhance capacity at major commercial airports. AVN has programming responsibility for reliever airports.

The **Aviation CIP** is developed on assumptions about future annual federal and state funding from the following sources:

- Annual federal Airport Improvement Program funding, plus non-primary entitlement funds
- Annual federal discretionary funding
- Annual (state) Texas Aviation Facilities Development Program Funding

Inclusion of a project in the **Aviation CIP** is not a commitment for future funding. However, projects in the **Aviation CIP** are under strong consideration for funding. AVN will work with sponsors to develop acceptable projects, assuming the projects are consistent with planning and programming standards and priorities. AVN identifies an annual program of projects from the **Aviation CIP**.

The process of developing the **Aviation CIP** is continuous. Through the **Aviation CIP** and other efforts, AVN resolves investment issues and makes programming decisions.



"Resources" ^ℹ website URLs are found on the Resources Page

AVN conducts the programming process on an annual cycle and includes the elements below:

The three-year **Aviation CIP** provides the basis for the airport investment scheduling activities of the FAA, AVN, and local governments. The program also provides the flexibility needed to deal with a variety of technical changes throughout the development of projects. Changes in both project scope and achievable schedule can be accommodated within the **Aviation CIP**.

Project Priorities

To make the best use of limited state and federal airport development funds, the Texas Transportation Commission establishes a priority system that allows AVN to identify projects that meet present system needs. These priorities are consistent with those defined by the FAA in its National

Priority System. A combination of quantitative and qualitative measures described in the FAA’s programming guidance form the foundation for project selection. Current priorities are:

- **Safety** – projects needed to make the facility safe for aircraft operations
- **Preservation** – projects needed to preserve the functional or structural integrity of the airport
- **Standards** – improvements required to bring the airport up to design standards for current user aircraft
- **Upgrades** – improvements required to allow the airport to accommodate larger aircraft or longer stage lengths
- **Capacity** – expansion required to accommodate more aircraft or higher activity levels
- **New access** – a new airport needed to provide air access to a previously unserved area
- **New capacity** – a new airport needed to add capacity or relieve congestion at other area airports

TABLE 7

Project Development Process for Airports

	Airport Sponsor	TxDOT	Federal Aviation Administration
Planning	<p>Prepares the airport master plan, which includes the short-, intermediate-, and long-term development programs.</p> <p>Requests that a specific project be included in the state’s Aviation CIP.</p>	<p>Prepares and continually updates the Texas Airport System Plan, which establishes state aviation priorities.</p> <p>Evaluates the proposed project in terms of its consistency with state aviation policies and investment priorities, federal eligibility, and compliance with federal regulations.</p>	<p>Maintains an updated National Airport System Plan, which outlines development and identifies airports eligible for federal funding.</p>
Programming	<p>Prepares the letter of interest with the project description and cost estimate.</p> <p>Comments on the tentative Aviation CIP.</p>	<p>Prepares the Aviation CIP for general aviation airports.</p> <p>The Texas Transportation Commission approves the Aviation CIP and funding for each project.</p>	<p>Provides support and technical assistance as requested.</p>
Project	<p>Enters into an intergovernmental agreement authorizing TxDOT as the agent.</p> <p>Selects a qualified consultant for the project.</p> <p>Reviews project development.</p>	<p>Issues a request for qualifications for consultant selection.</p> <p>Reviews consultant selection for general compliance.</p> <p>Provides technical assistance to the consultant and reviews project results.</p> <p>Assists with acquisition of property and easements needed for projects.</p> <p>Receives requests for payment, disburses project funds, reviews project development, and approves the project.</p>	



RAIL PROGRAM



MISSION OF THE RAIL PROGRAM

The rail system in Texas plays a critical role as a state, national, and international economic driver, moving people and goods across the state. The Texas rail network is the largest in the country and serves as a connection between all modes of transportation.

*TxDOT's **Rail Division (RRD)** [↗](#) facilitates the continuing development, improvement, and maintenance of a best-in-class freight and passenger rail system for Texas. **The Texas Rail Plan** [↗](#) guides the work of RRD by putting forth the state's vision for the rail system and identifying opportunities for future improvement.*

RRD's responsibilities include coordination with railroads on freight and passenger rail issues, oversight of state and federal funds appropriated for rail projects and rail-highway crossings, safety inspections of the network; and management of state-owned rail facilities such as the South Orient Rail Line (SORR).

*The **Texas Rail Plan** and the work of RRD support TxDOT's strategic plan goals by working to increase safety, manage system assets, increase mobility and reliability, increase multimodal connectivity, and increase economic competitiveness. These goals align with the goals of both the statewide **Texas Transportation Plan** [↗](#) and the **Texas Freight Mobility Plan** [↗](#).*

[↗](#) website URLs are found on the Resources Page



PROGRAMS AND FUNDING

Historically, TxDOT has been limited in its ability to expend funds on rail projects without specific legislative appropriations. Most of TxDOT’s revenue comes from the gas tax and is dedicated by the state constitution to highway projects. The lack of a secure source of rail funding has limited RRD’s ability to develop rail projects, so TxDOT has historically used federal grant funds and specific appropriations from the Texas Legislature for rail project development and implementation.

For the near term, funding support for freight and passenger rail projects in Texas is mainly limited to federal sources. Most of the existing rail system is privately owned, so the state’s role is restricted to improving rail transportation options. However, there remains increasing interest in using public-private partnerships to develop and improve Texas rail systems.

RRD uses federal grants, specific appropriations from the state, private-sector contributions, and available planning funds to develop rail projects in Texas. Rail construction projects are contingent on the award of a specific federal grant or appropriation to a project, and not subject to selection by a ranking process. Most federal grant awards have been directed to privately owned facilities, but RRD has also had some success in rehabilitating state-owned rail facilities, such as the SORR.

The 79th Texas Legislature (2005) authorized the creation of the Texas Railroad Relocation and Improvement Fund (TRRIF) with passage of HB 1546. Texas voters approved a constitutional amendment to create the fund, but the Legislature has not established a funding mechanism or appropriated any funds to the TRRIF.

South Orient Railroad (SORR)

The SORR, a state-owned rail facility, is approximately 391 miles long. The SORR extends from San Angelo Junction in Coleman County (five miles southwest of Coleman) through San Angelo to Presidio at the Texas-Mexico border. TxDOT is using a combination of federal, state, and local funds, along with private contributions from the railroad operator, Texas Pacifico, to rehabilitate the SORR. Funding has been secured for more than 205 miles of projects.

Passenger Rail Projects

Texas Central Railway is a privately funded project to develop high-speed passenger rail service from Dallas to Houston. RRD’s role is to support the Federal Railroad Administration, the lead federal agency conducting a Preliminary Engineering/National Environmental Policy Act study for the project. The federal environmental permitting process is scheduled to conclude July 31, 2021.

Amtrak’s Heartland Flyer is a passenger rail service between Fort Worth, Texas and Oklahoma City, Oklahoma. Since 2007, TxDOT has funded between 40 and 50 percent of the annual operating subsidy of the Heartland Flyer.



TABLE 8

Planned Rail Projects (Unfunded)

Descriptions	Cost (\$)
SORR Rehabilitation	
Rehabilitate line between Crockett/Pecos County lines and Sulphur Junction (22.1 miles). The rail is in generally good condition, but needs major tie replacements with grade crossing reconstructions during tie replacements. Rehabilitation is essential to provide service to existing customers and attract new businesses to the area.	7,000,000*
Rehabilitate line between Sulphur Junction and Fort Stockton (16 miles). The rail was manufactured in 1912, is substandard for today's loadings, and is expected to become inoperable due to infrastructure deficiencies within five years. Rehabilitation is essential to provide service to existing customers and attract new businesses to the area.	12,800,000*
Rehabilitate line between Fort Stockton and Belding (10 miles). The rail line was manufactured in 1912 and is substandard for today's loadings. This section of the rail line must be rehabilitated to continue to provide safe and efficient service to the customer facilities that are served within the project limits, which includes a siding that has been used for pipe transloading and could be used for sand transloading. Rehabilitation of this section will also increase efficiency and capacity, allowing increased freight rail movements in an energy resource area of Texas that is experiencing significant truck traffic volumes.	8,000,000*
Rehabilitate line between Belding and Alpine (51 miles) to open the interchange with Union Pacific at Alpine. The rail line was manufactured in 1912 and is substandard for today's loadings. Rehabilitation is essential to enable shipments to/from the border at Presidio and to provide interchange capability with Union Pacific and foster competition for SORR freight between BNSF and Union Pacific. It would also allow crude oil shipments west to California across Union Pacific's Sunset Route.	33,000,000*
Development and construction of an international customs and border protections facility and rail related infrastructure for inspecting and processing the operation of trains crossing the international border at Presidio, Texas; along with any necessary rehabilitation of the supporting rail infrastructure from Alpine to Presidio, Texas. Development, construction and rehabilitation of these facilities may be done through the use of any available and eligible state or federal fund sources. The rail inspection facility and supporting rail infrastructure must be constructed and rehabilitated before the Presidio rail gateway can be reopened and rail freight transported across the border. The U.S. Department of Homeland Security does not provide funding for this type of facility.	33,000,000
SORR REHABILITATION SUBTOTAL	93,800,000
<i>*Funding for these projects is expected to be provided by SORR operator, Texas Pacifico.</i>	
Additional Improvements to Other Rail Lines	
Rehabilitate the Northeast Texas Rural Rail Transportation District (NETEX) rail line from Greenville to Mount Pleasant (66 miles). TxDOT owns the 31 miles of the NETEX right of way and has a security interest in the infrastructure from a Grant Funding Agreement in 1996. Track speeds on the NETEX line are limited to 10 mph due to defective cross ties and bridge deficiencies. The rail line must be rehabilitated to continue providing service to existing customers and attract new business to the line and the region. TxDOT would seek additional ownership in the line and infrastructure as a condition to rehabilitating the line.	30,000,000
Reconstruct an abandoned rail corridor owned by the NETEX rail line from Greenville to Wylie (23.2 miles) to provide additional rail capacity into the Dallas-Fort Worth metroplex. TxDOT funded the purchase of this right of way by NETEX.	12,000,000
Construct five grade separations and close five additional crossings to create a 5.9-mile sealed corridor in Houston on the West Belt Subdivision between Tower 26 and TNO Junction.	30,000,000
Construction of a second rail lift bridge over the Neches River at Beaumont with approach trackage on both sides of the river. The existing single-track lift bridge is a significant capacity constraint on a major intercontinental rail line between Los Angeles and New Orleans. Over 30 trains per day cross the existing bridge at reduced speeds and are often delayed by trains entering/ leaving the Port of Beaumont, which is adjacent to the existing lift bridge, and by watercraft moving along the Neches, requiring the bridge to lift. The construction of the additional bridge will increase capacity on this rail line and foster the diversion of truck freight from I-10 to the rail line.	120,000,000
TOTAL	285,800,000



FREIGHT, TRADE, AND CONNECTIVITY PROGRAM



MISSION OF THE FREIGHT, TRADE, AND CONNECTIVITY PROGRAM

A robust multimodal freight network is critical to Texans because quality of life depends on the daily delivery of millions of tons of goods shipped over the transportation system. Freight serves the state's growing population, it serves the state's industries and businesses, it employs Texans, and it serves the national economy. The Texas freight network connects urban and rural areas and is made up of highways, railroads, ports, waterways, airports, and pipelines.

*TxDOT's **Freight, Trade, and Connectivity Section (FTC)** [↗](#) elevates the movement of freight and international trade as a critical component of Texas' multimodal transportation system. FTC strengthens the economic competitiveness of Texas through local, regional, state, national, and binational collaboration and coordination efforts. FTC's work is guided by the **Texas Freight Mobility Plan** [↗](#), which works to achieve TxDOT's strategic plan goals by providing a blueprint for an integrated multimodal freight system that facilitates the efficient, reliable, and safe movement of goods across Texas.*

FTC works with local, regional, state, federal, and private stakeholders to incorporate multimodal freight and international trade, as well as Texas-Mexico Border considerations, into TxDOT's overall transportation planning, programming, and implementation processes.

FTC also coordinates two advisory committees, the Texas Freight Advisory Committee and the Border Trade Advisory Committee (in cooperation with the Texas Secretary of State), and participates in two external committees, the U.S.-Mexico Joint Working Committee on Transportation Planning and the US-Mexico Binational Bridges and Border Crossings Group.

FTC, in collaboration and partnership with the Border Trade Advisory Committee, is also working with binational federal, state, regional, and private sector stakeholders to undertake development of the Texas-Mexico Border Transportation Master Plan. The plan will facilitate coordination and collaboration between Texas and Mexico on binational planning and programming and the implementation of policies, programs, and projects.

[↗ website URLs are found on the Resources Page](#)



PROGRAMS AND FUNDING

Texas Freight Mobility Plan

The 2018 **Texas Freight Mobility Plan** [↗](#) provides a 5-Year *Freight Investment Plan* that includes fully-funded projects letting during Fiscal Years 2016 through 2021 at an estimated cost of \$7.5 billion. The **Texas Freight Mobility Plan** also includes an *Unconstrained Freight Investment Plan* that identifies 2,594 multimodal freight projects, costing an estimated \$66 billion.

Projects in the **Texas Freight Mobility Plan** include planned highway and rail projects, as well as proposed projects, many of which have multimodal components. Project recommendations reflect the magnitude and complexity of moving freight in Texas, and the investment needed to address the challenges, such as population and freight growth, congestion, connectivity, safety, and other factors identified in the plan.

National Highway Freight Program Projects

In 2015, the federal Fixing America's Surface Transportation Act (FAST Act) created a new \$10.8 billion National Highway Freight Program (NHFP). Under the NHFP formula, Texas will receive annual apportionments totaling \$551 million over five years to invest in infrastructure and operational improvements that strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the U.S. To be eligible for funding, a state must have a freight plan in place, it must identify projects that contribute to the efficient movement of freight that are located on the FHWA-designated National Highway Freight Network.

The 2018 *Freight Investment Plan* identifies projects from the **Texas Freight Mobility Plan** to be funded through Texas' five-year NHFP apportionment. Projects are located in both urban and rural areas along major freight corridors. Critical Urban Freight Corridors and Critical Rural Freight Corridors, which are components of the National Highway Freight Network, were designated in the **Texas Freight Mobility Plan** and projects on those corridors are also eligible for NHFP funding.



[↗](#) website URLs are found on the Resources Page

State Border Infrastructure Funding

The FAST Act empowers the governor of a border state to designate five percent of federal funds for border infrastructure projects in consultation with relevant transportation organizations. In accordance with this section, Texas Governor Abbott directed TxDOT to designate five percent of the state's FY 2016 Surface Transportation Block Grant Program to the Coordinated Border Infrastructure (CBI) Reserve Fund. The CBI program supports the state's 28 land ports of entry by providing infrastructure that connects them to the state's highway system. This effort enhances safety and facilitates efficient movement of goods across the Texas-Mexico border.

In addition, the Texas Legislature passed Rider 11b in 2015, directing TxDOT to provide "additional funds for improvements designed to facilitate traffic related to motor vehicles, cargo, and rail, and improve the efficiency of border inspection and security processes at land ports of entry located within 50 miles of the Texas-Mexico border." In 2019, the Legislature updated eligibility requirements to limit projects to within 25 miles of the Texas-Mexico border.



Criteria for the selection of Rider 11b projects include:

- Number of incoming commercial trucks and railcars
- Number of incoming personal motor vehicles and buses
- Weight of incoming cargo by commercial trucks
- Number of land border ports of entry



APPENDIX I

MAJOR PROJECTS

INTRODUCTION

Major transportation projects are specific projects that TxDOT tracks and evaluates based on criteria set out in the Texas Administrative Code.

Designated Major Transportation Projects

The following projects represent the major transportation projects for the department as identified by the Commission for 2021 to 2030. Previously identified major transportation projects can be found by visiting the [Project Tracker](#) website. For the latest information regarding major transportation project progress and the status of benchmarking requirements, click on the links provided below each project.

SH 99 (Grand Parkway) Segments H, I-1, and I-2

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. Grand Parkway is being developed and constructed in 11 segments.

Segments H and I-1 will increase capacity by providing:

- A new two-lane controlled-access facility from US 59 North to I-10 East (Segments H and I-1)
- Four additional toll lanes from FM 1405 to SH 146 (Segment I-2B)
- Upgrade of tolling equipment to existing facility from I-10 to FM 1405 (Segment I-2A)

Find additional details about the project on [TxDOT's](#) website.

US 281

US 281 from Loop 1604 to the Bexar/Comal County line is one of the most congested roads in San Antonio and one of the 50 most congested corridors in Texas. TxDOT is planning to 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 plan are the remaining northern interchange connectors at Loop 1604.

Find additional details about the project on [Project Tracker](#).



[website URLs are found on the Resources Page](#)



APPENDIX II

USES OF FEDERAL AND STATE FUNDING

TABLE 9
Federal Transportation Programs in the UTP Categories

TxDOT receives federal transportation funding through multiple apportionment programs, each with different purposes and criteria. The table below identifies how these federal programs typically correspond to the 12 UTP funding categories. Some federal programs have broad requirements and are eligible to fund projects across all UTP categories, while other programs have narrower focuses and may only be used in select categories.

UTP Category	FEDERAL TRANSPORTATION PROGRAMS						
	Surface Transportation Block Grant Program (STBGP)	National Highway Performance Program (NHPP)	National Highway Freight Program (NHFP)	Highway Safety Improvement (HSIP)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Metropolitan Planning/PL/STPMM	Transportation Alternatives Set-Aside (TASA)
1	●	●	●	X	X	X	X
2U	●	●	●	X	X	X	X
2M	●	●	●	X	X	X	X
4U	●	●	●	X	X	X	X
4R	●	●	●	X	X	X	X
5	●	●	X	X	●	X	X
6	●	●	●	X	X	X	X
7	●	●	●	X	X	X	X
8	●	●	X	●	X	X	X
9	●	●	X	X	X	X	●
10	●	●	X	X	X	●	X
11	●	●	●	X	X	X	X
11 Energy Sector	●	●	●	X	X	X	X
Rider 11b	●	●	●	X	X	●	X
12 Clear Lanes	●	●	●	X	X	X	X
12 Strategic Priority	●	●	●	●	●	●	●

YES
 (Program is eligible in this UTP category)

X
 (Program is NOT eligible in this UTP category)

TABLE 10
Authorized Uses of State Funding Sources

The table below is a guide to the funding restrictions associated with each of TxDOT’s state funding sources and financing tools. While some sources are allowable for non-highway transportation needs, like aviation, ports, rail, and public transportation, a large majority of TxDOT’s funding is dedicated to improvement of the state highway system.

PROJECT TYPE	FUNDING SOURCE						
	Non-Tolled Highways	Tolled Highways	Rail - Passenger	Rail - Freight	Transit	Aviation	Ports
Proposition 1 Funds	●						
Proposition 7 Funds	●						
State Highway Fund – Dedicated	●	●					
Proposition 14 Bonds	●	●					
Proposition 12 Bonds ²	●	●					
Texas Mobility Fund – Revenue ³	●		●		●		
Texas Mobility Fund (TMF) – Bond Proceeds ⁴	●	●	●		●		
State Highway Fund – Non-Dedicated ⁵	●	●	●	●	●	●	●
Regional Subaccounts ⁶	●	●	●	●	●	●	●

TEXAS MOBILITY FUND, PROPOSITION 14 AND PROPOSITION 12 BOND PROGRAMS ARE UNAVAILABLE OR SUSPENDED.

1. State Highway Fund-Dedicated includes state motor fuel and lubricant taxes and motor vehicle registration fees. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of them may at times be used for other modes of transportation.

2. Proposition 12 bond proceeds may be used to provide funding for highway improvement projects, with no distinction between tolled and non-tolled highways.

3. Texas Mobility Fund revenues in excess of funds required to pay Texas Mobility Fund debt service are prohibited to pay for toll expenditures as part of 2015 legislation.

4. The Texas Constitution allows Texas Mobility Fund bonds to be used to develop and construct state highways, “to provide

participation by the state in the payment of a portion of the costs of constructing and providing publicly owned toll roads and other public transportation projects.” “Other public transportation projects” is undefined and therefore may be available for more types of transportation projects than those listed here.

5. “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.

6. Regional Subaccount funds may only be used for transportation, highway and air quality projects as defined by Section 228.001 of the Transportation Code in the region where the project from which those funds were derived is located. The revenues are deposited to the State Highway Fund but are not dedicated by the Texas Constitution.





APPENDIX III

UTP FUNDING TABLES

Funding Category	2021 UTP Funding Distribution
1 - Preventive Maintenance and Rehabilitation	\$13,926,300,000
2 - Metro and Urban Area Corridor Projects	\$9,762,261,100
3 - Non-Traditionally Funded Transportation Projects	\$6,120,171,705
4 - Statewide Connectivity Corridor Projects	\$9,762,261,100
5 - Congestion Mitigation and Air Quality Improvement	\$2,228,040,000
6 - Structures Replacement and Rehabilitation	\$3,586,560,000
7 - Metropolitan Mobility and Rehabilitation	\$4,655,270,000
8 - Safety	\$3,731,750,000
9 - Transportation Alternatives	\$910,500,000
10 - Supplemental Transportation Projects	\$725,469,530
11 - District Discretionary	\$3,203,380,000
12 - Strategic Priority	\$16,040,000,000
TOTAL UTP FUNDING: CATEGORIES 1 - 12	\$74,651,963,435

2021 Unified Transportation Program Planning Targets															
District/MPO/Division	CAT 1	CAT 2	CAT 3	CAT 4 URBAN	CAT 4 REGIONAL	CAT 5	CAT 6	CAT 7	CAT 8	CAT 9	CAT 10	CAT 11	CAT 12	TOTAL	
Ablene	\$ 593,964,937	\$ -	\$ -	\$ 26,225,876	\$ 67,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,267,144	\$ 65,750,000	\$ 916,207,958	
Amarillo	\$ 580,724,400	\$ -	\$ -	\$ 44,489,308	\$ 113,200,000	\$ -	\$ -	\$ -	\$ -	\$ 6,759,956	\$ -	\$ 96,564,513	\$ 169,620,000	\$ 1,011,358,178	
Atlanta	\$ 319,133,678	\$ -	\$ -	\$ 14,382,228	\$ 573,585,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,839,270	\$ 95,238,800	\$ 1,069,178,975	
Austin	\$ 601,918,711	\$ -	\$ -	\$ 422,432,879	\$ 117,320,000	\$ -	\$ -	\$ -	\$ -	\$ 137,864	\$ -	\$ 76,393,878	\$ 4,488,600,000	\$ 5,706,803,332	
Beaumont	\$ 396,036,865	\$ -	\$ -	\$ 102,700,512	\$ 160,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,437,828	\$ 540,210,000	\$ 1,272,285,205	
Brownwood	\$ 225,520,044	\$ -	\$ -	\$ -	\$ 134,330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,329,104	\$ -	\$ 424,179,148	
Bryan	\$ 446,533,046	\$ -	\$ -	\$ 47,325,107	\$ 839,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,465,063	\$ 448,900,000	\$ 1,877,223,216	
Childress	\$ 195,515,641	\$ -	\$ -	\$ -	\$ 19,520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,064,638	\$ 11,200,000	\$ 278,300,279	
Corpus Christi	\$ 490,961,243	\$ -	\$ -	\$ 59,983,167	\$ 572,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,569,957	\$ -	\$ 1,285,014,363	
Dallas	\$ 1,225,942,446	\$ -	\$ 30,948,168	\$ 911,306,943	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,002,950	\$ -	\$ 142,112,407	\$ 2,309,202,630	\$ 4,621,515,543	
El Paso	\$ 364,482,895	\$ -	\$ -	\$ 137,855,111	\$ 46,400,251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,331,962	\$ 243,920,000	\$ 891,990,220	
Fort Worth	\$ 872,232,116	\$ -	\$ 3,898,146	\$ 428,850,326	\$ 101,329,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,111,155	\$ 637,932,000	\$ 2,159,353,730	
Houston	\$ 1,196,950,987	\$ -	\$ 269,219,027	\$ 1,158,899,723	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,516,962	\$ 144,508,288	\$ 3,005,155,000	\$ 5,786,249,987	
Laredo	\$ 499,108,696	\$ -	\$ -	\$ 42,089,836	\$ 160,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,440,392	\$ 161,200,000	\$ 941,808,924	
Lubbock	\$ 621,436,476	\$ -	\$ -	\$ 39,839,743	\$ 43,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,502,212	\$ 133,918,641	\$ 82,040,000	\$ 921,737,071	
Lufkin	\$ 236,978,097	\$ -	\$ -	\$ -	\$ 566,844,316	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,744,780	\$ 6,260,000	\$ 868,827,193	
Odessa	\$ 775,209,822	\$ -	\$ -	\$ 81,071,154	\$ 196,018,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 631,152,097	\$ 552,450,000	\$ 2,235,901,874	
Paris	\$ 546,779,444	\$ -	\$ -	\$ 36,425,039	\$ 57,660,000	\$ -	\$ -	\$ -	\$ -	\$ 3,193,647	\$ -	\$ 81,928,086	\$ 234,560,000	\$ 960,546,216	
Pharr	\$ 383,145,955	\$ -	\$ -	\$ 198,162,782	\$ 255,281,000	\$ -	\$ -	\$ -	\$ -	\$ 2,115,939	\$ -	\$ 71,437,900	\$ 431,260,600	\$ 1,341,404,176	
San Angelo	\$ 421,957,073	\$ -	\$ -	\$ 15,213,304	\$ 62,601,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152,320,299	\$ 49,400,000	\$ 701,492,626	
San Antonio	\$ 1,095,025,650	\$ -	\$ -	\$ 420,389,326	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 148,920,326	\$ 1,712,300,000	\$ 3,406,635,302	
Tyler	\$ 580,638,339	\$ -	\$ -	\$ 86,987,711	\$ 204,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,918,404	\$ 235,150,000	\$ 1,193,494,453	
Waco	\$ 565,772,526	\$ -	\$ -	\$ 169,335,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,538,345	\$ -	\$ 806,646,848	
Wichita Falls	\$ 312,209,578	\$ -	\$ -	\$ 19,809,634	\$ 599,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,529,787	\$ 168,316,477	\$ 1,176,665,476	
Yoakum	\$ 468,121,336	\$ -	\$ 3,698,420	\$ 26,864,419	\$ 592,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 141,565,742	\$ 140,000,000	\$ 1,372,249,917	
(ABL) Abilene MPO	\$ -	\$ 57,012,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,012,774	
(AMA) Amarillo MPO	\$ -	\$ 96,715,887	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,715,887	
(ATL) Texarkana MPO	\$ -	\$ 31,265,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,265,712	
(AUS) CAMPO TMA	\$ -	\$ 918,332,345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 383,864,575	\$ -	\$ 24,665,980	\$ -	\$ -	\$ -	\$ 1,326,862,899	
(BMT & HOU) HGAC TMA	\$ -	\$ 2,519,347,225	\$ -	\$ -	\$ -	\$ 929,740,879	\$ -	\$ 1,460,682,785	\$ -	\$ 93,859,070	\$ -	\$ -	\$ -	\$ 5,003,629,960	
(BMT) JOHRTS MPO	\$ -	\$ 223,261,983	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,261,983	
(BRY) Bryan-College Station MPO	\$ -	\$ 102,880,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,880,667	
(CRP) Corpus Christi TMA	\$ -	\$ 130,398,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,180,349	\$ -	\$ 5,794,720	\$ -	\$ -	\$ -	\$ 226,373,259	
(DAL, FTW & PAR) NCTCOG TMA	\$ -	\$ 2,913,385,366	\$ -	\$ -	\$ -	\$ 983,954,230	\$ -	\$ 1,546,278,171	\$ -	\$ 99,359,170	\$ -	\$ -	\$ -	\$ 5,542,976,937	
(ELP) El Paso TMA	\$ -	\$ 299,685,025	\$ -	\$ -	\$ -	\$ 93,493,465	\$ -	\$ 217,618,566	\$ -	\$ 13,983,510	\$ -	\$ -	\$ -	\$ 624,780,566	
(LRD) Laredo TMA	\$ -	\$ 91,499,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,417,596	\$ -	\$ 4,267,790	\$ -	\$ -	\$ -	\$ 162,185,031	
(LBB) Lubbock TMA	\$ -	\$ 86,608,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,875,727	\$ -	\$ 4,297,230	\$ -	\$ -	\$ 300,000	\$ 158,081,092	
(ODA) Permian Basin MPO	\$ -	\$ 176,241,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,241,640	
(PAR) Sherman-Denison MPO	\$ -	\$ 79,184,868	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,184,868	
(PHR) Rio Grande Valley TMA	\$ -	\$ 430,788,656	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 266,653,703	\$ -	\$ 17,134,360	\$ -	\$ -	\$ 800,000	\$ 715,376,719	
(SJT) San Angelo MPO	\$ -	\$ 33,072,401	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,072,401	
(SAT) AAAMPO	\$ -	\$ 913,889,839	\$ -	\$ -	\$ -	\$ 220,851,426	\$ -	\$ 495,380,657	\$ -	\$ 31,831,670	\$ -	\$ -	\$ -	\$ 1,661,953,992	
(TYL) Tyler MPO	\$ -	\$ 126,467,356	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 126,467,356	
(TYL) Longview MPO	\$ -	\$ 62,636,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,636,362	
(WAC) Killean-Temple TMA	\$ -	\$ 189,232,732	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,317,870	\$ -	\$ 3,940,100	\$ -	\$ -	\$ -	\$ 254,490,702	
(WAC) Waco MPO	\$ -	\$ 178,888,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,888,960	
(WFS) Wichita Falls MPO	\$ -	\$ 43,064,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,064,422	
(YKM) Victoria MPO	\$ -	\$ 58,400,911	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,400,911	
Bridge Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000	
Traffic Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,231,750,000	\$ -	\$ -	\$ -	\$ -	\$ 3,231,750,000	
Design Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Railway-Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	
Railroad Grade Crossing Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ 35,000,000	
Railroad Signal Maintenance Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ -	\$ 11,000,000	
Texas Parks and Wildlife Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000,000	\$ -	\$ -	\$ 100,000,000	
Landscape Incentive Awards Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000	
Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000	\$ -	\$ -	\$ 150,000,000	
PTN TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,116,400	\$ -	\$ -	\$ -	\$ 156,116,400	
TAP Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 455,250,000	\$ -	\$ -	\$ -	\$ 455,250,000	
Green Ribbon	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ 200,000,000	
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,240,000	\$ -	\$ -	\$ 15,240,000	
Road to Zero - Traffic Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000	
Coordinated Border Infrastructure Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,160,000	\$ -	\$ -	\$ 46,160,000	
Ferry Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,840,000	\$ -	\$ -	\$ 120,840,000	
Rider 11B Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ -	\$ 30,000,000	
Design Build Development Cost	\$ -	\$ -	\$ 1,902,168,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,902,168,750	
Local Funding	\$ -	\$ -	\$ 3,910,239,194	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,910,239,194	
Multiple Districts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,500,000	\$ 22,500,000	
Statewide Carryover Adjustments	\$ -	\$ -	\$ -	\$ -	\$ (347,245,203)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,801,395	\$ (219,443,808)	
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ 105,774,992	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,933,098	\$ 205,708,090	
TOTAL	\$ 13,926,300,000	\$ 9,762,261,100	\$ 6,120,171,705	\$ 4,490,640,106	\$ 5,271,620,994	\$ 2,228,040,000	\$ 3,586,560,000	\$ 4,655,270,000	\$ 3,731,750,000	\$ 910,500,000	\$ 725,469,530	\$ 3,203,380,000	\$ 16,040,000,000	\$ 74,651,963,435	

Notes:
 Categories provided include 2021 UTP Planning allocations. With the exception of Categories 4 Regional and 12 Strategic Priority, these amounts do not include carryover balances or other adjustments made through cashflow, lettings and program accelerations. To view the program adjustments, please go to <http://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 1: Preventive Maintenance and Rehabilitation Total Funding Summary											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 55,109,363	\$ 60,757,740	\$ 50,055,887	\$ 57,921,393	\$ 57,933,721	\$ 55,477,932	\$ 56,084,569	\$ 56,611,545	\$ 55,219,270	\$ 88,793,519	\$ 593,964,937
Amarillo	\$ 53,880,877	\$ 59,403,341	\$ 48,940,052	\$ 56,630,222	\$ 56,642,275	\$ 54,241,230	\$ 54,834,344	\$ 55,349,573	\$ 53,988,334	\$ 86,814,153	\$ 580,724,400
Atlanta	\$ 29,609,919	\$ 32,644,757	\$ 26,894,718	\$ 31,120,805	\$ 31,127,429	\$ 29,807,949	\$ 30,133,891	\$ 30,417,032	\$ 29,668,971	\$ 47,708,207	\$ 319,133,678
Austin	\$ 55,847,331	\$ 61,571,345	\$ 50,726,185	\$ 58,697,017	\$ 58,709,510	\$ 56,220,836	\$ 56,835,597	\$ 57,369,629	\$ 55,958,710	\$ 89,982,551	\$ 601,918,711
Beaumont	\$ 36,745,164	\$ 40,511,322	\$ 33,375,668	\$ 38,620,136	\$ 38,628,356	\$ 36,990,915	\$ 37,395,401	\$ 37,746,772	\$ 36,818,447	\$ 59,204,685	\$ 396,036,865
Brownwood	\$ 20,924,242	\$ 23,068,850	\$ 19,005,509	\$ 21,991,930	\$ 21,996,610	\$ 21,064,182	\$ 21,294,514	\$ 21,494,599	\$ 20,965,972	\$ 33,713,637	\$ 225,520,044
Bryan	\$ 41,430,310	\$ 45,676,667	\$ 37,631,191	\$ 43,544,348	\$ 43,553,616	\$ 41,707,394	\$ 42,163,454	\$ 42,559,626	\$ 41,512,936	\$ 66,753,503	\$ 446,533,046
Childress	\$ 18,140,368	\$ 19,999,646	\$ 16,476,913	\$ 19,066,005	\$ 19,070,063	\$ 18,261,690	\$ 18,461,377	\$ 18,634,842	\$ 18,176,546	\$ 29,228,193	\$ 195,515,641
Corpus Christi	\$ 45,552,455	\$ 50,221,307	\$ 41,375,339	\$ 47,876,831	\$ 47,887,021	\$ 45,857,108	\$ 46,358,544	\$ 46,794,133	\$ 45,643,302	\$ 73,395,202	\$ 490,961,243
Dallas	\$ 113,745,614	\$ 125,403,853	\$ 103,315,251	\$ 119,549,639	\$ 119,575,084	\$ 114,506,341	\$ 115,758,439	\$ 116,846,116	\$ 113,972,463	\$ 183,269,645	\$ 1,225,942,446
El Paso	\$ 33,817,518	\$ 37,283,610	\$ 30,716,484	\$ 35,543,103	\$ 35,550,668	\$ 34,043,688	\$ 34,415,948	\$ 34,739,323	\$ 33,884,962	\$ 54,487,591	\$ 364,482,895
Fort Worth	\$ 80,927,598	\$ 89,222,189	\$ 73,506,616	\$ 85,057,039	\$ 85,075,143	\$ 81,468,839	\$ 82,359,680	\$ 83,133,540	\$ 81,088,996	\$ 130,392,476	\$ 872,232,116
Houston	\$ 111,055,723	\$ 122,438,265	\$ 100,872,021	\$ 116,722,493	\$ 116,747,336	\$ 111,798,460	\$ 113,020,948	\$ 114,082,904	\$ 111,277,207	\$ 178,935,629	\$ 1,196,950,987
Laredo	\$ 37,957,997	\$ 41,848,463	\$ 34,477,285	\$ 39,894,856	\$ 39,903,347	\$ 38,211,859	\$ 38,629,696	\$ 38,992,664	\$ 38,033,699	\$ 61,158,830	\$ 409,108,696
Lubbock	\$ 57,658,232	\$ 63,567,853	\$ 52,371,028	\$ 60,600,322	\$ 60,613,220	\$ 58,043,848	\$ 58,678,543	\$ 59,229,892	\$ 57,773,222	\$ 92,900,318	\$ 621,436,476
Lufkin	\$ 21,987,345	\$ 24,240,915	\$ 19,971,126	\$ 23,109,279	\$ 23,114,198	\$ 22,134,395	\$ 22,376,429	\$ 22,586,680	\$ 22,031,195	\$ 35,426,534	\$ 236,978,097
Odessa	\$ 71,925,658	\$ 79,297,604	\$ 65,330,145	\$ 75,595,763	\$ 75,611,853	\$ 72,406,694	\$ 73,198,443	\$ 73,886,223	\$ 72,069,103	\$ 115,888,335	\$ 775,209,822
Paris	\$ 50,731,389	\$ 55,931,051	\$ 46,079,370	\$ 53,320,028	\$ 53,331,376	\$ 51,070,679	\$ 51,629,124	\$ 52,114,236	\$ 50,832,566	\$ 81,739,624	\$ 546,779,444
Pharr	\$ 35,549,117	\$ 39,192,687	\$ 32,289,298	\$ 37,363,060	\$ 37,371,012	\$ 35,786,869	\$ 36,178,189	\$ 36,518,123	\$ 35,620,015	\$ 57,277,586	\$ 383,145,955
San Angelo	\$ 39,150,098	\$ 43,162,746	\$ 35,560,071	\$ 41,147,785	\$ 41,156,543	\$ 39,411,932	\$ 39,842,892	\$ 40,217,259	\$ 39,228,177	\$ 63,079,571	\$ 421,957,073
San Antonio	\$ 101,598,868	\$ 112,012,139	\$ 92,282,350	\$ 106,783,089	\$ 106,805,817	\$ 102,278,358	\$ 103,396,746	\$ 104,368,272	\$ 101,801,492	\$ 163,698,519	\$ 1,095,025,650
Tyler	\$ 53,872,892	\$ 59,394,538	\$ 48,932,799	\$ 56,621,829	\$ 56,633,881	\$ 54,233,192	\$ 54,826,218	\$ 55,341,370	\$ 53,980,333	\$ 86,801,287	\$ 580,638,339
Waco	\$ 52,493,609	\$ 57,873,887	\$ 47,679,996	\$ 55,172,167	\$ 55,183,910	\$ 52,844,684	\$ 53,422,528	\$ 53,924,491	\$ 52,598,300	\$ 84,578,954	\$ 565,772,526
Wichita Falls	\$ 28,967,486	\$ 31,936,478	\$ 26,311,195	\$ 30,445,591	\$ 30,452,071	\$ 29,161,219	\$ 29,480,090	\$ 29,757,087	\$ 29,025,257	\$ 46,673,103	\$ 312,209,578
Yoakum	\$ 43,433,319	\$ 47,884,972	\$ 39,450,525	\$ 45,649,563	\$ 45,659,279	\$ 43,723,799	\$ 44,201,908	\$ 44,617,233	\$ 43,519,940	\$ 69,980,798	\$ 468,121,336
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 1,292,112,491	\$ 1,424,546,224	\$ 1,173,627,022	\$ 1,358,044,294	\$ 1,358,333,335	\$ 1,300,754,094	\$ 1,314,977,510	\$ 1,327,333,166	\$ 1,294,689,413	\$ 2,081,882,450	\$ 13,926,300,000

Notes:

Preventive Maintenance (PM) and Rehabilitation (Rehab) are combined into one allocation for the District to program and manage. PM accounts for 33% of total; formula components include on-system lane miles, pavement distress and on-system bridge deck area. Rehab accounts for 67% of total; formula factors include pavement distress scores, vehicle miles traveled per lane mile, single axle load miles and distress score pace factor. These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 2: Metropolitan (TMA) and Urbanized (Non-TMA) Corridor Funding (Formula Distribution, For Informational Purposes Only)											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
(ABL) Abilene MPO	\$ 3,000,416	\$ 3,016,472	\$ 8,859,209	\$ 5,787,734	\$ 4,364,980	\$ 7,981,998	\$ 7,451,754	\$ 6,452,022	\$ 7,619,042	\$ 2,479,148	\$ 57,012,774
(AMA) Amarillo MPO	\$ 5,089,875	\$ 5,117,113	\$ 15,028,672	\$ 9,818,252	\$ 7,404,707	\$ 13,540,579	\$ 12,641,079	\$ 10,945,143	\$ 12,924,864	\$ 4,205,602	\$ 96,715,887
(ATL) Texarkana MPO	\$ 1,645,423	\$ 1,654,228	\$ 4,858,376	\$ 3,173,984	\$ 2,393,748	\$ 4,377,314	\$ 4,086,530	\$ 3,538,278	\$ 4,178,270	\$ 1,359,561	\$ 31,265,712
(AUS) CAMPO TMA	\$ 48,329,150	\$ 48,587,779	\$ 142,699,574	\$ 93,225,825	\$ 70,308,841	\$ 128,569,897	\$ 120,029,008	\$ 103,925,834	\$ 122,723,592	\$ 39,932,844	\$ 918,332,345
(BMT & HOU) HGAC TMA	\$ 132,585,890	\$ 133,295,409	\$ 391,481,122	\$ 255,755,147	\$ 192,884,836	\$ 352,717,852	\$ 329,286,831	\$ 285,109,486	\$ 336,679,136	\$ 109,551,516	\$ 2,519,347,225
(BMT) JOHRTS MPO	\$ 11,749,626	\$ 11,812,503	\$ 34,692,658	\$ 22,664,760	\$ 17,093,258	\$ 31,257,497	\$ 29,181,063	\$ 25,266,112	\$ 29,836,162	\$ 9,708,344	\$ 223,261,983
(BRY) Bryan-College Station MPO	\$ 5,414,309	\$ 5,443,283	\$ 15,986,617	\$ 10,444,078	\$ 7,876,691	\$ 14,403,671	\$ 13,446,836	\$ 11,642,799	\$ 13,748,710	\$ 4,473,672	\$ 102,880,667
(CRP) Corpus Christi TMA	\$ 6,862,476	\$ 6,899,200	\$ 20,262,562	\$ 13,237,559	\$ 9,983,472	\$ 18,256,225	\$ 17,043,465	\$ 14,756,902	\$ 17,426,081	\$ 5,670,246	\$ 130,398,190
(DAL, FTW & PAR) NCTCOG TMA	\$ 153,322,967	\$ 154,143,458	\$ 452,710,670	\$ 295,756,495	\$ 223,052,961	\$ 407,884,637	\$ 380,788,891	\$ 329,701,994	\$ 389,337,388	\$ 126,685,905	\$ 2,913,385,366
(ELP) El Paso TMA	\$ 15,771,548	\$ 15,855,948	\$ 46,568,027	\$ 30,422,955	\$ 22,944,315	\$ 41,957,003	\$ 39,169,802	\$ 33,914,755	\$ 40,049,142	\$ 13,031,530	\$ 299,685,025
(LRD) Laredo TMA	\$ 4,815,359	\$ 4,841,128	\$ 14,218,121	\$ 9,288,718	\$ 7,005,344	\$ 12,810,286	\$ 11,959,299	\$ 10,354,832	\$ 12,227,779	\$ 3,978,779	\$ 91,499,644
(LBB) Lubbock TMA	\$ 4,557,933	\$ 4,582,325	\$ 13,458,030	\$ 8,792,149	\$ 6,630,843	\$ 12,125,457	\$ 11,319,964	\$ 9,801,269	\$ 11,574,090	\$ 3,766,076	\$ 86,608,136
(ODA) Permian Basin MPO	\$ 9,275,083	\$ 9,324,718	\$ 27,386,171	\$ 17,891,423	\$ 13,493,313	\$ 24,674,476	\$ 23,035,352	\$ 19,944,914	\$ 23,552,483	\$ 7,663,707	\$ 176,241,640
(PAR) Sherman-Denison MPO	\$ 4,167,268	\$ 4,189,569	\$ 12,304,529	\$ 8,038,565	\$ 6,062,507	\$ 11,086,172	\$ 10,349,718	\$ 8,961,193	\$ 10,582,064	\$ 3,443,282	\$ 79,184,868
(PHR) Rio Grande Valley TMA	\$ 22,671,149	\$ 22,792,472	\$ 66,940,208	\$ 43,732,128	\$ 32,981,797	\$ 60,311,992	\$ 56,305,471	\$ 48,751,490	\$ 57,569,497	\$ 18,732,452	\$ 430,788,656
(SJT) San Angelo MPO	\$ 1,740,504	\$ 1,749,818	\$ 5,139,117	\$ 3,357,392	\$ 2,532,070	\$ 4,630,257	\$ 4,322,670	\$ 3,742,737	\$ 4,419,711	\$ 1,438,123	\$ 33,072,401
(SAT) AAMPO	\$ 48,095,354	\$ 48,352,731	\$ 142,009,254	\$ 92,774,838	\$ 69,968,717	\$ 127,947,929	\$ 119,448,358	\$ 103,423,085	\$ 122,129,907	\$ 39,739,666	\$ 913,889,839
(TYL) Tyler MPO	\$ 6,655,608	\$ 6,691,225	\$ 19,651,750	\$ 12,838,515	\$ 9,682,522	\$ 17,705,894	\$ 16,529,693	\$ 14,312,058	\$ 16,900,775	\$ 5,499,318	\$ 126,467,356
(TYL) Longview MPO	\$ 3,296,369	\$ 3,314,009	\$ 9,733,058	\$ 6,358,620	\$ 4,795,530	\$ 8,769,320	\$ 8,186,775	\$ 7,088,432	\$ 8,370,564	\$ 2,723,685	\$ 62,636,362
(WAC) Killeen-Temple TMA	\$ 9,958,766	\$ 10,012,060	\$ 29,404,856	\$ 19,210,232	\$ 14,487,929	\$ 26,493,277	\$ 24,733,330	\$ 21,415,090	\$ 25,288,580	\$ 8,228,613	\$ 189,232,732
(WAC) Waco MPO	\$ 9,414,404	\$ 9,464,784	\$ 27,797,538	\$ 18,160,169	\$ 13,695,995	\$ 25,045,111	\$ 23,381,366	\$ 20,244,506	\$ 23,906,264	\$ 7,778,823	\$ 178,888,960
(WFS) Wichita Falls MPO	\$ 2,266,355	\$ 2,278,483	\$ 6,691,776	\$ 4,371,747	\$ 3,297,074	\$ 6,029,177	\$ 5,628,659	\$ 4,873,514	\$ 5,755,019	\$ 1,872,617	\$ 43,064,422
(YKM) Victoria MPO	\$ 3,073,469	\$ 3,089,917	\$ 9,074,912	\$ 5,928,652	\$ 4,471,257	\$ 8,176,342	\$ 7,633,188	\$ 6,609,114	\$ 7,804,549	\$ 2,539,510	\$ 58,400,911
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 513,759,302	\$ 516,508,631	\$ 1,516,956,809	\$ 991,029,939	\$ 747,412,709	\$ 1,366,752,361	\$ 1,275,959,103	\$ 1,104,775,561	\$ 1,304,603,668	\$ 424,503,017	\$ 9,762,261,100

Notes:
Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Proposed revisions to funding allocations will be addressed in future updates to the UTP.
MPO 10-year target allocations are based on the funding target formula with TMAs receiving 87% of Category 2 funding and MPOs operating in areas that are non-TMA receiving 13% of Category 2 funding. Distribution formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors.
Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
These programs are shown in annual amounts for informational purposes only to demonstrate how the 10-year program is built. These programs are managed by 10-year allocations. These balances do not include Carryover adjustments based on letting adjustments.

Category 3: Non-Traditionally Funded Transportation Projects Summary (ALL FUNDS)											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Austin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dallas	\$ 13,140,000	\$ 3,650,000	\$ 3,788,000	\$ -	\$ 10,370,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,948,168
El Paso	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fort Worth	\$ 3,898,146	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,898,146
Houston	\$ 13,219,027	\$ 1,000,000	\$ -	\$ 40,000,000	\$ -	\$ -	\$ -	\$ -	\$ 155,000,000	\$ 60,000,000	\$ 269,219,027
Laredo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Paris	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pharr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yoakum	\$ 3,698,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,698,420
Design Build Development Cost	\$ 546,568,750	\$ 483,000,000	\$ 872,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,902,168,750
Local Funding	\$ 1,444,104,465	\$ 540,109,639	\$ 430,588,258	\$ 114,942,578	\$ 62,714,593	\$ 1,149,313,683	\$ 24,631,251	\$ 47,500	\$ 72,684,320	\$ 71,102,907	\$ 3,910,239,194
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 2,024,628,808	\$ 1,027,759,639	\$ 1,306,976,258	\$ 154,942,578	\$ 73,084,761	\$ 1,149,313,683	\$ 24,631,251	\$ 47,500	\$ 227,684,320	\$ 131,102,907	\$ 6,120,171,705

Notes:

Non-traditional funding includes Texas Mobility Fund port capital improvements, regional toll revenue, design build and local government commitments.

Design-build development costs are approved for specific projects through the legislative appropriations request (LAR). FY 21 and FY 22 funds represent current LAR transfer request.

These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 4: Statewide Urban Connectivity Funding Summary (For Informational Purposes Only, Totals Included in Summary)											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 1,342,640	\$ 1,361,050	\$ 3,951,299	\$ 2,595,761	\$ 1,960,653	\$ 3,565,321	\$ 3,327,641	\$ 2,879,863	\$ 3,220,957	\$ 2,020,690	\$ 26,225,876
Amarillo	\$ 2,277,642	\$ 2,308,872	\$ 6,702,942	\$ 4,403,423	\$ 3,326,032	\$ 6,048,174	\$ 5,644,976	\$ 4,885,371	\$ 5,463,998	\$ 3,427,878	\$ 44,489,308
Atlanta	\$ 736,302	\$ 746,398	\$ 2,166,886	\$ 1,423,511	\$ 1,075,219	\$ 1,955,216	\$ 1,824,873	\$ 1,579,312	\$ 1,766,367	\$ 1,108,143	\$ 14,382,228
Austin	\$ 21,626,560	\$ 21,923,095	\$ 63,645,477	\$ 41,811,185	\$ 31,581,194	\$ 57,428,354	\$ 53,599,918	\$ 46,387,351	\$ 51,881,509	\$ 32,548,234	\$ 422,432,879
Beaumont	\$ 5,257,779	\$ 5,329,872	\$ 15,473,282	\$ 10,165,000	\$ 7,677,918	\$ 13,961,795	\$ 13,031,038	\$ 11,277,543	\$ 12,613,264	\$ 7,913,021	\$ 102,700,512
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ 2,422,821	\$ 2,456,042	\$ 7,130,195	\$ 4,684,102	\$ 3,538,038	\$ 6,433,692	\$ 6,004,793	\$ 5,196,770	\$ 5,812,280	\$ 3,646,375	\$ 47,325,107
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ 3,070,854	\$ 3,112,960	\$ 9,037,311	\$ 5,936,960	\$ 4,484,358	\$ 8,154,513	\$ 7,610,896	\$ 6,586,751	\$ 7,366,892	\$ 4,621,672	\$ 59,983,167
Dallas	\$ 46,654,594	\$ 47,294,304	\$ 137,301,257	\$ 90,198,526	\$ 68,129,549	\$ 123,889,168	\$ 115,630,150	\$ 100,070,609	\$ 111,923,058	\$ 70,215,728	\$ 911,306,943
El Paso	\$ 7,057,528	\$ 7,154,298	\$ 20,769,819	\$ 13,644,500	\$ 10,306,085	\$ 18,740,947	\$ 17,491,590	\$ 15,137,869	\$ 16,930,811	\$ 10,621,665	\$ 137,855,111
Fort Worth	\$ 21,955,103	\$ 22,256,143	\$ 64,612,356	\$ 42,446,365	\$ 32,060,964	\$ 58,300,785	\$ 54,414,188	\$ 47,092,051	\$ 52,669,675	\$ 33,042,695	\$ 428,850,326
Houston	\$ 59,330,170	\$ 60,143,682	\$ 174,604,605	\$ 114,704,543	\$ 86,639,651	\$ 157,548,589	\$ 147,045,680	\$ 127,258,770	\$ 142,331,409	\$ 89,292,623	\$ 1,158,899,723
Laredo	\$ 2,154,800	\$ 2,184,346	\$ 6,341,428	\$ 4,165,930	\$ 3,146,647	\$ 5,721,974	\$ 5,340,521	\$ 4,621,885	\$ 5,169,305	\$ 3,243,000	\$ 42,089,836
Lubbock	\$ 2,039,606	\$ 2,067,572	\$ 6,002,420	\$ 3,943,223	\$ 2,978,430	\$ 5,416,081	\$ 5,055,021	\$ 4,374,802	\$ 4,892,957	\$ 3,069,632	\$ 39,839,743
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Odessa	\$ 4,150,459	\$ 4,207,368	\$ 12,214,514	\$ 8,024,188	\$ 6,060,901	\$ 11,021,356	\$ 10,286,622	\$ 8,902,423	\$ 9,956,834	\$ 6,246,490	\$ 81,071,154
Paris	\$ 1,864,789	\$ 1,890,359	\$ 5,487,946	\$ 3,605,245	\$ 2,723,146	\$ 4,951,864	\$ 4,621,750	\$ 3,999,833	\$ 4,473,577	\$ 2,806,530	\$ 36,425,039
Pharr	\$ 10,144,995	\$ 10,284,099	\$ 29,856,021	\$ 19,613,579	\$ 14,814,702	\$ 26,939,575	\$ 25,143,660	\$ 21,760,254	\$ 24,337,557	\$ 15,268,340	\$ 198,162,782
San Angelo	\$ 778,849	\$ 789,528	\$ 2,292,099	\$ 1,505,769	\$ 1,137,351	\$ 2,068,198	\$ 1,930,323	\$ 1,670,573	\$ 1,868,437	\$ 1,172,177	\$ 15,213,304
San Antonio	\$ 21,521,940	\$ 21,817,040	\$ 63,337,587	\$ 41,608,920	\$ 31,428,418	\$ 57,150,540	\$ 53,340,624	\$ 46,162,949	\$ 51,630,529	\$ 32,390,780	\$ 420,389,326
Tyler	\$ 4,453,358	\$ 4,514,421	\$ 13,105,927	\$ 8,609,792	\$ 6,503,224	\$ 11,825,692	\$ 11,037,337	\$ 9,552,120	\$ 10,683,481	\$ 6,702,358	\$ 86,987,711
Waco	\$ 8,669,199	\$ 8,788,068	\$ 25,512,856	\$ 16,760,385	\$ 12,659,603	\$ 23,020,667	\$ 21,486,004	\$ 18,594,783	\$ 20,797,165	\$ 13,047,249	\$ 169,335,978
Wichita Falls	\$ 1,014,159	\$ 1,028,065	\$ 2,984,601	\$ 1,960,700	\$ 1,480,974	\$ 2,693,054	\$ 2,513,523	\$ 2,175,296	\$ 2,432,940	\$ 1,526,322	\$ 19,809,634
Yoakum	\$ 1,375,331	\$ 1,394,189	\$ 4,047,504	\$ 2,658,963	\$ 2,008,391	\$ 3,652,129	\$ 3,408,661	\$ 2,949,982	\$ 3,299,380	\$ 2,069,890	\$ 26,864,419
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 229,899,479	\$ 233,051,770	\$ 676,578,332	\$ 444,470,572	\$ 335,721,446	\$ 610,487,686	\$ 569,789,787	\$ 493,117,158	\$ 551,522,381	\$ 346,001,494	\$ 4,490,640,106

Notes:
Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Proposed revisions to funding allocations will be addressed in future updates to the UTP.
District allocations used in developing the 10-year target are based on the Category 2 funding target formula. Distribution formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors. Projects selected based on project-specific performance scoring thresholds for three corridor types: mobility, connectivity and strategic corridors on the state highway network.
Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
These programs are shown in annual amounts for informational purposes only to demonstrate how the 10-year program is built. These programs are managed by 10-year allocations. These balances do not include carryover adjustments based on letting adjustments.

Category 4: Statewide Regional Connectivity Corridor Funding Summary											
Fiscal Year Authorizations—Current Programming											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	10-YR Target (Cat 4 Regional)
Abilene	\$ 35,000,000	\$ 15,000,000	\$ -	\$ 17,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,000,000
Amarillo	\$ -	\$ 15,700,000	\$ 97,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 113,200,000
Atlanta	\$ 15,685,000	\$ -	\$ 24,000,000	\$ 277,400,000	\$ 161,200,000	\$ 45,300,000	\$ -	\$ 50,000,000	\$ -	\$ -	\$ 573,585,000
Austin	\$ -	\$ 6,600,000	\$ 23,500,000	\$ -	\$ -	\$ -	\$ 87,220,000	\$ -	\$ -	\$ -	\$ 117,320,000
Beaumont	\$ 50,000,000	\$ -	\$ 59,800,000	\$ 11,100,000	\$ -	\$ -	\$ 40,000,000	\$ -	\$ -	\$ -	\$ 160,900,000
Brownwood	\$ 9,350,000	\$ 29,280,000	\$ -	\$ 17,175,000	\$ 78,525,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,330,000
Bryan	\$ 200,000,000	\$ 121,000,000	\$ 228,000,000	\$ -	\$ 210,000,000	\$ 80,000,000	\$ -	\$ -	\$ -	\$ -	\$ 839,000,000
Childress	\$ 10,300,000	\$ -	\$ 9,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,520,000
Corpus Christi	\$ 115,000,000	\$ 115,000,000	\$ 15,000,000	\$ -	\$ 120,000,000	\$ -	\$ 80,000,000	\$ 127,500,000	\$ -	\$ -	\$ 572,500,000
Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
El Paso	\$ 10,120,407	\$ 27,203,400	\$ -	\$ -	\$ 9,076,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,400,251
Fort Worth	\$ 29,149,543	\$ -	\$ 29,680,445	\$ -	\$ -	\$ -	\$ 22,500,000	\$ 20,000,000	\$ -	\$ -	\$ 101,329,988
Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Laredo	\$ -	\$ -	\$ -	\$ 140,000,000	\$ -	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000,000
Lubbock	\$ 8,000,000	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,000,000
Lufkin	\$ 5,703,322	\$ 191,610,000	\$ 72,110,000	\$ 27,900,000	\$ -	\$ 13,600,000	\$ -	\$ -	\$ 255,920,994	\$ -	\$ 566,844,316
Odessa	\$ 127,218,800	\$ -	\$ -	\$ -	\$ 68,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 196,018,800
Paris	\$ -	\$ -	\$ 40,000,000	\$ 17,660,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,660,000
Pharr	\$ 51,300,000	\$ -	\$ 30,380,000	\$ 130,876,000	\$ -	\$ 42,725,000	\$ -	\$ -	\$ -	\$ -	\$ 255,281,000
San Angelo	\$ 17,547,700	\$ 15,554,650	\$ 9,499,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 62,601,850
San Antonio	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000
Tyler	\$ 48,500,000	\$ 156,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 204,800,000
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ 213,400,000	\$ -	\$ 297,400,000	\$ -	\$ -	\$ 89,000,000	\$ -	\$ -	\$ -	\$ -	\$ 599,800,000
Yoakum	\$ -	\$ -	\$ 307,000,000	\$ 285,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 592,000,000
Statewide Carryover Adjustments											-\$347,245,203
Statewide Remaining Balance											\$ 105,774,992
TOTAL	\$ 946,274,772	\$ 693,248,050	\$ 1,243,089,945	\$ 959,111,000	\$ 677,601,444	\$ 290,625,000	\$ 229,720,000	\$ 197,500,000	\$ 255,920,994	\$ 20,000,000	\$ 5,271,620,994

Notes:
 Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Proposed revisions to funding allocations will be addressed in future updates to the UTP.
 Fiscal Year authorizations represent proposed and previously authorized funding on programmed projects.
 Funds distributed to districts based on performance scoring thresholds on project-specific basis for three corridor types: mobility, connectivity and strategic corridors on the state highway network.
 Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
 Due to the project-specific nature of Category 4 Regional, the funding summary includes carry over adjustments based on past annual letting utilization.

Category 5: Congestion Mitigation and Air Quality Improvement (CMAQ) Funding Summary											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BMT & HOU) HGAC TMA	\$ 87,359,856	\$ 88,615,901	\$ 89,896,985	\$ 91,203,105	\$ 92,450,805	\$ 93,648,430	\$ 94,779,288	\$ 95,981,086	\$ 97,241,305	\$ 98,564,117	\$ 929,740,879
(BMT) JOHRIS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(DAL, FTW & PAR) NCTCOG TMA	\$ 92,453,824	\$ 93,783,110	\$ 95,138,893	\$ 96,521,174	\$ 97,841,627	\$ 99,109,086	\$ 100,305,885	\$ 101,577,760	\$ 102,911,462	\$ 104,311,408	\$ 983,954,230
(ELP) El Paso TMA	\$ 8,784,787	\$ 8,911,093	\$ 9,039,917	\$ 9,171,259	\$ 9,296,726	\$ 9,417,157	\$ 9,530,875	\$ 9,651,726	\$ 9,778,452	\$ 9,911,472	\$ 93,493,465
(LRD) Laredo TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(LBB) Lubbock TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 20,751,533	\$ 21,049,895	\$ 21,354,205	\$ 21,664,462	\$ 21,960,842	\$ 22,245,326	\$ 22,513,951	\$ 22,799,427	\$ 23,098,781	\$ 23,413,003	\$ 220,851,426
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killeen-Temple TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 209,350,000	\$ 212,360,000	\$ 215,430,000	\$ 218,560,000	\$ 221,550,000	\$ 224,420,000	\$ 227,130,000	\$ 230,010,000	\$ 233,030,000	\$ 236,200,000	\$ 2,228,040,000

Notes:
CMAQ is distributed by population weighted by air quality severity to non-attainment areas. Non attainment areas are designated by EPA.
These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 6: Structures Replacement and Rehabilitation (Bridges) Funding Summary											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Bridge Division	\$ 339,462,978	\$ 374,154,359	\$ 308,931,069	\$ 357,032,354	\$ 356,637,161	\$ 340,175,040	\$ 343,013,711	\$ 345,183,823	\$ 314,261,215	\$ 507,708,289	\$ 3,586,560,000
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 339,462,978	\$ 374,154,359	\$ 308,931,069	\$ 357,032,354	\$ 356,637,161	\$ 340,175,040	\$ 343,013,711	\$ 345,183,823	\$ 314,261,215	\$ 507,708,289	\$ 3,586,560,000

Notes:

Bridge program is managed by the Bridge Division and includes three programs: Highway Bridge Program, Bridge System Safety Program, and Bridge Maintenance and Improvement Program (BMIP). Projects are selected and prioritized based on need. These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 7: Metropolitan Mobility/Rehabilitation (STP-MM) Funding Summary											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ 36,067,984	\$ 36,586,645	\$ 37,116,026	\$ 37,655,302	\$ 38,169,840	\$ 38,665,413	\$ 39,132,126	\$ 39,627,699	\$ 40,148,009	\$ 40,695,531	\$ 383,864,575
(BMT & HOU) HGAC TMA	\$ 137,246,015	\$ 139,219,627	\$ 141,234,028	\$ 143,286,082	\$ 145,244,005	\$ 147,129,762	\$ 148,905,698	\$ 150,791,454	\$ 152,771,341	\$ 154,854,772	\$ 1,460,682,785
(BMT) JOHRTS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ 8,473,362	\$ 8,595,209	\$ 8,719,576	\$ 8,846,266	\$ 8,967,146	\$ 9,083,569	\$ 9,193,213	\$ 9,309,637	\$ 9,431,872	\$ 9,560,500	\$ 90,180,349
(DAL, FTW & PAR) NCTCOG TMA	\$ 145,288,573	\$ 147,377,837	\$ 149,510,282	\$ 151,682,585	\$ 153,755,242	\$ 155,751,502	\$ 157,631,508	\$ 159,627,769	\$ 161,723,676	\$ 163,929,195	\$ 1,546,278,171
(ELP) El Paso TMA	\$ 20,447,479	\$ 20,741,516	\$ 21,041,630	\$ 21,347,354	\$ 21,639,053	\$ 21,920,001	\$ 22,184,587	\$ 22,465,535	\$ 22,760,507	\$ 23,070,905	\$ 217,618,566
(LRD) Laredo TMA	\$ 6,240,609	\$ 6,330,350	\$ 6,421,945	\$ 6,515,253	\$ 6,604,280	\$ 6,690,026	\$ 6,770,778	\$ 6,856,524	\$ 6,946,550	\$ 7,041,284	\$ 66,417,596
(LBB) Lubbock TMA	\$ 6,283,655	\$ 6,374,015	\$ 6,466,242	\$ 6,560,193	\$ 6,649,834	\$ 6,736,171	\$ 6,817,481	\$ 6,903,818	\$ 6,994,465	\$ 7,089,852	\$ 66,875,727
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ 25,054,830	\$ 25,415,121	\$ 25,782,858	\$ 26,157,469	\$ 26,514,896	\$ 26,859,148	\$ 27,183,353	\$ 27,527,606	\$ 27,889,042	\$ 28,269,381	\$ 266,653,703
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 46,546,055	\$ 47,215,392	\$ 47,898,563	\$ 48,594,503	\$ 49,258,519	\$ 49,898,060	\$ 50,500,357	\$ 51,139,899	\$ 51,811,364	\$ 52,517,945	\$ 495,380,657
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killeen-Temple TMA	\$ 5,761,438	\$ 5,844,288	\$ 5,928,850	\$ 6,014,993	\$ 6,097,185	\$ 6,176,347	\$ 6,250,899	\$ 6,330,061	\$ 6,413,174	\$ 6,500,634	\$ 61,317,870
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 437,410,000	\$ 443,700,000	\$ 450,120,000	\$ 456,660,000	\$ 462,900,000	\$ 468,910,000	\$ 474,570,000	\$ 480,580,000	\$ 486,890,000	\$ 493,530,000	\$ 4,655,270,000

Notes:
Category 7 distributed to MPO's with urbanized area population over 200,000. Projects are selected by MPOs.
These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 8: Safety Funding Summary											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Traffic Division	\$ 285,752,307	\$ 323,891,948	\$ 259,079,775	\$ 311,337,317	\$ 314,061,924	\$ 301,066,354	\$ 307,629,665	\$ 313,744,519	\$ 351,204,449	\$ 463,981,744	\$ 3,231,750,000
Federal Railway-Highway Safety Program	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
Road to Zero - Traffic Division	\$ 300,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 605,752,307	\$ 343,891,948	\$ 279,079,775	\$ 331,337,317	\$ 334,061,924	\$ 321,066,354	\$ 327,629,665	\$ 333,744,519	\$ 371,204,449	\$ 483,981,744	\$ 3,731,750,000

Notes:

Safety program is managed by the Traffic Division and includes three programs: Highway Safety Improvement Program, Safety Bond Program and Systemic Widening Program. Safety projects are selected based on need measured by the safety improvement index, roadway safety and project-specific characteristics.

Federal Railway-Highway Safety Program \$20.0(M) per year is administered by the Traffic Division with projects selected based on the railroad crossing index to reduce fatalities, injuries and crashes at public grade crossings.

Statewide \$15.5(M) per year for Systemic Widening Program is administered by the Traffic Division.

These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 9: Transportation Alternatives (TA) Set Aside Program											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 2,466,598	\$ 24,665,980
(BMT & HOU) HGAC TMA	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 9,385,907	\$ 93,859,070
(BMT) JOHRTS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 579,472	\$ 5,794,720
(DAL, FTW & PAR) NCTCOG TMA	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 9,935,917	\$ 99,359,170
(ELP) El Paso TMA	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 1,398,351	\$ 13,983,510
(LRD) Laredo TMA	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 4,267,790
(LBB) Lubbock TMA	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 4,297,230
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 1,713,436	\$ 17,134,360
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 3,183,167	\$ 31,831,670
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killeen-Temple TMA	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 394,010	\$ 3,940,100
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PTN TAP	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 15,611,640	\$ 156,116,400
TAP Flex	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 45,525,000	\$ 455,250,000
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 910,500,000

Notes:
TMA allocations represent the TA Distribution to MPO's with urbanized area population over 200,000. The MPOs through a competitive process select TA projects in consultation with TxDOT.
Public Transportation Division (PTN) manages TA projects for areas with populations below 200,000. TA projects are evaluated, ranked and prioritized by PTN with Texas Transportation Commission selecting projects for funding.
Statewide TA Flex funding allocations and distribution are at the discretion of the Texas Transportation Commission.
These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 10: Supplemental Transportation Funding Summary											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	\$ -	\$ -	\$ -	\$ -	\$ 6,759,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,759,956
Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Austin	\$ 137,864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,864
Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,002,950	\$ -	\$ -	\$ -	\$ 2,002,950
El Paso	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fort Worth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,516,962	\$ -	\$ -	\$ -	\$ -	\$ 11,516,962
Laredo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,502,212	\$ -	\$ 1,502,212
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Paris	\$ -	\$ -	\$ 3,193,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,193,647
Pharr	\$ 603,688	\$ 600,736	\$ -	\$ 911,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,115,939
San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yoakum	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Railroad Grade Crossing Program	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 35,000,000
Railroad Signal Maintenance Program	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 11,000,000
Texas Parks and Wildlife Program	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 100,000,000
Landscape Incentive Awards Program	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 20,000,000
Americans with Disabilities Act	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 150,000,000
Green Ribbon	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
Federal Lands Access Program	\$ 9,240,000	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,240,000
Coordinated Border Infrastructure Program	\$ 46,160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,160,000
Ferry Program	\$ 30,870,645	\$ 86,169,355	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,840,000
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 138,612,197	\$ 138,370,091	\$ 64,593,647	\$ 52,511,515	\$ 58,359,956	\$ 63,116,962	\$ 53,602,950	\$ 51,600,000	\$ 53,102,212	\$ 51,600,000	\$ 725,469,530

Notes:

Allocations include CBI, ferry, and specific programs. Individual district allocations includes federal earmark funding and state match.

These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 11: District Discretionary Funding Summary (Includes Rider 11 and Rider 11B funds and additional annual formula distribution)											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 3,331,969	\$ 3,558,660	\$ 3,094,636	\$ 3,413,145	\$ 3,396,044	\$ 3,267,454	\$ 3,271,660	\$ 3,270,762	\$ 3,182,449	\$ 4,774,056	\$ 34,560,834
Amarillo	\$ 3,409,483	\$ 3,657,294	\$ 3,150,037	\$ 3,498,221	\$ 3,479,527	\$ 3,338,957	\$ 3,343,554	\$ 3,342,573	\$ 3,246,032	\$ 4,985,927	\$ 35,451,606
Atlanta	\$ 3,361,200	\$ 3,595,855	\$ 3,115,528	\$ 3,445,227	\$ 3,427,525	\$ 3,294,418	\$ 3,298,771	\$ 3,297,842	\$ 3,206,426	\$ 4,853,953	\$ 34,896,745
Austin	\$ 5,056,714	\$ 5,753,353	\$ 4,327,367	\$ 5,306,172	\$ 5,253,620	\$ 4,858,454	\$ 4,871,377	\$ 4,868,619	\$ 4,597,224	\$ 9,488,372	\$ 54,381,272
Beaumont	\$ 3,563,948	\$ 3,853,847	\$ 3,260,438	\$ 3,667,757	\$ 3,645,888	\$ 3,481,444	\$ 3,486,822	\$ 3,485,675	\$ 3,372,736	\$ 5,408,133	\$ 37,226,688
Brownwood	\$ 2,976,481	\$ 3,106,310	\$ 2,840,556	\$ 3,022,971	\$ 3,013,177	\$ 2,939,532	\$ 2,941,940	\$ 2,941,427	\$ 2,890,848	\$ 3,802,384	\$ 30,475,626
Bryan	\$ 3,625,553	\$ 3,932,237	\$ 3,304,469	\$ 3,735,373	\$ 3,712,237	\$ 3,538,272	\$ 3,543,961	\$ 3,542,747	\$ 3,423,269	\$ 5,576,520	\$ 37,934,639
Childress	\$ 2,870,921	\$ 2,971,988	\$ 2,765,109	\$ 2,907,112	\$ 2,899,488	\$ 2,842,158	\$ 2,844,033	\$ 2,843,633	\$ 2,804,260	\$ 3,513,854	\$ 29,262,556
Corpus Christi	\$ 3,596,487	\$ 3,895,252	\$ 3,283,695	\$ 3,703,471	\$ 3,680,933	\$ 3,511,460	\$ 3,517,002	\$ 3,515,820	\$ 3,399,427	\$ 5,497,073	\$ 37,600,620
Dallas	\$ 6,545,519	\$ 7,647,819	\$ 5,391,464	\$ 6,940,240	\$ 6,857,085	\$ 6,231,810	\$ 6,252,258	\$ 6,247,895	\$ 5,818,462	\$ 13,557,783	\$ 71,490,334
El Paso	\$ 3,487,835	\$ 3,756,994	\$ 3,206,038	\$ 3,584,218	\$ 3,563,913	\$ 3,411,233	\$ 3,416,226	\$ 3,415,161	\$ 3,310,302	\$ 5,200,089	\$ 36,352,009
Fort Worth	\$ 5,074,802	\$ 5,776,370	\$ 4,340,295	\$ 5,326,025	\$ 5,273,101	\$ 4,875,139	\$ 4,888,154	\$ 4,885,377	\$ 4,612,061	\$ 9,537,812	\$ 54,589,135
Houston	\$ 7,577,736	\$ 8,961,290	\$ 6,129,223	\$ 8,073,171	\$ 7,968,800	\$ 7,183,984	\$ 7,209,650	\$ 7,204,173	\$ 6,665,170	\$ 16,379,186	\$ 83,352,384
Laredo	\$ 3,161,544	\$ 3,341,798	\$ 2,972,827	\$ 3,226,091	\$ 3,212,493	\$ 3,110,245	\$ 3,113,589	\$ 3,112,875	\$ 3,042,652	\$ 4,308,226	\$ 32,602,341
Lubbock	\$ 3,521,218	\$ 3,799,474	\$ 3,229,898	\$ 3,620,858	\$ 3,599,867	\$ 3,442,028	\$ 3,447,190	\$ 3,446,088	\$ 3,337,686	\$ 5,291,337	\$ 36,735,642
Lufkin	\$ 3,209,271	\$ 3,402,530	\$ 3,006,939	\$ 3,278,475	\$ 3,263,896	\$ 3,154,271	\$ 3,157,856	\$ 3,157,091	\$ 3,081,802	\$ 4,438,681	\$ 33,150,813
Odessa	\$ 3,748,960	\$ 4,089,270	\$ 3,392,672	\$ 3,870,821	\$ 3,845,149	\$ 3,652,110	\$ 3,658,423	\$ 3,657,076	\$ 3,524,498	\$ 5,913,834	\$ 39,352,812
Paris	\$ 3,381,899	\$ 3,622,195	\$ 3,130,322	\$ 3,467,946	\$ 3,449,819	\$ 3,313,513	\$ 3,317,970	\$ 3,317,019	\$ 3,223,405	\$ 4,910,532	\$ 35,134,622
Pharr	\$ 3,793,329	\$ 4,145,728	\$ 3,424,384	\$ 3,919,519	\$ 3,892,935	\$ 3,693,038	\$ 3,699,575	\$ 3,698,180	\$ 3,560,893	\$ 6,035,109	\$ 39,862,690
San Angelo	\$ 3,172,071	\$ 3,355,193	\$ 2,980,351	\$ 3,237,645	\$ 3,223,831	\$ 3,119,955	\$ 3,123,352	\$ 3,122,628	\$ 3,051,287	\$ 4,336,999	\$ 32,723,313
San Antonio	\$ 5,467,943	\$ 6,276,632	\$ 4,621,286	\$ 5,757,526	\$ 5,696,520	\$ 5,237,795	\$ 5,252,797	\$ 5,249,595	\$ 4,934,548	\$ 10,612,402	\$ 59,107,044
Tyler	\$ 3,744,022	\$ 4,082,986	\$ 3,389,143	\$ 3,865,401	\$ 3,839,831	\$ 3,647,554	\$ 3,653,842	\$ 3,652,501	\$ 3,520,447	\$ 5,900,336	\$ 39,296,064
Waco	\$ 3,887,324	\$ 4,265,335	\$ 3,491,566	\$ 4,022,685	\$ 3,994,169	\$ 3,779,744	\$ 3,786,757	\$ 3,785,260	\$ 3,637,996	\$ 6,292,030	\$ 40,942,867
Wichita Falls	\$ 3,140,115	\$ 3,314,529	\$ 2,957,511	\$ 3,202,571	\$ 3,189,413	\$ 3,090,477	\$ 3,093,713	\$ 3,093,022	\$ 3,025,074	\$ 4,249,652	\$ 32,356,075
Yoakum	\$ 3,601,764	\$ 3,901,967	\$ 3,287,467	\$ 3,709,264	\$ 3,686,617	\$ 3,516,328	\$ 3,521,897	\$ 3,520,709	\$ 3,403,756	\$ 5,511,498	\$ 37,661,269
Rider 11B Program	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 128,308,107	\$ 108,064,904	\$ 88,093,219	\$ 101,801,904	\$ 101,065,880	\$ 95,531,377	\$ 95,712,372	\$ 95,673,748	\$ 91,872,710	\$ 160,375,779	\$ 1,066,500,000

Notes:
 Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11, and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the project performance requirements. Proposed revisions to funding allocations will be addressed in future updates to the UTP.
 District discretionary includes \$2.5 million/year for each district per Rider 11 and additional funding allocated through Category 11 formula based on on-system vehicle miles traveled, on-system lane miles and annual truck VMT.
 These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/resources/letting-schedule.html> and find the reports under Letting Cap Analysis.

Category 11: Energy Sector Funding Summary Funding Summary 10-YR Programming and Planning Summary											
District/MPO/ Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTALS
Abilene	\$ 8,959,282	\$ 19,477,393	\$ 10,385,619	\$ 10,451,668	\$ 9,039,237	\$ 12,871,592	\$ 12,893,435	\$ 12,888,774	\$ 12,430,061	\$ 19,309,249	\$ 128,706,310
Amarillo	\$ 4,254,086	\$ 9,248,343	\$ 4,931,346	\$ 4,962,708	\$ 4,292,051	\$ 6,111,747	\$ 6,122,119	\$ 6,119,905	\$ 5,902,097	\$ 9,168,504	\$ 61,112,907
Atlanta	\$ 2,223,528	\$ 4,833,928	\$ 2,577,518	\$ 2,593,911	\$ 2,243,371	\$ 3,194,491	\$ 3,199,912	\$ 3,198,755	\$ 3,084,911	\$ 4,792,198	\$ 31,942,524
Austin	\$ 1,532,304	\$ 3,331,213	\$ 1,776,250	\$ 1,787,546	\$ 1,545,978	\$ 2,201,425	\$ 2,205,161	\$ 2,204,364	\$ 2,125,910	\$ 3,302,456	\$ 22,012,606
Beaumont	\$ 2,451,057	\$ 5,328,575	\$ 2,841,271	\$ 2,859,340	\$ 2,472,931	\$ 3,521,377	\$ 3,527,353	\$ 3,526,077	\$ 3,400,584	\$ 5,282,575	\$ 35,211,140
Brownwood	\$ 2,356,550	\$ 5,123,117	\$ 2,731,718	\$ 2,749,091	\$ 2,377,580	\$ 3,385,601	\$ 3,391,346	\$ 3,390,120	\$ 3,269,465	\$ 5,078,890	\$ 33,853,478
Bryan	\$ 4,004,709	\$ 8,706,198	\$ 4,642,267	\$ 4,671,790	\$ 4,040,448	\$ 5,753,472	\$ 5,763,236	\$ 5,761,152	\$ 5,556,112	\$ 8,631,040	\$ 57,530,425
Childress	\$ 1,587,259	\$ 3,450,686	\$ 1,839,954	\$ 1,851,656	\$ 1,601,424	\$ 2,280,378	\$ 2,284,248	\$ 2,283,422	\$ 2,202,165	\$ 3,420,897	\$ 22,802,082
Corpus Christi	\$ 8,629,540	\$ 18,760,536	\$ 10,003,381	\$ 10,066,999	\$ 8,706,552	\$ 12,397,859	\$ 12,418,898	\$ 12,414,408	\$ 11,972,578	\$ 18,598,581	\$ 123,969,333
Dallas	\$ 4,916,022	\$ 10,687,385	\$ 5,698,663	\$ 5,734,905	\$ 4,959,894	\$ 7,062,735	\$ 7,074,720	\$ 7,072,162	\$ 6,820,463	\$ 10,595,123	\$ 70,622,072
El Paso	\$ 4,384,052	\$ 9,530,887	\$ 5,082,003	\$ 5,114,322	\$ 4,423,176	\$ 6,298,466	\$ 6,309,154	\$ 6,306,873	\$ 6,082,411	\$ 9,448,609	\$ 62,979,953
Fort Worth	\$ 4,212,955	\$ 9,158,923	\$ 4,883,666	\$ 4,914,725	\$ 4,250,552	\$ 6,052,654	\$ 6,062,925	\$ 6,060,733	\$ 5,845,031	\$ 9,079,856	\$ 60,522,019
Houston	\$ 4,257,079	\$ 9,254,850	\$ 4,934,816	\$ 4,966,200	\$ 4,295,071	\$ 6,116,047	\$ 6,126,426	\$ 6,124,211	\$ 5,906,250	\$ 9,174,955	\$ 61,155,904
Laredo	\$ 9,523,246	\$ 20,703,446	\$ 11,039,368	\$ 11,109,575	\$ 9,608,234	\$ 13,681,827	\$ 13,705,045	\$ 13,700,090	\$ 13,212,502	\$ 20,524,718	\$ 136,808,051
Lubbock	\$ 6,764,936	\$ 14,706,905	\$ 7,841,928	\$ 7,891,800	\$ 6,825,307	\$ 9,719,026	\$ 9,735,519	\$ 9,731,999	\$ 9,385,636	\$ 14,579,944	\$ 97,182,999
Lufkin	\$ 1,781,603	\$ 3,873,188	\$ 2,065,238	\$ 2,078,372	\$ 1,797,503	\$ 2,559,588	\$ 2,563,931	\$ 2,563,005	\$ 2,471,787	\$ 3,839,752	\$ 25,593,967
Odessa	\$ 41,195,312	\$ 89,558,213	\$ 47,753,695	\$ 48,057,393	\$ 41,562,949	\$ 59,184,349	\$ 59,284,783	\$ 59,263,351	\$ 57,154,160	\$ 88,785,080	\$ 591,799,285
Paris	\$ 3,257,306	\$ 7,081,352	\$ 3,775,876	\$ 3,799,890	\$ 3,286,375	\$ 4,679,696	\$ 4,687,637	\$ 4,685,943	\$ 4,519,169	\$ 7,020,220	\$ 46,793,464
Pharr	\$ 2,197,959	\$ 4,778,342	\$ 2,547,879	\$ 2,564,083	\$ 2,217,574	\$ 3,157,757	\$ 3,163,115	\$ 3,161,972	\$ 3,049,437	\$ 4,737,092	\$ 31,575,209
San Angelo	\$ 8,325,179	\$ 18,098,860	\$ 9,650,566	\$ 9,711,940	\$ 8,399,475	\$ 11,960,592	\$ 11,980,889	\$ 11,976,557	\$ 11,550,310	\$ 17,942,617	\$ 119,596,986
San Antonio	\$ 6,251,927	\$ 13,591,630	\$ 7,247,248	\$ 7,293,338	\$ 6,307,721	\$ 8,981,999	\$ 8,997,241	\$ 8,993,989	\$ 8,673,891	\$ 13,474,297	\$ 89,813,282
Tyler	\$ 3,245,394	\$ 7,055,455	\$ 3,762,068	\$ 3,785,993	\$ 3,274,357	\$ 4,662,582	\$ 4,670,494	\$ 4,668,806	\$ 4,502,643	\$ 6,994,547	\$ 46,622,340
Waco	\$ 2,129,760	\$ 4,630,077	\$ 2,468,822	\$ 2,484,523	\$ 2,148,766	\$ 3,059,776	\$ 3,064,969	\$ 3,063,861	\$ 2,954,817	\$ 4,590,107	\$ 30,595,478
Wichita Falls	\$ 3,074,944	\$ 6,684,899	\$ 3,564,482	\$ 3,587,151	\$ 3,102,386	\$ 4,417,701	\$ 4,425,198	\$ 4,423,598	\$ 4,266,162	\$ 6,627,190	\$ 44,173,712
Yoakum	\$ 7,232,819	\$ 15,724,079	\$ 8,384,300	\$ 8,437,621	\$ 7,297,367	\$ 10,391,224	\$ 10,408,857	\$ 10,405,094	\$ 10,034,775	\$ 15,588,337	\$ 103,904,473
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 148,748,810	\$ 323,378,481	\$ 172,429,942	\$ 173,526,540	\$ 150,076,278	\$ 213,703,962	\$ 214,066,610	\$ 213,989,222	\$ 206,373,318	\$ 320,586,838	\$ 2,136,880,000

Notes:

Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.

District allocations used in the developing the Cat 11 energy sector target are based on the energy sector funding target formula. Distribution formula factors include pavement condition score, oil and gas production taxes, well completions, volume of oil and gas waste injections. Projects selected based on project-specific performance scoring thresholds.

Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.

These programs are shown in annual amounts for informational purposes only to demonstrate how the 10-year program is built. These programs are managed by 10-year allocations. These balances do not include Carryover adjustments based on letting adjustments.

Category 12: Strategic Priority Funding Summary (Includes Texas Transportation Commission Initiatives, Strategic Priority, and Texas Clear Lanes)											
Fiscal Year Authorizations—Current Programming											
District/MPO/Division	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Authorizations
Abilene	\$ 35,000,000	\$ -	\$ 30,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,750,000
Amarillo	\$ 23,000,000	\$ -	\$ 29,520,000	\$ 117,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,620,000
Atlanta	\$ -	\$ -	\$ 7,000,000	\$ -	\$ 42,238,800	\$ -	\$ -	\$ 46,000,000	\$ -	\$ -	\$ 95,238,800
Austin	\$ 138,000,000	\$ 83,600,000	\$ -	\$ -	\$ 4,267,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,488,600,000
Beaumont	\$ 450,000,000	\$ -	\$ 47,900,000	\$ -	\$ 42,310,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 540,210,000
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ -	\$ 102,100,000	\$ 52,000,000	\$ -	\$ 27,000,000	\$ -	\$ 267,800,000	\$ -	\$ -	\$ -	\$ 448,900,000
Childress	\$ -	\$ 11,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,200,000
Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dallas	\$ 710,110,693	\$ 410,862,296	\$ 1,163,229,641	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,309,202,630
El Paso	\$ 23,600,000	\$ -	\$ 193,500,000	\$ 16,820,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 243,920,000
Fort Worth	\$ 637,932,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 637,932,000
Houston	\$ 14,235,000	\$ 1,777,420,000	\$ 473,500,000	\$ 740,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,005,155,000
Laredo	\$ -	\$ -	\$ 18,000,000	\$ 143,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,200,000
Lubbock	\$ 38,000,000	\$ -	\$ -	\$ 10,500,000	\$ 33,540,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,040,000
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,260,000	\$ -	\$ 6,260,000
Odessa	\$ -	\$ 98,900,000	\$ -	\$ 113,750,000	\$ 30,000,000	\$ 129,300,000	\$ 119,300,000	\$ 31,200,000	\$ -	\$ 30,000,000	\$ 552,450,000
Paris	\$ -	\$ 102,000,000	\$ 64,790,000	\$ 27,770,000	\$ -	\$ 40,000,000	\$ -	\$ -	\$ -	\$ -	\$ 234,560,000
Pharr	\$ -	\$ 156,580,000	\$ -	\$ 265,076,000	\$ 9,604,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,260,600
San Angelo	\$ -	\$ -	\$ 31,032,100	\$ 9,867,900	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,400,000
San Antonio	\$ 754,000,000	\$ 888,300,000	\$ -	\$ 70,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,712,300,000
Tyler	\$ -	\$ -	\$ 145,000,000	\$ 80,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 235,150,000
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ 63,200,000	\$ -	\$ 58,316,477	\$ -	\$ -	\$ 46,800,000	\$ -	\$ -	\$ -	\$ -	\$ 168,316,477
Yoakum	\$ -	\$ -	\$ 140,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000,000
(ABL) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BMT & HOU) HGAC TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BMT) JOHRTS MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(DAL, FTW & PAR) NCTCOG TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ELP) El Paso TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(LRD) Laredo TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(LBB) Lubbock TMA	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Rio Grande Valley TMA	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Killen-Temple TMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Multiple Districts	\$ 22,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,500,000
Statewide Carryover Adjustments											\$ 127,801,395
Statewide Remaining Balance											\$ 99,933,098
TOTAL	\$ 2,910,277,693	\$ 3,630,962,296	\$ 2,454,938,218	\$ 1,594,233,900	\$ 4,470,193,400	\$ 241,100,000	\$ 387,100,000	\$ 77,200,000	\$ 6,260,000	\$ 40,000,000	\$ 16,040,000,000

Notes:
 Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.
 Recon Funds were authorized in past UTPs for projects within MPO/TMA boundaries meeting Category 5 & 7 requirements.
 Fiscal Year authorizations represent proposed and previously authorized funding on programmed projects.
 Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
 Due to the project-specific nature of Category 12, the funding summary includes carry over adjustments based on past annual letting utilization.

RESOURCES

AND LINKS

TxDOT:

www.txdot.gov

UNIFIED TRANSPORTATION PROGRAM:

www.txdot.gov/inside-txdot/division/transportation-planning/utp.html

UTP, PUBLIC INVOLVEMENT:

www.txdot.gov/inside-txdot/get-involved/unified-transportation-program.html

PROJECT TRACKER:

www.txdot.gov/inside-txdot/projects/project-tracker.html

STATEWIDE LONG-RANGE TRANSPORTATION PLAN 2040:

www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan.html

TxDOT PERFORMANCE DASHBOARD:

<http://www.dot.state.tx.us/dashboard/index.htm>

DRIVE TEXAS:

drivetexas.org/#/7/32.340/-99.500?future=false

OneDOT DATA SHOP:

www.txdot.gov/inside-txdot/division/planning/one-data.html

PUBLIC HEARINGS & MEETINGS:

www.txdot.gov/inside-txdot/get-involved.html

MY35:

www.my35.org

US 59:

www.txdot.gov/inside-txdot/projects/studies/lufkin/us59-shepherd-cleveland.html

US 82:

www.txdot.gov/inside-txdot/projects/studies/wichita-falls/us82-gainesville.html

STIP:

www.txdot.gov/inside-txdot/division/transportation-planning/stips.html

TxDOT EDUCATIONAL SERIES:

www.txdot.gov/inside-txdot/division/state-affairs/educational-series.html

PUBLIC TRANSPORTATION DIVISION:

www.txdot.gov/inside-txdot/division/public-transportation.html

MARITIME DIVISION:

www.txdot.gov/inside-txdot/division/maritime.html

AVIATION DIVISION:

www.txdot.gov/inside-txdot/division/aviation.html

AVIATION CIP:

www.txdot.gov/inside-txdot/division/aviation/capital-improvement.html

RAIL DIVISION:

www.txdot.gov/inside-txdot/division/rail.html

FREIGHT & MOBILITY PLAN:

<http://www.dot.state.tx.us/move-texas-freight/studies/freight-plan.htm>

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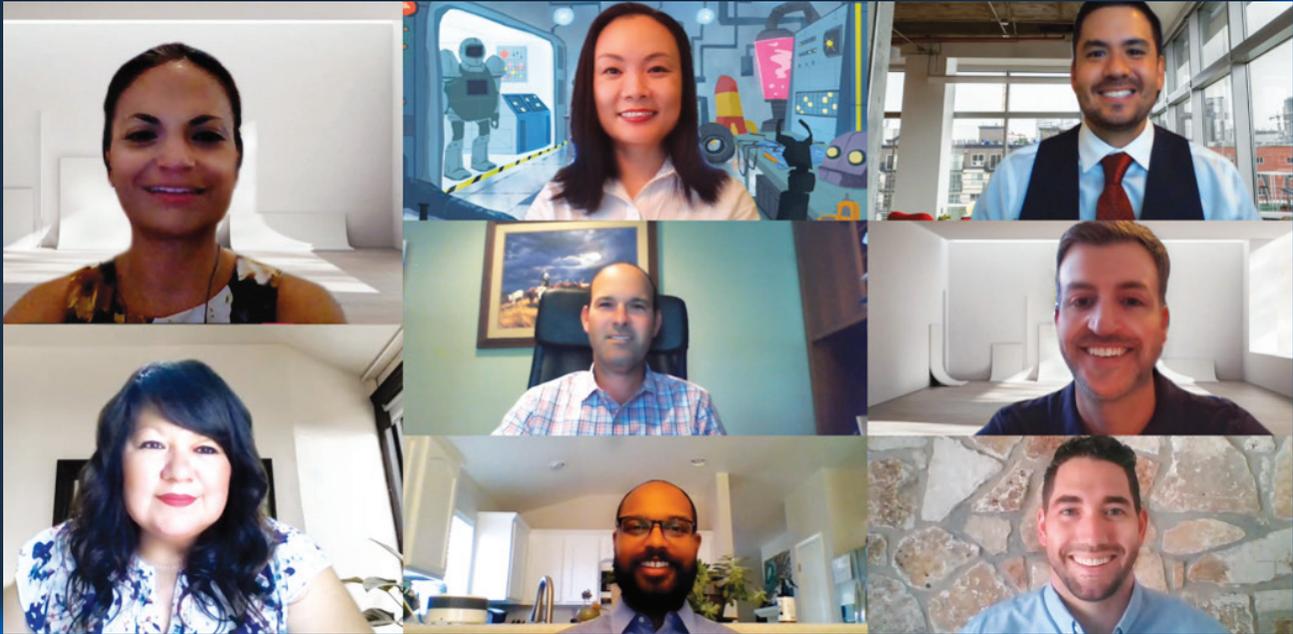
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[Back to Table of Contents](#)