

## 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, 2021, and a statewide virtual public hearing on August 2, 2021, to receive comments and testimony concerning the development of the 2022 UTP and the project selection process.

The 2022 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 2022 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. The funds 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 2022 UTP, including the project selection process, as shown in Exhibit A, is hereby approved and supersedes the previously-approved 2021 UTP for fiscal years 2022-2031.

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 2022 UTP.

Submitted and reviewed by:

Recommended by:

DocuSigned by:



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Director, Transportation Planning and  
Programming Division

DocuSigned by:



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Executive Director

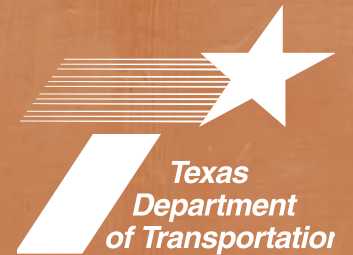
116073 August 31, 2021

Minute Number	Date Passed

# UNIFIED TRANSPORTATION PROGRAM

Texas Department of Transportation

2022



“



As Texas emerges from the historic challenge of a global pandemic, we remain focused on the future of our resilient state. The 2022 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 and metro 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 white handwritten signature on a dark blue background, appearing to read "J. Bruce Bugg, Jr." with a stylized flourish at the end.

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

”

This document was prepared with guidance from Section 508 of the Rehabilitation Act of 1973. If assistance or clarification is required to better interpret complex images or tables, please contact the TxDOT Transportation Planning and Programming Division at (800) 687-8108 or [TPP\\_UTP@txdot.gov](mailto:TPP_UTP@txdot.gov).

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# TxDOT's MISSION: Connecting You With Texas.



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

## Texas Transportation Commission



**J. Bruce Bugg, Jr.**  
Chairman



**Laura Ryan**  
Commissioner



**Alvin New**  
Commissioner



**Robert C. Vaughn**  
Commissioner

# 01 | 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 projects 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 to begin construction during the next decade. In addition to highway projects, the UTP addresses public transportation, maritime transportation, 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.

## 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.

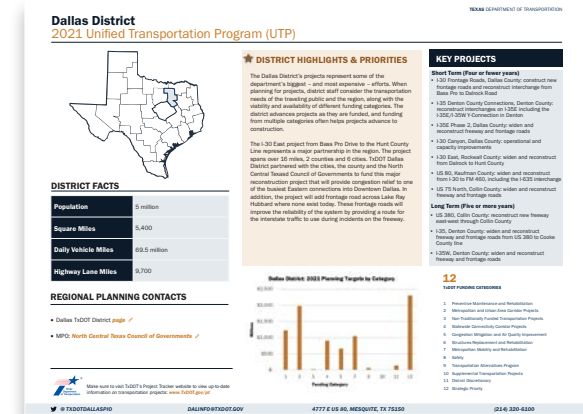
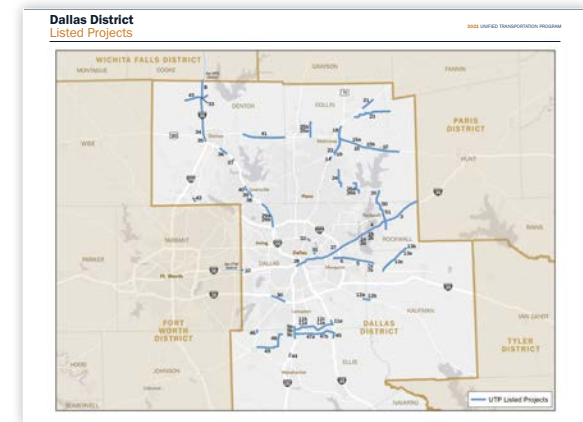
- Establish strategic goals, performance measures, and targets
- Develop the planning cash forecast
- Determine the UTP funding distribution by category
- Release the UTP planning targets
- Prioritize potential transportation projects locally
- Match priority projects to allocated UTP funding
- Select 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 outcome of the UTP process is a set of projects TxDOT intends to develop and begin constructing over the next 10 years, as well as the approximate timeline and available funding associated with those projects. The 2022 UTP contains approximately 6,800 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's Highway Project Listings. These projects, funded through UTP funding categories 2, 4, and 12, address highway mobility and connectivity and include many projects of significant public interest. TxDOT uses its online portal **Project Tracker** to supplement the UTP with information about thousands of additional transportation projects not listed in the document. Project Tracker includes project descriptions, funding information, and construction progress data for projects funded across all 12 UTP funding categories.

## 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 31 of each year.



2021 Dallas District factsheet and 2021 Dallas District Listed Projects map. All District sheets and Listed Projects maps can be found in **Highway Project Listings, pg. 39.**

# 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. 18](#).

### 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. 15](#).

### 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. 27](#), and [UTP Funding Categories, pg. 30](#).

### 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 web 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.

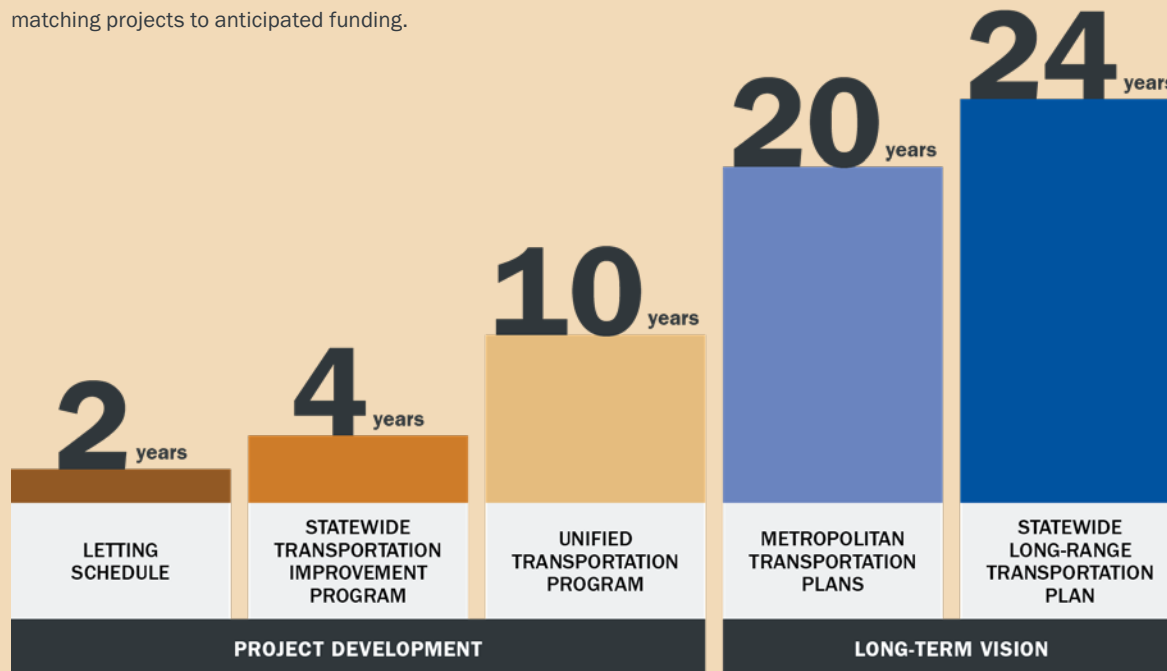
*(Note: Website URLs are found on the [Resources page](#))*



# 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, known as the **Texas Transportation Plan (TTP) 2050**, defines 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 TTP 2050 does not identify specific transportation projects or funding levels.

TxDOT also incorporated rural transportation planning into the TTP 2050 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.

## 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 potential future cash flow. 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.

Additionally, Commission authorization of the UTP provides direction over elements of the STIP.



## 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.

# WORKING FOR TEXANS

## END THE STREAK CAMPAIGN

Since Nov. 7, 2000, at least one person has died on Texas roadways every single day. To end this deadly 20-year record, 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.

### SAFETY IN THE UTP

As one of TxDOT's three strategic goals for the highway system, safety is a key driver of funding distribution and project selection. For more information about TxDOT's safety-related performance targets, see [pg. 14](#). For details about safety-related project selection, see [pg. 18–20](#).



# 02 | PUBLIC INVOLVEMENT



**P**ublic 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

## 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.

## 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 online and can be accessed from anywhere in the state. 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 [UTP Public Involvement page](#) on TxDOT.gov provides information about upcoming public meetings and hearings and the related comment periods.



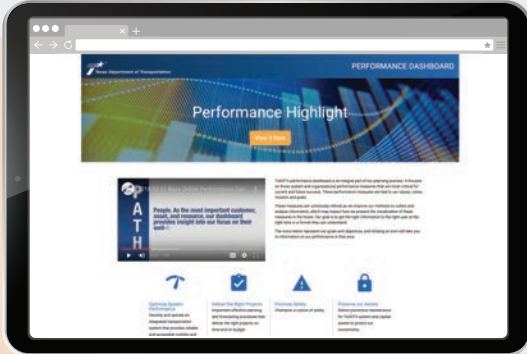
## METHODS OF ENGAGING THE PUBLIC

**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.

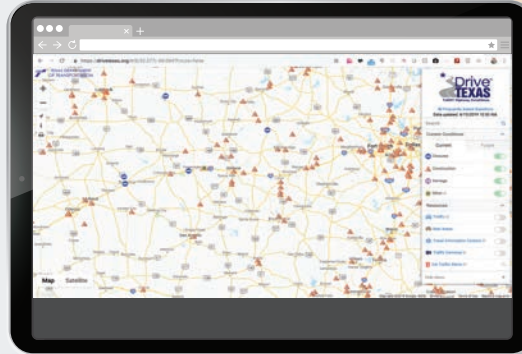
# PUBLIC INFORMATION RESOURCES

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



## 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.

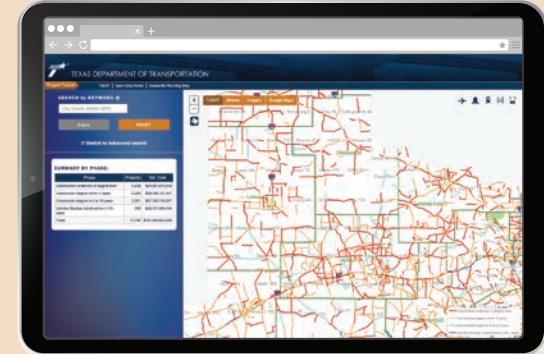


## Planning Tools

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.



## 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.

(Note: Website URLs are found on the Resources Page)

# WORKING FOR TEXANS

## ENERGY SECTOR

For fiscal years 2022-2031, the Texas Transportation Commission has allocated \$2.1 billion to the Category 11 Energy Sector Program. This funding is allocated to TxDOT districts to address specific roadways impacted by traffic in five energy-producing regions: the Permian Basin, Anadarko Basin, Eagle Ford Shale, Barnett Shale, and Haynesville-Bossier Shale. The program focuses on roadway safety and pavement preservation. Since the needs of the energy sector program exceed the funding allocated in Category 11, districts may also use other UTP funding categories, such as Category 1 Preventive Maintenance, to support the projects needed in their respective energy-producing regions.

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 toward Permian projects located in TxDOT's Odessa, San Angelo, Lubbock, and El Paso Districts. Several of these projects have let for construction, while about \$538 million remain programmed in the 2022 UTP on projects under development. For more information, see each district's respective section of the Highway Project Listings, beginning on [pg. 39](#).





# 03 | DEVELOPING THE UTP

**T**xDOT 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.

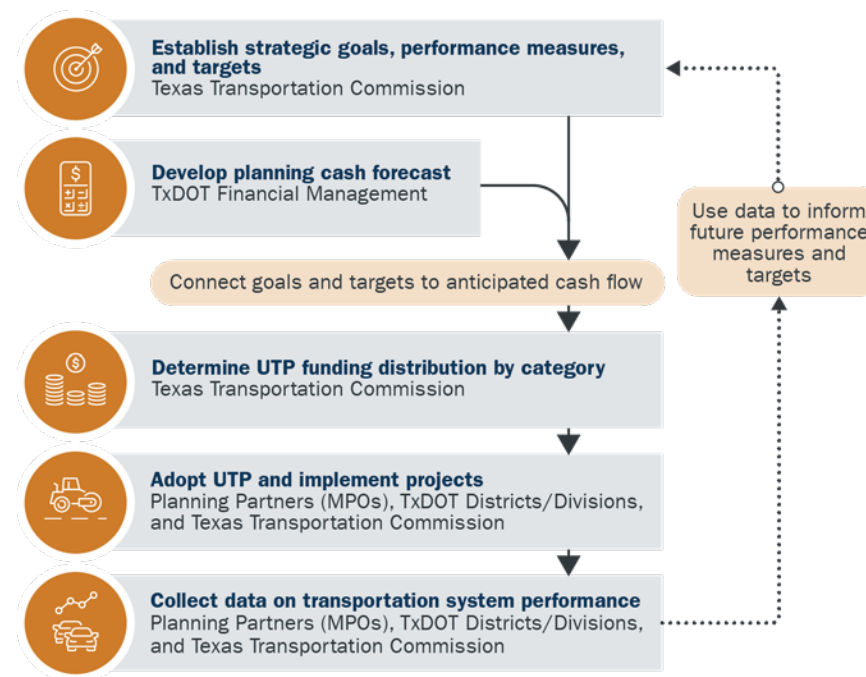
The UTP encompasses all projects that TxDOT is developing and readying for construction over the next 10 years. Most projects in the 2022 UTP were originally authorized in past years and are already moving through various stages of project development. However, each year, as hundreds of projects exit the development pipeline and enter the construction phase, the UTP authorizes new projects to begin development based on the availability of additional funding in the latest planning 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.

**FIGURE 2**  
**THE UTP DEVELOPMENT PROCESS**



# Key UTP Concepts

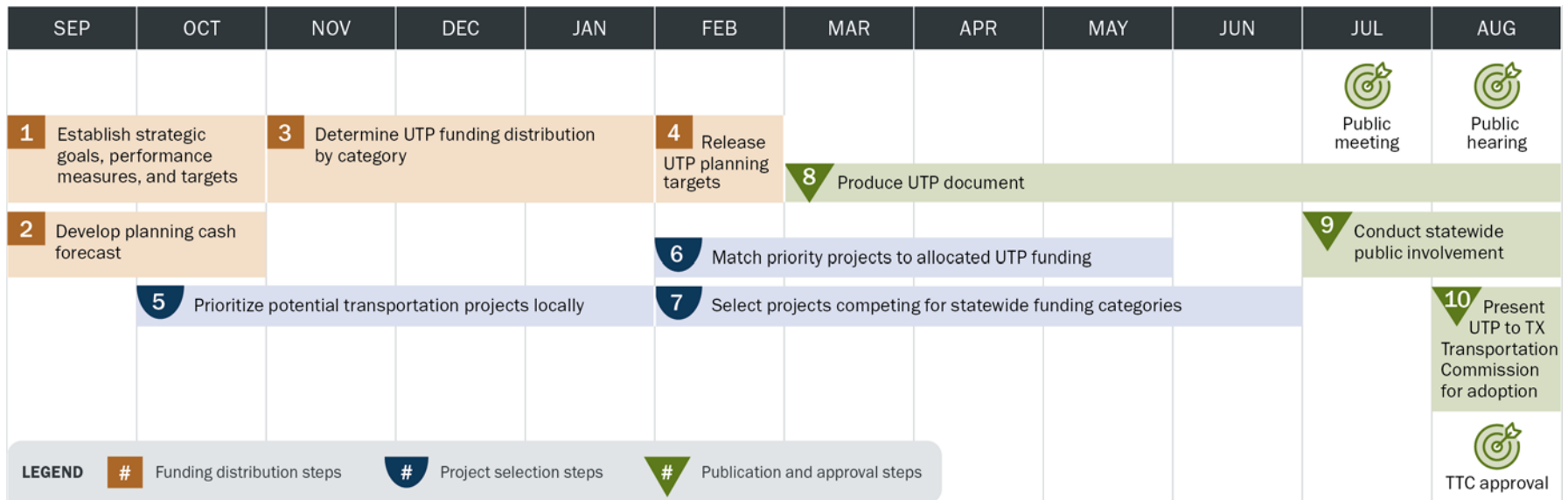
## PERFORMANCE-BASED PLANNING AND PROGRAMMING

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. 30](#).

**FIGURE 3**  
**UTP DEVELOPMENT TIMELINE – ANNUAL 10-STEP CYCLE \***



\* This timeline 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 – fatalities per year, fatality rate, pavement condition, statewide bridge condition score,

urban congestion, and the rural reliability index – to achieve these goals. The UTP forecasts 10-year targets for these performance measures that are consistent with the targets adopted in the SLRTP (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 that must be appropriated by the Texas Legislature (including state motor fuels taxes, sales taxes, oil and gas production taxes, and vehicle registration fees) and federal highway funds that must be appropriated by Congress. While the forecast 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 production taxes from 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. 23](#).

**FIGURE 4**  
PERFORMANCE MEASURES AND TARGETS FOR THE TRANSPORTATION SYSTEM

STRATEGIC PLAN GOAL	PERFORMANCE VISION	PERFORMANCE MEASURES	2031 TARGET
 <b>PROMOTE SAFETY</b>	Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education	<b>SAFETY:</b> FATALITIES/YR	<b>2,256</b>
		<b>SAFETY:</b> FATALITY RATE	<b>0.70</b>
 <b>PRESERVE OUR ASSETS</b>	Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration, and replacement	<b>PRESERVATION:</b> PAVEMENT CONDITION	<b>90%</b>
		<b>PRESERVATION:</b> STATEWIDE BRIDGE CONDITION SCORE	<b>90%</b>
 <b>OPTIMIZE SYSTEM PERFORMANCE</b>	Enhance mobility, connectivity, and mitigate congestion through targeted infrastructure and operational improvements	<b>CONGESTION:</b> URBAN CONGESTION	<b>1.20</b>
		<b>INDEX CONNECTIVITY:</b> RURAL RELIABILITY INDEX	<b>1.12</b>

### 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.

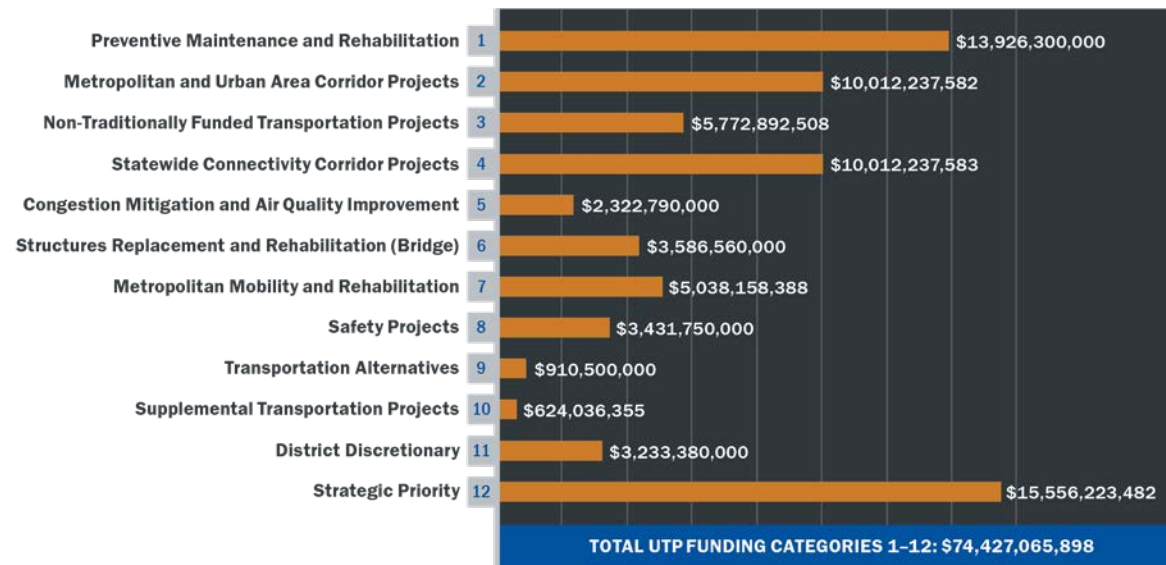
Guided by strategic goals, performance measures, and targets laid out in Step 1, the Commission determines the dollar amounts needed in each UTP category to best achieve those targets. With a limited amount of funding set by the planning cash forecast, the distribution strategy must weigh the competing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

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. So 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

**FIGURE 5**  
2022 UTP FUNDING DISTRIBUTION BY CATEGORY



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 2022 UTP, the Commission selected the distribution outlined in Figure 5. 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.
- Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. To determine the amount in Category 12, TxDOT's

Financial Management Division calculates 10% of the average of TxDOT's total budget for the current fiscal biennium. Even though funding decisions are made at the time of letting, this calculation helps TxDOT plan for project lettings to stay within the 10% cap in future years.

- 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. 18).

The diverse geographic regions of Texas have different transportation needs. While some areas focus on relieving urban congestion, others 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 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 6,800 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 and project development must be aligned with UTP authority levels and estimated 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 INCLUDED IN 2022 UTP
<b>Increase safety at intersections</b>	<ul style="list-style-type: none"> <li>– Install traffic signal or rail crossing equipment</li> <li>– Construct turn lane or deceleration lane</li> <li>– Convert intersection to innovative design</li> <li>– Construct grade separation or overpass</li> </ul>
<b>Reduce lane departures and head-on crashes</b>	<ul style="list-style-type: none"> <li>– Install center-line rumble strips</li> <li>– Install median barrier</li> <li>– Convert two-way frontage road to one-way</li> <li>– Convert undivided roadway to divided</li> <li>– Add passing lanes on two-lane highway</li> </ul>
<b>Reduce run-off-road crashes</b>	<ul style="list-style-type: none"> <li>– Install edge-line rumble strips or profile striping</li> <li>– Increase pavement skid resistance</li> <li>– Install guard rail</li> <li>– Add or widen shoulders (for increased recovery area)</li> <li>– Adjust roadway curve or superelevation (tilt)</li> </ul>
<b>Reduce collisions with bicyclists and pedestrians</b>	<ul style="list-style-type: none"> <li>– Install traffic signal or pedestrian hybrid beacon</li> <li>– Install crosswalk or median island at intersection</li> <li>– Construct bike path, bike lane, or sidewalk</li> <li>– Construct pedestrian bridge</li> </ul>
<b>Mitigate roadway obstacles</b>	<ul style="list-style-type: none"> <li>– Prevent or repair pavement deterioration</li> <li>– Add or widen shoulders (for stopped vehicles)</li> <li>– Reduce danger of fixed objects (trees, culverts, etc.)</li> <li>– Increase vertical clearance for bridge or overpass</li> <li>– Make emergency repairs due to crashes, weather, etc.</li> </ul>
<b>Improve driver awareness</b>	<ul style="list-style-type: none"> <li>– Install warning signs and pavement markings</li> <li>– Install roadway lighting</li> <li>– Build safety rest areas (prevent drowsy driving)</li> </ul>



**TABLE 2**  
**PRESERVE OUR ASSETS**  
 VISION: MAINTAIN AND PRESERVE TRANSPORTATION SYSTEM CONDITIONS

NEED	POTENTIAL IMPROVEMENTS INCLUDED IN 2022 UTP
<b>Prevent pavement deterioration</b>	<ul style="list-style-type: none"> <li>- Apply protective coating or layer of asphalt</li> <li>- Widen shoulders (to prevent edge cracking)</li> <li>- Install drainage and erosion control</li> <li>- Conduct full-depth repair</li> <li>- Reconstruct pavement</li> </ul>
<b>Prevent bridge deterioration</b>	<ul style="list-style-type: none"> <li>- Maintain bridge components (joints, bearings, etc.)</li> <li>- Rehabilitate bridge deck, substructure, or superstructure</li> <li>- Replace full bridge</li> </ul>
<b>Prevent bridge strikes</b>	<ul style="list-style-type: none"> <li>- Install clearance signs or vehicle detection system</li> <li>- Increase vertical clearance for bridge or overpass</li> </ul>
<b>Respond to disasters and emergencies</b>	<ul style="list-style-type: none"> <li>- Repair highway assets damaged by wind or flood</li> <li>- Repair highway assets damaged by vehicle crashes</li> <li>- Stabilize eroded slopes and banks</li> </ul>



**TABLE 3**  
**OPTIMIZE SYSTEM PERFORMANCE**  
 VISION: ENHANCE MOBILITY, RELIABILITY, AND CONNECTIVITY, AND MITIGATE CONGESTION

NEED	POTENTIAL IMPROVEMENTS INCLUDED IN 2022 UTP
<b>Increase capacity on existing roads</b>	<ul style="list-style-type: none"> <li>- Construct additional main lane(s)</li> <li>- Construct frontage road lane(s)</li> <li>- Widen bridge</li> <li>- Convert non-freeway to limited-access freeway</li> </ul>
<b>Improve traffic flow on existing roads</b>	<ul style="list-style-type: none"> <li>- Install traffic mgmt. technology (cameras, digital signs, etc.)</li> <li>- Construct turn lanes or turnaround lanes</li> <li>- Convert intersection to innovative design</li> <li>- Construct grade separation/overpass</li> <li>- Add passing lanes on two-lane highway</li> <li>- Reconfigure freeway ramps</li> <li>- Add freeway auxiliary lane</li> <li>- Construct direct connectors at freeway interchange</li> <li>- Construct managed lanes (express, HOV, etc.)</li> </ul>
<b>Provide alternate routes</b>	<ul style="list-style-type: none"> <li>- Construct new location urban roadway</li> <li>- Construct rural relief route around city or town</li> <li>- Construct frontage road</li> <li>- Upgrade ferry facilities at coastal crossings</li> </ul>
<b>Improve commute alternatives</b>	<ul style="list-style-type: none"> <li>- Enhance local transit operations</li> <li>- Construct bike paths, bike lanes, or sidewalks</li> </ul>
<b>Improve ride quality</b>	<ul style="list-style-type: none"> <li>- Prevent or repair pavement deterioration</li> </ul>



## 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

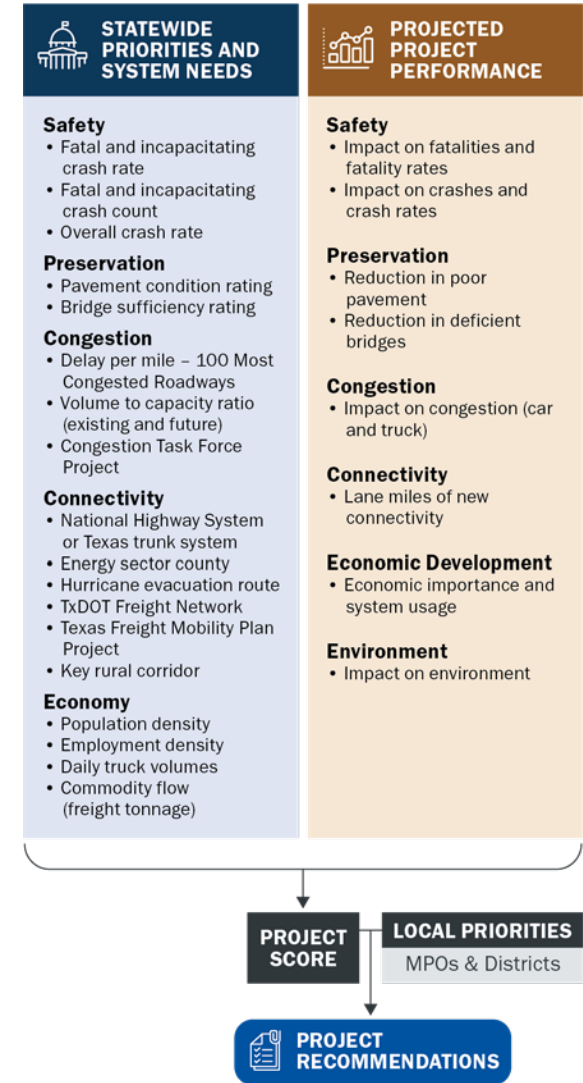
Projects selected at the statewide level undergo an additional scoring step. To be considered for funding in Category 12 – Strategic Priority, which is awarded by the Texas Transportation Commission during the annual UTP cycle, TxDOT districts submit high-priority candidate projects identified through 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 safety (crash data), preservation (pavement and bridge conditions), congestion (traffic metrics), connectivity (priority statewide corridors), and the economy (local population, employment, and freight volumes).

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**



## 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 staging area for proposed future projects or projects with long-term preliminary development needs. At this point, a project may not yet be fully scoped, and funds may only be used 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)

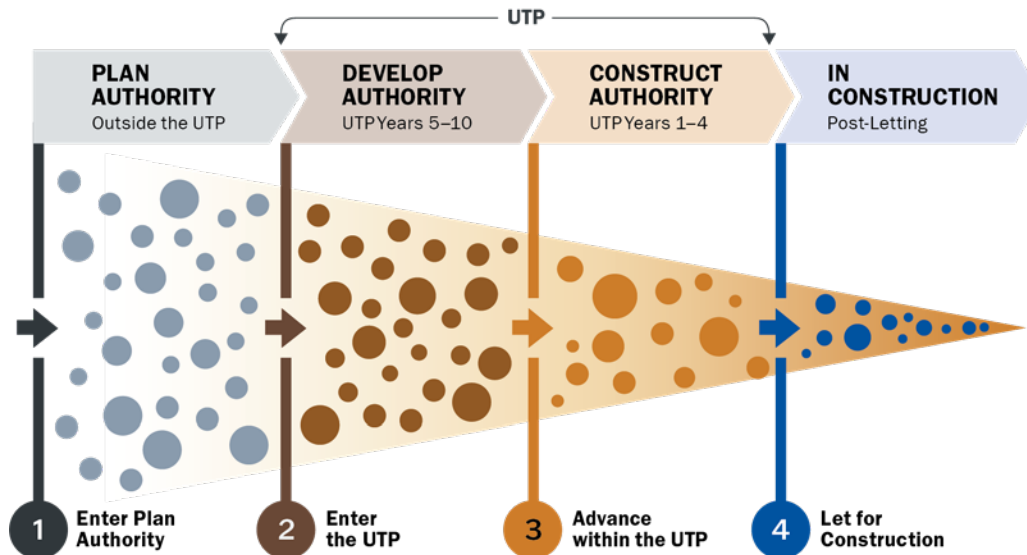
Projects in Develop Authority are authorized to begin preliminary design, environmental review, cost estimates, and other early development activities. To advance into Develop Authority, a project must rank highly among other potential projects at the regional level, and the project's estimated construction 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.

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. Projects funded through this initiative have since been let for construction around the state.

With this additional funding, roadways across the state are receiving 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.

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### SAFETY IN THE UTP

As one of TxDOT's three strategic goals for the highway system, safety is a key driver of funding distribution and project selection. For more information about the TxDOT's safety-related performance targets, see [pg. 14](#). For details about safety-related project selection, see [pg. 18–20](#).

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# 04 | FUNDING THE UTP



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.

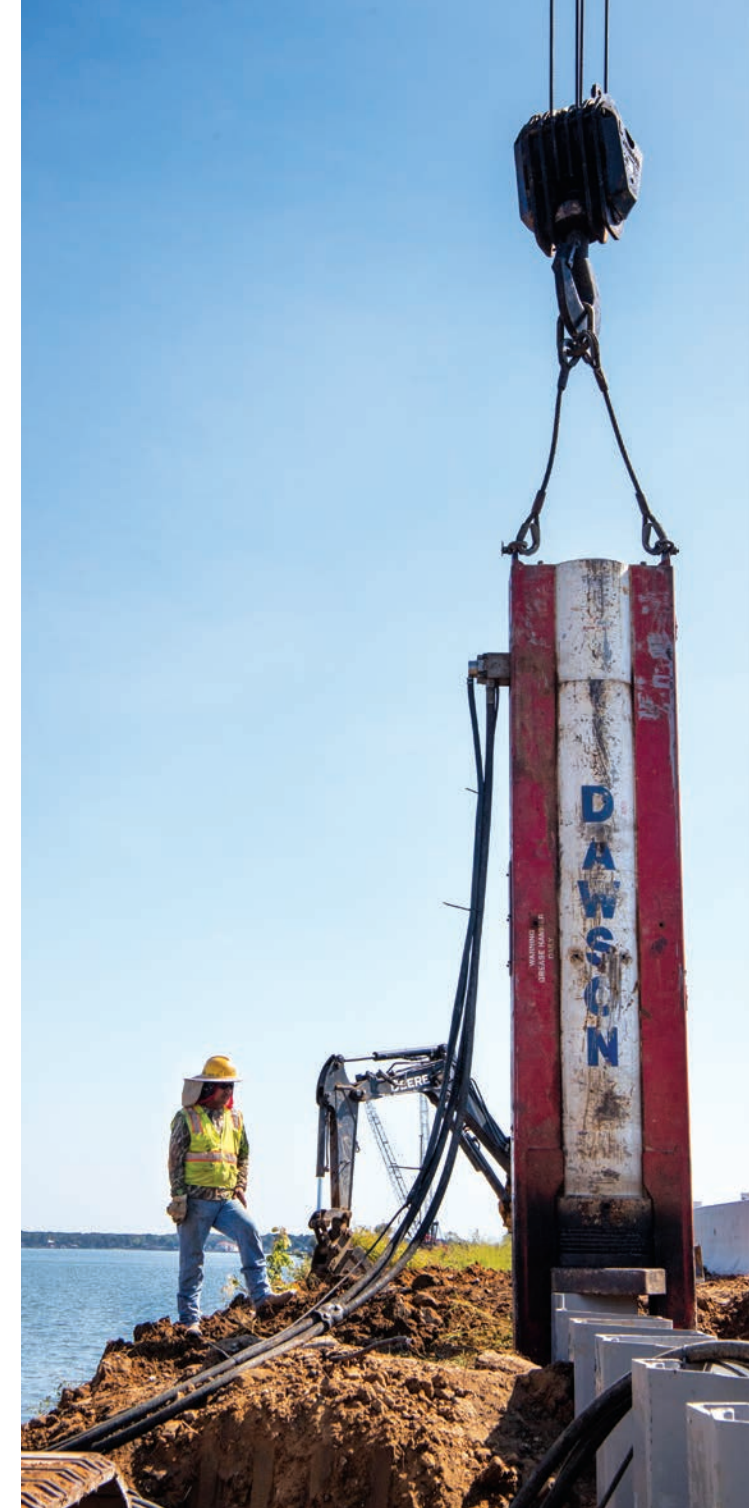
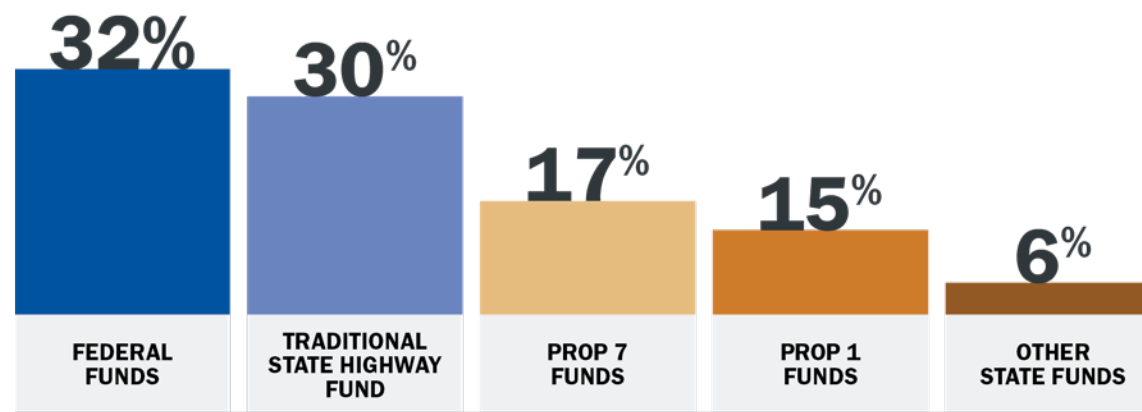
## The Complexity of Transportation Funding

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 2022-2023



## 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 tracks 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

At the beginning of each fiscal 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 forecast process 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 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 2020, the Planning Cash Forecast for the 2022 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 state 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.

However, economic conditions are one of the primary factors potentially affecting future State Highway Fund levels. Fluctuations in the broader economy can impact purchases of gasoline and diesel as well as passenger and commercial vehicles, which can in turn impact related tax collections.

**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 2022 and FY 2023 were based on the Texas Comptroller's latest Biennial 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 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** 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. Since FY 2018, 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. Since FY 2020, a portion of the motor vehicle sales tax is 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 2021, the Legislature exercised the latter option and appropriated approximately \$546 million from Proposition 7 to pay bond debt service in FY 2022–2023. 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 in September 2021, but for planning purposes the forecast assumes that federal funding will continue through FY 2030 at similar levels.

In addition to FAST Act federal funding, TxDOT received an apportionment of highway infrastructure program funds from the federal Coronavirus Response and Relief supplemental appropriations act, 2021. These funds have also been included in the Planning Cash Forecast for the 2022 UTP.

**Expenditures.** Because many highway construction projects require incremental reimbursements to contractors over multiple years, the payout schedules of individual projects directly affect the forecast's estimate of future expenditures. For the 2022 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, or toll credits, allow states to use federal transportation funds without providing state or local matching dollars. Credits are earned when a state or toll entity funds a capital transportation investment with toll revenues from existing toll facilities. In Texas, 75 percent of credits are allocated to the MPO in whose region they were earned and 25 percent are allocated on a competitive statewide basis. TDCs give TxDOT flexibility in determining which projects use state and local share and which will be 100 percent federally funded, but the credits do not increase the total potential funding in the UTP.

**TABLE 4**  
**TRANSPORTATION DEVELOPMENT CREDITS (TDCs)**

#### BALANCES AS OF MAY 6, 2021

ACCOUNT	ACCOUNT BALANCE (\$)
Capital Area Metropolitan Planning Organization	789,936,151
Houston-Galveston Area Council of Governments	1,007,990,050
North Central Texas Council of Governments	780,277,164
Statewide	543,769,672
Public Transit	15,000,000
<b>Total</b>	<b>3,136,973,037</b>

#### AUTHORIZATIONS FOR STATEWIDE TDCs

The Texas Transportation Commission has authorized certain amounts of statewide TDCs to TxDOT for the following uses.

TDC AUTHORIZED USES	ANNUAL LIMIT (\$)
Projects eligible for Surface Transportation Program or National Highway Performance Program	150,000,000
Projects eligible for Highway Safety Improvement Program	15,500,000
Projects eligible for Public Transportation Program	15,000,000
<b>Total</b>	<b>180,500,000</b>

# 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.

## 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.

## 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.

## 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 (Table 5). 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 14, pg. 164](#).

**TABLE 5**  
**TxDOT FUNDING SOURCES BY UTP CATEGORY**

12 FUNDING CATEGORIES	FEDERAL FUNDS	STATE FUNDS	OTHER STATE AND LOCAL FUNDS
1. Preventive Maintenance and Rehabilitation	Yes	Yes	No
2. Metro and Urban Area Corridors	Yes	Yes	No
3. Non-Traditionally Funded Projects	No	Yes	Yes
4. Statewide Connectivity Corridors	Yes	Yes	No
5. Congestion Mitigation and Air Quality*	Yes	No	No
6. Structures Replacement (Bridges)	Yes	Yes	No
7. Metropolitan Mobility and Rehabilitation*	Yes	No	No
8. Safety	Yes	Yes	No
9. Transportation Alternatives*	Yes	No	No
10. Supplemental Transportation Projects	Yes	Yes	No
11. District Discretionary	Yes	Yes	No
12. Strategic Priority	Yes	Yes	No

\* While funding in these categories is primarily from federal sources, state funding may also be used.

**Fund Definitions:** Federal funds are appropriated by Congress through the Federal Highway Trust Fund

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

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



### FROM FORECAST TO UTP

In the Planning Cash Forecast, TxDOT estimates that approximately \$68.7 billion will be available for construction projects over the next 10 years (see Table 6). That dollar amount has been distributed among the funding categories in the 2022 UTP – excluding Category 3. While the combined total of Categories 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, and 12 equals the forecast \$68.7 billion, an additional \$5.8 billion of non-traditional funds are included in the UTP through Category 3. These funds are not part of the forecast, because they come from sources outside the regular scope of TxDOT funding, such as one-time contributions from local governments. As a result, the total dollar amount in the 2022 UTP is approximately \$74.4 billion when Category 3 is included.

For more information about UTP funding categories, see [pg. 30](#).

*Note: The amount of funding in Category 3 is subject to change without Commission action. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.*

**TABLE 6**  
**TxDOT PLANNING CASH FORECAST – 2022 UTP**

FISCAL YEAR	TRADITIONAL STATE HIGHWAY FUND <sup>1</sup>	PROPOSITION 1 <sup>2</sup>	PROPOSITION 7 <sup>3</sup>	TOTAL AVAILABLE
FY 2022	3,699,944,674	587,326,049	3,202,511,627	7,489,782,350
FY 2023	3,527,873,550	960,533,600	2,299,452,830	6,787,859,980
FY 2024	3,658,870,227	1,011,595,200	2,081,046,490	6,751,511,917
FY 2025	3,721,270,699	628,640,000	1,626,434,535	5,976,345,234
FY 2026	3,791,762,771	968,640,000	2,698,021,475	7,458,424,246
FY 2027	3,581,177,914	968,640,000	2,506,237,885	7,056,055,799
FY 2028	3,632,958,921	968,640,000	2,145,611,982	6,747,210,903
FY 2029	3,681,249,254	968,640,000	2,250,697,722	6,900,586,976
FY 2030	3,732,573,461	968,640,000	2,104,778,530	6,805,991,991
FY 2031	3,785,261,432	968,640,000	1,926,502,562	6,680,403,994
<b>Total</b>	<b>36,812,942,903</b>	<b>8,999,934,849</b>	<b>22,841,295,638</b>	<b>68,654,173,390</b>

- 1 Traditional State Highway Fund:** Forecast includes \$250 million of federal redistribution and FAST Act extension in FY2022. Forecast also includes estimated federal redistribution of \$500 million in FY2022 and \$250 million in FY 2023–FY2026 and estimated FAST Act obligation authority levels are maintained through FY2031 with 77.5% of those levels going toward project awards (lettings). Additionally, forecast includes an estimated \$914 million of federal COVID relief funds approved by Congress in December 2020. Of that amount, \$731.2 million (80%) was allocated to project awards (lettings) in FY2022.
- 2 Proposition 1:** Proposition 1 transfers are contingent on future oil and gas production tax revenue levels as well as possible future legislative action. Baseline funding estimates for FY 2022 and FY 2023 come from the State of Texas 2022–2023 Biennial Revenue Estimate (BRE). The FY 2024 transfer was projected based on the FY 2023 oil and natural gas production revenue levels in the BRE. For planning purposes, Proposition 1 transfers are shown through FY 2031 and were estimated based on a ten-year average of actual and potential transfers (FY 2014–FY 2023) had Proposition 1 been in place for all of those years and excluding the highest/lowest transfers within that ten-year period. Eighty percent of those transfers are shown as available for letting. Proposition 1 transfers are set to expire in FY 2035 pursuant to SB 962, 86th Legislature.
- 3 Proposition 7:** Forecast assumes no reductions for annual debt service due on outstanding Proposition 12 general obligation bonds, since future legislatures may, at their discretion, appropriate general revenue to pay for the debt service. Estimated Proposition 7 transfer projections for Sales & Use taxes and Motor Vehicle Sales (MVST) taxes are per the 2022–2023 BRE. The last transfer of Proposition 7-MVST will be in FY2029 without further legislative action, but estimated transfers are continued for planning purposes.

# WORKING FOR TEXANS

## TEXAS CLEAR LANES

Through the Texas Clear Lanes initiative, TxDOT aims to address roadway gridlock facing Texas drivers. 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 developing critical projects in the state's largest metro areas to address traffic congestion. These projects have now been approved and included in the UTP. Visit the [Texas Clear Lanes website](#) to learn more about major projects currently underway in these areas.

### CONGESTION IN THE UTP

As one of TxDOT's three strategic goals for the highway system, improved system performance is a major driver of funding distribution and project selection. For more information about the UTP's congestion-related performance targets, see [pg. 14](#). For details about congestion-related project selection, see [pg. 18–20](#).



# 05 | 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 7**  
**COMMON PROJECT TYPES IN THE UTP FUNDING CATEGORIES**

*These tables list the most common project types funded through each category in the 2022 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
<b>CATEGORY 1: PREVENTIVE MAINTENANCE AND REHAB</b>			
Road surface treatment	43%	⊕	☆
Road rehab and restoration	41%	⊕	☆
Rural passing lanes (Super 2)	5%	☆	⊕
Traffic signals, lighting, signs	3%	⊕	☆
All other project types	8%		
<b>CATEGORY 2: METROPOLITAN AND URBAN CORRIDORS</b>			
Widening (freeway or non-freeway)	74%	☆	⊕
Freeway interchanges	16%	☆	⊕
Roadway operational improvements	5%	☆	⊕
All other project types	5%		
<b>CATEGORY 4: CONNECTIVITY CORRIDORS</b>			
Widening (freeway or non-freeway)	67%	☆	⊕
Freeway interchanges	8%	☆	⊕
New-location rural highway	9%		⊕
Roadway operational improvements	9%	☆	⊕
All other project types	7%		
<b>CATEGORY 5: CONGESTION MITIGATION AND AIR QUALITY</b>			
Intersection improvements	38%	☆	⊕
Freeway interchanges	26%	☆	⊕
Bike and pedestrian infrastructure	16%	⊕	☆
Traffic mgmt. technology and signals	11%	☆	⊕
Public transit, commute alternatives	8%		⊕
All other project types	1%		

	% OF PROGRAMMED FUNDS	STRATEGIC GOALS	
		PROMOTE SAFETY	PRESERVE OUR ASSETS
<b>CATEGORY 6: STRUCTURES (BRIDGE)</b>			
Bridge replacement	84%	☆	⊕
Bridge rehab or widening	8%	☆	⊕
Bridge maintenance	5%		⊕
All other project types	3%		
<b>CATEGORY 7: METROPOLITAN MOBILITY AND REHAB</b>			
Widening (freeway or non-freeway)	57%	☆	⊕
New-location urban roadway	14%		⊕
Roadway operational improvements	7%	☆	⊕
Traffic studies, transit programs, etc.	7%		⊕
Freeway interchanges	7%	☆	⊕
All other project types	8%		
<b>CATEGORY 8: SAFETY</b>			
Medians and safety barriers	29%	⊕	
Intersections and rail crossings	27%	⊕	☆
Turn lanes, passing lanes, shoulders	26%	⊕	☆
Traffic signals, lighting, signs	9%	⊕	☆
Rumble strips	4%	⊕	
All other project types	5%		
<b>CATEGORY 9: TRANSPORTATION ALTERNATIVES</b>			
Bike and pedestrian infrastructure	77%	⊕	☆
Border crossing facilities	16%		⊕
Public transit	4%		⊕
All other project types	3%		

	% OF PROGRAMMED FUNDS	STRATEGIC GOALS	
		PROMOTE SAFETY	PRESERVE OUR ASSETS
<b>CATEGORY 10: SUPPLEMENTAL TRANSPORTATION PROGRAMS</b>			
Coastal ferry facilities	32%		⊕
Border region infrastructure	26%		⊕
Culverts and storm drainage	16%	☆	⊕
State park roads and parking lots	16%		⊕
Sidewalks and curb ramps	4%	⊕	
All other project types	15%		
<b>CATEGORY 11: DISTRICT DISCRETIONARY</b>			
Road rehab and restoration	33%		⊕
Rural passing lanes (Super 2)	18%	☆	⊕
Roadway operational improvements	16%	☆	⊕
Widening (freeway or non-freeway)	14%	☆	⊕
Road surface treatment	6%		⊕
All other project types	13%		
<b>CATEGORY 12: STRATEGIC PRIORITY</b>			
Widening (freeway or non-freeway)	84%	☆	⊕
Freeway interchanges	10%	☆	⊕
New-location highway	4%		⊕
All other project types	2%		

⊕ = Primary goal addressed  
☆ = Secondary goal addressed

# 2022 UTP FUNDING CATEGORY DETAILS

## FUNDING CATEGORY

# 1

## Preventive Maintenance and Rehabilitation

Table 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.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<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><b>Preventive Maintenance</b> 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><b>Rehabilitation</b> 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><b>Preventive Maintenance</b> 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"> <li>65% On-system lane miles</li> <li>33% Pavement distress score factor</li> <li>2% Square footage of on-system bridge deck area</li> </ul> <p><b>Rehabilitation</b></p> <ul style="list-style-type: none"> <li>32.5% Three-year average lane miles of pavement with distress scores &lt;70</li> <li>20% Vehicle miles traveled per lane mile (on system)</li> <li>32.5% Equivalent single-axle load miles (on and off system and interstate)</li> <li>15% Pavement distress scores pace factor</li> </ul> <p>See note at end of section</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	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>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.</p> <p>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.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p><b>Category 2 Metropolitan (2M)</b> 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).</p> <ul style="list-style-type: none"> <li>30% Total vehicle miles traveled (on and off system)</li> <li>17% Population</li> <li>10% Lane miles (on system)</li> <li>14% Truck vehicle miles traveled (on system)</li> <li>7% Percentage of census population below the federal poverty level</li> <li>15% Based on congestion</li> <li>7% Fatal and incapacitating crashes</li> </ul> <p><b>Category 2 Urban (2U)</b> Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula:</p> <ul style="list-style-type: none"> <li>20% Total vehicle miles traveled (on and off system)</li> <li>25% Population</li> <li>8% Lane miles (on system)</li> <li>15% Truck vehicle miles traveled (on system)</li> <li>4% Percentage of census population below the federal poverty level</li> <li>8% Centerline miles (on system)</li> <li>10% Congestion</li> <li>10% Fatal and incapacitating crashes</li> </ul>	<p>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.</p>
<p>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)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see <a href="#">pg. 28</a>), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

FUNDING CATEGORY

4

Statewide  
Connectivity  
Corridor  
Projects

FUNDING CATEGORY

5

Congestion  
Mitigation  
and Air Quality  
Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>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:</p> <ul style="list-style-type: none"> <li>- Texas Highway Trunk System</li> <li>- National Highway System (NHS)</li> <li>- Connections to major sea ports or border crossings</li> <li>- National Freight Network</li> <li>- Hurricane evacuation routes</li> </ul> <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> <li>- Mobility corridors: High-traffic routes with potential need for additional roadway capacity</li> <li>- Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided</li> <li>- Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains</li> </ul>	<p><b>Category 4 Regional Connectivity</b> Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p><b>Category 4 Urban Connectivity</b> Funds distributed using the same formula as Category 2</p>	<p>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.</p>
<p>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.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>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).</p>	<p>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.</p>

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p><b>Highway Bridge Program</b> 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.</p> <p><b>Bridge Maintenance and Improvement Program</b> For rehabilitation of eligible bridges on the state highway system.</p> <p><b>Bridge System Safety Program</b> 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.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p><b>TxDOT's Bridge Division</b> selects projects using a performance-based prioritization process.</p> <p><b>Highway Bridge</b> projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p><b>Bridge Maintenance and Improvement</b> projects are selected statewide based on identified bridge maintenance/improvement needs.</p> <p><b>Bridge System Safety</b> 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.</p>
<p>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.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>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.</p>



FUNDING CATEGORY

8

Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p><b>Highway Safety Improvement Program (HSIP)</b> Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p><b>Systemic Widening Program (SSW)</b> Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p><b>Road to Zero (RTZ)</b> Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on 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.</p>	<p>Category 8 funding is allocated to TxDOT’s Traffic Safety Division, which selects projects statewide.</p>	<p><b>HSIP</b> Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p><b>Road to Zero</b> Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>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.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>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.</p> <p>Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2022 UTP for Safety Rest Area expansion to address truck parking needs.</p>	<p>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.</p>

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

FUNDING CATEGORY  
**10**

**Supplemental  
Transportation  
Programs**

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p><b>Coordinated Border Infrastructure (CBI)</b> Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><b>Supplemental Transportation Projects (Federal)</b> Federal discretionary and congressional high-priority projects.</p> <p><b>Federal Lands Access Program (FLAP)</b> Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> 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><b>Green Ribbon Program</b> 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><b>Americans with Disabilities Act (ADA)</b> Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><b>Landscape Incentive Awards</b> 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.</p> <p>The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p><b>Railroad Signal Maintenance Program</b> 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"> <li>20% Incoming commercial trucks</li> <li>30% Incoming personal motor vehicles and buses</li> <li>25% Weight of incoming cargo by commercial trucks</li> <li>25% Number of land border ports of entry</li> </ul> <p><b>Supplemental Transportation Projects (Federal)</b> Directed by federal legislation</p> <p><b>Federal Lands Access Program</b> 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><b>Green Ribbon Program</b> 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><b>Americans with Disabilities Act (ADA)</b> Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p><b>Landscape Incentive Awards</b> Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p><b>Railroad Signal Maintenance Program</b> Based on number of crossings and type of automatic devices present at each.</p>	<p><b>CBI</b> projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development.</p> <p>For <b>FLAP</b>, 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 (<b>TPWD</b>) selects State Park Roads projects in coordination with TxDOT districts.</p> <p><b>Green Ribbon</b> 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><b>ADA</b> 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><b>Landscape Incentive Awards</b> are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects <b>Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects</b>.</p> <p>All projects are selected using a performance-based prioritization process.</p>

FUNDING CATEGORY

11

District Discretionary

FUNDING CATEGORY

12

Strategic Priority

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><b>District Discretionary</b> 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><b>Energy Sector</b> Safety and maintenance work on state highways impacted by the energy sector.</p> <p><b>Border Infrastructure</b> 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><b>District Discretionary</b> 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"> <li>70% On-system vehicle miles traveled</li> <li>20% On-system lane miles</li> <li>10% Annual truck vehicle miles traveled</li> </ul> <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><b>Energy Sector</b> Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> <li>40% Three-year average pavement condition score</li> <li>25% Oil and gas production taxes collected</li> <li>25% Number of well completions</li> <li>10% Volume of oil and gas waste injected</li> </ul> <p><b>Border Infrastructure</b> 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>See note at end of section.</p>	<p><b>TxDOT Districts</b> select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p><b>The Texas Transportation Commission</b> 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><b>Rider 11(b):</b> Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> <li>- Number of land border ports of entry</li> <li>- Number of incoming commercial trucks and railcars</li> <li>- Number of incoming personal motor vehicles and buses</li> <li>- Weight of incoming cargo by commercial trucks</li> </ul>
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> <li>- Congestion and connectivity</li> <li>- Economic opportunity</li> <li>- Energy sector access</li> <li>- Border and port connectivity</li> <li>- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report</li> <li>- The ability to respond to both man-made and natural emergencies</li> </ul> <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><b>Texas Clear Lanes</b> 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> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT’s current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT’s total budget for the current fiscal biennium.</p>

# 06 | HIGHWAY PROJECT LISTINGS



The 2022 UTP contains approximately 6,800 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 through UTP funding categories 2, 4, and 12. These projects are under development to relieve congestion and improve statewide 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 6,800-plus projects funded through all 12 UTP funding categories (see **Table 8, pg. 40**). 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 following pages contain listings of mobility and connectivity projects funded through Categories 2, 4, and 12.

## 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 [Scoring and Prioritizing Projects on pg. 20](#) for more information). Tier 1 projects are those that ranked within the top half of all scored projects for either the transportation system needs or the projected performance, or those identified 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.

**TABLE 8**  
**UTP PROJECTS FOUND ON PROJECT TRACKER**

PROJECT TRACKER PHASE	UTP AUTHORITY	NUMBER OF PROJECTS*
Construction begins within 4 years	Construct Authority	5,400
Construction begins in 5 to 10 years	Develop Authority	1,400
<b>Total</b>		<b>6,800</b>

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

*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 6,800 projects funded across all 12 UTP funding categories.*

**TABLE 9**  
**COMMON ROADWAY NAME ABBREVIATIONS**

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

# Project-Specific Mobility Funding Categories

Category 4R (Statewide Connectivity - Regional) and Category 12 (Strategic Priority) are project-specific categories, not allocated to TxDOT districts or MPOs. Projects are selected in a competitive statewide process, evaluating project performance factors. No district or MPO is guaranteed to receive funding from these categories, since selection is driven by the prioritization of individual transportation projects rather than formula allocation. Projects in Category 4 Regional are selected by TxDOT's TPP Division, while Category 12 projects are selected at the discretion of the Texas Transportation Commission. The tables below list the total funding from these categories that has been authorized in each TxDOT district in the 2022 UTP. Project details are listed by district on the following pages.

**TABLE 10**  
**CATEGORY 4 STATEWIDE**  
**CONNECTIVITY – REGIONAL**  
**FISCAL YEARS 2022–2031**

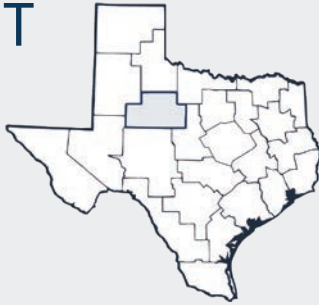
TXDOT DISTRICT	TOTAL AUTHORIZED FUNDING
Abilene	\$ 69,560,000
Amarillo	\$ 126,612,254
Atlanta	\$ 597,983,840
Austin	\$ 117,760,000
Beaumont	\$ 337,834,062
Brownwood	\$ 155,720,954
Bryan	\$ 838,985,973
Childress	\$ 19,888,797
Corpus Christi	\$ 562,500,000
Dallas	\$ -
El Paso	\$ 46,400,251
Fort Worth	\$ 72,180,445
Houston	\$ -
Laredo	\$ 160,000,000
Lubbock	\$ 35,000,000
Lufkin	\$ 605,590,112
Odessa	\$ 107,226,000
Paris	\$ 57,660,000
Pharr	\$ 254,151,911
San Angelo	\$ 139,861,630
San Antonio	\$ 30,000,000
Tyler	\$ 204,800,000
Waco	\$ -
Wichita Falls	\$ 428,866,339
Yoakum	\$ 591,999,995
<b>Total</b>	<b>\$ 5,560,582,563</b>

**TABLE 11**  
**CATEGORY 12**  
**STRATEGIC PRIORITY**  
**FISCAL YEARS 2022–2031**

TXDOT DISTRICT	TOTAL AUTHORIZED FUNDING
Abilene	\$ 112,949,998
Amarillo	\$ 149,386,902
Atlanta	\$ 86,601,998
Austin	\$ 4,417,700,000
Beaumont	\$ 749,493,998
Brownwood	\$ -
Bryan	\$ 396,914,025
Childress	\$ 11,200,000
Corpus Christi	\$ -
Dallas	\$ 1,863,019,617
El Paso	\$ 220,320,000
Fort Worth	\$ 566,519,500
Houston	\$ 3,121,744,997
Laredo	\$ 200,252,238
Lubbock	\$ 44,040,000
Lufkin	\$ 7,011,199
Odessa	\$ 574,950,000
Paris	\$ 265,458,031
Pharr	\$ 428,409,569
San Angelo	\$ 50,641,283
San Antonio	\$ 958,300,000
Tyler	\$ 235,150,000
Waco	\$ -
Wichita Falls	\$ 228,762,875
Yoakum	\$ 242,595,800
<b>Total</b>	<b>\$ 14,931,422,030</b>

# ABILENE DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	265,000
Square Miles	11,800
Daily Vehicle Miles	9.3 million
Highway Lane Miles	8,500

### REGIONAL PLANNING RESOURCES

Abilene TxDOT District [page](#)

MPO: [Abilene Metropolitan Planning Organization](#)

Contact:

4250 Clack St.  
Abilene, TX 79601  
(325) 676-6800

@TxDOTABILENE



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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

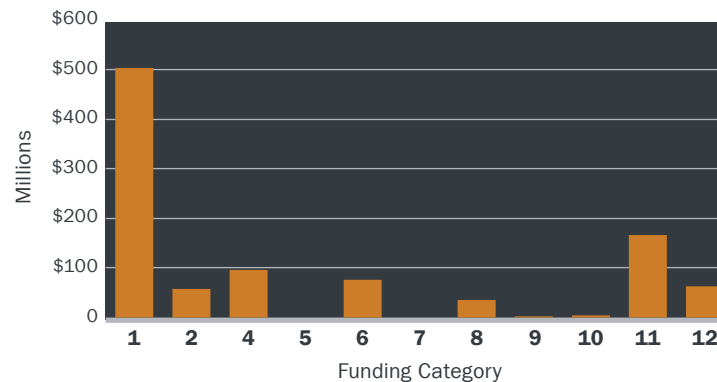
#### Short Term (four or fewer years)

- **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 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# ABILENE DISTRICT **Listed Projects**



— UTP listed project

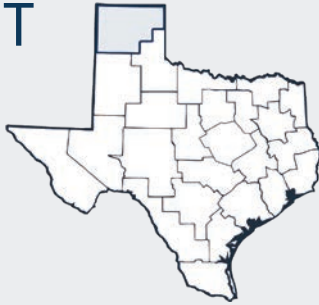


# ABILENE DISTRICT Listed Projects

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	
<b>Jones County</b>											
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 2022-2025	\$13,520,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b> ----- <i>Cat. 4 increased \$520K</i>	\$13,520,000 <b>\$13,520,000</b>	1
1b	FM 3034	US 83 Intersection at FM 3034 3068-01-012	US 83	FM 600	FY 2022-2025	\$2,600,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$100K</i>	\$2,600,000 <b>\$2,600,000</b>	1
<b>Nolan County</b>											
2	IH 20	Interchange at US 84 - Roscoe 0006-02-114	EAST OF CR 608	WEST OF LP 170	FY 2022-2025	\$70,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b>	\$35,000,000 \$35,000,000 <b>\$70,000,000</b>	1
<b>Taylor County</b>											
3	IH 20	Widen Freeway - Abilene 0006-06-081	SH 351	CALLAHAN COUNTY LINE	FY 2026-2031	\$44,800,000	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 4 increased \$4.7M</i>	\$14,050,000 \$30,750,000 <b>\$44,800,000</b>	1
4	IH 20	Widen Freeway - Abilene 0006-06-109	NEAR PINE STREET	SH 351	FY 2026-2031	\$67,200,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 added \$47M</i>	\$20,000,000 \$47,200,000 <b>\$67,200,000</b>	1
5a	US 83	Interchange at US 84 - Tuscola 0034-01-130	AT	US 83/84 "Y" INTERCHANGE	FY 2022-2025	\$18,360,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$1.3M</i>	\$18,360,000 <b>\$18,360,000</b>	2
5b	US 83	5 Lane Section - Tuscola 0034-02-044	US 84	CR 160	FY 2022-2025	\$16,200,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$1.2M</i>	\$16,200,000 <b>\$16,200,000</b>	1
6	FM 707	Widen Non-Freeway - Abilene 0663-01-024	FM 89 (BUFFALO GAP ROAD)	US 83	FY 2022-2025	\$7,840,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$840K</i>	\$7,840,000 <b>\$7,840,000</b>	3
7	FM 89	Road Rehabilitation - Abilene 0699-01-056	ANTILLEY ROAD INTERSECTION	ANTILLEY ROAD INTERSECTION	FY 2022-2025	\$2,080,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$80K</i>	\$2,080,000 <b>\$2,080,000</b>	3

# AMARILLO DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	388,000
Square Miles	17,800
Daily Vehicle Miles	9.9 million
Highway Lane Miles	9,500

### REGIONAL PLANNING RESOURCES

Amarillo TxDOT District [page](#)

MPO: [Amarillo Metropolitan Planning Organization](#)

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[@TXDOTAMARILLO](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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

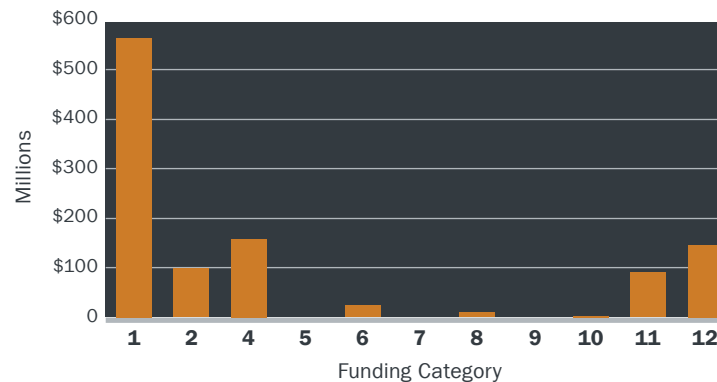
#### Short Term (four or fewer years)

- **SL 335 Segment C-1, Potter County:** Phase I of freeway conversion
- **US 87, Hartley and Moore Counties:** Convert to a four-lane divided highway from US 385/US 87 Interchange to FM 2589 West 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 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# AMARILLO DISTRICT **Listed Projects**



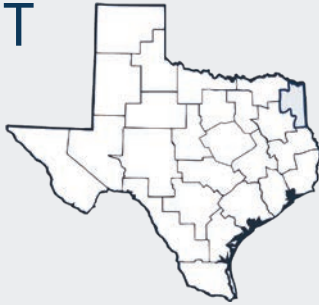
— UTP listed project

# 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	
<b>Hartley County</b>											
1	US 87	Widen Non-Freeway - Dumas 0425-01-021	EAST OF US385/US87 INTERCHANGE	MOORE COUNTY LINE	FY 2026-2031	\$71,128,512	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$4M</i>	\$71,128,511 <b>\$71,128,511</b>	1
<b>Moore County</b>											
2	US 87	Widen Non-Freeway - Dumas 0425-02-037	HARTLEY COUNTY LINE	FM 2589 WEST OF DUMAS	FY 2022-2025	\$39,783,744	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$8.9M</i>	\$39,783,743 <b>\$39,783,743</b>	1
<b>Potter County</b>											
3	SL 335	Amarillo Loop (Northwest) 2635-04-031	SW 9TH	FM 1719	FY 2022-2025	\$84,239,064	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1.7M</i>	\$25,020,000 \$27,960,000 \$31,259,063 <b>\$84,239,063</b>	1
<b>Randall County</b>											
4a	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 2026-2031	\$6,027,840	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1M</i>	\$6,027,839 <b>\$6,027,839</b>	1
4b	IH 27	Widen Freeway - Amarillo to Canyon 0168-09-083	SOUTH OF SUNDOWN	NORTH OF US 60/US 87 INTERCHANGE	FY 2026-2031	\$126,825,754	No Funding Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- <b>TOTAL</b>	\$112,100,000 \$14,725,754 <b>\$126,825,754</b>	1
5a	IH 27	SL 335/IH 27 Interchange - Phase II 0168-09-186	SUNDOWN LANE	SL 335	FY 2026-2031	\$7,392,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$7,392,000 <b>\$7,392,000</b>	1
5b	SL 335	SL 335/IH 27 Interchange - Phase II 2635-02-034	IH 27	BELL STREET	FY 2026-2031	\$12,055,680	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$12,055,680 <b>\$12,055,680</b>	1
5c	SL 335	SL 335/IH 27 Interchange - Phase II 2635-03-023	EAST OF COULTER	IH 27	FY 2026-2031	\$12,055,680	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$12,055,680 <b>\$12,055,680</b>	1
5d	SL 335	SL 335/IH 27 Interchange - Phase II 2635-03-028	IH 27	COULTER	FY 2026-2031	\$77,880,320	New Authorization	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban -Remaining funding TBD- <b>TOTAL</b>	\$16,647,000 \$16,779,000 \$44,454,320 <b>\$77,880,320</b>	1

# ATLANTA DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	330,000
Square Miles	5,300
Daily Vehicle Miles	11.2 million
Highway Lane Miles	6,500

### REGIONAL PLANNING RESOURCES

Atlanta TxDOT District [page](#)

MPO: [Texarkana Metropolitan Planning Organization](#)

MPO: [Longview Metropolitan Planning Organization](#)

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Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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

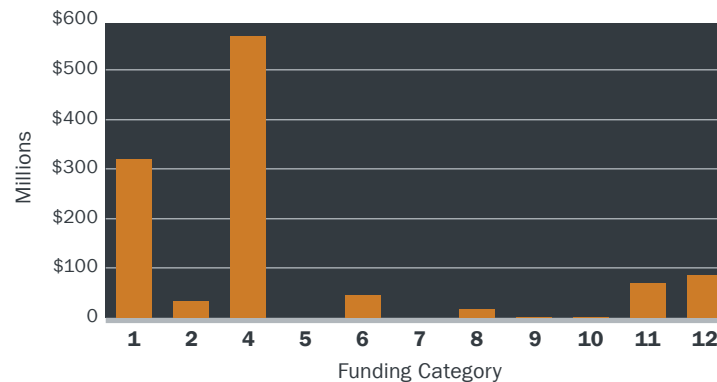
#### Short Term (four or fewer years)

- **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

#### Long Term (five or more years)

- **SL 390, Harrison County:** construct new freeway from US 80 to IH 30 (I-369)
- **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

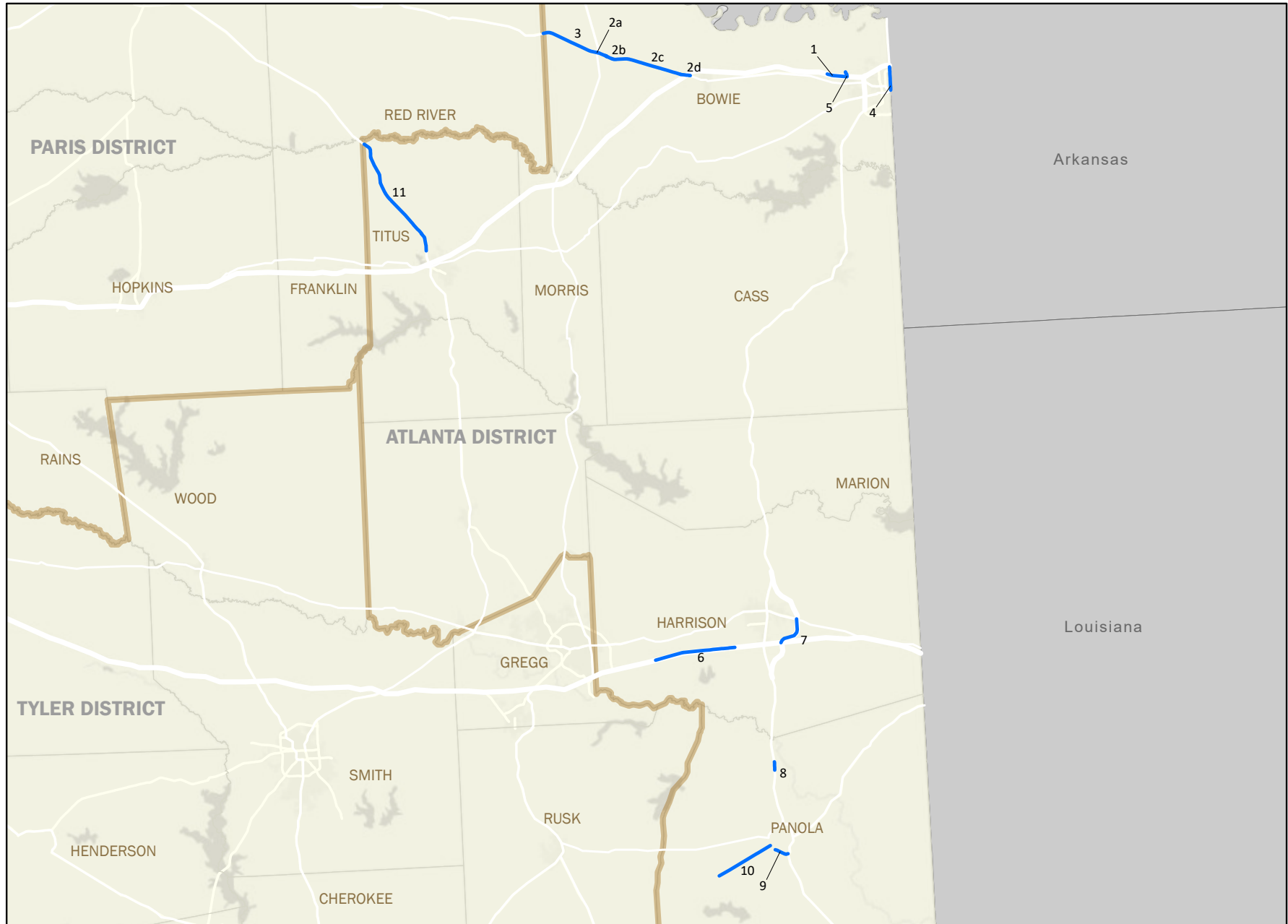
### ATLANTA DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# ATLANTA DISTRICT **Listed Projects**

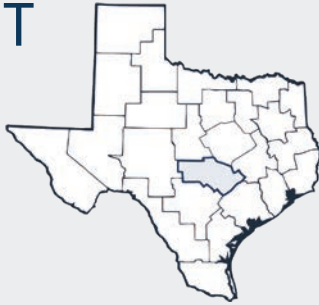


— UTP listed project

# 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			
<b>Bowie County</b>													
<b>1</b>	IH 30	New Frontage Roads - Texarkana 0610-07-097	FM 3419	FM 989	FY 2022-2025	\$42,878,191	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b> ----- <i>Cat. 2 increased \$10M and Cat. 4 increased \$462K</i>	\$23,035,963 \$19,842,228 <b>\$42,878,191</b>	1		
	2a	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-03-038	0.1 MI W OF US 259	FM 992	FM 992	FY 2022-2025	\$17,653,440	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$17,653,439 <b>\$17,653,439</b>	2
	2b	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-04-061	FM 992	FM 1840	FY 2022-2025	\$6,959,680	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$6,959,680 <b>\$6,959,680</b>	2	
	2c	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-04-062	FM 1840	SH 98	FY 2022-2025	\$26,088,733	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$3.7M</i>	\$26,088,733 <b>\$26,088,733</b>	1	
	2d	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-04-063	SH 98	0.4 MI. S. OF IH 30	FY 2022-2025	\$11,575,200	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$2M</i>	\$11,575,200 <b>\$11,575,200</b>	1	
<b>3</b>	US 82	Widen Non-Freeway - Western Bowie County 0046-03-040	0.1 MI W OF CR 3403	0.1 MI W OF US 259	FY 2026-2031	\$50,956,640	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$45,300,000 \$5,656,640 <b>\$50,956,640</b>	1		
<b>4</b>	US 71	Road Rehabilitation - Texarkana 0217-02-037	0.2 MI. S. OF IH 30	US 67 (7TH STREET)	FY 2022-2025	\$15,106,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$5.1M</i>	\$3,000,000 \$12,106,000 <b>\$15,106,000</b>	2		
<b>5</b>	FM 989	Widen Non-Freeway - Texarkana 1231-01-066	IH 30 NORTH FRONTAGE ROAD	0.3 MI. N. OF GIBSON LANE	FY 2022-2025	\$5,840,586	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,840,586 <b>\$5,840,586</b>	1		
<b>Harrison County</b>													
<b>6</b>	IH 20	Widen Freeway - Hallsville to Marshall 0495-08-109	FM 450	SH 43	FY 2026-2031	\$161,200,000	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$161,200,000 <b>\$161,200,000</b>	1		
<b>7</b>	SL 390	US 59 Relief Route/Future IH 369 - Harrison County 1575-05-016	0.7 MI N OF US 80	1.2 MI S OF IH 20	FY 2026-2031	\$220,000,000	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$220,000,000 <b>\$220,000,000</b>	1		
<b>Panola County</b>													
<b>8</b>	US 59	Interchange at FM 1794 - Panola County 0063-10-015	AT INTERSECTION OF FM 1794	.	FY 2022-2025	\$22,284,600	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$22,284,599 <b>\$22,284,599</b>	1		
<b>9</b>	SH 149	Widen Non-Freeway - Carthage 0063-11-054	0.8 MI S. OF SH 315	US 59	FY 2022-2025	\$28,496,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$28,495,999 <b>\$28,495,999</b>	1		
<b>10</b>	SH 315	Widen Non-Freeway - Carthage to Clayton 0462-03-045	FM 1970	SH 149	FY 2026-2031	\$69,256,088	No Funding Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- <b>TOTAL</b>	\$46,000,000 \$23,256,088 <b>\$69,256,088</b>	1		
<b>Titus County</b>													
<b>11</b>	US 271	Passing Lanes (Super 2) - North of Mount Pleasant 0221-05-091	0.5 MI. S. OF SULPHUR RELIEF #2	0.7 MI. N. OF FM 1734	FY 2026-2031	\$86,922,192	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$36M</i>	\$86,922,192 <b>\$86,922,192</b>	1		

# AUSTIN DISTRICT 2022 UTP



## DISTRICT FACTS

Population	2.4 million
Square Miles	9,500
Daily Vehicle Miles	46.7 million
Highway Lane Miles	9,500

## REGIONAL PLANNING RESOURCES

Austin TxDOT District [page](#)

MPO: **Capital Area Metropolitan Planning Organization**

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Make sure to visit TxDOT's **Project Tracker website** to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND 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 includes various operational and safety enhancements, such as reconstructing ramps, bridges and intersections; improving frontage roads; enhancing bicycle and pedestrian paths; and accommodating transit routes.

## KEY PROJECTS

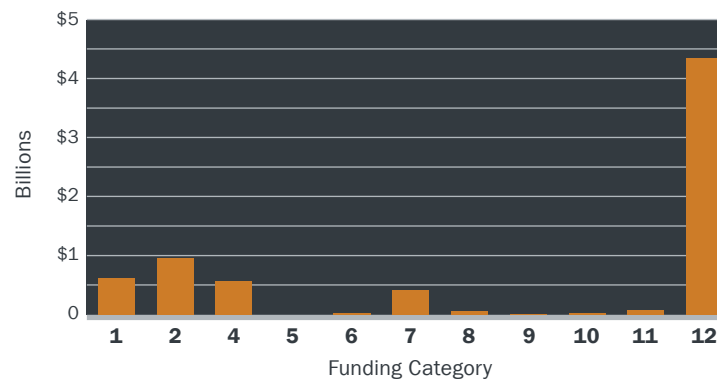
### Short Term (four or fewer years)

- **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
- **I-35 Capital Express Central:** managed lanes and operational improvements through Downtown Austin

### Long Term (five or more years)

- **US 281 Corridor, Blanco County:** upgrade from a two lane to four lane divided facility

## AUSTIN DISTRICT 2022 PLANNING TARGETS BY CATEGORY



### TxDOT funding categories:

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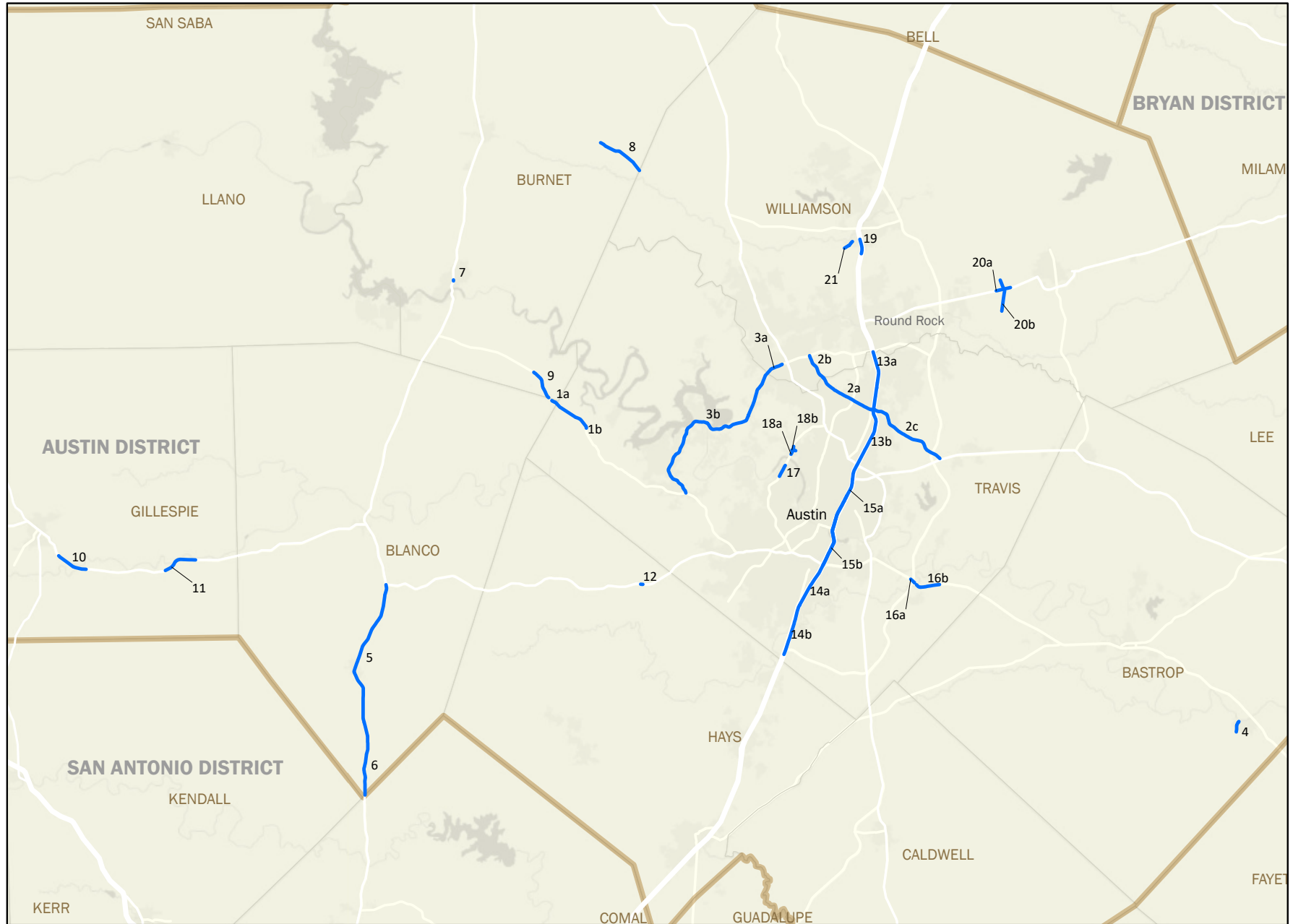


## REGIONAL PRIORITY FUNDING: STATE HIGHWAY 130 CONCESSION PAYMENTS

The Capital Area Metropolitan Planning Organization (CAMPO) manages toll revenue funds from the SH 130 Concession Agreement, related to Segments 5 and 6 of the toll road through the TxDOT Austin District. As part of the agreement, the MPO was given the authority to select future projects on which these funds would be used, located on state highways within the region. CAMPO has identified a list of on-system corridors (see table below) to begin planning, project development, and environmental analysis work, using the SH 130 toll revenue funds. Due to the unique nature of this funding source, the projects must be listed in the UTP document and approved through Commission action.

COUNTY	PROJECT ID (CSJ)	HIGHWAY	LIMIT FROM	LIMIT TO	EST. LET DATE RANGE	AMOUNT
Travis	0914-00-460	FM 734	Ronald Reagan Blvd. at RM 2243	FM 734 at SH 130	FY 2022-2025	\$ 875,000
Travis	0914-00-461	FM 969	SH 71	SH 130	FY 2022-2025	\$ 875,000
Travis	0914-00-462	FM 973	US 79	US 290	FY 2022-2025	\$ 875,000
Travis	0914-00-463	SH 21	SH 71	SH 130	FY 2022-2025	\$ 875,000
Travis	0914-00-464	SH 29	CR 258	Williamson County Line	FY 2022-2025	\$ 875,000
Travis	0914-00-465	SH 80	FM 110	IH 10	FY 2022-2025	\$ 875,000
Travis	0914-00-466	US 79	FM 1460	FM 619	FY 2022-2025	\$ 875,000
Travis	0914-00-467	US 290	US 281	RM 12	FY 2022-2025	\$ 875,000

# AUSTIN DISTRICT **Listed Projects**



— UTP listed project

# AUSTIN DISTRICT Listed Projects

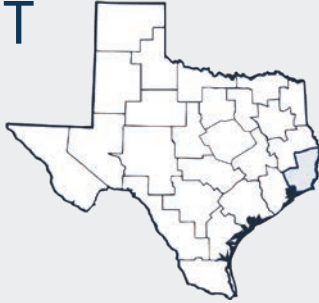
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
<b>Multi-County Projects</b>											
1a	SH 71	Widen for Turn Lane - Spicewood (Blanco County) 0700-02-049	0.43 MILES WEST OF TRAVIS COUNTY LINE	TRAVIS COUNTY LINE	FY 2022-2025	\$6,600,000	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$6,600,000 <b>\$6,600,000</b>	2
1b	SH 71	Widen for Turn Lane - Spicewood (Travis County) 0700-03-145	BLANCO COUNTY LINE	0.4 MILES WEST OF RM 2322	FY 2022-2025	\$13,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$13,000,000 <b>\$13,000,000</b>	2
2a	FM 734	Traffic Mgmt. Technology - Austin (Travis County) 3417-01-032	LOOP 275	TRAVIS/WILLIAMSON COUNTY LINE	FY 2026-2031	\$2,358,206	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$2,358,206 <b>\$2,358,206</b>	1
2b	FM 734	Traffic Mgmt. Technology - Austin (Williamson County) 3417-02-033	NORTH SH 45	TRAVIS/WILLIAMSON COUNTY LINE	FY 2026-2031	\$1,904,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,904,000 <b>\$1,904,000</b>	1
2c	FM 734	Traffic Mgmt. Technology - Austin (Travis County) 3417-03-027	EAST US 290	LOOP 275	FY 2026-2031	\$3,553,500	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$3,553,500 <b>\$3,553,500</b>	1
3a	RM 620	Traffic Mgmt. Technology - Austin (Williamson County) 0683-01-098	PECAN PARK BLVD	ANDERSON MILL ROAD [TRAVIS C/L]	FY 2026-2031	\$711,988	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$711,988 <b>\$711,988</b>	1
3b	RM 620	Traffic Mgmt. Technology - Austin (Travis County) 0683-02-074	ANDERSON MILL ROAD [WILLIAMSON C/L]	SH 71	FY 2026-2031	\$7,826,767	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$7,826,767 <b>\$7,826,767</b>	1
<b>Bastrop County</b>											
4	SH 95	Widen for Turn Lane - Smithville 0323-01-028	SL 230	SOUTH OF FM 535	FY 2022-2025	\$8,484,685	Funding Adjustment	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$628,495 \$7,856,191 <b>\$8,484,685</b>	3
									<i>Cat. 2 increased \$1.3M</i>		
<b>Blanco County</b>											
5	US 281	Widen Non-Freeway - Blanco 0253-01-059	US 290	SOUTH OF CR 413 <GLENN CREST DR.>	FY 2026-2031	\$56,722,500	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$56,722,500 <b>\$56,722,500</b>	1
6	US 281	Widen Non-Freeway - Blanco County 0253-02-032	SOUTH OF CR 413 <GLENN CREST DR.>	COMAL COUNTY LINE	FY 2026-2031	\$30,497,500	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$30,497,500 <b>\$30,497,500</b>	1
<b>Burnet County</b>											
7	US 281	Intersection at RM 1431 - Marble Falls 0252-01-084	AT RM 1431	.	FY 2026-2031	\$1,814,400	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,814,400 <b>\$1,814,400</b>	1
8	SH 29	Widen for Turn Lane - Bertram 0151-02-026	RM 243 NORTH	WILLIAMSON COUNTY LINE	FY 2026-2031	\$5,806,080	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,806,080 <b>\$5,806,080</b>	3
9	SH 71	Widen for Turn Lane - Spicewood 0700-01-045	SPUR 191	BLANCO/BURNET C/L	FY 2022-2025	\$9,720,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$9,720,000 <b>\$9,720,000</b>	2
<b>Gillespie County</b>											
10	US 290	Widen for Turn Lane - Fredericksburg 0113-02-062	EAST OF OLD SAN ANTONIO RD	RM 1376	FY 2022-2025	\$12,500,000	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$12,500,000 <b>\$12,500,000</b>	2
11	US 290	Widen for Turn Lane - Fredericksburg 0113-02-063	JENSCHKE LANE	CEMETERY RD	FY 2022-2025	\$11,440,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$11,440,000 <b>\$11,440,000</b>	2
<b>Hays County</b>											
12	US 290	Intersection at Trautwein Rd - Dripping Springs 0113-07-072	AT TRAUTWEIN ROAD	.	FY 2026-2031	\$1,174,880	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,174,880 <b>\$1,174,880</b>	1

# 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
<b>Travis County</b>											
13a	IH 35	I-35 Capital Express - North 0015-10-062	SH 45N	FM 1825	FY 2022-2025	\$109,652,500	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 <b>TOTAL</b>	\$75,094,500 \$22,850,000 \$11,708,000 <b>\$109,652,500</b>	1
13b	IH 35	I-35 Capital Express - North 0015-13-389	FM 1825	US 290E	FY 2022-2025	\$275,347,500	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 12 Texas Clear Lanes <b>TOTAL</b>	\$168,897,500 \$22,850,000 \$83,600,000 <b>\$275,347,500</b>	1
14a	IH 35	I-35 Capital Express - South 0015-13-077	US 290W/SH 71	LP 275-SLAUGHTER LANE	FY 2022-2025	\$149,800,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 <b>TOTAL</b>	\$98,597,500 \$22,850,000 \$28,352,500 <b>\$149,800,000</b>	1
14b	IH 35	I-35 Capital Express - South 0016-01-113	LP 275-SLAUGHTER LANE	SH 45SE	FY 2022-2025	\$165,200,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 <b>TOTAL</b>	\$128,997,500 \$22,850,000 \$13,352,500 <b>\$165,200,000</b>	1
15a	IH 35	I-35 Capital Express - Central 0015-13-388	US 290E	US 290W/SH 71	FY 2022-2025	\$2,900,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 Cat. 12 Strategic Priority Cat. 12 Texas Clear Lanes <b>TOTAL</b>	\$324,496,109 \$148,000,000 \$160,503,892 \$1,607,360,000 \$659,640,000 <b>\$2,900,000,001</b>	1
15b	IH 35	I-35 Capital Express - Central 0015-13-423	US 290E	US 290W/SH 71	FY 2026-2031	\$2,000,000,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$2,000,000,000 <b>\$2,000,000,000</b>	1
16a	SH 71	Traffic Mgmt. Technology - Austin 0265-01-118	SH 130	ONION CREEK	FY 2026-2031	\$174,764	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$174,764 <b>\$174,764</b>	1
16b	SH 71	Traffic Mgmt. Technology - Austin 0265-02-043	ONION CREEK	NORWOOD LANE	FY 2026-2031	\$750,860	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$750,860 <b>\$750,860</b>	2
17	SL 360	Intersection at Westlake Dr - Austin 0113-13-166	AT WESTLAKE DRIVE	.	FY 2022-2025	\$61,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local <b>TOTAL</b>	\$47,000,000 \$14,000,000 <b>\$61,000,000</b>	1
18a	SL 360	Intersection at Courtyard Dr - Austin 0113-13-168	AT COURTYARD DRIVE	.	FY 2026-2031	\$41,048,000	New Authorization	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local <b>TOTAL</b>	\$30,048,000 \$11,000,000 <b>\$41,048,000</b>	1
18b	RM 2222	Intersection at Courtyard Dr - Austin 2100-01-065	AT SL 360	.	FY 2026-2031	\$5,992,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,992,000 <b>\$5,992,000</b>	1
<b>Williamson County</b>											
19	IH 35	Interchange at RM 2243 - Georgetown 0015-09-185	NORTH OF RM 2243	SE INNER LOOP	FY 2022-2025	\$37,200,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$37,200,000 <b>\$37,200,000</b>	1
20a	US 79	US 79 Interchange at FM 3349/CR 101 - Taylor 0204-02-034	AT FM 3349 & CR 110	.	FY 2022-2025	\$1,250,000	New Authorization	No	Cat. 12 Strategic Priority <b>TOTAL</b>  <i>*Contingent upon economic development</i>	\$1,250,000 <b>\$1,250,000</b>	1
20b	FM 3349	US 79 Interchange at FM 3349/CR 101 - Taylor 3486-01-008	US 79	CR 404	FY 2022-2025	\$65,870,000	New Authorization	No	Cat. 12 Strategic Priority <b>TOTAL</b>  <i>*Contingent upon economic development</i>	\$65,870,000 <b>\$65,870,000</b>	1
21	RM 2243	Widen Non-Freeway - Georgetown 2103-01-036	SW BYPASS	NORWOOD DRIVE	FY 2026-2031	\$5,040,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,040,000 <b>\$5,040,000</b>	3

# BEAUMONT DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	600,000
Square Miles	6,700
Daily Vehicle Miles	16.7 million
Highway Lane Miles	5,900

### REGIONAL PLANNING RESOURCES

Beaumont TxDOT District [page](#)

MPO: **Southeast Texas Regional Planning Commission**

MPO: **Houston Galveston Area Council**

Contact:

[Sarah.Dupre@txdot.gov](mailto:Sarah.Dupre@txdot.gov)

8350 Eastex Freeway  
Beaumont, TX 77708  
(409) 898-5745

[@TXDOTBEAUMONT](#)



Make sure to visit TxDOT's **Project Tracker website** to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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

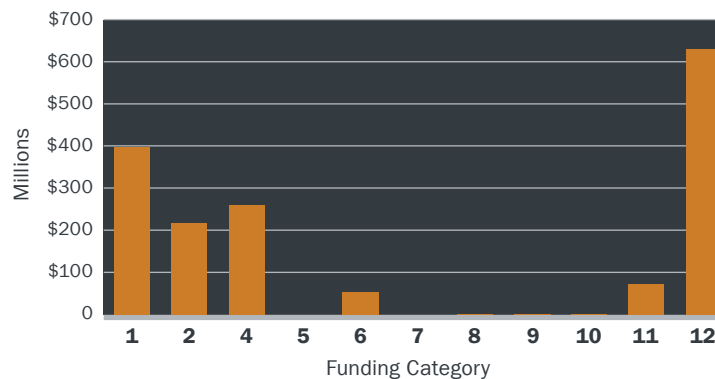
#### Short Term (four or fewer years)

- **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:** construction of turbine 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
- **FM 565, Chambers County:** widening from two to four lanes from SH 99 west to SH 146
- **US 69 Corridor, Hardin and Tyler Counties:** widen from two to four lanes from Kountze to Warren

#### Long Term (five or more years)

- **US 69, Hardin and Jefferson Counties:** widening from four to six lanes from US 96 south to Tram Road
- **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

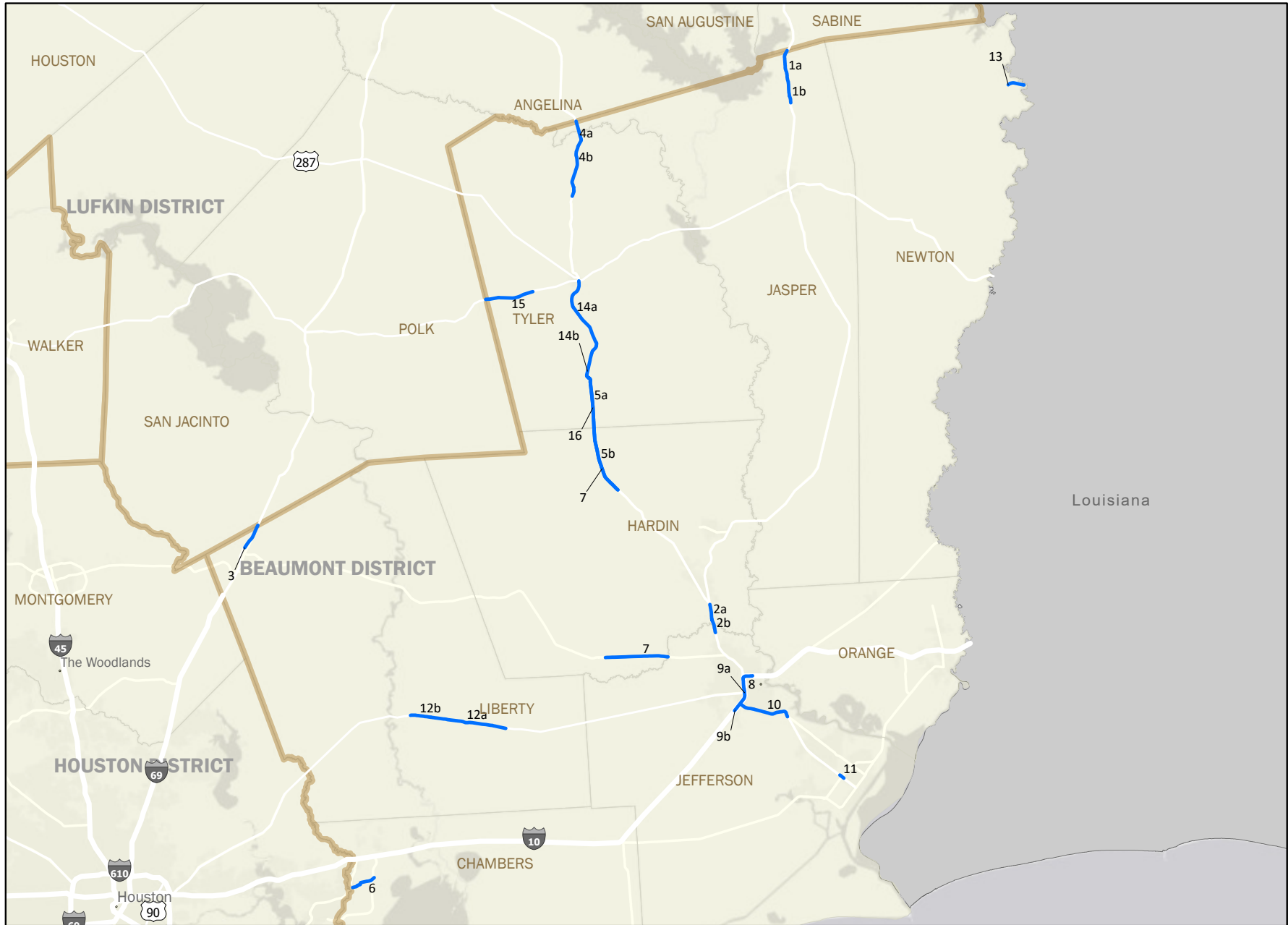
### BEAUMONT DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# BEAUMONT DISTRICT **Listed Projects**



— UTP listed project

# 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	
<b>Multi County Projects</b>											
1a	US 96	Widen Non-Freeway - Brookeland (Jasper County) 0064-07-044 - Continues in Lufkin District	SABINE CO/L, SOUTH	0.8 MILES NORTH OF RE 255	FY 2026-2031	\$59,360,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$9.8M</i>	\$59,360,000 <b>\$59,360,000</b>	1
1b	US 96	Widen Non-Freeway - Brookeland (Jasper County) 0064-08-062	0.8 MILES NORTH OF RE 255, SOUTH	RE 255	FY 2026-2031	\$4,816,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$516K</i>	\$4,816,000 <b>\$4,816,000</b>	1
2a	US 69	Widen Freeway - Lumberton (Hardin County) 0065-06-067	US 96, SOUTH	JEFFERSON C/L	FY 2022-2025	\$33,600,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 2 increased \$3.5M</i>	\$5,890,000 \$3,400,000 \$24,310,000 <b>\$33,600,000</b>	1
2b	US 69	Widen Freeway - Lumberton (Jefferson County) 0065-07-065	HARDIN C/L, SOUTH	TRAM ROAD	FY 2022-2025	\$6,720,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$719K</i>	\$6,720,000 <b>\$6,720,000</b>	1
3	US 59	Upgrade to Freeway - Cleveland (Liberty County) 0177-03-099 - Continues in Lufkin District	SAN JACINTO C/L	.65 MILE SOUTH OF SL 573	FY 2022-2025	\$62,400,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$14M</i>	\$62,400,000 <b>\$62,400,000</b>	1
4a	US 69	Widen Non-Freeway - Neches River (Jasper County) 0200-04-020	ANGELINA COUNTY LINE	TYLER COUNTY LINE	FY 2026-2031	\$20,160,000	No Funding Change	No	Cat. 12 Strategic Priority --Remaining funding TBD-- <b>TOTAL</b>	\$18,000,000 \$2,160,000 <b>\$20,160,000</b>	1
4b	US 69	Widen Non-Freeway - Neches River (Tyler County) 0200-05-036	JASPER COUNTY LINE	1.35 MI SOUTH OF RR 255	FY 2026-2031	\$100,800,000	No Funding Change	No	Cat. 12 Strategic Priority --Remaining funding TBD-- <b>TOTAL</b>	\$90,000,000 \$10,800,000 <b>\$100,800,000</b>	1
5a	US 69	Widen Non-Freeway - Big Thicket (Tyler County) 0200-08-049	0.1 MI SOUTH OF BLACK CREEK	HARDIN COUNTY LINE	FY 2022-2025	\$70,588,282	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 4 increased \$500K</i>	\$25,588,282 \$45,000,000 <b>\$70,588,282</b>	1
5b	US 69	Widen Non-Freeway - Big Thicket (Hardin County) 0200-09-069	TYLER COUNTY LINE	0.75 MI SOUTH OF FM 1003	FY 2022-2025	\$71,948,477	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 4 increased \$1.9M</i>	\$26,948,477 \$45,000,000 <b>\$71,948,477</b>	1
5c	US 69	Safety Improvement Projects - Beaumont (Tyler County) 0200-08-059	0.1 MI SOUTH OF BLACK CREEK	HARDIN COUNTY LINE	FY 2022-2025	\$4,640,480	New Authorization	No	Cat. 4 Regional <b>TOTAL</b>	\$4,640,480 <b>\$4,640,480</b>	1
5d	US 69	Safety Improvement Projects - Beaumont (Hardin County) 0200-09-085	TYLER COUNTY LINE	0.75 MI SOUTH OF FM 1003	FY 2022-2025	\$3,381,040	New Authorization	No	Cat. 4 Regional <b>TOTAL</b>	\$3,381,040 <b>\$3,381,040</b>	1
<b>Chambers County</b>											
6	FM 565	Widen Non-Freeway - Baytown 1024-01-077	SH 99	SH 146	FY 2022-2025	\$42,250,680	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$3.1M</i>	\$42,250,680 <b>\$42,250,680</b>	2

# 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
<b>Hardin County</b>										
7	SH 105	Widen Non-Freeway - Sour Lake 0339-04-036	.10 MILES EAST OF SH 326	PINE ISLAND BAYOU	FY 2026-2031	\$84,784,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$38,200,000 Cat. 12 Strategic Priority \$46,584,000 <b>TOTAL \$84,784,000</b>  <i>Cat. 12 increased \$31M</i>	1
<b>Jefferson County</b>										
8	IH 10	10/69 Interchanges - Beaumont 0028-13-135	HOLLYWOOD OVERPASS, EAST	7TH STREET	FY 2022-2025	\$312,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority \$312,000,000 <b>TOTAL \$312,000,000</b>  <i>Cat. 12 increased \$12M</i>	1
9a	IH 10	Widen Freeway - Beaumont 0028-13-139	US 90, EAST	HOLLYWOOD OVERPASS	FY 2022-2025	\$8,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$8,000,000 <b>TOTAL \$8,000,000</b>	2
9b	IH 10	10/69 Interchanges - Beaumont 0739-02-140	CR 131 (WALDEN ROAD), EAST	US 90	FY 2022-2025	\$242,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$147,000,000 Cat. 12 Strategic Priority \$95,000,000 <b>TOTAL \$242,000,000</b>  <i>Cat. 12 increased \$50M</i>	1
10	US 69	Widen Freeway - Beaumont 0200-14-060	IH 10, SOUTH	SH 347	FY 2026-2031	\$71,680,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$35,140,000 Cat. 4 Urban \$14,850,000 --Remaining funding TBD-- \$21,690,000 <b>TOTAL \$71,680,000</b>	1
11	US 69	Interchange at SH 73 - Port Arthur 0200-16-020	AT SH 73	.	FY 2022-2025	\$75,000,000	Funding Adjustment	No	Cat. 4 Urban \$75,000,000 <b>TOTAL \$75,000,000</b>  <i>Cat. 4 increased \$5M</i>	1
N/A	Various	Flood Control Improvements 0920-00-133	DISTRICTWIDE	.	FY 2026-2031	\$11,200,000	New Authorization	No	Cat. 12 Strategic Priority \$11,200,000 <b>TOTAL \$11,200,000</b>	1
<b>Liberty County</b>										
12a	US 90	Widen Non-Freeway - Liberty 0028-04-069	FM 160, EAST	SH 61	FY 2026-2031	\$68,712,000	No Funding Change	No	Cat. 4 Urban \$40,000,000 --Remaining funding TBD-- \$28,712,000 <b>TOTAL \$68,712,000</b>	1
12b	US 90	Widen Non-Freeway - Liberty 0028-04-077	FM 563	FM 160	FY 2026-2031	\$28,369,600	No Funding Change	No	Cat. 4 Urban \$8,250,000 --Remaining funding TBD-- \$20,119,600 <b>TOTAL \$28,369,600</b>	1
<b>Newton County</b>										
13	SH 63	Replace Bridge - Sabine River 0214-03-032	ON TEXAS SIDE OF SABINE RIVER	.	FY 2022-2025	\$12,333,600	No Funding Change	No	Cat. 4 Regional \$11,100,000 Cat. 6 \$1,233,600 <b>TOTAL \$12,333,600</b>	2
<b>Tyler County</b>										
14a	US 69	New Location Non-Freeway - Woodville 0200-07-043	1.5 MI NORTH OF US 190	FM 1013	FY 2026-2031	\$123,200,000	Funding Adjustment	No	Cat. 4 Regional \$123,200,000 <b>TOTAL \$123,200,000</b>  <i>Cat. 4 increased \$103M</i>	1
14b	US 69	New Location Non-Freeway - Woodville 0200-08-050	FM 1013	1 MI SOUTH OF BLACK CREEK	FY 2026-2031	\$72,800,000	Funding Adjustment	No	Cat. 4 Regional \$72,800,000 <b>TOTAL \$72,800,000</b>  <i>Cat. 4 increased \$52M</i>	1

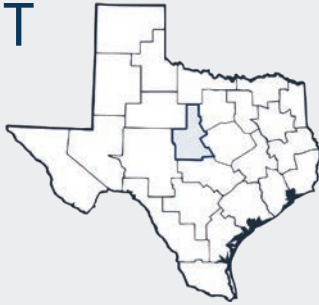


# BEAUMONT DISTRICT Listed Projects

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	
15	US 190	Passing Lanes (Super 2) - Woodville 0213-06-041	POLK CO/L, EAST	0.299 MILES, WEST OF FM 256	FY 2026-2031	\$6,160,000	No Funding Change	No	Cat. 4 Regional	\$6,000,000	2
									-Remaining funding TBD-	\$160,000	
									<b>TOTAL</b>	<b>\$6,160,000</b>	

# BROWNWOOD DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	130,000
Square Miles	8,600
Daily Vehicle Miles	4.6 million
Highway Lane Miles	6,200

### REGIONAL PLANNING RESOURCES

Brownwood TxDOT District [page](#)

MPO: [Killeen-Temple Metropolitan Planning Organization](#)

Contact:

[lisa.tipton@txdot.gov](mailto:lisa.tipton@txdot.gov)

2495 US 183 North  
Brownwood, TX 76802  
(325) 646-2591

[@TxDOTBWD](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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 \$10 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 281, 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.

### KEY PROJECTS

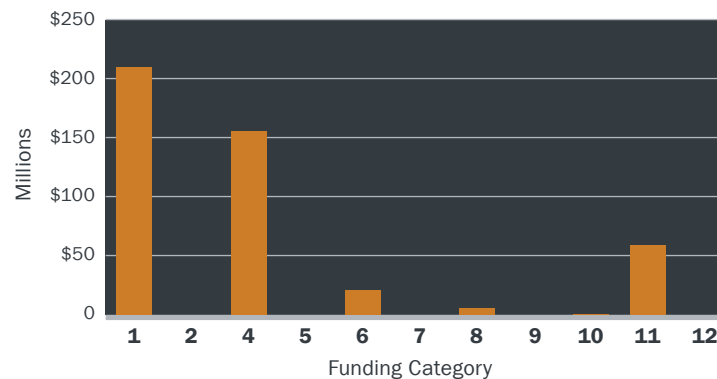
#### Short Term (four or fewer years)

- **US 281, Lampasas County:** widen urban roadway to include TWLTL, storm drains, curb and gutter, and sidewalks
- **US 67, Coleman County:** widen roadway and add depressed 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 183, Lampasas County:** widen from two lanes to four lane divided
- **US 377, McCulloch County:** add passing lanes and ACP overlay
- **US 281, North, Lampasas County:** widen undivided to divided with flush median

### BROWNWOOD DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# BROWNWOOD DISTRICT **Listed Projects**



— UTP listed project

# 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
<b>Multi-County Projects</b>										
1a	US 67	Widen Non-Freeway - Bangs (Coleman County) 0054-04-111	BROWN C/L	SANTA ANNA CITY LIMITS	FY 2022-2025	\$21,390,960	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b> \$21,390,960 <b>\$21,390,960</b>	3
1b	US 67	Widen Non-Freeway - Bangs (Brown County) 0054-06-103	1.5 MI E OF COLEMAN COUNTY LINE	COLEMAN COUNTY LINE	FY 2022-2025	\$2,950,000	New Authorization	No	Cat. 4 Regional <b>TOTAL</b> \$2,950,000 <b>\$2,950,000</b>	1
2	US 190	Widen Freeway - Copperas Cove (Lampapas County) 0231-01-003 - Continues in Waco District	0.6 MI W OF FM 2657	CORYELL COUNTY LINE	FY 2026-2031	\$5,264,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$5,264,000 <b>\$5,264,000</b>  Cat. 2 increased \$619K	2
<b>Eastland County</b>										
3	SH 6	Passing Lanes (Super 2) - Eastland 0257-03-033	IH 20	SL 389	FY 2022-2025	\$13,000,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> \$13,000,000 <b>\$13,000,000</b>  Cat. 4 increased \$5.9M	2
4	SH 6	Passing Lanes (Super 2) - Eastland 0257-04-029	SL 389	0.18 MI. N. OF CRESSENT ST	FY 2022-2025	\$12,500,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> \$12,500,000 <b>\$12,500,000</b>  Cat. 4 increased \$4.3M	2
5	SH 6	Widen Non-Freeway - Gorman 0257-04-031	0.18 MI. N. OF CRESCENT ST	COMANCHE C/L	FY 2022-2025	\$14,196,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> \$14,196,000 <b>\$14,196,000</b>  Cat. 4 increased \$4.8M	2
<b>Lampapas County</b>										
6	US 281	Widen Non-Freeway - Lampapas County 0251-04-023	CORYELL C/L	FM 581	FY 2026-2031	\$58,240,000	Funding Adjustment	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b> \$18,000,000 \$40,240,000 <b>\$58,240,000</b>	1
7	US 281	Widen Non-Freeway - Lampapas 0251-05-054	FM 581	US 183	FY 2026-2031	\$71,680,000	Funding Adjustment	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b> \$19,352,000 \$52,328,000 <b>\$71,680,000</b>	1
8	US 281	Widen Non-Freeway - Lampapas 0251-06-036	US 183	BURNET COUNTY LINE	FY 2022-2025	\$16,588,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> \$16,588,000 <b>\$16,588,000</b>  Cat. 4 increased \$2.5M	1
9a	US 183	Widen Non-Freeway - Lampapas 0272-06-031	8.53 MI. NORTHWEST OF LAMPASAS	US 281	FY 2022-2025	\$18,508,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> \$18,508,000 <b>\$18,508,000</b>  Cat. 4 increased \$1.9M	1
9b	US 183	Widen Non-Freeway - Lometa 0272-06-032	0.46 MI. S OF LOMETA	8.53 MI. NORTHWEST OF LAMPASAS	FY 2022-2025	\$19,236,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> \$19,236,000 <b>\$19,236,000</b>  Cat. 4 increased \$2M	1

# BRYAN DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	485,000
Square Miles	7,700
Daily Vehicle Miles	16.4 million
Highway Lane Miles	7,200

### REGIONAL PLANNING RESOURCES

Bryan TxDOT District [page](#)

MPO: [Bryan/College Station Metropolitan Planning Organization](#)

Contact:

[bobby.colwell@txdot.gov](mailto:bobby.colwell@txdot.gov)  
 2591 North Earl Rudder Freeway  
 Bryan, TX 77803  
 (979) 778-9764

[@TxDOTBRYAN](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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.

### KEY PROJECTS

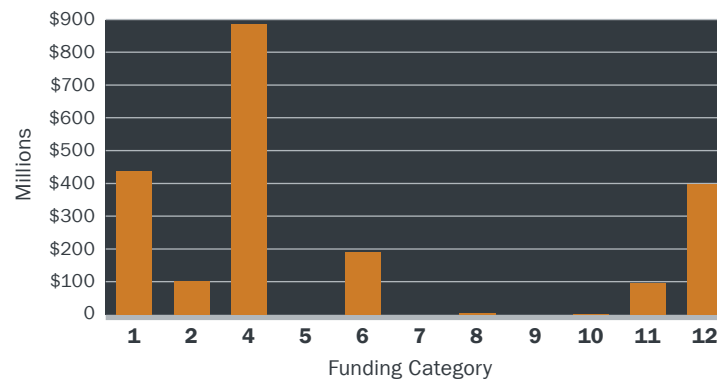
#### Short Term (four or fewer years)

- **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
- **US 190/SH 21, Madison County:** construct non-freeway loop around Madisonville

#### Long Term (five or more years)

- **US 290, Washington County:** improve interchange
- **FM 2154, Brazos County:** widen roadway to four lanes
- **US 79, Leon County:** widen highway to four lanes

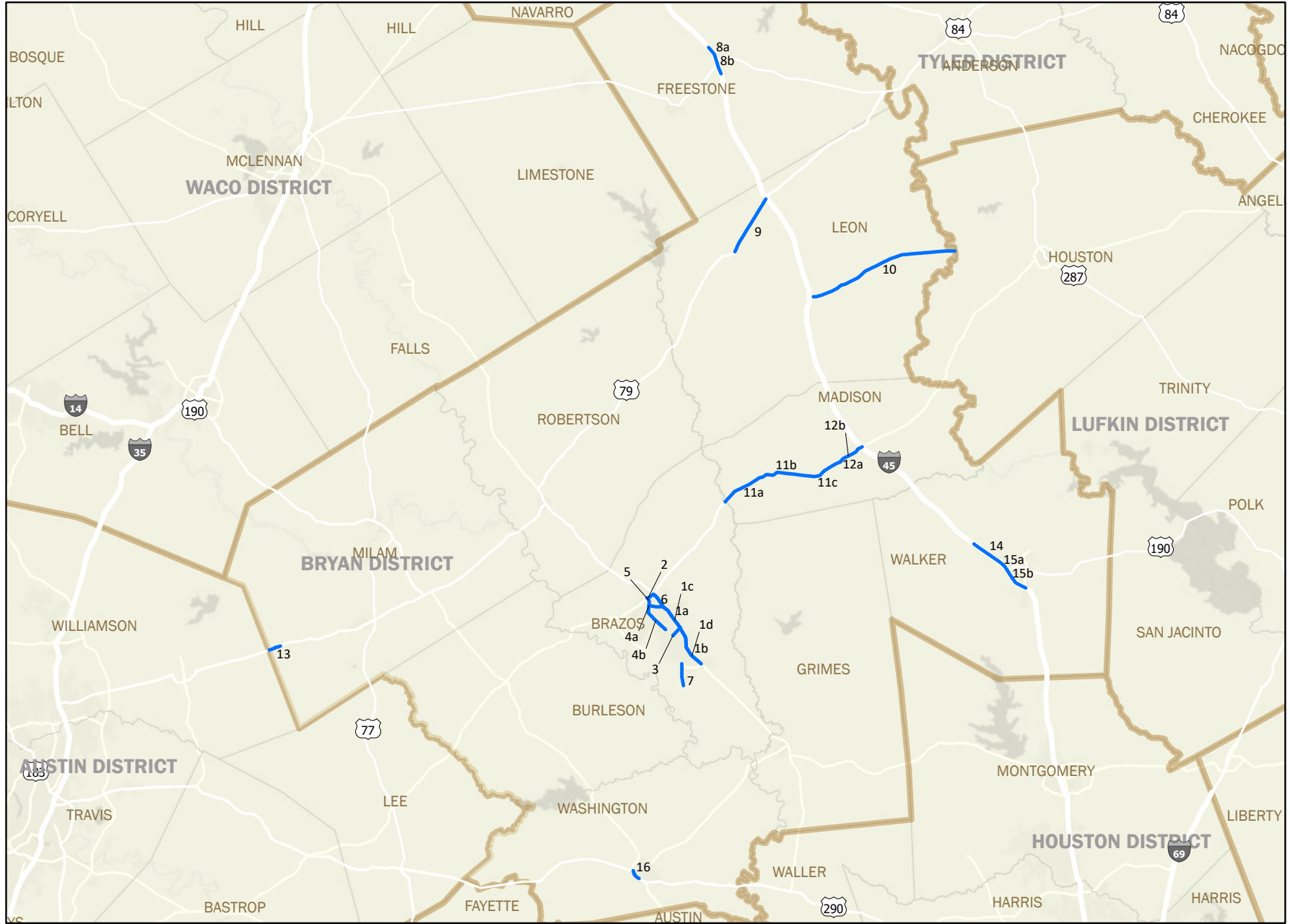
### BRYAN DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# BRYAN DISTRICT Listed Projects



— UTP listed project

# 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
<b>Brazos County</b>										
1a	SH 6	Widen Freeway - Bryan/College Station 0049-12-110	SH 21	BS-6R SOUTH	FY 2022-2025	\$190,898,031	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$7,000,000 Cat. 4 Urban \$21,520,000 Cat. 12 Strategic Priority \$162,378,031 <b>TOTAL \$190,898,031</b> ----- <i>Cat. 2 increased \$7M, Cat. 4 increased \$7.3M and Cat. 12 increased \$60M</i>	1
1b	SH 6	Widen Freeway - College Station 0050-02-117	BS-6R SOUTH	SH 40	FY 2022-2025	\$27,798,144	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$9,800,000 Cat. 4 Urban \$17,998,144 <b>TOTAL \$27,798,144</b>	1
1c	SH 6	Widen Freeway - Bryan/College Station 0049-12-135	SH 21	BS-6R SOUTH	FY 2022-2025	\$46,757,061	Funding Adjustment	No	Cat. 12 Strategic Priority \$46,757,061 <b>TOTAL \$46,757,061</b> ----- <i>Cat. 12 increased \$19M</i>	1
1d	SH 6	Interchange Improvements - College Station 0050-02-106	BS-6R SOUTH	SH 40	FY 2022-2025	\$4,820,319	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$4,820,319 <b>TOTAL \$4,820,319</b>	1
2	SH 21	Widen Non-Freeway - Bryan 0117-01-051	BS 6-R	SH 6	FY 2022-2025	\$8,741,932	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$8,741,932 <b>TOTAL \$8,741,932</b>	2
3	SH 30	Safety & Pedestrian - College Station 2446-01-034	BS 6-R	SH 6	FY 2026-2031	\$4,756,080	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$4,756,080 <b>TOTAL \$4,756,080</b>	3
4a	BS 6R	Intersection Improvements - Bryan 0049-09-076	15TH STREET	FM 158	FY 2022-2025	\$3,450,219	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$3,450,219 <b>TOTAL \$3,450,219</b>	2
4b	BS 6R	Intersection Improvements - Bryan 0050-01-083	FM 158	FM 60	FY 2022-2025	\$18,076,666	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$14,556,666 Cat. 4 Urban \$3,520,000 <b>TOTAL \$18,076,666</b> ----- <i>Cat. 2 increased \$1.6M</i>	2
5	BS 6R	Intersection Improvements - Bryan 0049-09-087	OLD HEARNE ROAD	15TH STREET	FY 2022-2025	\$3,508,378	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$3,508,378 <b>TOTAL \$3,508,378</b>	3
6	FM 158	Safety & Pedestrian - Bryan 0212-03-050	BS 6-R	SH 6	FY 2022-2025	\$15,216,328	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$15,216,328 <b>TOTAL \$15,216,328</b> ----- <i>Cat. 2 increased \$2.3M</i>	3
7	FM 2154	Widen Non-Freeway - College Station 0540-04-074	SH 40	GREENS PRAIRIE ROAD	FY 2026-2031	\$24,895,821	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$24,895,821 <b>TOTAL \$24,895,821</b>	3
<b>Freestone County</b>										
8a	IH 45	One-Way Frontage Roads - Fairfield 0675-01-069	US 84	1.6 MILES NORTH OF FM 27	FY 2022-2025	\$12,632,322	Funding Adjustment	No	Cat. 4 Regional \$12,632,322 <b>TOTAL \$12,632,322</b> ----- <i>Cat. 4 increased \$2.6M</i>	1
8b	IH 45	One-Way Frontage Roads - Fairfield 0675-02-080	1.5 MILES SOUTH OF US 84	US 84	FY 2022-2025	\$7,278,071	Funding Adjustment	No	Cat. 4 Regional \$7,278,071 <b>TOTAL \$7,278,071</b>	1
<b>Leon County</b>										
9	US 79	Widen Non-Freeway - Jewett to Buffalo 0205-04-047	0.3 MILES EAST OF IH 45	1.2 MILES WEST OF FM 1512	FY 2026-2031	\$125,107,071	Funding Adjustment	No	Cat. 4 Regional \$110,954,638 -Remaining funding TBD- \$14,152,433 <b>TOTAL \$125,107,071</b> ----- <i>Cat. 4 increased \$30M</i>	1

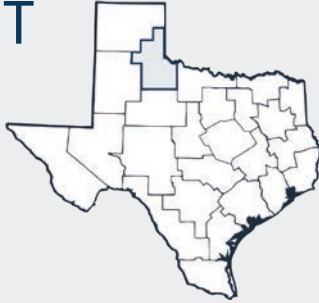
# BRYAN DISTRICT Listed Projects

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
<b>10</b>	SH 7	Rural Passing Lanes (Super 2) - Centerville 0335-01-040	SH 75	HOUSTON COUNTY LINE	FY 2022-2025	\$14,561,471	New Authorization	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$14,561,471 <b>\$14,561,471</b>	2
<b>Madison County</b>											
<b>11a</b>	US 190	Widen Non-Freeway - Madison County 0117-03-024	BRAZOS COUNTY LINE	1.1 MI WEST OF FM 39	FY 2022-2025	\$23,227,763	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$23,227,763 <b>\$23,227,763</b>	2
										<i>Cat. 4 increased \$227K</i>	
<b>11b</b>	US 190	Widen Non-Freeway - Madison County 0117-10-001	1.1 MI WEST OF FM 39	1.6 MI EAST OF FM 39	FY 2022-2025	\$45,369,545	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$45,369,545 <b>\$45,369,545</b>	2
										<i>Cat. 4 increased \$3.3M</i>	
<b>11c</b>	US 190	Widen Non-Freeway - Madison County 0117-04-031	1.6 MI EAST OF FM 39	MARTIN L KING BLVD.	FY 2022-2025	\$59,533,516	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$59,533,516 <b>\$59,533,516</b>	2
										<i>Cat. 4 increased \$3.5M</i>	
<b>12a</b>	US 190	Madisonville Relief Route 0117-04-043	0.7 MI E OF FM 1452	SS 174	FY 2022-2025	\$76,494,741	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$76,494,741 <b>\$76,494,741</b>	1
										<i>Cat. 4 increased \$16.4M</i>	
<b>12b</b>	US 190	Madisonville Relief Route 0117-05-053	SS 174	0.3 MI W OF FM 2346	FY 2022-2025	\$127,491,234	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$127,491,234 <b>\$127,491,234</b>	1
										<i>Cat. 4 increased \$27M</i>	
<b>Milam County</b>											
<b>13</b>	US 79	Widen Non-Freeway - Thorndale 0204-05-041	0.85 MILES EAST OF FM 461	WILLIAMSON COUNTY LINE	FY 2022-2025	\$5,500,973	New Authorization	No	Cat. 4 Regional <b>TOTAL</b>	\$5,500,973 <b>\$5,500,973</b>	1
<b>Walker County</b>											
<b>14</b>	IH 45	IH 45 Segment 2B 0675-06-103	SH 30	0.7 MILES SOUTH OF FM 1696	FY 2026-2031	\$242,079,918	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b>	\$68,876,481 \$173,203,436 <b>\$242,079,917</b>	1
										<i>Cat. 12 net funding increased of \$32M</i>	
<b>15a</b>	IH 45	IH 45 Segment 2A 0675-06-108	SH 30	0.9 MILES NORTH OF SH 30	FY 2022-2025	\$30,836,742	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$30,836,742 <b>\$30,836,742</b>	1
										<i>Cat. 4 increased \$836K</i>	
<b>15b</b>	IH 45	IH 45 Segment 2A 0675-07-097	0.3 MILES NORTH OF SH 19	SH 30	FY 2022-2025	\$171,105,358	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$171,105,358 <b>\$171,105,358</b>	1
										<i>Cat. 4 increased \$1.1M</i>	
<b>Washington County</b>											
<b>16</b>	US 290	Interchange at BU 290 - Brenham 0186-06-082	0.2 MI N OF BU 290	1.4 MI S OF BU 290	FY 2026-2031	\$98,976,688	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$98,976,688 <b>\$98,976,688</b>	1
										<i>Cat. 4 increased \$48M</i>	



# CHILDRESS DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	37,000
Square Miles	11,200
Daily Vehicle Miles	2.8 million
Highway Lane Miles	5,500

### REGIONAL PLANNING RESOURCES

Childress TxDOT District [page](#)

Contact:

[chuck.steed@txdot.gov](mailto:chuck.steed@txdot.gov)  
 7599 US 287  
 Childress, TX 79201  
 (940) 937-7288

@TxDOTCHILDRESS



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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.

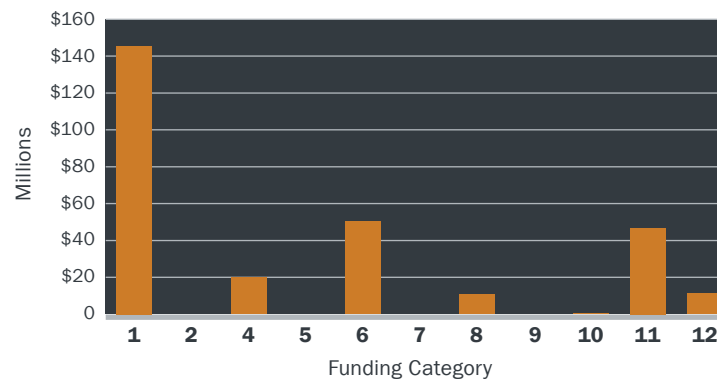
Category 4 funding addresses connectivity projects for the district's major thoroughfares, like US 83 and US 287. Additionally, Category 11 funding supports road rehabilitation and typically funds one smaller project each UTP cycle. Future energy projects will be funded through Category 11.

### KEY PROJECTS

#### Short Term (four or fewer years)

- **FM 1046, Wheeler County:** widening
- **FM 268, in Childress and Hardeman Counties:** widening
- **US 83, in Wheeler and Collingsworth Counties:** Super 2
- **FM 267, Knox County:** widening

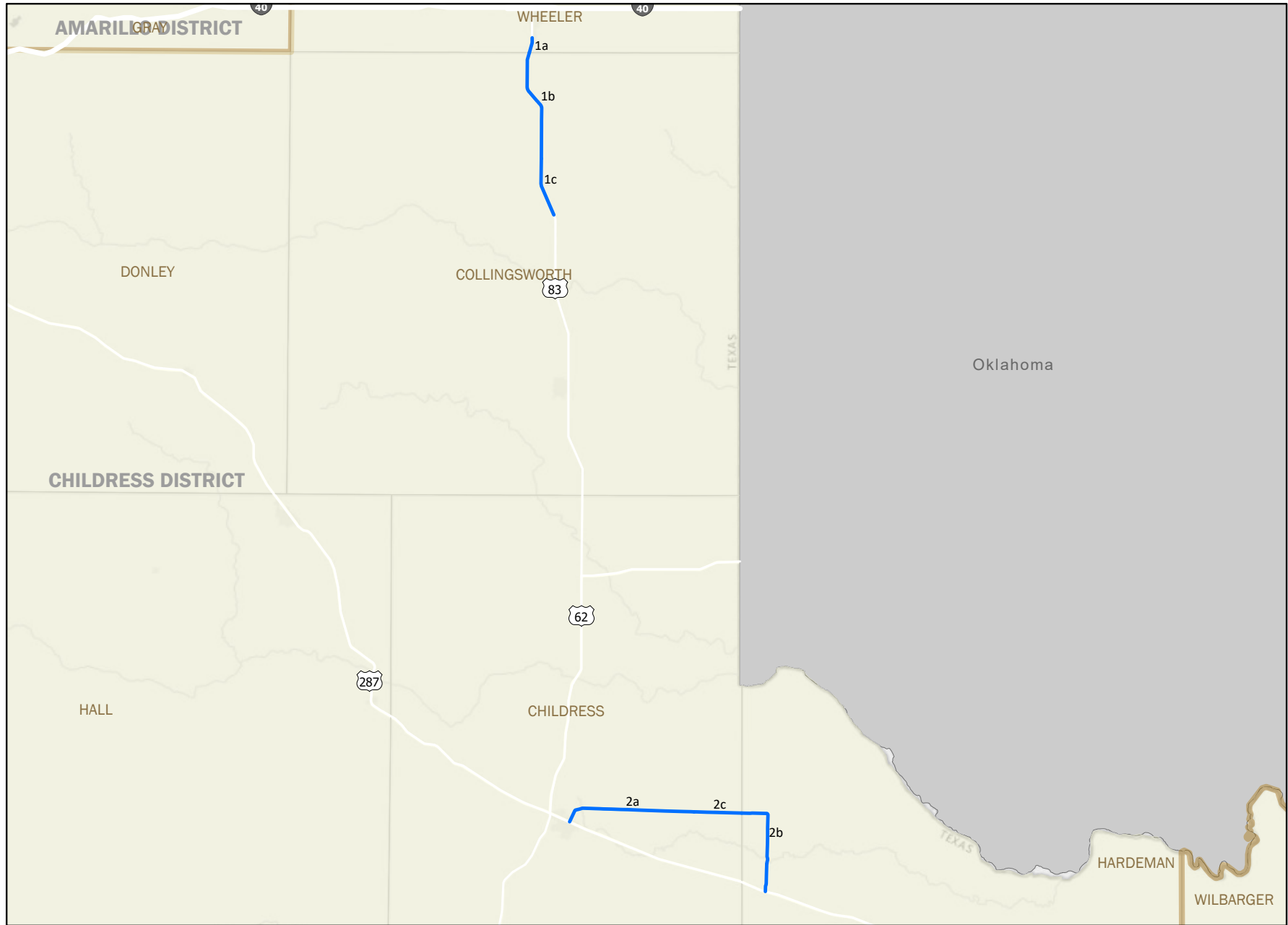
### CHILDRESS DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# CHILDRESS DISTRICT Listed Projects



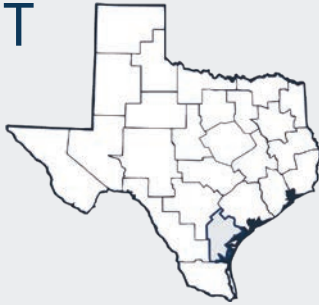
— UTP listed project

# 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	
<b>Multi-County Projects</b>											
<b>1a</b>	US 83	Passing Lanes (Super 2) - Shamrock (Wheeler County) 0031-01-022	CR 15, SOUTH	COLLINGSWORTH C/L	FY 2022-2025	\$1,788,800	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$1,788,799 <b>\$1,788,799</b>	2
<b>1b</b>	US 83	Passing Lanes (Super 2) - Shamrock (Collingsworth County) 0031-02-029	WHEELER C/L, SOUTH	7.551 MILES	FY 2022-2025	\$6,344,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$6,344,000 <b>\$6,344,000</b>	2
<b>1c</b>	US 83	Passing Lanes (Super 2) - Shamrock (Collingsworth County) 0031-03-044	7.551 MILES SOUTH OF WHEELER C/L, S	FM 1439	FY 2022-2025	\$1,456,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$1,455,999 <b>\$1,455,999</b>	2
<b>2a</b>	FM 268	Widen Non-Freeway - Childress (Childress County) 0704-02-022	US 287, EAST	FM 1033	FY 2022-2025	\$6,044,000	No Funding Change	No	Cat. 6 Cat. 12 Strategic Priority <b>TOTAL</b>	\$858,000 \$5,186,000 <b>\$6,044,000</b>	3
<b>2b</b>	FM 268	Widen Non-Freeway - Childress (Hardeman County) 2533-01-015	CHILDRESS C/L, SOUTH	US 287	FY 2022-2025	\$6,012,000	No Funding Change	No	Cat. 6 Cat. 12 Strategic Priority <b>TOTAL</b>	\$1,947,000 \$4,065,000 <b>\$6,012,000</b>	3
<b>2c</b>	FM 268	Widen Non-Freeway - Childress (Childress County) 2533-02-008	FM 1033, EAST	HARDEMAN C/L	FY 2022-2025	\$1,949,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$1,949,000 <b>\$1,949,000</b>	3

# CORPUS CHRISTI DISTRICT

2022 UTP



## DISTRICT FACTS

Population	602,000
Square Miles	7,800
Daily Vehicle Miles	16.3 million
Highway Lane Miles	7,300

## REGIONAL PLANNING RESOURCES

Corpus Christi TxDOT District [page](#)

MPO: [Corpus Christi Metropolitan Planning Organization](#)

Contact:

[rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov)  
 1701 S. Padre Island Drive  
 Corpus Christi, TX 78416  
 (361) 808-2544

[@TxDOT\\_CRP](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND 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.

Our Port Aransas Ferry is a unique part of TxDOT's transportation system. As energy-related ship traffic and coastal tourism surge, the district is committing \$60 million of Category 10 Ferry Program funding to upgrade infrastructure at the ferry landings.

Staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs throughout the district.

## KEY PROJECTS

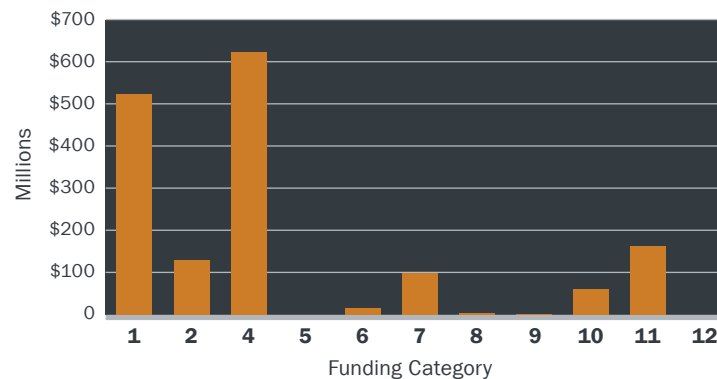
### Short Term (four or fewer years)

- **US 77, Kleberg County:** upgrade to interstate standards from Kingsville to Riviera
- **US 281, Jim Wells County:** upgrade to interstate standards and construct grade separations at County Roads 116 and 117
- **SH 358, Nueces County:** operational improvements to enhance mobility and increase safety

### Long Term (five or more years)

- **US 77, Kleberg County:** construct Riviera relief route to meet interstate standards
- **US 77, San Patricio County:** upgrade Sinton relief route to meet interstate standards
- **SH 35/SH 361, San Patricio County:** interchange improvements in Gregory to address industrial development

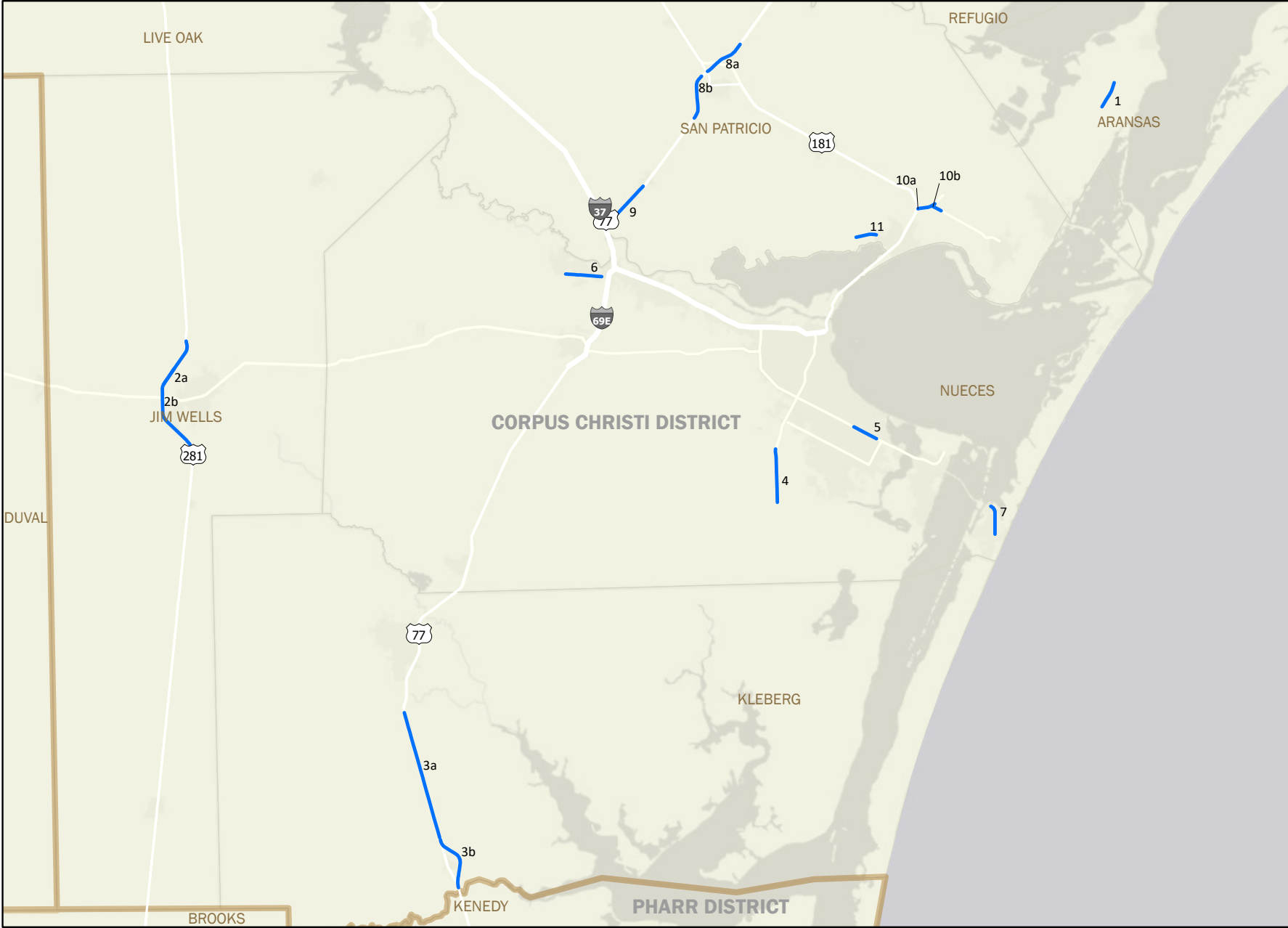
## CORPUS CHRISTI DISTRICT 2022 PLANNING TARGETS BY CATEGORY



### TxDOT funding categories:

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

# CORPUS CHRISTI DISTRICT **Listed Projects**



— UTP listed project

# 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
<b>Aransas County</b>											
1	SH 35	Grade Separation - Rockport 0180-04-120	ON SH35 AT CORPUS CHRISTI ST. INTER		FY 2022-2025	\$16,328,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$16,328,000 <b>\$16,328,000</b>	1
										-----	
										<i>Cat. 4 increased \$1.3M</i>	
<b>Jim Wells County</b>											
2a	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-008	US 281 AT CR 116 & 117 INTERSECTIONS		FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$26,000,000 <b>\$26,000,000</b>	1
										-----	
										<i>Cat. 4 increased \$1M</i>	
2b	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-010	BU 281R N OF ALICE	BU 281R S OF ALICE	FY 2022-2025	\$92,000,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$92,000,000 <b>\$92,000,000</b>	1
										-----	
										<i>Cat. 4 increased \$2M</i>	
<b>Kleberg County</b>											
3a	US 77	Upgrade to Freeway - Ricardo 0102-04-097	CR 2130	1.5 MI. N. OF SH 285	FY 2022-2025	\$118,000,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$118,000,000 <b>\$118,000,000</b>	1
										-----	
										<i>Cat. 4 increased \$3M</i>	
3b	US 77	Riviera Relief Route 0327-09-002	1.5 MI N. OF SH 285 INTERSECTION	KENEDY/KLEBERG COUNTY LINE	FY 2022-2025	\$118,800,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$118,800,000 <b>\$118,800,000</b>	1
										-----	
										<i>Cat. 4 increased \$8.8M</i>	
<b>Nueces County</b>											
4	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	SOUTH OF FM 2444	FY 2022-2025	\$41,580,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$41,580,000 <b>\$41,580,000</b>	2
										-----	
										<i>Cat. 2 increased \$1.5M</i>	
5	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	NILE DRIVE	STAPLES STREET	FY 2022-2025	\$39,960,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$39,960,000 <b>\$39,960,000</b>	1
										-----	
										<i>Cat. 2 increased \$4.9M</i>	
6	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	WILDCAT DR.	FY 2022-2025	\$21,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 <b>TOTAL</b>	\$9,280,000 \$10,000,000 \$2,000,000 <b>\$21,280,000</b>	1
										-----	
										<i>Cat. 2 increased \$3.2M</i>	
7	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	\$17,920,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$17,920,000 <b>\$17,920,000</b>	2
										-----	
										<i>Cat. 2 increased \$1.9M</i>	

# 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	
<b>San Patricio County</b>											
<b>8a</b>	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	CHILTIPI CREEK BR (CONTROL BREAK)	BUSINESS NORTH (SINTON)	FY 2026-2031	\$31,360,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$31,360,000 <b>\$31,360,000</b>	1
<b>8b</b>	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	BUSINESS SOUTH (SINTON)	CHILTIPI CREEK BR (CONTROL BREAK)	FY 2026-2031	\$62,720,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$62,720,000 <b>\$62,720,000</b>	1
									<i>Cat. 4 increased \$22M</i>		
<b>9</b>	US 77	Upgrade to Freeway at IH 37 0372-01-106	IH 37 AND INTERCHANGE	SOUTH OF ODEM	FY 2026-2031	\$134,400,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$127,500,000 \$6,900,000 <b>\$134,400,000</b>	1
<b>10a</b>	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	.23 MI N OF SH 361	FY 2026-2031	\$25,200,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$25,200,000 <b>\$25,200,000</b>	1
									<i>Cat. 4 increased \$3.7M</i>		
<b>10b</b>	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	AT SH35 INTERCHANGE	.6 MI SE ON SH 361	FY 2026-2031	\$43,120,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$43,120,000 <b>\$43,120,000</b>	1
									<i>Cat. 2 increased \$4.6M</i>		
<b>11</b>	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	FY 2022-2025	\$7,904,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$7,904,000 <b>\$7,904,000</b>	3
									<i>Cat. 2 increased \$900K</i>		

# DALLAS DISTRICT 2022 UTP



## DISTRICT FACTS

Population	5.1 million
Square Miles	5,400
Daily Vehicle Miles	74.9 million
Highway Lane Miles	10,900

## REGIONAL PLANNING RESOURCES

Dallas TxDOT District [page](#)

MPO: **North Central Texas Council of Governments**

Contact:

[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)  
4777 E US 80  
Mesquite, TX 75150  
(214) 320-6100

[@TxDOTDallas](#)



Make sure to visit TxDOT's **Project Tracker website** to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND 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 estimated \$1.5 billion Texas Clear Lanes Denton County Connections (DCC) project is a collection of 11 intersection and road improvement projects intended to address the traffic bottlenecks caused by rapid population and industry growth along the I-35E and I-35 corridors in Denton County. Reconstruction at these locations including the Y-connection between I-35E and I-35W. These projects span 34 miles along I-35E/I-35 from Dallas County to Cooke County. Bundling the projects will result in economy of scale and achieve the best use of taxpayer dollars. Projects are still in the early stages of detailed PS&E design and are expected to be let for construction in phases beginning in mid-2022.

## KEY PROJECTS

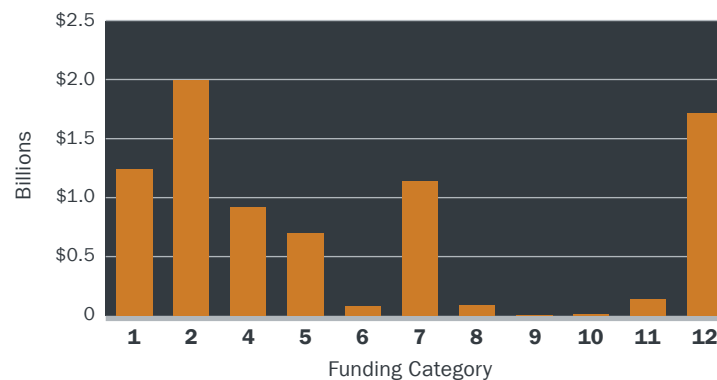
### Short Term (four or fewer years)

- **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 provide frontage roads
- **I-30 Canyon, Dallas County:** operational and capacity improvements
- **I-30 East, Rockwall County:** widen and reconstruct from Dalrock Road to Hunt County
- **US 80, Dallas/Kaufman County:** widen and reconstruct from I-30 to FM 460, including the I-635 interchange
- **US 75 North, Collin County:** widen and reconstruct
- **I-35, Denton County:** widen and reconstruct freeway and frontage roads from US 380 to Cooke County line

### Long Term (five or more years)

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

## DALLAS DISTRICT 2022 PLANNING TARGETS BY CATEGORY



### TxDOT funding categories:

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



# DALLAS DISTRICT Listed Projects



— UTP listed project

# 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	
<b>Multi County Projects</b>											
1	IH 35	Denton County Connections (Denton County) 0195-02-081 - <i>Continues in Wichita Falls District</i>	SOUTH OF BELZ ROAD	COOKE COUNTY LINE	FY 2022-2025	\$196,670,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$196,670,000 <b>\$196,670,000</b>	1
2a	IH 35E	Loop 9 Segment B (Dallas County) 0442-02-162	ELLIS COUNTY LINE	BEAR CREEK ROAD	FY 2022-2025	\$13,245,644	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b>	\$12,662,644 \$583,000 <b>\$13,245,644</b>	1
2b	IH 35E	FM 664 (Ellis County) 0442-03-042	AT FM 664	.	FY 2022-2025	\$49,432,235	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b> ----- <i>Cat. 4 increased \$7M</i>	\$49,432,235 <b>\$49,432,235</b>	1
2c	IH 35E	Loop 9 Segment B (Ellis County) 0442-03-044	REESE DRIVE	DALLAS COUNTY LINE	FY 2022-2025	\$18,648,267	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> ----- <i>Cat. 2 increased \$2.9M</i>	\$11,998,267 \$6,650,000 <b>\$18,648,267</b>	1
3	IH 30	Widen Freeway - Grand Prairie (Dallas County) 1068-04-170 - <i>Continues in Ft. Worth District</i>	DALLAS COUNTY LINE	SH 161	FY 2022-2025	\$11,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$11,000,000 <b>\$11,000,000</b>	1
4a	US 67	Interchange at Lake Ridge Pkwy - Midlothian (Ellis County) 0261-01-041	AT LAKE RIDGE PKWY	.	FY 2026-2031	\$30,694,054	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$30,694,054 <b>\$30,694,054</b>	1
4b	US 67	Interchange at Lake Ridge Pkwy - Cedar Hill (Dallas County) 0261-02-081	AT LAKE RIDGE PARKWAY	.	FY 2026-2031	\$27,487,146	New Authorization	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$4,421,204 \$23,065,942 <b>\$27,487,146</b>	2
5a	FM 548	Widen Non-Freeway - Forney (Kaufman County) 2588-01-017	WINDMILL FARMS BLVD	S OF SH 205 (ROCKWALL C/L)	FY 2026-2031	\$39,613,924	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$8,448,796 \$31,165,128 <b>\$39,613,924</b>	2
5b	FM 548	Widen Non-Freeway - Forney (Rockwall County) 2588-02-008	S OF SH 205 (KAUFMAN C/L)	SH 205	FY 2026-2031	\$8,592,968	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$2,392,968 \$6,200,000 <b>\$8,592,968</b>	3
<b>Collin County</b>											
6	US 75	Interchange at Ridgeview Dr - Allen 0047-06-161	AT RIDGEVIEW DRIVE	.	FY 2022-2025	\$35,100,696	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b>	\$26,155,102 \$8,945,594 <b>\$35,100,696</b>	1
7	US 75	Widen Freeway - Van Alstyne 0047-14-053	NORTH OF CR 370	CR 375 (GRAYSON COUNTY LINE)	FY 2022-2025	\$67,384,036	New Authorization	No	Cat. 4 Urban -Remaining funding TBD- <b>TOTAL</b>	\$17,597,275 \$49,786,761 <b>\$67,384,036</b>	1
8	US 380	US 380 - Collin County 0135-02-065	COIT ROAD	JCT US 380/BUS 380	FY 2026-2031	\$165,692,800	New Authorization	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b>	\$120,000,000 \$45,692,800 <b>\$165,692,800</b>	1
9a	US 380	US 380 Princeton 0135-03-046	AIRPORT DR	4TH STREET	FY 2022-2025	\$63,683,197	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local <b>TOTAL</b> ----- <i>Cat. 2 increased \$11.5M</i>	\$52,683,197 \$11,000,000 <b>\$63,683,197</b>	1
9b	US 380	US 380 Princeton 0135-04-033	4TH STREET	CR 458	FY 2022-2025	\$5,722,380	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$1.2M</i>	\$5,722,380 <b>\$5,722,380</b>	1
10a	US 380	US 380 - Collin County 0135-03-053	SH 5 (NEW EXTENSION OF SP 399)	FM 1827	FY 2026-2031	\$16,083,200	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$16,083,200 <b>\$16,083,200</b>	1

# 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	
10b	US 380	US 380 - Collin County 0135-04-036	JCT US 380/BUS 380	CR 560	FY 2022-2025	\$127,008,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$27,000,000	1	
									Cat. 3 Local	\$60,000,000		
									Cat. 12 Strategic Priority	\$40,008,000		
									<b>TOTAL</b>	<b>\$127,008,000</b>		
									<i>Cat. 12 increased \$40M</i>			
10c	US 380	US 380 - Collin County 0135-15-002	JCT US 380/BUS 380	NEW EXT OF SP 399	FY 2026-2031	\$807,520,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$109,996,800	1	
									Cat. 4 Urban	\$104,307,200		
									-Remaining funding TBD-	\$593,216,000		
									<b>TOTAL</b>	<b>\$807,520,000</b>		
11	SH 5	Widen Non-Freeway - Melissa 0047-04-031	SH 121	NORTH OF COLLIN COUNTY OUTER LOOP	FY 2022-2025	\$31,699,658	New Authorization	No	Cat. 4 Urban	\$31,699,658	1	
									<b>TOTAL</b>	<b>\$31,699,658</b>		
12	SH 5	Widen Non-Freeway - McKinney 0047-05-057	SS 399	POWER HOUSE STREET	FY 2026-2031	\$86,750,627	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$86,750,627	1	
									<b>TOTAL</b>	<b>\$86,750,627</b>		
13	SH 5	New Location Freeway - McKinney (US 380 Collin Co. Project) 0047-05-058	SH 5 /SPUR 399	SPUR 399 EXTENSION	FY 2026-2031	\$21,952,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$21,952,000	1	
									<b>TOTAL</b>	<b>\$21,952,000</b>		
14	SH 5	Widen Non-Freeway - McKinney 0047-09-034	SOUTH OF FM 1378	SS 399	FY 2026-2031	\$16,802,369	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$10,000,000	2	
									-Remaining funding TBD-	\$6,802,369		
									<b>TOTAL</b>	<b>\$16,802,369</b>		
15	SH 205	Widen Non-Freeway - Rockwall 0451-03-013	NORTH OF JOHN KING (ROCKWALL C/L)	SH 78	FY 2022-2025	\$38,783,754	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$38,783,754	2	
									<b>TOTAL</b>	<b>\$38,783,754</b>		
									<i>Cat. 2 increased \$3.6M</i>			
16	SS 399	Interchange at SH 5 - McKinney 0364-04-049	AT SH 5		FY 2026-2031	\$38,496,804	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$19,273,554	1	
									-Remaining funding TBD-	\$19,223,250		
									<b>TOTAL</b>	<b>\$38,496,804</b>		
17	SS 399	Upgrade to Freeway - McKinney (US 380 Collin Co. Project) 0364-04-051	US 75	SH 5	FY 2026-2031	\$9,968,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$9,968,000	2	
									<b>TOTAL</b>	<b>\$9,968,000</b>		
18	FM 545	Road Rehabilitation - Melissa 1012-02-030	FM 2933	BS-78D	FY 2026-2031	\$26,723,141	Funding Adjustment	No	Cat. 4 Urban	\$6,000,000	2	
									-Remaining funding TBD-	\$20,723,141		
									<b>TOTAL</b>	<b>\$26,723,141</b>		
19	FM 2551	Widen Non-Freeway - Allen 2056-01-042	FM 2514	FM 2170	FY 2022-2025	\$44,570,571	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$44,570,571	2	
									<b>TOTAL</b>	<b>\$44,570,571</b>		
20a	FM 2514	Widen Non-Freeway - Wylie 2679-03-015	E OF LAVON PKWY	N OF DRAIN DR	FY 2022-2025	\$11,360,404	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$11,360,404	2	
									<b>TOTAL</b>	<b>\$11,360,404</b>		
20b	FM 2514	Widen Non-Freeway - Wylie 2679-03-016	N OF DRAIN DR	BROWN ST	FY 2022-2025	\$24,107,754	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$24,107,754	2	
									<b>TOTAL</b>	<b>\$24,107,754</b>		
									<i>Cat. 2 increased \$3.9M</i>			
<b>Dallas County</b>												
21	IH 30	I-30 Canyon Project 0009-11-254	IH 35E	IH 45	FY 2022-2025	\$451,538,342	Funding Adjustment	No	Cat. 12 Strategic Priority	\$325,000,000	1	
									Cat. 12 Texas Clear Lanes	\$126,538,342		
									<b>TOTAL</b>	<b>\$451,538,342</b>		
									<i>Cat. 12 increased \$101M</i>			
22	IH 635	US 80 East Corridor - I-635 Interchange 2374-02-162	AT US 80 INTERCHANGE		FY 2022-2025	\$210,426,225	New Authorization	No	Cat. 4 Urban	\$100,350,386	1	
									-Remaining funding TBD-	\$110,075,839		
									<b>TOTAL</b>	<b>\$210,426,225</b>		
23	IH 20	New Frontage Roads - Duncanville 2374-04-085	WEST OF COCKRELL HILL RD	HAMPTON RD	FY 2022-2025	\$80,581,578	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$80,581,578	1	
									<b>TOTAL</b>	<b>\$80,581,578</b>		
									<i>Cat. 2 increased \$9.2M</i>			

# 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
24	US 80	US 80 East Corridor 0095-02-096	EAST OF BELT LINE RD	LAWSON RD (DALLAS/KAUFMAN C/L)	FY 2022-2025	\$206,481,677	Funding Adjustment	No	Cat. 4 Urban \$10,000,000 Cat. 12 Texas Clear Lanes \$103,240,838 --Remaining funding TBD-- \$93,240,839 <b>TOTAL \$206,481,677</b> ----- <i>Cat. 12 increased \$103.2M</i>	1
25	US 80	US 80 East Corridor 0095-02-107	EAST OF TOWN EAST BLVD	EAST OF BELT LINE RD	FY 2022-2025	\$94,649,614	Funding Adjustment	No	Cat. 4 Urban \$94,649,614 <b>TOTAL \$94,649,614</b>	1
N/A	Various	Mobility Assistance Patrol Program 0918-00-341	REGIONAL MOBILITY ASSISTANCE PATROL	.	FY 2022-2025	\$6,084,000	New Authorization	No	Cat. 7 \$4,387,500 Cat. 12 Strategic Priority \$1,696,500 <b>TOTAL \$6,084,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0918-00-342	REGIONAL MOBILITY ASSISTANCE PATROL PROG	.	FY 2022-2025	\$6,588,000	New Authorization	No	Cat. 7 \$4,575,000 Cat. 12 Strategic Priority \$2,013,000 <b>TOTAL \$6,588,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0918-00-362	REGIONAL MOBILITY ASSISTANCE PROGRAM	.	FY 2022-2025	\$7,056,000	New Authorization	No	Cat. 7 \$4,725,000 Cat. 12 Strategic Priority \$2,331,000 <b>TOTAL \$7,056,000</b>	1
<b>Denton County</b>										
26	IH 35	Denton County Connections 0195-02-074	US 77 (NORTH OF DENTON)	SOUTH OF BELZ ROAD	FY 2026-2031	\$484,846,537	Funding Adjustment	No	Cat. 4 Urban \$131,202,084 Cat. 11 District \$30,664,453 Cat. 12 Strategic Priority \$322,980,000 <b>TOTAL \$484,846,537</b> ----- <i>Cat. 4 increased \$77M</i>	1
27a	IH 35	I-35 Denton County Connections 0195-02-076	AT FM 455	.	FY 2022-2025	\$27,745,863	Funding Adjustment	No	Cat. 4 Urban \$883,567 Cat. 12 Strategic Priority \$26,862,296 <b>TOTAL \$27,745,863</b> ----- <i>Cat. 4 increased \$514K</i>	1
27b	FM 455	Widen Non-Freeway - Sanger 0816-02-072	WEST OF FM 2450	EAST OF MARION RD	FY 2022-2025	\$44,660,582	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$44,660,582 <b>TOTAL \$44,660,582</b> ----- <i>Cat. 2 increased \$1.8M</i>	3
28a	IH 35	I-35 Denton County Connections 0195-03-087	US 380	US 77 NORTH OF DENTON	FY 2022-2025	\$223,357,330	Funding Adjustment	No	Cat. 4 Urban \$43,647,905 Cat. 12 Strategic Priority \$79,709,425 Cat. 12 Texas Clear Lanes \$100,000,000 <b>TOTAL \$223,357,330</b> ----- <i>Cat. 4 increased \$27M</i>	1
28b	IH 35	I-35 Denton County Connections 0195-03-090	IH 35W	US 380	FY 2022-2025	\$130,812,652	Funding Adjustment	No	Cat. 12 Strategic Priority \$130,812,652 <b>TOTAL \$130,812,652</b>	1
28c	IH 35E	I-35 Denton County Connections 0195-03-099	N TEXAS BLVD	IH 35W	FY 2022-2025	\$43,821,225	New Authorization	No	Cat. 2 Metro/Urban Corridor \$35,008,319 Cat. 12 Strategic Priority \$8,812,906 <b>TOTAL \$43,821,225</b>	1
29	IH 35E	I-35 Denton County Connections 0196-01-109	SOUTH OF MAYHILL ROAD	SOUTH OF SL 288	FY 2022-2025	\$72,094,705	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$72,094,705 <b>TOTAL \$72,094,705</b> ----- <i>Cat. 2 increased \$9.9M</i>	1
30	IH 35E	I-35 Denton County Connections 0196-01-113	AT DOBBS ROAD	.	FY 2026-2031	\$65,059,297	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$3,735,754 --Remaining funding TBD-- \$61,323,543 <b>TOTAL \$65,059,297</b>	2
31a	IH 35E	I-35 Denton County Connections 0196-02-126	AT CORPORATE DRIVE	.	FY 2022-2025	\$79,809,723	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$79,809,723 <b>TOTAL \$79,809,723</b> ----- <i>Cat. 2 increased \$6.9M</i>	1

# 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
31b	IH 35E	I-35 Denton County Connections 0196-02-127	AT BS 121		FY 2022-2025	\$96,444,954	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$96,444,954	1
									<b>TOTAL</b>	<b>\$96,444,954</b>	
<i>Cat. 2 increased \$14M</i>											
32	IH 35E	I-35 Denton County Connections 0196-02-128	AT 1171 AND MAIN STREET		FY 2022-2025	\$45,022,538	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$45,022,538	1
									<b>TOTAL</b>	<b>\$45,022,538</b>	
<i>Cat. 2 increased \$1.2M</i>											
33	SH 114	New Location Freeway - Roanoke 0353-09-003	BUS 114K	WEST OF US 377	FY 2022-2025	\$20,467,084	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$20,467,084	1
									<b>TOTAL</b>	<b>\$20,467,084</b>	
<b>Ellis County</b>											
34	IH 35E	Interchange at Butcher Rd - Waxahachie 0048-04-094	AT FM 387 (BUTCHER ROAD)		FY 2022-2025	\$42,000,000	No Funding Change	No	Cat. 4 Urban	\$42,000,000	1
									<b>TOTAL</b>	<b>\$42,000,000</b>	
35a	IH 45	FM 664 0092-03-053	AT FM 664		FY 2026-2031	\$62,648,178	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$28,648,178	1
									Cat. 12 Strategic Priority	\$34,000,000	
<b>TOTAL</b>											
<b>\$62,648,178</b>											
<i>Cat. 2 increased \$22M</i>											
35b	FM 664	Widen Non-Freeway - Red Oak 1051-03-001	WEST OF FERRIS ROAD	IH 45	FY 2026-2031	\$46,972,575	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$10,000,000	3
									-Remaining funding TBD-	\$36,972,575	
<b>TOTAL</b>											
<b>\$46,972,575</b>											
36	FM 664	Widen Non-Freeway - Red Oak 1051-01-051	IH 35E	WEST OF FERRIS ROAD	FY 2026-2031	\$108,694,468	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$25,000,000	2
									-Remaining funding TBD-	\$83,694,468	
<b>TOTAL</b>											
<b>\$108,694,468</b>											
37	FM 664	Widen Non-Freeway - Ovilla 1051-01-052	FM 1387	WESTMORELAND RD	FY 2026-2031	\$46,661,591	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$32,145,761	2
									-Remaining funding TBD-	\$14,515,830	
<b>TOTAL</b>											
<b>\$46,661,591</b>											
38	FM 1387	Widen Non-Freeway - Midlothian 1394-02-027	MIDLOTHIAN PARKWAY	FM 664	FY 2026-2031	\$26,260,060	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$25,000,000	2
									-Remaining funding TBD-	\$1,260,060	
<b>TOTAL</b>											
<b>\$26,260,060</b>											
<b>Kaufman County</b>											
39a	US 80	US 80 East Corridor 0095-03-080	LAWSON RD (DALLAS / KAUFMAN C/L)	FM 460	FY 2022-2025	\$133,000,000	No Funding Change	No	Cat. 4 Urban	\$133,000,000	1
									<b>TOTAL</b>	<b>\$133,000,000</b>	
39b	US 80	US 80 East Corridor 0095-03-085	AT FM 460		FY 2022-2025	\$12,270,755	No Funding Change	No	Cat. 4 Urban	\$6,443,588	2
									Cat. 6	\$1,882,263	
<b>TOTAL</b>											
<b>\$12,270,755</b>											
40	FM 548	Widen Non-Freeway - Forney 2588-01-022	NORTH OF US 80	WINDMILL FARMS BLVD	FY 2026-2031	\$64,419,678	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$49,551,204	3
									-Remaining funding TBD-	\$14,868,474	
<b>TOTAL</b>											
<b>\$64,419,678</b>											
<b>Rockwall County</b>											
41	IH 30	I-30 East 0009-12-219	SH 205	WEST OF FM 2642 (HUNT C/L)	FY 2022-2025	\$304,603,781	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$76,783,395	1
									Cat. 5	\$50,000,000	
<b>TOTAL</b>											
<b>\$304,603,781</b>											
<i>Cat. 2 increased \$8M and Cat. 12 increased \$35M</i>											
42a	IH 30	I-30 East 0009-12-215	DALROCK RD (DALLAS C/L)	SH 205	FY 2022-2025	\$93,302,686	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$55,202,686	1
									Cat. 12 Texas Clear Lanes	\$38,100,000	
<b>TOTAL</b>											
<b>\$93,302,686</b>											
42b	IH 30	I-30 East 0009-12-220	DALROCK ROAD	EAST OF HORIZON	FY 2022-2025	\$178,424,273	Funding Adjustment	No	Cat. 4 Urban	\$32,000,000	1
									Cat. 12 Texas Clear Lanes	\$146,424,272	
<b>TOTAL</b>											
<b>\$178,424,272</b>											

# 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	
43a	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 2026-2031	\$6,206,000	No Funding Change	No	Cat. 1	\$680,541	2
									Cat. 2 Metro/Urban Corridor	\$5,525,459	
									<b>TOTAL</b>	<b>\$6,206,000</b>	
43b	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 2026-2031	\$37,352,578	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$24,032,505	2
									-Remaining funding TBD-	\$13,320,072	
									<b>TOTAL</b>	<b>\$37,352,577</b>	

# EL PASO DISTRICT 2022 UTP



## DISTRICT FACTS

Population	876,000
Square Miles	21,700
Daily Vehicle Miles	16.3 million
Highway Lane Miles	5,000

## REGIONAL PLANNING RESOURCES

El Paso TxDOT District [page](#)

MPO: [El Paso Metropolitan Planning Organization](#)

Contact:

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[@TxDOTELP](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND PRIORITIES

Encompassing the six westernmost counties in Texas, the El Paso District prioritizes projects suited for urban and rural needs. In El Paso County, we prioritize projects that improve congestion and mobility issues, which can be challenging given the proximity to the borders 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 focus is 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 steadily increasing traffic numbers. District staff conducted an advanced planning study called Reimagine I-10, which looked 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 unique geography around the Franklin Mountains, 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

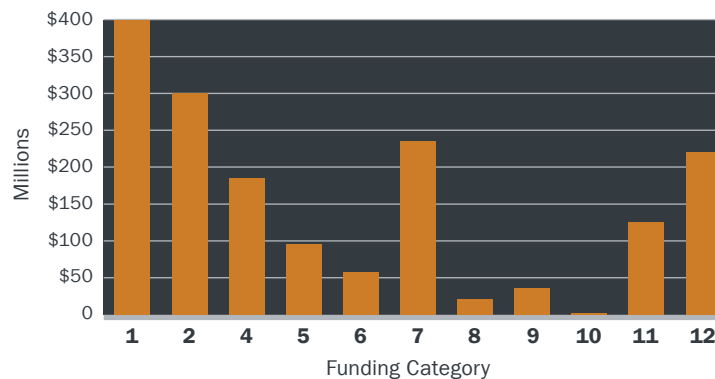
### Short Term (four or fewer years)

- **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 Segment 2 (Downtown 10), El Paso County:** mobility solutions and operational improvements from Executive Center Boulevard to Copia Street.
- **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:** extension of an existing rural roadway that provides safety, reliability, and mobility throughout the energy sector

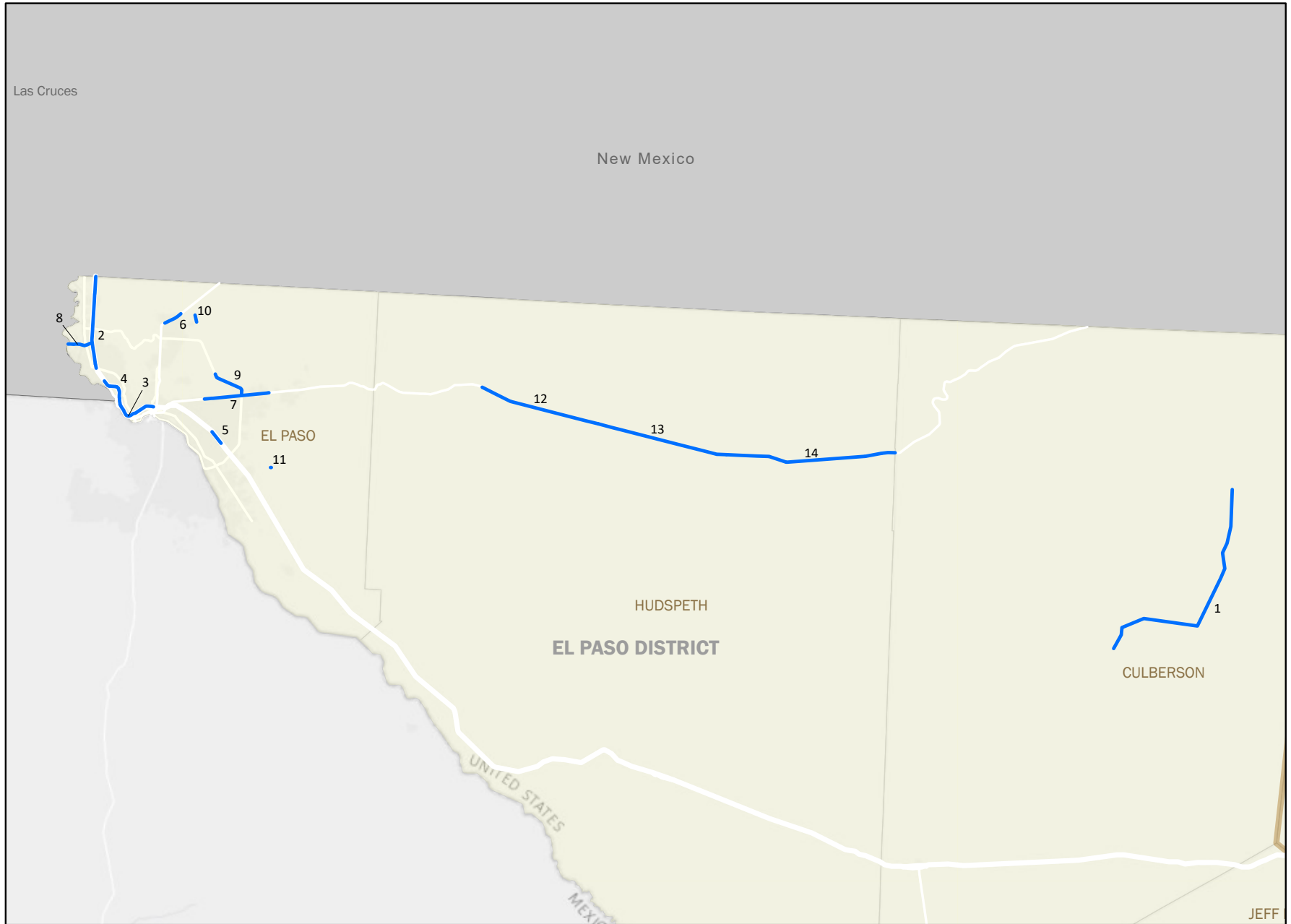
## EL PASO DISTRICT 2022 PLANNING TARGETS BY CATEGORY



### TxDOT funding categories:

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

# EL PASO DISTRICT **Listed Projects**



— UTP listed project

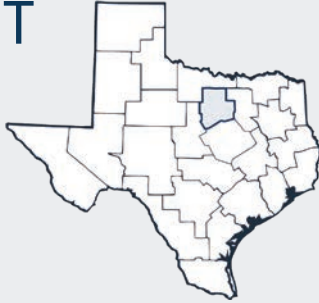


# EL PASO DISTRICT Listed Projects

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	
<b>Culberson County</b>											
1	FM 2185	New Location FM 2185 - Culberson County 1158-05-002	750 FEET SOUTH OF LOONEY SPUR ROAD	JUNCTION WITH FM 3541	FY 2026-2031	\$91,533,181	No Funding Change	No	Cat. 12 Permian -Remaining funding TBD- <b>TOTAL</b>	\$10,000,000 \$81,533,181 <b>\$91,533,181</b>	3
<b>El Paso County</b>											
2	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 2022-2025	\$170,058,472	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local Cat. 4 Urban <b>TOTAL</b>	\$129,468,472 \$30,000,000 \$10,590,000 <b>\$170,058,472</b>	1
3	IH 10	Reimagine I-10 Segment 2 - El Paso 2121-02-166	EXECUTIVE CENTER BLVD	SL 478 (COPIA ST)	FY 2026-2031	\$750,500,000	New Authorization	No	Cat. 4 Urban -Remaining funding TBD- <b>TOTAL</b>	\$4,000,000 \$746,500,000 <b>\$750,500,000</b>	1
4	IH 10	New Frontage Roads - El Paso 2121-02-167	SUNLAND PARK DRIVE	EXECUTIVE CENTER BLVD	FY 2022-2025	\$16,475,973	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$16,475,973 <b>\$16,475,973</b>	1
5	IH 10	I-10 Interchange at Pendale - El Paso 2121-03-146	LEE TREVINO	EAST OF FM 659 (ZARAGOZA RD)	FY 2022-2025	\$16,820,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$16,820,000 <b>\$16,820,000</b>	1
6	US 54	Widen Freeway - El Paso (North) 0167-01-122	KENWORTHY ST	FM 2529 (MCCOMBS ST)	FY 2022-2025	\$39,169,068	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 11 District <b>TOTAL</b>	\$36,340,000 \$2,829,068 <b>\$39,169,068</b>	2
7	US 62	Widen Non-Freeway - El Paso 0374-02-100	GLOBAL REACH DR	FM 659 (ZARAGOZA RD)	FY 2026-2031	\$146,583,777	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b>	\$118,195,000 \$28,388,776 <b>\$146,583,776</b>	1
8	SH 178	Interchange at IH 10 - El Paso 3592-01-009	NM/TX STATELINE	IH 10	FY 2022-2025	\$193,500,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$193,500,000 <b>\$193,500,000</b>	1
9	SL 375	Widen Freeway - Fort Bliss 2552-02-028	SPUR 601	MONTANA AVE (US 62/180)	FY 2022-2025	\$54,663,725	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b>	\$37,274,000 \$17,389,725 <b>\$54,663,725</b>	1
10	SS 320	Borderland Expressway Phase I 0665-02-002	BU54 (DYER STREET)	RAILROAD DRIVE	FY 2022-2025	\$20,497,531	New Authorization	No	Cat. 2 Metro/Urban Corridor Cat. 11 Border <b>TOTAL</b>	\$10,497,531 \$10,000,000 <b>\$20,497,531</b>	1
11	FM 1281	Intersection Improvements - Horizon City 3451-01-040	HORIZON BLVD AT DARRINGTON INTERSECTION	.	FY 2022-2025	\$6,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$6,000,000 <b>\$6,000,000</b>	2
<b>Hudspeth County</b>											
12	US 62	Passing Lanes (Super 2) - Hudspeth County 0374-05-026	13.608 MI E OF EL PASO/HUDSPETH CL	2.04 MI E OF FM 2317	FY 2026-2031	\$23,287,931	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$9,076,444 \$14,211,487 <b>\$23,287,931</b>	1
13	US 62	Passing Lanes (Super 2) - Hudspeth County 0374-06-022	2.04 MI E OF FM 2317	6.17 MI E OF RM 1111	FY 2022-2025	\$27,203,400	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$27,203,400 <b>\$27,203,400</b>	1
14	US 62	Passing Lanes (Super 2) - Hudspeth County 0374-07-027	3.715 MI W OF FM 1437	HUDSPETH/CULBERSON CO LINE	FY 2022-2025	\$20,090,070	No Funding Change	No	Cat. 4 Regional Cat. 11 Energy Sector <b>TOTAL</b>	\$10,120,407 \$9,969,662 <b>\$20,090,069</b>	2

# FORT WORTH DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	2.6 million
Square Miles	6,900
Daily Vehicle Miles	46.9 million
Highway Lane Miles	9,000

### REGIONAL PLANNING RESOURCES

Fort Worth TxDOT District [page](#)

MPO: [North Central Texas Council of Governments](#)

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Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND PRIORITIES

In a district that contains two of Texas' most populous cities, Categories 1, 2, and 12 represents a large share of the Fort Worth District's funding. Designed to address urban congestion relief, these categories 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 Categories 4, 5, and 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

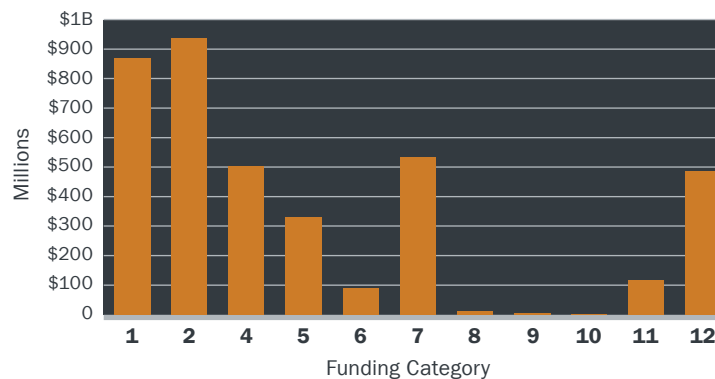
#### Short Term (four or fewer years)

- **Southeast Connector, Tarrant County:** widen and add frontage roads to I-20 and I 820, add frontage roads to US 287
- **SH 183 at UPRR, Tarrant County:** Construct railroad underpass
- **FM 730 from 3.3 mi north of SH 114 to SH 114, Wise County:** Reconstruct from 2 lane rural to 2 lane urban section including shoulders and turn lanes
- **IH 30 from IH 820 and Linkcrest, including Interchange at Spur 580, Tarrant County:** reconstruct and widen freeway
- **SH 180 from IH 35W to IH 820, Tarrant County:** reconstruct roadway

#### Long Term (five or more years)

- **IH 30 from Cooper St. to SH 161, Tarrant & Dallas Counties:** reconstruct freeway and add lanes
- **IH 20 from Park Springs to Dallas County Line, Tarrant County:** operational improvements
- **FM 157 from BU 287P to US 67, Johnson County:** realign and widen roadway from 2 to 4 lanes
- **SH 199 in Lake Worth, Fort Worth, Azle and Tarrant Counties:** add main lanes
- **US 67 from Brazos River to SH 144, Somervell County:** widen to four-lane divided

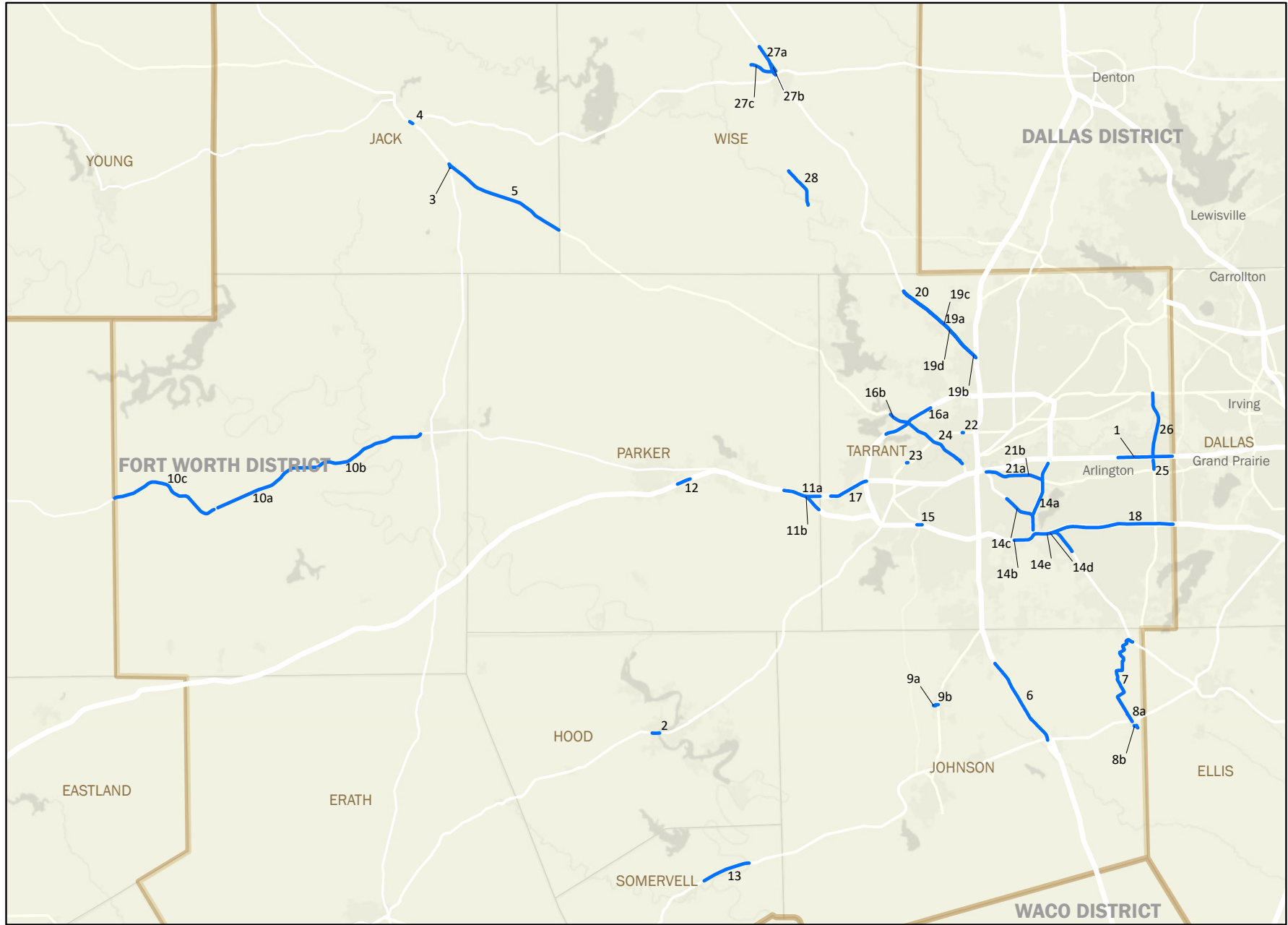
### FORT WORTH DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# FORT WORTH DISTRICT **Listed Projects**



— UTP listed project

# FORT WORTH 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	
<b>Multi County Projects</b>											
1	IH 30	Widen Freeway - Arlington (Tarrant County) 1068-02-147 - Continues in Dallas District	COOPER STREET	DALLAS COUNTY LINE	FY 2022-2025	\$127,820,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b> ----- Cat. 4 increased \$24M	\$127,820,000 <b>\$127,820,000</b>	1
<b>Hood County</b>											
2	US 377	Road Rehabilitation - Granbury 0080-03-049	END OF BRAZOS RIVER BRIDGE	WEST OF FM 51	FY 2026-2031	\$34,999,972	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD-	\$25,000,000 \$9,999,972 <b>\$34,999,972</b>	1
<b>Jack County</b>											
3	US 281	Grade Separation - Jack County 0249-07-071	AT SH 199	.	FY 2022-2025	\$10,659,250	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$10,659,250 <b>\$10,659,250</b>	1
4	US 281	Replace Bridge - Jacksboro 0249-07-072	US 281 STA 682+31.85	US 281 STA 789+98.36	FY 2026-2031	\$23,329,619	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD-	\$10,663,195 \$12,666,424 <b>\$23,329,619</b>	1
5	SH 199	Passing Lanes (Super 2) - Jack County 0171-01-033	US 281	WISE COUNTY LINE	FY 2022-2025	\$8,357,992	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$8,358,000 <b>\$8,358,000</b>	1
<b>Johnson County</b>											
6	IH 35W	Interchange Improvements - Burleson 0014-03-088	RICKY LN	US 67	FY 2022-2025	\$22,000,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b> ----- Cat. 4 increased \$7M	\$22,000,000 <b>\$22,000,000</b>	1
7	FM 157	Widen Non-Freeway - Mansfield 0747-05-035	BU 287 P	US 67	FY 2026-2031	\$78,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$78,000,000 <b>\$78,000,000</b>	2
8a	FM 157	Upgrade Non-Freeway - Venus 0747-05-042	US 67	8TH STREET	FY 2022-2025	\$6,799,986	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$6,800,000 <b>\$6,800,000</b>	3
8b	FM 157	Roadway Realignment - Venus 0747-05-043	8TH STREET	NORTH OF COUNTY ROAD 108B	FY 2022-2025	\$6,699,944	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- Cat. 2 increased \$2.2M	\$6,700,000 <b>\$6,700,000</b>	3
9a	FM 917	Rail Grade Separation - Joshua 1181-02-033	WEST OF F AVE.	MAIN ST IN THE CITY OF JOSHUA	FY 2022-2025	\$10,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$10,000,000 <b>\$10,000,000</b>	2
9b	FM 917	Rail Grade Separation - Joshua 1181-03-036	MAIN ST IN THE CITY OF JOSHUA	EAST OF SH 174	FY 2022-2025	\$3,000,003	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$3,000,000 <b>\$3,000,000</b>	2
<b>Palo Pinto County</b>											
10a	US 180	Passing Lanes (Super 2) - Palo Pinto County 0007-09-021	WEST OF SH 16 NORTH	EAST OF ROSS WATSON RD	FY 2026-2031	\$13,999,996	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD-	\$4,000,000 \$9,999,996 <b>\$13,999,996</b>	2
10b	US 180	Passing Lanes (Super 2) - Mineral Wells 0007-10-064	EAST OF ROSS WATSON RD	SW 12TH AVE	FY 2026-2031	\$19,999,967	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD-	\$11,000,000 \$8,999,967 <b>\$19,999,967</b>	2
10c	US 180	Passing Lanes (Super 2) - Palo Pinto County 0011-10-028	STEPHENS COUNTY LINE	CR 122	FY 2026-2031	\$14,999,945	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD-	\$7,500,000 \$7,500,000 <b>\$15,000,000</b>	2
<b>Parker County</b>											
11a	IH 20	Interchanges at Walsh Ranch Pkwy and FM 1187 Fort Worth 0008-03-094	FM 1187/3325	TARRANT/PARKER COUNTY LINE	FY 2022-2025	\$29,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$29,000,000 <b>\$29,000,000</b>	1

# FORT WORTH 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
11b	IH 30	Interchanges at Walsh Ranch Pkwy and FM 1187 Fort Worth 1068-05-014	IH 20	TARRANT/PARKER COUNTY LINE	FY 2022-2025	\$6,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b> \$6,000,000 <b>\$6,000,000</b>	1
12	IH 20	New Frontage Roads - Weatherford 0314-07-061	FM 2552	BANKHEAD HIGHWAY	FY 2026-2031	\$52,000,014	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> \$21,000,000 \$31,000,000 <b>\$52,000,000</b>  ----- <i>Cat. 12 added \$31M</i>	1
<b>Somervell County</b>										
13	US 67	Widen Non-Freeway - Glen Rose 0259-03-058	BRAZOS RIVER	SH 144	FY 2026-2031	\$25,499,986	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b> \$20,000,000 \$5,500,000 <b>\$25,500,000</b>	1
<b>Tarrant County</b>										
14a	IH 820	Southeast Connector - Fort Worth 0008-13-125	IH 20	BRENTWOOD STAIR ROAD	FY 2022-2025	\$819,422,671	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Design-Build Cat. 12 Texas Clear Lanes <b>TOTAL</b> \$39,820,670 \$350,000,000 \$429,602,000 <b>\$819,422,670</b>	1
14b	IH 20	Southeast Connector - Fort Worth 0008-13-206	IH 820/IH 20 INTERCHANGE	FOREST HILL DR	FY 2022-2025	\$115,402,716	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$115,402,715 <b>\$115,402,715</b>	1
14c	US 287	Southeast Connector - Fort Worth 0172-06-080	IH 820	BERRY STREET	FY 2022-2025	\$89,874,141	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b> \$49,874,140 \$40,000,000 <b>\$89,874,140</b>	1
14d	US 287	Southeast Connector - Fort Worth 0172-09-028	IH 20 INTERCHANGE	SUBLETT ROAD	FY 2022-2025	\$30,000,001	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b> \$30,000,000 <b>\$30,000,000</b>	1
14e	IH 20	Southeast Connector - Fort Worth 2374-05-066	IH 820	PARK SPRINGS	FY 2022-2025	\$536,545,646	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> \$330,215,645 \$153,000,000 \$53,330,000 <b>\$536,545,645</b>	1
15	IH 20	Interchange at Chisolm Trail - Fort Worth 0008-16-043	AT CHISHOLM TRAIL PARKWAY	.	FY 2026-2031	\$31,085,095	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$31,085,095 <b>\$31,085,095</b>	1
16a	IH 820	Freeway Ramps and Frontage Roads - Fort Worth (Northwest) 0008-14-132	NAVAJO TRAIL/CAHOBA DRIVE	MARINE CREEK PARKWAY	FY 2026-2031	\$20,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$20,000,000 <b>\$20,000,000</b>	1
16b	SH 199	Interchange at IH 820 - Lake Worth 0171-05-068	S END OF LAKE WORTH BR	I-820	FY 2026-2031	\$180,000,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$180,000,000 <b>\$180,000,000</b>	1
17	IH 30	Widen Freeway - Fort Worth (West) 1068-01-214	LINKCREST DRIVE	IH 820	FY 2026-2031	\$140,000,000	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Texas Clear Lanes <b>TOTAL</b> \$90,000,000 \$50,000,000 <b>\$140,000,000</b>  ----- <i>Cat. 12 added \$50M</i>	1
18	IH 20	Freeway Ramps - Arlington 2374-05-093	PARK SPRINGS BLVD	DALLAS COUNTY LINE	FY 2026-2031	\$111,607,149	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b> \$50,000,000 \$61,607,149 <b>\$111,607,149</b>	2
19a	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-033	NORTH OF HARMON ROAD	NORTH OF IH 35W	FY 2022-2025	\$7,860,316	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> \$302,316 \$1,541,669 \$6,016,331 <b>\$7,860,316</b>	1
19b	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-034	NORTH OF HARMON ROAD	NORTH OF IH 35W	FY 2022-2025	\$9,116,641	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> \$350,641 \$1,538,179 \$7,227,821 <b>\$9,116,641</b>	1

# FORT WORTH DISTRICT Listed Projects

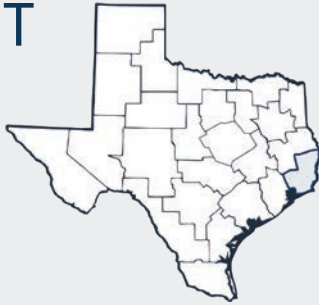
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
19c	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-035	NORTH OF HARMON ROAD	NORTH OF IH 35W	FY 2022-2025	\$1,599,707	No Funding Change	No	Cat. 1 \$61,528 Cat. 2 Metro/Urban Corridor \$1,538,179 <b>TOTAL \$1,599,707</b>	1
19d	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-036	ON US 81/US 287 FROM NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	FY 2022-2025	\$1,618,739	No Funding Change	No	Cat. 1 \$62,260 Cat. 2 Metro/Urban Corridor \$1,556,479 <b>TOTAL \$1,618,739</b>	1
20	US 81	Freeway Ramps and Frontage Roads - Fort Worth 0014-15-078	AVONDALE-HASLET RD	SOUTH OF NORTH TARRANT PARKWAY	FY 2026-2031	\$71,600,010	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$5,000,000 Cat. 4 Urban \$8,000,000 -Remaining funding TBD- \$58,600,010 <b>TOTAL \$71,600,010</b>  <i>Cat. 4 added \$8M</i>	1
21a	SH 180	Road Rehabilitation - Fort Worth 0008-05-029	IH 35W	TIERNEY RD	FY 2022-2025	\$42,500,017	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$37,500,000 Cat. 3 Local \$5,000,000 <b>TOTAL \$42,500,000</b>	1
21b	SH 180	Road Rehabilitation - Fort Worth 0008-06-052	TIERNEY RD	IH 820	FY 2022-2025	\$17,499,937	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$12,500,000 Cat. 3 Local \$4,999,937 <b>TOTAL \$17,499,937</b>	1
22	SH 183	Replace Railroad Underpass - Fort Worth 0094-01-032	AT UPRR RAILROAD & UPRR SPUR	.	FY 2022-2025	\$30,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor \$18,000,000 Cat. 6 \$12,000,000 <b>TOTAL \$30,000,000</b>	1
23	SH 183	Intersection Improvements - Fort Worth 0094-05-070	AT PUMPHREY DR	.	FY 2026-2031	\$20,740,724	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$10,000,000 -Remaining funding TBD- \$10,740,724 <b>TOTAL \$20,740,724</b>	3
24	SH 199	Widen Non-Freeway - Fort Worth 0171-05-094	IH 820	WEST FORK OF TRINITY RIVER	FY 2022-2025	\$68,661,515	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$68,661,515 <b>TOTAL \$68,661,515</b>	1
25	SH 360	Widen Freeway - Arlington 2266-02-148	NORTH OF E. RANDOL MILL RD.	SOUTH OF E RANDOL MILL RD	FY 2022-2025	\$55,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$55,000,000 <b>TOTAL \$55,000,000</b>	1
26	SH 360	Intersection Improvements - Grand Prairie 2266-02-150	SH 183	IH 30	FY 2026-2031	\$20,740,748	No Funding Change	No	Cat. 1 \$740,748 Cat. 2 Metro/Urban Corridor \$20,000,000 <b>TOTAL \$20,740,748</b>	1
N/A	Various	Mobility Assistance Patrol Program 0902-00-309	REGIONAL MOBILITY ASSISTANCE PATROL	.	FY 2022-2025	\$3,380,000	New Authorization	No	Cat. 1 \$130,000 Cat. 7 \$2,437,500 Cat. 12 Strategic Priority \$812,500 <b>TOTAL \$3,380,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0902-00-310	REGIONAL MOBILITY ASSISTANCE	.	FY 2022-2025	\$3,780,000	New Authorization	No	Cat. 7 \$2,905,000 Cat. 12 Strategic Priority \$875,000 <b>TOTAL \$3,780,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0902-00-311	REGIONAL MOBILITY ASSISTANCE PATROL	.	FY 2022-2025	\$4,032,000	New Authorization	No	Cat. 1 \$432,000 Cat. 7 \$2,700,000 Cat. 12 Strategic Priority \$900,000 <b>TOTAL \$4,032,000</b>	1
<b>Wise County</b>										
27a	US 81	Grade Separation - Decatur 0013-07-083	NORTH OF CR 2195	NORTH OF US 380	FY 2026-2031	\$32,700,030	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$16,700,000 -Remaining funding TBD- \$16,000,030 <b>TOTAL \$32,700,030</b>	3
27b	BU 81D	Grade Separation - Decatur 0013-09-012	CR 1160- REALIGNED FM 1810 INTERSEC	NORTH OF CR 2090	FY 2026-2031	\$3,600,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$3,600,000 <b>TOTAL \$3,600,000</b>	3
27c	FM 1810	Intersection at US 81/287 - Wise County 2418-01-013	WEST OF CR 1170	CR 1160- REALIGNED BU 81D INTERSEC	FY 2026-2031	\$17,000,042	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$13,300,000 -Remaining funding TBD- \$3,700,042 <b>TOTAL \$17,000,042</b>	3

# FORT WORTH 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	
28	FM 730	Upgrade Non-Freeway - Boyd 0312-04-022	3.331 MI N OF SH 114	SH 114 IN BOYD	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$26,000,000	3
									<b>TOTAL</b>	<b>\$26,000,000</b>	
									----- <i>Cat. 2 increased \$12M</i>		

# HOUSTON DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	6.9 million
Square Miles	5,900
Daily Vehicle Miles	100.4 million
Highway Lane Miles	11,100

### REGIONAL PLANNING RESOURCES

Houston TxDOT District [page](#)

MPO: Houston-Galveston Area Council

Contact:

[raquelle.lewis@txdot.gov](mailto:raquelle.lewis@txdot.gov)

P.O. Box 1386

Houston, TX

(713) 802-5000

[@TxDOTHOUSTONPIO](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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

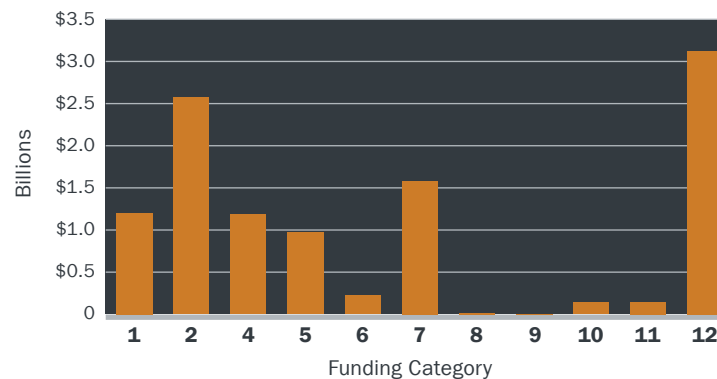
#### Short Term (four or fewer years)

- **I-45 North Houston Highway Improvement Project Design Build, Segment 3, Harris County:** reroute I-45 and reconstruct I-69 and I-10 reconstruct and widen I-45
- **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 Line
- **I-10, Harris, Fort Bend and Waller Counties:** reconstruct and widen from Mason Rd. to FM 359

#### Long Term (five or more years)

- **I-45 North Houston Highway Improvement Project Design Build, Segment 2, Harris County:** reconstruct and widen I-45 from I-10 to I-610 and reconstruct the I-45 / I-610 interchange
- **I-10, Harris County:** reconstruct main lanes, frontage roads and construct new managed lanes from I-610 to I-45
- **I-10 East at San Jacinto River, Harris County:** reconstruct and widen bridge
- **I-610 South, Harris County:** reconstruct main lanes and TSM Improvements from I-45 to SH 288

### HOUSTON DISTRICT 2022 PLANNING TARGETS BY CATEGORY

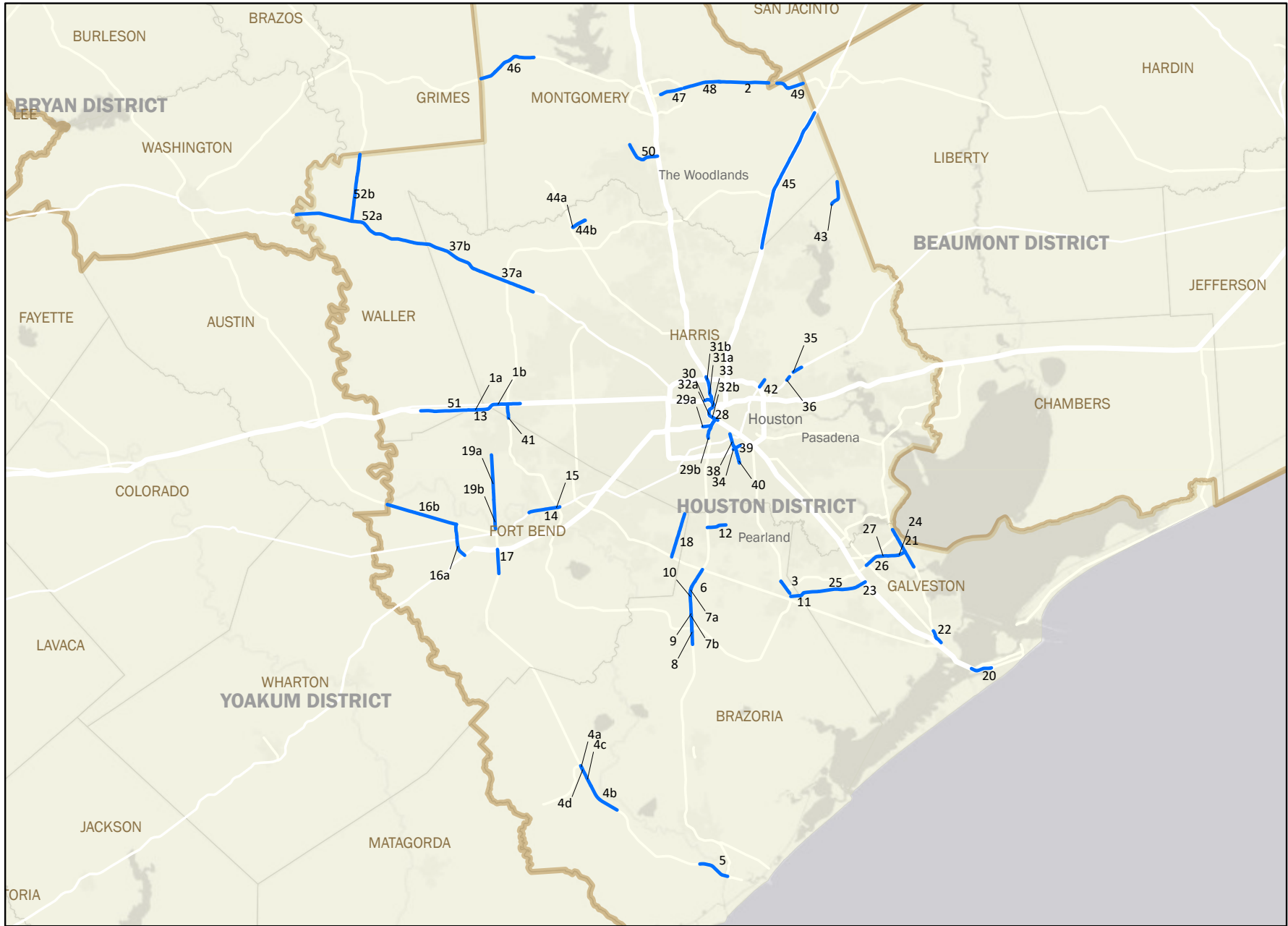


#### TxDOT funding categories:

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



# HOUSTON DISTRICT Listed Projects



— UTP listed project

# HOUSTON 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
<b>Multi County Projects</b>											
1a	IH 10	Widen Freeway - Katy (Fort Bend County) 0271-05-025	WEST OF SNAKE CREEK	FORT BEND-HARRIS COUNTY LINE	FY 2022-2025	\$128,232,000	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b>	\$108,231,999 \$20,000,000 <b>\$128,231,999</b>	1
									<i>Cat. 4 increased \$38M</i>		
1b	IH 10	Widen Freeway - Katy (Harris County) 0271-06-117	FORT BEND COUNTY LINE	MASON RD	FY 2022-2025	\$11,752,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$11,752,000 <b>\$11,752,000</b>	1
2	SH 105	Widen Non-Freeway - Cut and Shoot (Montgomery County) 0338-04-066	FM 1484	SAN JACINTO C/L	FY 2022-2025	\$72,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$72,000,000 <b>\$72,000,000</b>	1
<b>Brazoria County</b>											
3	SH 35	New Location Non-Freeway - Alvin 0178-02-092	NORTH GORDON STREET (BS 35-C)	STEELE RD	FY 2022-2025	\$43,740,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$43,740,000 <b>\$43,740,000</b>	1
4a	SH 36	Widen Non-Freeway - West Columbia 0188-03-022	NORTH OF CR 467/HOGG RANCH RD	SH 35	FY 2022-2025	\$5,194,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,194,000 <b>\$5,194,000</b>	1
4b	SH 36	Widen Non-Freeway - West Columbia 0188-04-025	FM 522	NORTH OF SH 332	FY 2022-2025	\$33,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$33,000,000 <b>\$33,000,000</b>	1
4c	SH 36	Widen Non-Freeway - West Columbia 0188-04-035	SH 35	FM 522	FY 2022-2025	\$23,200,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$23,200,000 <b>\$23,200,000</b>	1
4d	SH 36	Widen Non-Freeway - West Columbia 0188-04-050	SH 35	SOUTH OF SH 35	FY 2022-2025	\$9,600,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$9,600,000 <b>\$9,600,000</b>	1
5	SH 36	Widen Non-Freeway - Freeport 0188-06-046	S. OF JONES CREEK BRIDGE	N OF BRAZOS RIV DIVERSION CH	FY 2022-2025	\$22,289,280	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$22,289,279 <b>\$22,289,279</b>	1
									<i>Cat. 2 increased \$7.8M</i>		
6	SH 288	Interchange at CR 48 - Iowa Colony 0598-02-112	AT CR 48	.	FY 2022-2025	\$25,710,880	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$25,710,880 <b>\$25,710,880</b>	1
									<i>Cat. 2 increased \$4M</i>		
7a	SH 288	Interchange at CR 57 - Iowa Colony 0598-02-113	AT CR 57	.	FY 2022-2025	\$17,108,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$17,108,000 <b>\$17,108,000</b>	1
									<i>Cat. 2 increased \$2.7M</i>		
7b	SH 288	Interchange at CR 64 - Iowa Colony 0598-02-114	AT CR 64	.	FY 2022-2025	\$17,201,600	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$17,201,600 <b>\$17,201,600</b>	2
									<i>Cat. 2 increased \$1.2M</i>		
8	SH 288	Interchange at County Rd 60 - Iowa Colony 0598-02-116	AT CR 60	.	FY 2026-2031	\$21,190,400	New Authorization	No	Cat. 4 Urban <b>TOTAL</b>	\$21,190,400 <b>\$21,190,400</b>	1
9	SH 288	Traffic Mgmt. Technology - Iowa Colony 0598-02-120	SH 6	FM 1462	FY 2022-2025	\$7,871,360	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$7,871,360 <b>\$7,871,360</b>	1
10	SH 288	Bridge Widening - Iowa Colony 0598-02-125	AT CR 56	.	FY 2026-2031	\$12,040,000	New Authorization	No	Cat. 4 Urban <b>TOTAL</b>	\$12,040,000 <b>\$12,040,000</b>	1
11	FM 517	Widen Non-Freeway - Alvin 1002-01-006	GALVESTON COUNTY LINE	SH 35	FY 2022-2025	\$13,966,400	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$13,966,400 <b>\$13,966,400</b>	3

# HOUSTON 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	
12	FM 518	Widen Non-Freeway - Pearland 3416-01-012	SH 288	FM 865	FY 2022-2025	\$39,648,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$39,648,000	1	
										<b>TOTAL</b>	<b>\$39,648,000</b>	
<b>Fort Bend County</b>												
13	IH 10	Widen Freeway - Katy 0271-05-049	WALLER-FORT BEND COUNTY LINE	WEST OF SNAKE CREEK	FY 2022-2025	\$78,000,000	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority	\$13,215,998 \$64,784,002	1	
										<b>TOTAL</b>	<b>\$78,000,000</b>	
										<i>Cat. 4 added \$13M and Cat. 12 increased \$21M</i>		
14	US 90A	Widen Non-Freeway - Richmond 0027-08-147	FM 359	W OF SH 99	FY 2022-2025	\$34,216,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$34,216,000	1	
										<b>TOTAL</b>	<b>\$34,216,000</b>	
15	US 90A	Interchange at SH 99 - Sugar Land 0027-08-180	AT SH 99	.	FY 2022-2025	\$28,958,232	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$28,958,232	1	
										<b>TOTAL</b>	<b>\$28,958,232</b>	
16a	SS 10	Traffic Mgmt. Technology - Rosenberg 0187-05-061	SH 36 NORTH	IH 69	FY 2026-2031	\$4,287,781	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$4,287,781	1	
										<b>TOTAL</b>	<b>\$4,287,781</b>	
16b	SH 36	Traffic Mgmt. Technology - Rosenberg 0187-05-062	AUSTIN COUNTY LINE	SPUR 10	FY 2026-2031	\$9,543,771	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$9,543,771	1	
										<b>TOTAL</b>	<b>\$9,543,771</b>	
17	SH 36	Widen Non-Freeway - Rosenberg 0188-01-016	IH 69S	FM 2218	FY 2022-2025	\$28,839,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$28,839,200	1	
										<b>TOTAL</b>	<b>\$28,839,200</b>	
18	FM 521	Widen Non-Freeway - Pearland 0111-03-059	SH 6	FM 2234	FY 2022-2025	\$78,563,680	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$78,563,680	1	
										<b>TOTAL</b>	<b>\$78,563,680</b>	
19a	FM 723	Widen Non-Freeway - Richmond 0188-09-040	SOUTH OF BEADLE LANE	FM 1093	FY 2022-2025	\$51,812,800	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$51,812,800	2	
										<b>TOTAL</b>	<b>\$51,812,800</b>	
19b	FM 723	Widen Non-Freeway - Richmond 0188-09-051	SOUTH OF BEADLE LANE	NORTH OF BRAZOS RIVER	FY 2022-2025	\$61,999,999	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local	\$57,000,000 \$5,000,000	3	
										<b>TOTAL</b>	<b>\$62,000,000</b>	
<b>Galveston County</b>												
20	IH 45	Widen Freeway - Galveston 0500-01-119	SOUTH OF 61ST STREET	S OF CAUSEWAY	FY 2022-2025	\$112,912,800	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$112,912,800	1	
										<b>TOTAL</b>	<b>\$112,912,800</b>	
21	SH 146	Widen Freeway - Kemah 0389-06-088	FM 518	DICKINSON BAYOU	FY 2022-2025	\$113,776,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$113,776,000	1	
										<b>TOTAL</b>	<b>\$113,776,000</b>	
										<i>Cat. 2 increased \$11.7M</i>		
22	SH 146	Bridge Widening - La Marque 0389-07-025	FM 519	N OF SL 197	FY 2022-2025	\$47,742,934	New Authorization	No	Cat. 2 Metro/Urban Corridor Cat. 6	\$32,742,934 \$15,000,000	1	
										<b>TOTAL</b>	<b>\$47,742,934</b>	
23	FM 517	Interchange at IH 45 - Dickinson 0978-01-039	FM 646	IH 45	FY 2022-2025	\$777,600	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$777,600	3	
										<b>TOTAL</b>	<b>\$777,600</b>	
24	FM 646	Widen Non-Freeway - Dickinson 0978-02-053	SH 146	FM 3436	FY 2022-2025	\$6,843,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$6,843,200	2	
										<b>TOTAL</b>	<b>\$6,843,200</b>	
25	FM 517	Widen Non-Freeway - Alvin 1002-02-016	BRAZORIA COUNTY LINE	FM 646	FY 2022-2025	\$78,400,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$78,400,000	2	
										<b>TOTAL</b>	<b>\$78,400,000</b>	
26	FM 646	Widen Non-Freeway - League City 3049-01-022	FM 1266	EAST OF EDMUNDS WAY	FY 2022-2025	\$33,500,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$33,500,000	2	
										<b>TOTAL</b>	<b>\$33,500,000</b>	
										<i>Cat. 2 increased \$2.4M</i>		

# HOUSTON 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	
27	FM 646	Widen Non-Freeway - League City 3049-01-023	FM 3436	FM 1266	FY 2022-2025	\$22,217,915	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$22,217,914	1	
									<b>TOTAL</b>	<b>\$22,217,914</b>		
<i>Cat. 2 increased \$1M</i>												
<b>Harris County</b>												
28a	IH 69	North Houston Hwy Improvement Project - Seg. 3B 0027-13-200	SH 288	IH 45	FY 2022-2025	\$438,500,000	Funding Adjustment	No	Cat. 3 Design-Build	\$127,210,000	1	
									Cat. 4 Urban	\$130,000,000		
									Cat. 12 Texas Clear Lanes	\$181,290,000		
									<b>TOTAL</b>	<b>\$438,500,000</b>		
<i>Cat. 4 added \$130M and Cat. 12 increased \$6M</i>												
28b	IH 69	North Houston Hwy Improvement Project - Seg. 3B 0027-13-221	AT MCGOWEN, TUAM AND ELGIN		FY 2022-2025	\$74,600,000	Funding Adjustment	No	Cat. 3 Design-Build	\$10,670,000	1	
									Cat. 12 Texas Clear Lanes	\$63,900,000		
									<b>TOTAL</b>	<b>\$74,570,000</b>		
<i>Cat. 12 increased \$7.5M</i>												
29a	IH 69	North Houston Hwy Improvement Project - Seg. 3A 0027-13-201	SH 288	SPUR 527	FY 2022-2025	\$460,600,000	Funding Adjustment	No	Cat. 12 Strategic Priority	\$50,000,000	1	
									Cat. 12 Texas Clear Lanes	\$410,600,000		
									<b>TOTAL</b>	<b>\$460,600,000</b>		
<i>Cat. 12 increased \$200M</i>												
29b	SH 288	North Houston Hwy Improvement Project - Seg. 3A 0598-01-105	NORTH MACGREGOR WAY	IH 69	FY 2022-2025	\$27,440,000	New Authorization	No	Cat. 12 Strategic Priority	\$27,440,000	1	
									<b>TOTAL</b>	<b>\$27,440,000</b>		
30	IH 10	North Houston Hwy Improvement Project - Seg. 3C 0271-07-326	STUEMONT STREET	HOUSTON AVENUE	FY 2022-2025	\$295,488,000	New Authorization	No	Cat. 3 Design-Build	\$45,000,000	1	
									Cat. 4 Urban	\$160,000,000		
									Cat. 12 Texas Clear Lanes	\$90,500,000		
									<b>TOTAL</b>	<b>\$295,500,000</b>		
31a	IH 45	North Houston Hwy Improvement Project - Seg. 2 0500-03-560	IH 10	IH 610	FY 2026-2031	\$470,960,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$100,000,000	1	
									-Remaining funding TBD-	\$370,960,000		
									<b>TOTAL</b>	<b>\$470,960,000</b>		
31b	IH 45	North Houston Hwy Improvement Project - Seg. 2 0500-03-597	AT IH 610		FY 2026-2031	\$765,072,000	Funding Adjustment	No	Cat. 12 Strategic Priority	\$246,300,000	1	
									Cat. 12 Texas Clear Lanes	\$122,500,000		
									-Remaining funding TBD-	\$396,272,000		
									<b>TOTAL</b>	<b>\$765,072,000</b>		
32a	IH 45	North Houston Hwy Improvement Project - Seg. 3D 0500-03-598	IH 69 SOUTH	IH 10	FY 2026-2031	\$274,064,000	Funding Adjustment	No	Cat. 4 Urban	\$200,000,000	1	
									Cat. 12 Texas Clear Lanes	\$26,100,000		
									-Remaining funding TBD-	\$47,964,000		
									<b>TOTAL</b>	<b>\$274,064,000</b>		
<i>Cat. 12 increased \$26M</i>												
32b	IH 45	North Houston Hwy Improvement Project - Seg. 3D 0500-03-601	AT IH 69 SOUTH		FY 2026-2031	\$1,312,976,000	Funding Adjustment	No	Cat. 3 Design-Build	\$21,320,000	1	
									Cat. 4 Urban	\$68,330,000		
									Cat. 12 Texas Clear Lanes	\$506,740,000		
									-Remaining funding TBD-	\$716,586,000		
									<b>TOTAL</b>	<b>\$1,312,976,000</b>		

# HOUSTON 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
33a	IH 45	North Houston Hwy Improvement Project - Seg. 3C 0500-03-599	AT IH 10 WEST	.	FY 2022-2025	\$982,368,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$390,750,000 Cat. 3 Design-Build \$194,725,000 Cat. 4 Urban \$89,000,000 Cat. 12 Texas Clear Lanes \$307,785,000 <b>TOTAL \$982,260,000</b> ----- <i>Cat. 12 increased \$58M</i>	1
33b	IH 45	North Houston Hwy Improvement Project - Seg. 3C 0500-08-001	AT IH 69 NORTH AND IH 10 EAST	.	FY 2022-2025	\$1,164,132,000	Funding Adjustment	No	Cat. 3 Design-Build \$211,450,000 Cat. 4 Urban \$436,543,000 Cat. 12 Texas Clear Lanes \$516,090,000 <b>TOTAL \$1,164,083,000</b> ----- <i>Cat. 12 increased \$70M</i>	1
34	IH 610	Interchange at SH 35 - Houston 0271-16-111	AT SH 35 NORTH	.	FY 2022-2025	\$200,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$56,500,000 Cat. 12 Texas Clear Lanes \$143,500,000 <b>TOTAL \$200,000,000</b> ----- <i>Cat. 12 increased \$40M</i>	1
35	US 90	Interchange at Purple Sage Rd - Houston 0028-02-074	0.5 MILES WEST OF PURPLE SAGE	0.27 MILES EAST OF PURPLE SAGE	FY 2026-2031	\$25,139,520	New Authorization	No	Cat. 4 Urban \$25,139,520 <b>TOTAL \$25,139,520</b>	3
36	US 90	Interchange at Greens Bayou - Houston 0028-02-097	AT GREENS BAYOU	.	FY 2026-2031	\$14,448,000	New Authorization	No	Cat. 4 Urban \$14,448,000 <b>TOTAL \$14,448,000</b>	2
37a	US 290	Traffic Mgmt. Technology - Cypress 0050-06-089	WEST OF BADTKE	MUESCHKE	FY 2022-2025	\$5,213,087	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$5,213,086 <b>TOTAL \$5,213,086</b>	1
37b	US 290	Traffic Mgmt. Technology - Waller 0114-12-014	WALLER COUNTY LINE	WEST OF BADTKE RD	FY 2022-2025	\$4,396,896	New Authorization	No	Cat. 2 Metro/Urban Corridor \$4,396,896 <b>TOTAL \$4,396,896</b>	1
38	SH 35	New Location SH 35 - Houston 0178-09-018	GRIGGS ROAD	IH 45/SPUR 5	FY 2022-2025	\$77,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority \$15,000,000 Cat. 12 Texas Clear Lanes \$62,000,000 <b>TOTAL \$77,000,000</b> ----- <i>Cat. 12 increased \$6M</i>	1
39	SH 35	New Location SH 35 - Houston 0178-09-019	DIXIE DRIVE	LONG DRIVE	FY 2022-2025	\$17,200,000	Scope Change	No	Cat. 12 Texas Clear Lanes \$17,200,000 <b>TOTAL \$17,200,000</b>	1
40	SH 35	New Location SH 35 - Houston 0178-09-020	DIXIE DRIVE	NORTH OF GRIGGS ROAD	FY 2022-2025	\$46,800,000	Scope Change	No	Cat. 12 Strategic Priority \$20,000,000 Cat. 12 Texas Clear Lanes \$26,800,000 <b>TOTAL \$46,800,000</b>	1
41	SH 99	Traffic Mgmt. Technology - Katy 3510-05-040	FORT BEND COUNTY LINE	IH 10	FY 2022-2025	\$4,386,491	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$4,386,491 <b>TOTAL \$4,386,491</b>	1
42	BU 90U	Widen Freeway - Houston 0028-01-067	IH 610, NE	E OF MESA RD (OLD FM 527)	FY 2022-2025	\$16,619,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$16,619,200 <b>TOTAL \$16,619,200</b>	1
43	FM 2100	New Location Non-Freeway - Huffman 1062-02-011	SH 99	HUFFMAN-CLEVELAND RD (NORTH)	FY 2022-2025	\$30,132,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$30,132,000 <b>TOTAL \$30,132,000</b>	2
44a	FM 2920	Traffic Mgmt. Technology - Tomball 2941-02-054	SH 249	WILLOW ST	FY 2022-2025	\$1,340,290	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$1,340,290 <b>TOTAL \$1,340,290</b>	3
44b	FM 2920	Upgrade Non-Freeway - Tomball 2941-02-056	BS 249	WILLOW ST	FY 2022-2025	\$27,972,069	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$27,972,069 <b>TOTAL \$27,972,069</b>	3
<b>Montgomery County</b>										
45	IH 69	Traffic Mgmt. Technology - Montgomery County 0177-05-112	HARRIS COUNTY LINE	LIBERTY COUNTY LINE	FY 2022-2025	\$13,600,371	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$13,600,371 <b>TOTAL \$13,600,371</b>	1

# HOUSTON 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
46	SH 105	Widen Non-Freeway - Montgomery 0338-02-032	GRIMES COUNTY LINE	FM 149	FY 2022-2025	\$81,640,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$81,640,000	1
									<b>TOTAL</b>	<b>\$81,640,000</b>	
										<i>Cat. 2 increased \$11M</i>	
47	SH 105	Widen Non-Freeway - Conroe 0338-04-060	10TH STREET	SL 336	FY 2022-2025	\$32,300,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$10,900,000	1
									Cat. 4 Urban	\$21,400,000	
										<b>TOTAL</b>	<b>\$32,300,000</b>
										<i>Cat. 2 increased \$1.5M</i>	
48	SH 105	Widen Non-Freeway - Cut and Shoot 0338-04-065	SL 336	FM 1484	FY 2022-2025	\$78,400,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$27,800,000	1
									Cat. 4 Urban	\$50,600,000	
										<b>TOTAL</b>	<b>\$78,400,000</b>
										<i>Cat. 2 increased \$3.5M</i>	
49	SH 105	Widen Non-Freeway - Cleveland 0338-07-019	SAN JACINTO C/L	LIBERTY C/L	FY 2022-2025	\$31,830,656	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$31,830,656	1
										<b>TOTAL</b>	<b>\$31,830,656</b>
50	SH 242	Widen Non-Freeway - Conroe 3538-01-034	FM 1488	IH 45	FY 2022-2025	\$19,449,352	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$19,449,352	2
										<b>TOTAL</b>	<b>\$19,449,352</b>
<b>Waller County</b>											
51	IH 10	Widen Freeway - Brookshire 0271-04-070	FM 359	WALLER-FORT BEND C/L	FY 2022-2025	\$203,216,000	Funding Adjustment	No	Cat. 12 Strategic Priority	\$203,216,000	1
										<b>TOTAL</b>	<b>\$203,216,000</b>
52a	US 290	Traffic Mgmt. Technology - Hempstead 0114-11-090	WASHINGTON COUNTY LINE	HARRIS COUNTY LINE	FY 2022-2025	\$11,268,693	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$11,268,693	1
										<b>TOTAL</b>	<b>\$11,268,693</b>
52b	SH 6	Traffic Mgmt. Technology - Hempstead 0050-04-029	GRIMES COUNTY LINE	US 290	FY 2022-2025	\$5,450,046	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$5,450,046	2
										<b>TOTAL</b>	<b>\$5,450,046</b>

# LAREDO DISTRICT 2022 UTP



## DISTRICT FACTS

Population	433,000
Square Miles	15,100
Daily Vehicle Miles	7.8 million
Highway Lane Miles	5,100

## REGIONAL PLANNING RESOURCES

Laredo TxDOT District [page](#)

MPO: [Laredo Urban Transportation Study](#)

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Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND 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 and Category 12 strategic priority 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 council members and county officials.

## KEY PROJECTS

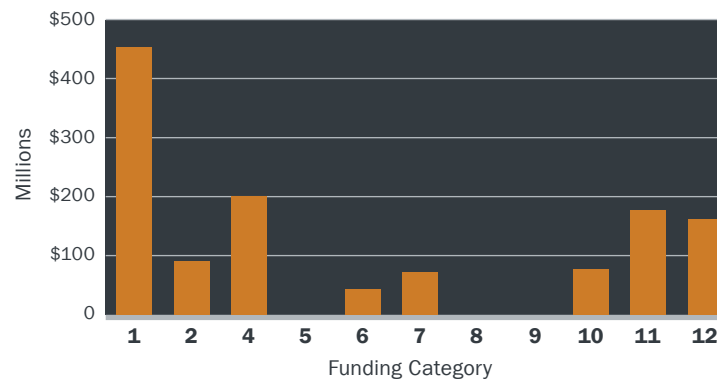
### Short Term (four or fewer years)

- **1-69 W Corridor, Webb County:** upgrade 20/US 59 loop from a 6-lane roadway to a full interstate freeway (1-69W) that would integrate with I-69W as it leaves Laredo
- **1-35 Corridor, Webb County:** widening to 6-lane and upgrade interchanges
- **SH 359 Corridor, Webb County:** continue widening of 5-lane to 4-lane divided highway

### Long Term (five or more years)

- **US 59, Webb County:** upgrades to an urban interstate freeway
- **LRD Outer Loop SH359/IH35 North, Webb County:** new 2-lane highway with new interchanges.
- **SL 480 (Eagle Pass Outer Loop), Maverick County:** new 2-lane highway with new interchanges

## LAREDO DISTRICT 2022 PLANNING TARGETS BY CATEGORY



### TxDOT funding categories:

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

# LAREDO DISTRICT **Listed Projects**



— UTP listed project

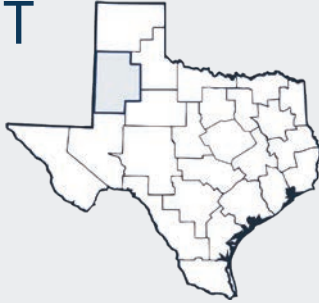


# LAREDO DISTRICT Listed Projects

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	
<b>Webb County</b>											
1	IH 35	Replace Bridge at Uniroyal Dr - Laredo 0018-05-089	0.47 MI S OF UNIROYAL INTERCHANGE	3.22 MI N OF UNIROYAL INTERCHANGE	FY 2022-2025	\$110,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b>	\$65,000,000 \$45,000,000 <b>\$110,000,000</b>	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 2026-2031	\$113,120,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$75,000,000 \$38,119,999 <b>\$113,119,999</b>	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 2026-2031	\$39,200,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b>  ----- <i>Cat. 12 increased \$4.1M</i>	\$39,200,000 <b>\$39,200,000</b>	1
4a	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-075	0.54 MILES SOUTH OF DEL MAR BLVD	0.67 MILES NORTH OF DEL MAR BLVD	FY 2022-2025	\$24,100,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$24,100,000 <b>\$24,100,000</b>	1
4b	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-076	0.51 MILES SOUTH OF SHILOH DRIVE	0.49 MILES NORTH OF SHILOH DRIVE	FY 2022-2025	\$21,500,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$21,500,000 <b>\$21,500,000</b>	1
4c	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-079	0.36 MILES SOUTH OF UNIVERSITY BOULEVARD	0.26 MILES NORTH OF UNIVERSITY BOULEVARD	FY 2022-2025	\$17,500,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure <b>TOTAL</b>	\$16,850,000 \$650,000 <b>\$17,500,000</b>	1
4d	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-088	0.93 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	FY 2022-2025	\$33,500,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure <b>TOTAL</b>	\$11,500,000 \$22,000,000 <b>\$33,500,000</b>	1
4e	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-089	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	FY 2022-2025	\$60,852,581	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure <b>TOTAL</b>	\$31,500,000 \$29,352,580 <b>\$60,852,580</b>	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 2022-2025	\$28,774,987	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b>  ----- <i>Cat. 12 added \$16.4M</i>	\$12,355,990 \$16,418,996 <b>\$28,774,986</b>	1
5b	US 59	Upgrade to Freeway - Laredo Airport 0086-14-086	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	FY 2022-2025	\$29,290,677	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b>  ----- <i>Cat. 12 increased \$13M</i>	\$29,290,676 <b>\$29,290,676</b>	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 2022-2025	\$24,433,992	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b>  ----- <i>Cat. 12 increased \$4.7M</i>	\$2,691,424 \$21,742,567 <b>\$24,433,991</b>	1
6b	US 59	Upgrade to Freeway - Laredo (East) 0086-14-087	0.12 MI S. OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	FY 2022-2025	\$34,100,001	No Funding Change	No	Cat. 10 Border Infrastructure Cat. 12 Strategic Priority <b>TOTAL</b>	\$3,500,000 \$30,600,000 <b>\$34,100,000</b>	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 2026-2031	\$229,600,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$20,000,000 \$209,600,000 <b>\$229,600,000</b>	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 2022-2025	\$18,000,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$18,000,000 <b>\$18,000,000</b>	3

# LUBBOCK DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	491,000
Square Miles	15,900
Daily Vehicle Miles	12 million
Highway Lane Miles	12,400

### REGIONAL PLANNING RESOURCES

Lubbock TxDOT District [page](#)

MPO [Lubbock Metropolitan Planning Organization](#)

Contact:

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 135 Slaton Road  
 Lubbock, TX 79404  
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[@TxDOTLUBBOCK](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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 \$114 million in transportation improvements spent between TxDOT and federal and local agencies to complete the SL 88 between Ave U and Chicago Ave, US 87 to FM 41 interchange. 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

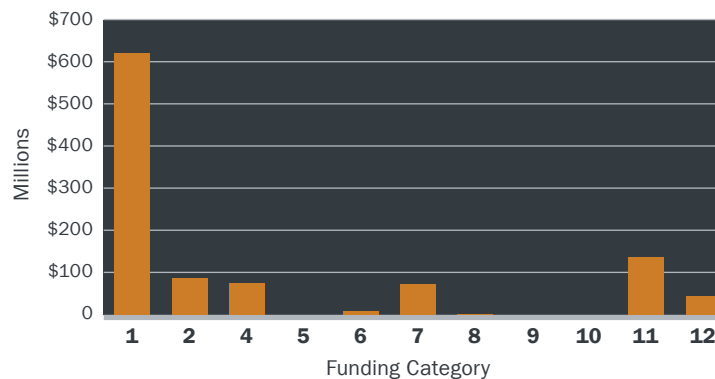
#### Short Term (four or fewer years)

- **State Loop 88, Lubbock County:** US 87 to Ave U (3C)
- **US 180, Gaines and Dawson Counties:** Seminole to Lamesa, Super 2 widening
- **US 84, Garza County:** Justiceburg to Scurry county line, rehabilitate roadway
- **US 62/385, Terry & Gaines Counties:** Seagraves to Brownfield, rehabilitate 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
- **US 62/385, Gaines County:** construct Seminole one-way pair
- **US 84, Lubbock & Lamb County:** pavement repair and overlay
- **US 60, Parmer County:** In town Friona, rehabilitate roadway

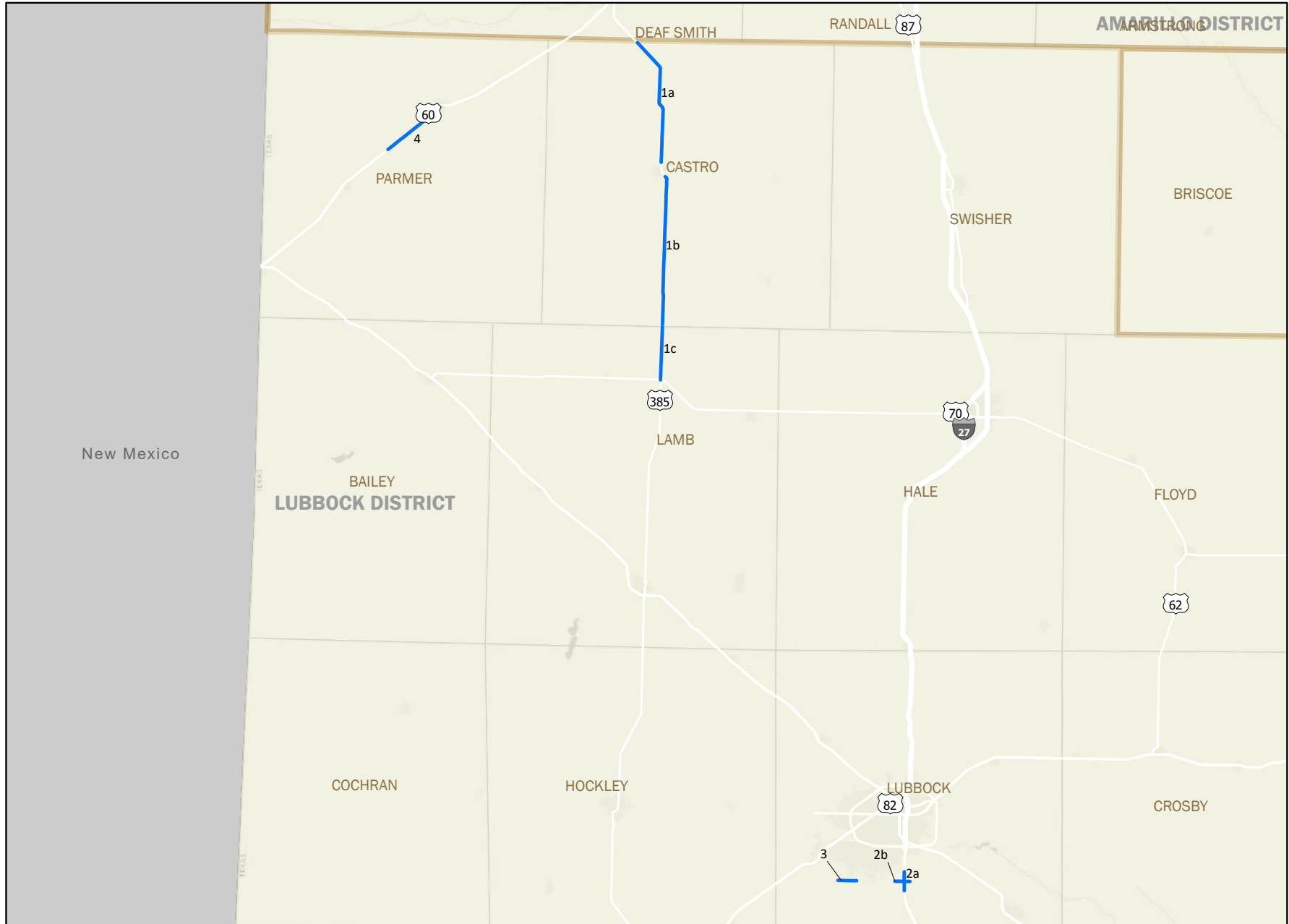
### LUBBOCK DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# LUBBOCK DISTRICT **Listed Projects**



— UTP listed project

# LUBBOCK 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	
<b>Multi-County Projects</b>											
<b>1a</b>	US 385	Passing Lanes (Super 2) - Hereford (Castro County) 0226-06-036	DEAF SMITH COUNTY LINE	CR 713	FY 2022-2025	\$16,756,740	No Funding Change	No	Cat. 1 Cat. 4 Regional <b>TOTAL</b>	\$3,256,740 \$13,500,000 <b>\$16,756,740</b>	2
<b>1b</b>	US 385	Passing Lanes (Super 2) - Dimmitt (Castro County) 0227-01-023	SH 194	LAMB COUNTY LINE	FY 2022-2025	\$19,440,000	No Funding Change	No	Cat. 1 Cat. 4 Regional <b>TOTAL</b>	\$3,940,000 \$15,500,000 <b>\$19,440,000</b>	2
<b>1c</b>	US 385	Passing Lanes (Super 2) - Dimmitt (Lamb County) 0227-02-023	CASTRO COUNTY LINE	US 70	FY 2022-2025	\$6,486,480	No Funding Change	No	Cat. 1 Cat. 4 Regional <b>TOTAL</b>	\$486,480 \$6,000,000 <b>\$6,486,480</b>	3
<b>Lubbock County</b>											
<b>2a</b>	US 87	Lubbock Outer Loop 0068-01-073	114TH STREET	146TH STREET	FY 2026-2031	\$55,902,392	New Authorization	No	Cat. 1 Cat. 4 Urban <b>TOTAL</b>	\$21,000,037 \$34,902,355 <b>\$55,902,392</b>	1
<b>2b</b>	FM 1585	Lubbock Outer Loop 1502-01-031	CR 2240 (AVE U)	0.5 MI EAST OF US 87	FY 2026-2031	\$54,951,736	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 --Remaining funding TBD-- <b>TOTAL</b>  ----- <i>Cat. 2 increased \$4.6M and Cat. 4 added \$10M</i>	\$10,584,227 \$10,000,000 \$19,500,000 \$14,867,509 <b>\$54,951,736</b>	2
<b>3</b>	FM 1585	Lubbock Outer Loop 1502-01-032	QUINCY AVE	CHICAGO	FY 2026-2031	\$67,267,200	No Funding Change	No	Cat. 1 Cat. 7 Cat. 11 District Cat. 12 Permian <b>TOTAL</b>	\$16,207,200 \$10,000,000 \$7,520,000 \$33,540,000 <b>\$67,267,200</b>	2
<b>Parmer County</b>											
<b>4</b>	US 60	Safety Improvements - Friona 0168-02-032	CR 13	CR 17	FY 2022-2025	\$21,000,000	No Funding Change	No	Cat. 3 Local Cat. 12 Strategic Priority <b>TOTAL</b>	\$10,500,000 \$10,500,000 <b>\$21,000,000</b>	1

# LUFKIN DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	317,000
Square Miles	7,100
Daily Vehicle Miles	9.1 million
Highway Lane Miles	6,500

### REGIONAL PLANNING RESOURCES

Lufkin TxDOT District [page](#)

RPO: [Deep East Texas Council of Governments](#)

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[@TxDOTLUFKIN](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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, US 96 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

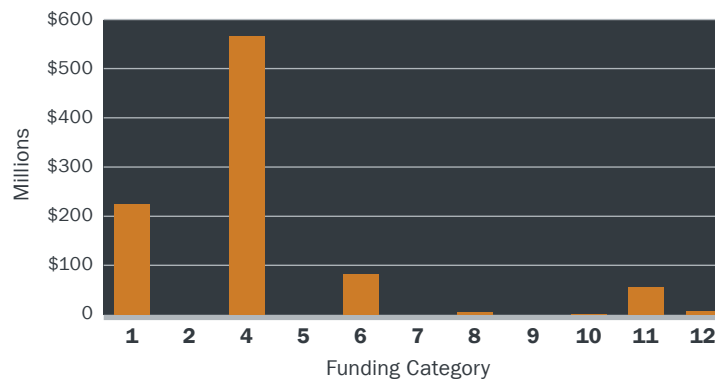
#### Short Term (four or fewer years)

- **US 59, Angelina County:** upgrade between 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 96, Sabine County:** construct Super 2 (passing lanes) between Pineland and Spur 414

#### Long Term (five or more years)

- **US 69, Angelina County:** add continuous two-way left turn lane between FM 326 N and 1 mile south of FM 326 N
- **US 259, Nacogdoches County:** add continuous two-way left turn lane between SH 204 and Rusk County Line
- **US 96, Sabine County:** construct Super 2 (passing lanes) from 1 mile north of the Jasper County Line to the Jasper County Line
- **US 59/US 259 North Interchange, Nacogdoches County:** upgrade from just north of interchange to FM 343
- **US 59, San Jacinto County:** upgrade between Shepherd and the Trinity River
- **I-69 development, Angelina, Polk, Nacogdoches, and San Jacinto Counties:** US 59 upgrades

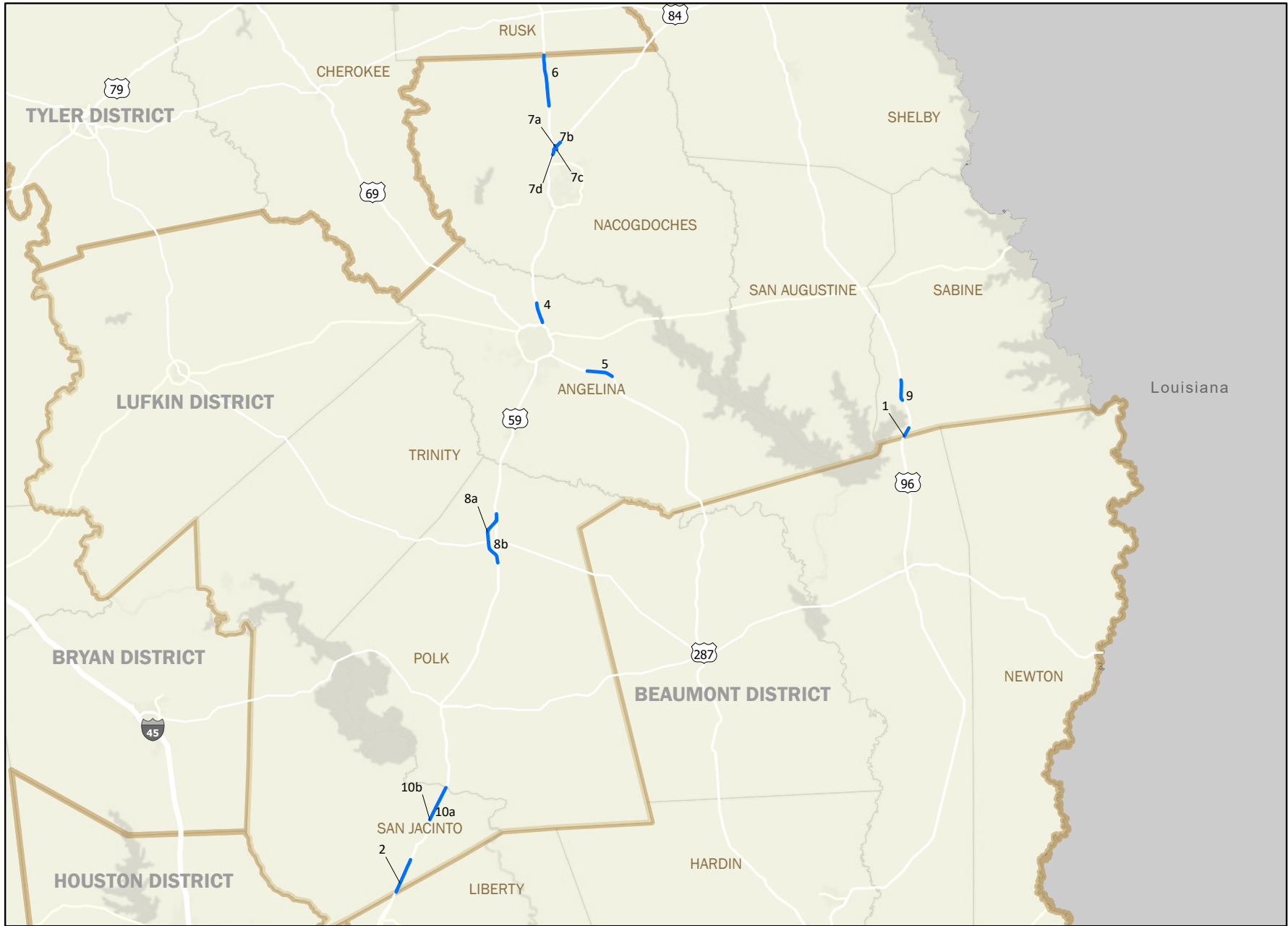
### LUFKIN DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# LUFKIN DISTRICT **Listed Projects**



— UTP listed project

# LUFKIN 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
<b>Multi-County Projects</b>										
1	US 96	Widen Non-Freeway - South of Pineland (Sabine County) 0064-06-057 - Continues in Beaumont District	1 MILE NORTH OF JASPER COUNTY LINE	JASPER COUNTY LINE	FY 2026-2031	\$4,704,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$500K \$4,704,000 <b>\$4,704,000</b>	3
2	US 59	Upgrade to Freeway - South of Shepherd (San Jacinto County) 0177-02-057 - Continues in Beaumont District	FM 2914	LIBERTY C/L	FY 2022-2025	\$72,800,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$4.8M \$72,800,000 <b>\$72,800,000</b>	1
3	SH 105	Widen Non-Freeway - Cut and Shoot (San Jacinto County) 0338-06-011 - Continues in Houston District	MONTGOMERY C/L	MONTGOMERY C/L	FY 2022-2025	\$10,300,001	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b> ----- \$10,300,000 <b>\$10,300,000</b>	1
<b>Angelina County</b>										
4	US 59	Upgrade to Freeway - North of Lufkin 0176-02-118	FM 2021	.34 MILE NORTH OF SL 287	FY 2022-2025	\$48,000,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$14.5M \$48,000,000 <b>\$48,000,000</b>	1
5	US 69	Widen for Turn Lane - Huntington 0200-01-093	FM 326 S	FM 1475	FY 2026-2031	\$15,232,000	Scope Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b> ----- \$13,600,000 \$1,631,999 <b>\$15,231,999</b>	1
<b>Nacogdoches County</b>										
6	US 259	Widen for Turn Lane - Nacogdoches County 0138-06-047	RUSK COUNTY LINE	SH 204	FY 2026-2031	\$31,248,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$3.3M \$31,248,000 <b>\$31,248,000</b>	1
7a	US 259	Upgrade to Freeway - Nacogdoches 0138-06-046	0.355 MILES NORTH OF US 59	BU 59-F	FY 2026-2031	\$9,609,600	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$1M \$9,609,600 <b>\$9,609,600</b>	1
7b	US 59	Upgrade to Freeway - Nacogdoches 0175-07-059	JUST NORTH OF US 259	US 259	FY 2026-2031	\$26,208,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$2.8M \$26,208,000 <b>\$26,208,000</b>	1
7c	BU 59F	Upgrade to Freeway - Nacogdoches 0175-07-060	US 259	0.3 MILES SOUTH OF US 259	FY 2026-2031	\$7,011,200	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- Cat. 12 increased \$751K \$7,011,200 <b>\$7,011,200</b>	1
7d	US 59	Upgrade to Freeway - Nacogdoches 2560-01-085	US 259	JUST NORTH OF FM 343	FY 2026-2031	\$55,932,800	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$5.9M \$55,932,800 <b>\$55,932,800</b>	1
<b>Polk County</b>										
8a	US 59	Corrigan Relief Route 0176-04-056	3.4 MI N OF US 287	US 287	FY 2022-2025	\$93,500,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- Cat. 4 increased \$4.9M \$93,500,000 <b>\$93,500,000</b>	1
8b	US 59	Corrigan Relief Route 0176-05-104	US 287	3.0 MI S OF US 287	FY 2022-2025	\$69,600,001	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b> ----- \$69,600,000 <b>\$69,600,000</b>	1

# LUFKIN 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
<b>Sabine County</b>											
<b>9</b>	US 96	Passing Lanes (Super 2) - Pineland 0064-06-053	FM 83	0.50 MILES SOUTH OF SPUR 414	FY 2022-2025	\$6,387,721	Funding Adjustment	No	Cat. 4 Regional	\$6,387,721	1
										<b>TOTAL</b>	<b>\$6,387,721</b>
										-----	
										<i>Cat. 4 increased \$684K</i>	
<b>San Jacinto County</b>											
<b>10a</b>	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 2026-2031	\$88,480,000	No Funding Change	No	Cat. 4 Regional	\$79,000,000	1
										-Remaining funding TBD-	\$9,479,999
										<b>TOTAL</b>	<b>\$88,479,999</b>
<b>10b</b>	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 2026-2031	\$106,400,000	No Funding Change	No	Cat. 4 Regional	\$95,000,000	1
										-Remaining funding TBD-	\$11,399,999
										<b>TOTAL</b>	<b>\$106,399,999</b>



# ODESSA DISTRICT 2022 UTP



## DISTRICT FACTS

Population	429,000
Square Miles	18,300
Daily Vehicle Miles	16.7 million
Highway Lane Miles	8,200

## REGIONAL PLANNING RESOURCES

Odessa TxDOT District [page](#)

MPO: [Permian Basin Metropolitan Planning Organization](#)

Contact:

[gene.powell@txdot.gov](mailto:gene.powell@txdot.gov)  
3901 E. Highway 80  
Odessa, TX 79761  
(432) 332-0501

[@TxDOTODESSA](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND PRIORITIES

The energy sector is vital to the economy of Texas as well as the Odessa District. 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 that includes substantial heavy commercial traffic.

Additionally, as oil production grows along with the addition of solar and wind farms, energy sector traffic grows. This combination of factors leads to an increase in the amount of both energy 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

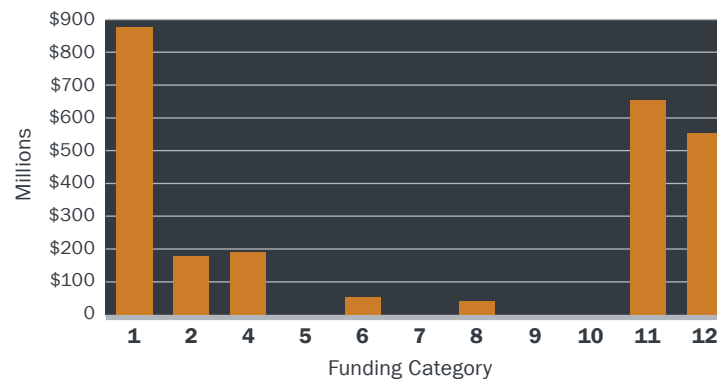
### Short Term (four or fewer years)

- **IH 20, Midland County:** widen freeway, reconstruct frontage roads, ramps, and interchanges
- **US 67, Upton County:** reconstruct and add passing lanes
- **FM 1053, Pecos County:** relocate existing road

### Long Term (five or more years)

- **IH 20, Ector and Midland counties:** widen freeway throughout and also reconstruct frontage roads, ramps, and interchanges in multiple locations
- **US 285, Reeves County:** construct City of Pecos East Relief Route
- **US 385, Ector County:** construct new interchange at South LP 338
- **US 285, Pecos County:** reconstruct and add passing lanes
- **US 385, Upton County:** widen to 4-lane divided

## ODESSA DISTRICT 2022 PLANNING TARGETS BY CATEGORY



### TxDOT funding categories:

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

# ODESSA DISTRICT Listed Projects



— UTP listed project

# ODESSA 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
<b>Multi-County Projects</b>											
1a	IH 20	I-20 Project 3c - Widen Freeway (Ector County) 0005-13-064	EAST OF JBS PARKWAY	MIDLAND COUNTY LINE	FY 2022-2025	\$28,600,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority Cat. 12 Permian <b>TOTAL</b>	\$1,000,000 \$7,600,000 \$20,000,000 <b>\$28,600,000</b>	1
1b	IH 20	I-20 Project 3c - Widen Freeway (Midland County) 0005-14-093	ECTOR COUNTY LINE	EAST OF CR 1300	FY 2022-2025	\$149,500,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local Cat. 12 Strategic Priority Cat. 12 Permian <b>TOTAL</b>	\$5,500,000 \$2,000,000 \$42,700,000 \$99,300,000 <b>\$149,500,000</b>	1
2a	US 385	Widen Non-Freeway - McCamey (Crane County) 0229-03-040	LATCH RANCH ROAD	UPTON COUNTY LINE	FY 2022-2025	\$5,000,001	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$5,000,000 <b>\$5,000,000</b>	1
2b	US 385	Widen Non-Freeway - McCamey (Upton County) 0229-04-057	CRANE COUNTY LINE	NIMITZ STREET IN MCCAMEY	FY 2022-2025	\$30,000,001	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$30,000,000 <b>\$30,000,000</b>	1
<b>Andrews County</b>											
3	SH 176	Widen Non-Freeway - Andrews 0548-01-047	SH 115 E OF ANDREWS	FM 1788	FY 2026-2031	\$25,900,000	No Funding Change	No	Cat. 12 Permian -Remaining funding TBD- <b>TOTAL</b>	\$10,000,000 \$15,900,000 <b>\$25,900,000</b>	2
<b>Ector County</b>											
4a	IH 20	I-20 Project 4 - Widen Freeway 0004-07-135	WEST OF FM 1936	MONAHANS DRAW	FY 2026-2031	\$134,825,600	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Permian -Remaining funding TBD- <b>TOTAL</b>	\$9,750,000 \$71,050,000 \$54,025,600 <b>\$134,825,600</b>	1
4b	IH 20	I-20 Project 4 - Widen Freeway 0005-13-063	MONAHANS DRAW	EAST OF JBS PARKWAY	FY 2026-2031	\$141,691,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Permian -Remaining funding TBD- <b>TOTAL</b>	\$9,750,000 \$44,200,000 \$87,741,200 <b>\$141,691,200</b>	1
5	IH 20	Traffic Signal at Moss Ave - Odessa 0004-07-137	N IH 20 SERVICE ROAD/MURPHY STREET	IH 20/MOSS AVE	FY 2026-2031	\$750,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$750,000 <b>\$750,000</b>	1
6	US 385	Interchange at SL 388 - Odessa 0229-01-042	AT S SL 338	.	FY 2026-2031	\$23,000,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local <b>TOTAL</b>	\$21,000,000 \$2,000,000 <b>\$23,000,000</b>	1
7	SH 302	Interchange at W 8th St - Odessa 2224-01-110	AT WEST 8TH STREET	.	FY 2026-2031	\$21,760,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local <b>TOTAL</b>	\$19,760,000 \$2,000,000 <b>\$21,760,000</b>	2
8	SH 191	Safety Improvements (Medians) - Odessa 2296-01-058	LOOP 338 E INTERCHANGE	LOOP 338 W	FY 2026-2031	\$6,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$6,000,000 <b>\$6,000,000</b>	1
9	SL 338	Interchange at 52nd/56th - Odessa 2224-01-116	AT 52ND/56TH	.	FY 2026-2031	\$28,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b>	\$5,500,000 \$22,500,000 <b>\$28,000,000</b>	3
									<i>Cat. 2 increased \$3M and Cat. 12 added \$22.5M</i>		
10	SL 338	Upgrade to Freeway - Odessa 2224-01-117	YUKON RD E	US 385 N	FY 2026-2031	\$17,925,736	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$4,500,000 \$13,425,736 <b>\$17,925,736</b>	1
									<i>Cat. 2 increased \$2M</i>		
11a	FM 1882	Safety Improvements (Medians) - Odessa 2005-01-029	SS 450	42ND ST	FY 2026-2031	\$2,000,000	New Authorization	No	-Remaining funding TBD- <b>TOTAL</b>	\$2,000,000 <b>\$2,000,000</b>	1

# ODESSA 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
11b	FM 1882	Safety Improvements (Medians) - Odessa 2005-03-008	2ND ST	SS 450	FY 2026-2031	\$4,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$4,000,000	1
										<b>TOTAL</b>	<b>\$4,000,000</b>
<b>Midland County</b>											
12	IH 20	I-20 Project 3b - Widen Freeway 0005-14-092	EAST OF CR 1250	EAST OF SH 349	FY 2022-2025	\$75,800,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$6,250,000	1
										Cat. 12 Permian	\$69,550,000
										<b>TOTAL</b>	<b>\$75,800,000</b>
13	IH 20	I-20 Project 3d - Widen Freeway 0005-14-094	EAST OF CR 1300	EAST OF CR 1250	FY 2022-2025	\$86,300,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$6,500,000	1
										Cat. 12 Strategic Priority	\$48,600,000
										Cat. 12 Permian	\$31,200,000
										<b>TOTAL</b>	<b>\$86,300,000</b>
14	IH 20	Interchange at Cotton Flat Rd - Midland 0005-14-100	AT COTTON FLAT RD	.	FY 2022-2025	\$39,233,858	New Authorization	No	Cat. 4 Urban	\$14,233,857	1
										Cat. 10	\$25,000,000
										<b>TOTAL</b>	<b>\$39,233,857</b>
15	IH 20	I-20 Project 5 - Widen Freeway 0005-15-093	EAST OF SH 349	EAST OF FM 1208	FY 2026-2031	\$258,720,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$9,750,000	1
										Cat. 12 Permian	\$58,250,000
										-Remaining funding TBD-	\$190,720,000
										<b>TOTAL</b>	<b>\$258,720,000</b>
16	SH 158	Intersection at County Rd 60 - Midland 0463-02-079	AT CR 60/BRIARWOOD	.	FY 2026-2031	\$3,600,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$3,600,000	1
										<b>TOTAL</b>	<b>\$3,600,000</b>
17	SH 158	Intersection at Wadley Ave - Midland 0463-02-080	AT WADLEY AVE	.	FY 2026-2031	\$3,600,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$3,600,000	2
										<b>TOTAL</b>	<b>\$3,600,000</b>
18	SH 158	Intersection at SH 158 - Midland 0463-03-053	AT CR 120	.	FY 2026-2031	\$4,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$4,000,000	1
										<b>TOTAL</b>	<b>\$4,000,000</b>
19a	SH 349	Non-Freeway Improvements - Midland 1718-01-035	BI 20-E	IH 20	FY 2026-2031	\$1,433,041	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$1,433,040	1
										<b>TOTAL</b>	<b>\$1,433,040</b>
19b	SH 349	Non-Freeway Improvements - Midland 1718-07-043	SH 191	BI 20-E	FY 2026-2031	\$6,966,961	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$6,966,960	1
										<b>TOTAL</b>	<b>\$6,966,960</b>
20	SH 191	Interchange at Yukon Rd - Odessa 2296-02-026	AT YUKON RD	.	FY 2022-2025	\$25,120,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$13,120,000	2
										Cat. 4 Urban	\$12,000,000
										<b>TOTAL</b>	<b>\$25,120,000</b>
										----- <i>Cat. 2 increased \$6.5M</i>	
21	SL 250	Interchange at Todd Rd - Midland 1188-02-111	AT TODD RD.	.	FY 2026-2031	\$25,969,208	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$4,500,000	3
										-Remaining funding TBD-	\$21,469,208
										<b>TOTAL</b>	<b>\$25,969,208</b>
										----- <i>Cat. 2 increased \$2M</i>	
22	BI 20E	Rail/Highway Crossing - Midland 0005-02-112	AT CR 1250	.	FY 2026-2031	\$6,600,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$6,000,000	2
										Cat. 8	\$600,000
										<b>TOTAL</b>	<b>\$6,600,000</b>
23	BI 20E	Interchange at Faudree Rd - Odessa 0005-02-119	AT FAUDREE	.	FY 2026-2031	\$21,120,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$8,370,000	2
										Cat. 3 Local	\$2,000,000
										Cat. 4 Urban	\$10,750,000
										<b>TOTAL</b>	<b>\$21,120,000</b>
24	BI 20E	Intersection at Avalon Dr - Midland 0005-02-125	AT AVALON DR	.	FY 2026-2031	\$3,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$3,000,000	1
										<b>TOTAL</b>	<b>\$3,000,000</b>
25	BS 158B	Intersection at FM 868 - Midland 0463-02-081	AT FM 868	.	FY 2026-2031	\$3,600,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$3,600,000	1
										<b>TOTAL</b>	<b>\$3,600,000</b>
<b>Pecos County</b>											
26	US 285	Passing Lanes (Super 2) - Pecos County 0139-08-040	0.3 MI SOUTH OF FM 1776	1.5 MI NORTH OF IH 10	FY 2026-2031	\$19,000,001	No Funding Change	No	Cat. 4 Regional	\$19,000,000	1
										<b>TOTAL</b>	<b>\$19,000,000</b>
27	FM 1053	FM 1053 Realignment 0866-05-036	FM 11	10 MILES SOUTH OF FM 1450	FY 2022-2025	\$30,000,001	No Funding Change	No	Cat. 12 Permian	\$30,000,000	3
										<b>TOTAL</b>	<b>\$30,000,000</b>

# ODESSA 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
<b>Reeves County</b>											
28	US 285	Passing Lanes (Super 2) - Orla 0139-03-041	RM 652	CR 232	FY 2026-2031	\$25,760,000	No Funding Change	No	Cat. 4 Regional Cat. 11 Energy Sector <b>TOTAL</b>	\$8,480,000 \$17,280,000 <b>\$25,760,000</b>	1
29	Various	City of Pecos East Relief Route 0906-18-016	US 285	US 285	FY 2026-2031	\$110,000,000	No Funding Change	No	Cat. 12 Permian -Remaining funding TBD- <b>TOTAL</b>	\$10,000,000 \$100,000,000 <b>\$110,000,000</b>	2
<b>Upton County</b>											
30	US 67	Passing Lanes (Super 2) - McCamey 0076-06-037	WEST OF US 385	WEST OF SH 329	FY 2026-2031	\$49,280,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$29,946,000 \$19,334,000 <b>\$49,280,000</b>	2
31	US 67	Passing Lanes (Super 2) - Rankin 0076-07-037	REAGAN COUNTY LINE	SH 329	FY 2026-2031	\$28,000,000	No Funding Change	No	Cat. 4 Regional Cat. 11 Energy Sector <b>TOTAL</b>	\$14,800,000 \$13,200,000 <b>\$28,000,000</b>	2
<b>Winkler County</b>											
32	SH 115	Widen Non-Freeway - Kermit-Monahans 0354-01-047	SH 18	WARD COUNTY LINE	FY 2026-2031	\$60,400,000	No Funding Change	No	Cat. 12 Permian -Remaining funding TBD- <b>TOTAL</b>	\$10,000,000 \$50,400,000 <b>\$60,400,000</b>	2

# PARIS DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	398,000
Square Miles	6,100
Daily Vehicle Miles	12.6 million
Highway Lane Miles	7,000

### REGIONAL PLANNING RESOURCES

Paris TxDOT District [page](#)

MPO: [North Central Texas Council of Governments](#)

MPO: [Sherman Denison Metropolitan Planning Organization](#)

Contact:

[tim.mcalavy@txdot.gov](mailto:tim.mcalavy@txdot.gov)  
 1365 N MAIN STREET, PARIS, TX 75460  
 (903) 737-9300

[@TxDOTParis](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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

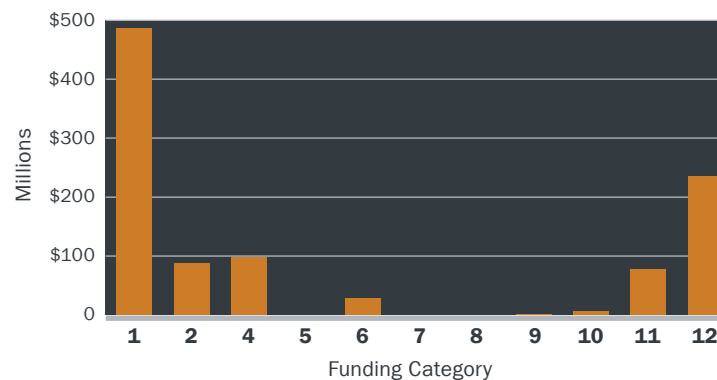
#### Short Term (four or fewer years)

- **US 75, Grayson County:** widen from the Collin County Line to FM 902, four to six lanes
- **US 75, Grayson County:** widen from US 82 to North Loy Lake Road, four to six lanes
- **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 River 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 75, Grayson County:** widen from FM 902 to FM 1417 and SH 91 to US 82, four to six lanes.

### PARIS DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# PARIS DISTRICT **Listed Projects**



— UTP listed project

# PARIS 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
<b>Multi-County Projects</b>										
1a	US 271	Widen Non-Freeway - Paris (Lamar County) 0221-01-078	LP 286 IN PARIS	PATTONVILLE	FY 2026-2031	\$33,480,885	Funding Adjustment	No	Cat. 10 \$3,193,647 Cat. 12 Strategic Priority \$30,287,238 <b>TOTAL \$33,480,885</b> ----- <i>Cat. 12 increased \$3.5M</i>	1
1b	US 271	Widen Non-Freeway - Deport (Lamar County) 0221-01-079	PATTONVILLE	RED RIVER COUNTY LINE	FY 2026-2031	\$24,640,000	Funding Adjustment	No	Cat. 1 \$2,260,000 Cat. 4 Regional \$10,000,000 Cat. 11 District \$1,400,000 Cat. 12 Strategic Priority \$10,980,000 <b>TOTAL \$24,640,000</b> ----- <i>Cat. 12 increased \$2.6M</i>	1
1c	US 271	Widen Non-Freeway - Deport (Red River County) 0221-02-028	LAMAR COUNTY LINE	SH 37	FY 2026-2031	\$22,400,000	Funding Adjustment	No	Cat. 1 \$1,440,000 Cat. 4 Regional \$17,660,000 Cat. 11 District \$900,000 Cat. 12 Strategic Priority \$2,400,000 <b>TOTAL \$22,400,000</b> ----- <i>Cat. 12 increased \$2.4M</i>	1
<b>Grayson County</b>										
2	US 82	New Frontage Roads - Whitesboro 0045-18-041	US 377	SHAWNEE TRAIL	FY 2026-2031	\$2,464,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$937,200 Cat. 3 Local \$1,262,800 -Remaining funding TBD- \$264,000 <b>TOTAL \$2,464,000</b>	1
3	US 75	Widen Freeway - Howe 0047-13-033	COLLIN COUNTY LINE (MPO BOUNDARY)	FM 902	FY 2022-2025	\$55,540,800	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$13,800,000 Cat. 3 Local \$4,710,000 Cat. 4 Urban \$2,660,000 Cat. 11 District \$600,000 Cat. 12 Strategic Priority \$33,770,800 <b>TOTAL \$55,540,800</b> ----- <i>Cat. 12 increased \$6M</i>	1
4	US 75	Widen Freeway - Sherman 0047-18-088	US 82	SH 91 TEXOMA PARKWAY	FY 2026-2031	\$76,160,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$480,000 Cat. 3 Local \$6,000,000 Cat. 11 District \$10,000,000 -Remaining funding TBD- \$59,680,000 <b>TOTAL \$76,160,000</b>	1
5	US 75	Widen Freeway - Sherman 0047-18-089	NORTH LOY LAKE ROAD	US 82	FY 2022-2025	\$88,480,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$68,900,000 Cat. 4 Urban \$10,100,000 Cat. 12 Strategic Priority \$9,480,000 <b>TOTAL \$88,480,000</b> ----- <i>Cat. 12 increased \$9.4M</i>	1
6	Various	New Location Road - Howe 0901-19-202	US 75 (NEW LOCATION FM 902)	BENNETT ROAD	FY 2026-2031	\$4,972,800	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$1,891,440 Cat. 3 Local \$2,548,560 -Remaining funding TBD- \$532,800 <b>TOTAL \$4,972,800</b>	3
7	Various	New Location Road - Tom Bean 0901-19-203	FM 902 AND JOE BOB LANE	SH 11 (NEW LOCATION FM 902)	FY 2026-2031	\$2,016,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$776,800 Cat. 3 Local \$1,023,200 -Remaining funding TBD- \$216,000 <b>TOTAL \$2,016,000</b>	3



# PARIS 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	
<b>Hunt County</b>											
8a	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 2022-2025	\$31,200,000	Funding Adjustment	No	Cat. 7 Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1.1M</i>	\$8,000,000 \$23,200,000 <b>\$31,200,000</b>	1
8b	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 2022-2025	\$37,908,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> ----- <i>Cat. 2 increased \$7.8M</i>	\$23,408,000 \$14,500,000 <b>\$37,908,000</b>	1
8c	IH 30	Interchange at FM 36 - Hunt County 0009-13-168	0.5 MILES SOUTH OF FM 36	1.2 MILES NORTH OF FM 36	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1M</i>	\$26,000,000 <b>\$26,000,000</b>	1
8d	IH 30	Interchange at FM 1565 - Hunt County 0009-13-169	0.5 MILES SOUTH OF FM 1565	0.5 MILES NORTH OF FM 1565	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1M</i>	\$26,000,000 <b>\$26,000,000</b>	1
8e	IH 30	Interchange at CR 2509 - Hunt County 0009-13-170	0.5 MILES SOUTH OF CR 2509	0.5 MILES NORTH OF CR 2509	FY 2022-2025	\$31,200,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1.1M</i>	\$31,200,000 <b>\$31,200,000</b>	1
9	IH 30	Widen Freeway - Greenville 0009-13-174	FM 2642	MONTY STRATTON PARKWAY	FY 2026-2031	\$44,800,000	No Funding Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- <b>TOTAL</b>	\$40,000,000 \$4,800,000 <b>\$44,800,000</b>	1
10	SH 11	Intersection Improvements - Commerce 0768-01-057	LIVE OAK ST.	CULVER ST.	FY 2022-2025	\$5,096,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,096,000 <b>\$5,096,000</b>	3
11	FM 2642	Widen Non-Freeway - Royse City 2658-01-013	FM 35	SH 66	FY 2022-2025	\$19,552,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b>	\$8,066,160 \$11,485,840 <b>\$19,552,000</b>	3
12	FM 1570	Widen Non-Freeway - Greenville 2659-01-010	IH 30	SH 66	FY 2022-2025	\$16,800,000	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,799,999 \$15,000,000 <b>\$16,799,999</b>	3
<b>Lamar County</b>											
13a	US 82	Widen Non-Freeway - Paris 0045-08-039	FANNIN COUNTY LINE	FM 38	FY 2022-2025	\$36,140,000	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1.3M</i>	\$20,000,000 \$16,140,000 <b>\$36,140,000</b>	1
13b	US 82	Widen Non-Freeway - Paris 0045-09-103	FM 38	SL 286	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1M</i>	\$10,000,000 \$16,000,000 <b>\$26,000,000</b>	1

# PHARR DISTRICT 2022 UTP



## DISTRICT FACTS

Population	1.4 million
Square Miles	8,800
Daily Vehicle Miles	22.1 million
Highway Lane Miles	6,600

## REGIONAL PLANNING RESOURCES

Pharr TxDOT District [page](#)

MPO: [Rio Grande Valley Metropolitan Planning Organization](#)

Contact:

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600 W. Interstate 2

Pharr, TX 78577

(956) 702-6100

[@TxDOTPHARR](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND 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 Rio Grande Valley Metropolitan Planning Organization (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.

## KEY PROJECTS

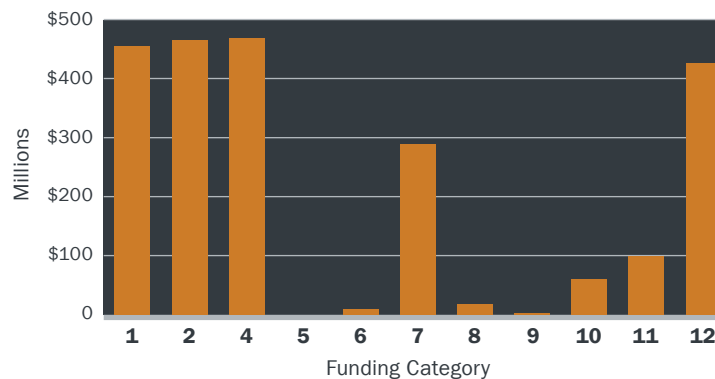
### Short Term (four or fewer years)

- **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
- **US 83, Zapata County:** widening from two-lane rural to four-lane rural highway
- **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)

- **SH 68, Hidalgo County:** construct four-lane divided rural highway
- **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

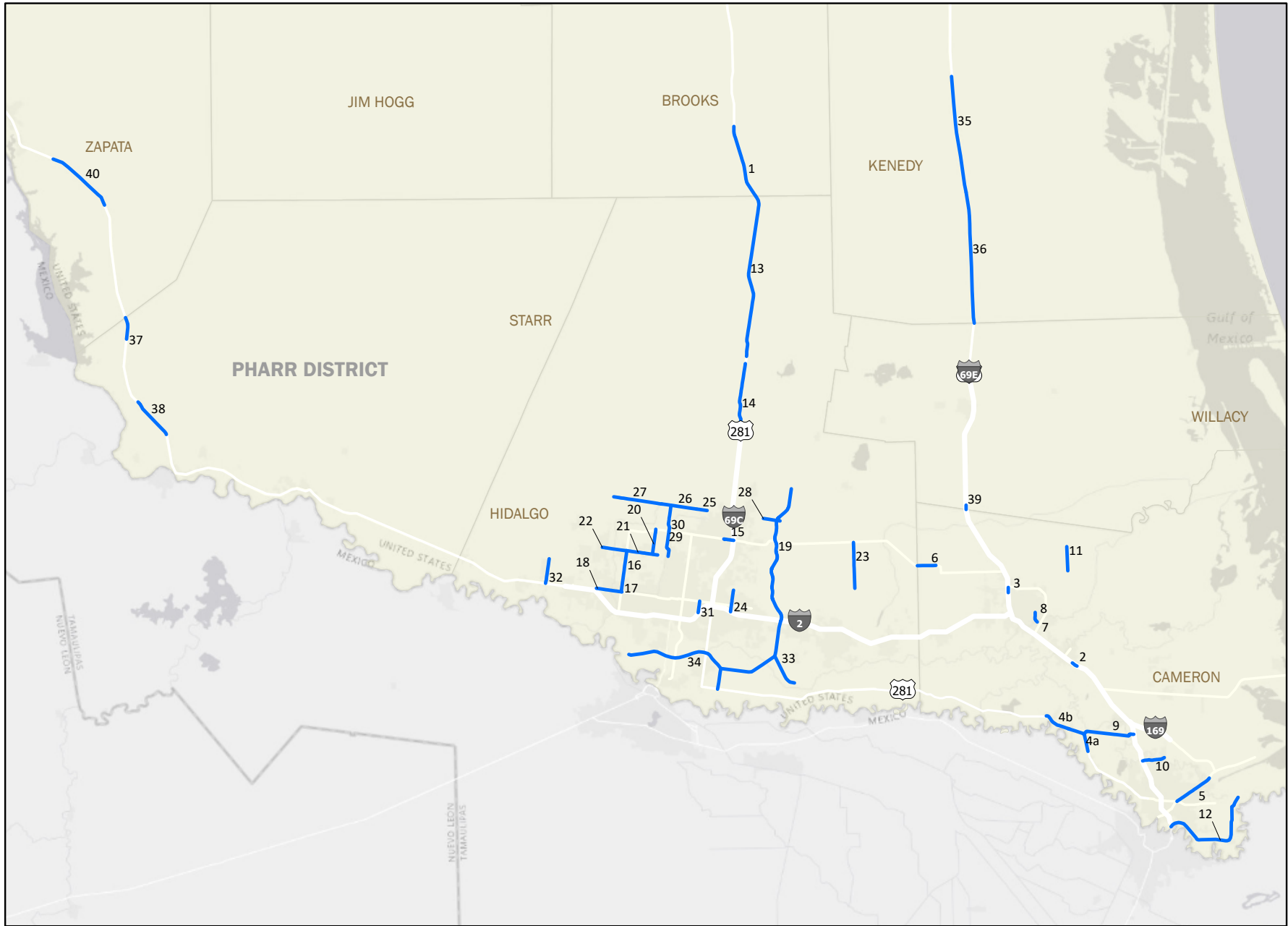
## PHARR DISTRICT 2022 PLANNING TARGETS BY CATEGORY



### TxDOT funding categories:

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

# PHARR DISTRICT **Listed Projects**



— UTP listed project

# PHARR 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	
<b>Brooks County</b>											
1	US 281	Upgrade to Freeway - Brooks Co. (South) 0255-05-044	0.690 MI S OF FM 755	HIDALGO/BROOKS COUNTY LINE	FY 2022-2025	\$92,928,285	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 4 increased \$4M</i>	\$72,928,285 \$20,000,000 <b>\$92,928,285</b>	1
<b>Cameron County</b>											
2	IH 69E	New Frontage Roads - San Benito 0039-07-049	@ IH-69E & FM 732 INTERSECTION	@ SHERER RD./BUS 77 INTERSECTION	FY 2026-2031	\$19,947,200	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$2.1M</i>	\$19,947,200 <b>\$19,947,200</b>	1
3	IH 69E	Freeway Ramps - Harlingen 0039-07-257	INDUSTRIAL BLVD.	LOOP 499 (PRIMERA RD.)	FY 2022-2025	\$2,813,725	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$2,813,725 <b>\$2,813,725</b>	3
4a	US 281	Widen Non-Freeway - Brownsville 0220-04-049	.5 MILES WEST OF FM 1577	FM 1421	FY 2026-2031	\$14,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$14,000,000 <b>\$14,000,000</b>	2
4b	US 281	Widen Non-Freeway - San Benito 0220-04-050	FM 732	.5 MILES WEST OF FM 1577	FY 2026-2031	\$13,440,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$3.4M</i>	\$13,440,000 <b>\$13,440,000</b>	1
5	SH 48	Widen Non-Freeway - Brownsville 0220-05-076	SH 4	FM 511	FY 2026-2031	\$31,408,160	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$3.3</i>	\$31,408,160 <b>\$31,408,160</b>	1
6	SH 107	Widen Non-Freeway - Santa Rosa 0342-03-040	HIDALGO/CAMERON CL	LOUISIANA ST.	FY 2026-2031	\$5,140,800	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,140,800 <b>\$5,140,800</b>	2
7	BU 77X	Widen Non-Freeway - Harlingen 0039-12-254	COMMERCE ST.	ARROYO BRIDGE	FY 2026-2031	\$647,091	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$647,091 <b>\$647,091</b>	3
8	BU 77X	Safety & Pedestrian - Harlingen 0327-08-098	SS 206	COMMERCE ST.	FY 2026-2031	\$4,753,160	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$4,753,160 <b>\$4,753,160</b>	2
9	FM 1732	Widen Non-Freeway - Brownsville 0684-03-019	US 281	IH-69E	FY 2026-2031	\$25,267,200	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$2.7M</i>	\$25,267,200 <b>\$25,267,200</b>	3
10	FM 3248	Widen Non-Freeway - Brownsville 2717-01-027	IH-69E	FM 1847	FY 2026-2031	\$18,003,868	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$2.8M</i>	\$18,003,868 <b>\$18,003,868</b>	2
11	CS	New Location FM 509 - Harlingen 0921-06-254	FM 509 ON NEW LOCATION, FROM FM 508	FM 1599	FY 2022-2025	\$7,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$7,280,000 <b>\$7,280,000</b>	3
12	CS	SH 32 East Loop 0921-06-315	EAST LOOP, FROM IH-69E	SH 4	FY 2022-2025	\$116,737,918	No Funding Change	No	Cat. 3 Local Cat. 7 Cat. 12 Strategic Partnership <b>TOTAL</b>	\$111,758,318 \$875,000 \$4,104,600 <b>\$116,737,918</b>	1
<b>Hidalgo County</b>											
13	US 281	Upgrade to Freeway - Hidalgo Co. (North) 0255-06-069	HIDALGO/BROOKS COUNTY LINE	0.315 MI N OF SH 186	FY 2026-2031	\$208,863,744	Funding Adjustment	No	Cat. 11 District Cat. 12 Strategic Priority <b>TOTAL</b>	\$25,763,744 \$183,100,000 <b>\$208,863,744</b>	1

# PHARR 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
14	US 281	Upgrade to Freeway - Edinburg 0255-07-140	0.273 MI S OF SH 186	0.023 MI N OF FM 490	FY 2022-2025	\$145,216,933	Funding Adjustment	No	Cat. 4 Connectivity \$480,000 Cat. 4 Urban \$143,483,362 Cat. 12 Strategic Priority \$1,253,569 <b>TOTAL \$145,216,931</b> ----- <i>Cat. 4 increased \$63M and Cat. 12 added \$1.2M</i>	1
15	SH 107	Intersection Improvements - Edinburg 0342-01-093	BUS 281W	IH 69C	FY 2022-2025	\$19,000,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$19,000,000 <b>TOTAL \$19,000,000</b>	3
16	SH 107	Widen Non-Freeway - Alton 0528-01-113	FM 1924 NORTH	FM 676	FY 2026-2031	\$18,144,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$18,144,000 <b>TOTAL \$18,144,000</b> ----- <i>Cat. 2 increased \$7.5M</i>	3
17	SH 107	Widen Non-Freeway - Mission 0528-01-118	FM 1924	SH 495	FY 2022-2025	\$20,541,600	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$20,541,600 <b>TOTAL \$20,541,600</b>	3
18	SH 495	Widen Non-Freeway - Mission 0865-01-108	VETERANS BLVD., FROM IH-2 (US 83)	LA HOMA RD.	FY 2022-2025	\$15,063,159	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$15,063,159 <b>TOTAL \$15,063,159</b> ----- <i>Cat. 2 increased \$3.7M</i>	3
19	SH 68	New Location SH 68 - Donna 3629-01-001	US 83	FM 1925	FY 2026-2031	\$209,744,640	Funding Adjustment	No	Cat. 11 District \$53,164,640 Cat. 12 Strategic Priority \$156,580,000 <b>TOTAL \$209,744,640</b>	1
20	FM 494	Widen Non-Freeway - McAllen 0864-01-068	SH 107	FM 676(MILE 5)	FY 2022-2025	\$18,756,091	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$18,756,091 <b>TOTAL \$18,756,091</b> ----- <i>Cat. 2 increased \$10M</i>	3
21	FM 676	Widen Non-Freeway - Alton 1064-01-027	SH 107	TAYLOR RD.	FY 2022-2025	\$23,128,912	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$22,628,175 Cat. 10 \$500,736 <b>TOTAL \$23,128,911</b> ----- <i>Cat. 2 increased \$4.2M</i>	3
22	FM 676	Widen Non-Freeway - Alton 1064-01-032	SH 364, EAST	SH 107	FY 2022-2025	\$16,149,113	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$16,149,113 <b>TOTAL \$16,149,113</b> ----- <i>Cat. 2 increased \$1.1M</i>	2
23	FM 1015	Widen Non-Freeway - Edcouch 1228-03-041	MILE 12 RD.	SH 107	FY 2026-2031	\$35,078,854	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$35,078,854 <b>TOTAL \$35,078,854</b> ----- <i>Cat. 2 increased \$26M</i>	3
24	FM 1426	Widen Non-Freeway - San Juan 1429-02-036	NOLANA LOOP	IH-2	FY 2026-2031	\$18,278,169	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$18,278,169 <b>TOTAL \$18,278,169</b> ----- <i>Cat. 2 increased \$2.2M</i>	1
25	FM 1925	Widen Non-Freeway - Edinburg 1803-01-092	10TH ST.	MCCOLL RD	FY 2022-2025	\$10,052,100	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$10,052,100 <b>TOTAL \$10,052,100</b> ----- <i>Cat. 2 increased \$1.8M</i>	3
26	FM 1925	Widen Non-Freeway - Edinburg 1803-01-094	WALLACE RD.	10TH ST.	FY 2026-2031	\$26,846,400	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$26,846,400 <b>TOTAL \$26,846,400</b> ----- <i>Cat. 2 increased \$6.8M</i>	3

# PHARR DISTRICT Listed Projects

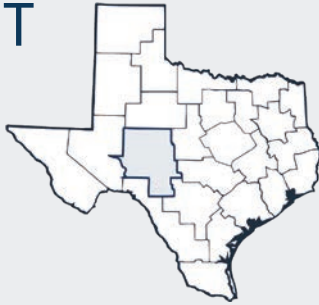
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
27	FM 1925	Widen Non-Freeway - Edinburg 1803-01-095	FM 681	WALLACE ST.	FY 2026-2031	\$27,417,600	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$3.4M</i>	\$27,417,600 <b>\$27,417,600</b>	3
28	FM 1925	Widen Non-Freeway - Edinburg 1803-02-035	FM 907 (ALAMO RD)	SHARP RD.	FY 2022-2025	\$9,319,536	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$9,319,536 <b>\$9,319,536</b>	3
29	FM 2220	Widen Non-Freeway - McAllen 2094-01-062	SH 107	MILE 5	FY 2026-2031	\$19,405,061	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$1.9M</i>	\$19,405,061 <b>\$19,405,061</b>	2
30	FM 2220	Widen Non-Freeway - McAllen 2094-01-063	FM 1925	SH 107	FY 2022-2025	\$20,275,969	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$3.2M</i>	\$20,275,969 <b>\$20,275,969</b>	3
31	FM 3362	Widen Non-Freeway - Pharr 3468-01-021	BUS 83S	SH 495	FY 2026-2031	\$10,270,400	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$1.1M</i>	\$10,270,400 <b>\$10,270,400</b>	3
32	CS	Widen Non-Freeway - Penitas 0921-02-194	LIBERTY BLVD, FROM MILE 3	US 83	FY 2022-2025	\$11,392,044	No Funding Change	No	Cat. 3 Local Cat. 7 Cat. 12 Strategic Priority <b>TOTAL</b>	\$1,943,186 \$9,048,858 \$400,000 <b>\$11,392,044</b>	3
33	Various	International Bridge Trade Corridor Phase 1 0921-02-142	IBTC, FROM 365 TOLLWAY AND FM 493	IH-2	FY 2022-2025	\$109,978,216	No Funding Change	No	Cat. 3 Local Cat. 12 Strategic Priority <b>TOTAL</b>	\$104,478,216 \$5,500,000 <b>\$109,978,216</b>	1
34	Various	365 Tollway 0921-02-368	365 TOLLWAY, FROM FM 396	US 281	FY 2022-2025	\$258,618,363	No Funding Change	Yes	Cat. 3 Local Cat. 3 State Highway Fund Grant Cat. 10 Border Infrastructure Cat. 11 Border Cat. 12 Strategic Partnership <b>TOTAL</b>	\$105,175,940 \$112,055,735 \$22,537,243 \$4,462,757 \$14,386,688 <b>\$258,618,363</b>	1
<b>Kenedy County</b>											
35	US 77	Upgrade to Freeway - Kenedy Co. (South) 0327-04-037	9.6 MILES NORTH OF NORIAS RD	NORIAS RD.	FY 2026-2031	\$104,971,680	No Funding Change	No	Cat. 4 Regional Cat. 11 District Cat. 12 Strategic Priority <b>TOTAL</b>	\$23,896,364 \$57,178,952 \$23,896,364 <b>\$104,971,680</b>	1
36	US 77	Upgrade to Freeway - Kenedy Co. (South) 0327-05-041	NORIAS RD	1.34 MI N OF WILLACY/KENEDY C.L.	FY 2022-2025	\$110,292,229	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 4 increased \$34M</i>	\$72,212,593 \$38,079,636 <b>\$110,292,229</b>	1
<b>Starr County</b>											
37	US 83	Widen Non-Freeway - Starr County 0038-06-045	.255 MI NORTH OF STARR/ZAPATA CL	.31 MI NORTH OF FM 2098 (SOUTH LEG)	FY 2022-2025	\$28,532,191	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$1.4M</i>	\$28,532,191 <b>\$28,532,191</b>	1
38	US 83	Widen Non-Freeway - Starr County 0038-06-047	0.31 MI SOUTH OF PLACIDO RD.	0.09 MI NORTH OF LOMA BLANCA RD.	FY 2022-2025	\$26,202,482	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$1.9M</i>	\$26,202,482 <b>\$26,202,482</b>	1

# PHARR 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	
<b>Willacy County</b>											
39	IH 69E	Freeway Improvements - Sebastian 0327-10-063	CAMERON/WILLACY CL	SPUR 413	FY 2022-2025	\$4,380,001	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$4,380,000 <b>\$4,380,000</b>	1
<b>Zapata County</b>											
40	US 83	Widen Non-Freeway - Zapata 0038-05-040	0.22 MI S OF LASSO LN	0.28 MI N OF FM 2687	FY 2022-2025	\$26,000,001	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$26,000,000 <b>\$26,000,000</b>	1

# SAN ANGELO DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	164,000
Square Miles	19,100
Daily Vehicle Miles	7.1 million
Highway Lane Miles	7,400

### REGIONAL PLANNING RESOURCES

San Angelo TxDOT District [page](#)

MPO: [San Angelo Metropolitan Planning Organization](#)

Contact:

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 4502 Knickerbocker Road  
 San Angelo, TX 76904  
 (325) 947-9265

[@TxDOTSANANGELO](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND PRIORITIES

The San Angelo District encompasses 15 counties in West Texas that exhibit the richness and diversity of the area. Transportation challenges are similarly diverse, challenging our staff and local partners to seek timely and equitable solutions.

Major initiatives in the District include continued heavy rehabilitation and safety improvements to vital Energy Sector corridors in Glasscock, Reagan and Crockett Counties. Notably, projects are underway to construct a grade separated interchange at the intersection of SH 158 and SH 137 in Glasscock County, along with the full-depth rehabilitation of SH 137 from that location south into Reagan County.

In addition, the San Angelo District is advancing the development of Super 2 passing lane projects on US 277, US 83. The US 277 Super 2 projects in Sutton and Edwards County continue the evolution of the Ports-to-Plains corridor. The District also recently completed feasibility studies for relief routes for the P2P corridor in San Angelo and Sonora in support of this initiative.

### KEY PROJECTS

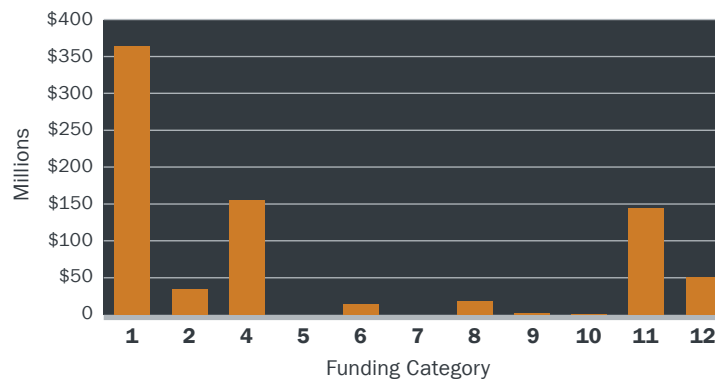
#### Short Term (four or fewer years)

- **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
- **US 83, Menard & Kimble Counties:** expand to four lane divided highway
- **US 87, Tom Green County:** upgrade freeway
- **Sonora Relief Route**
- **San Angelo Relief Route**

### SAN ANGELO DISTRICT 2022 PLANNING TARGETS BY CATEGORY

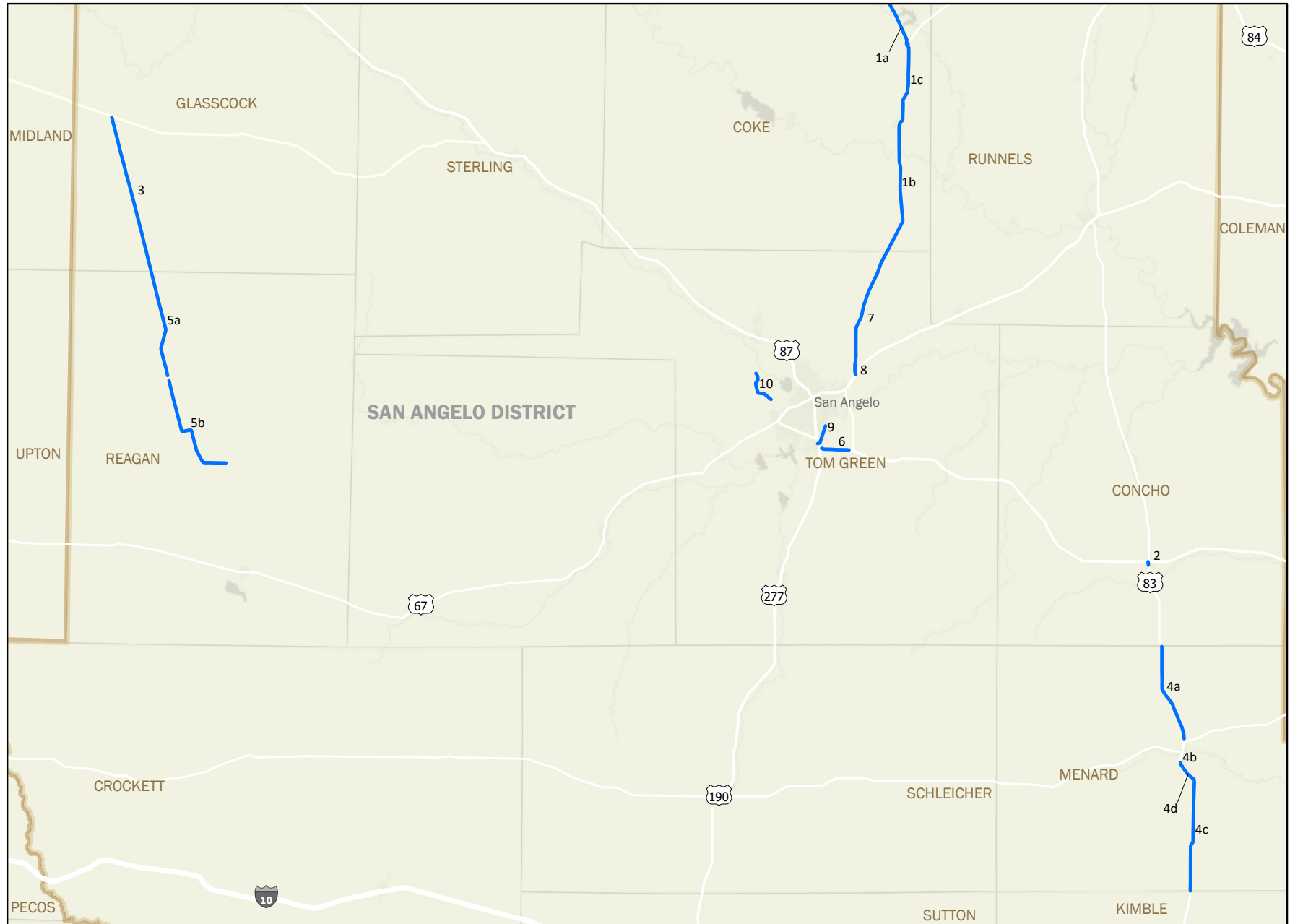


#### TxDOT funding categories:

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



# SAN ANGELO DISTRICT **Listed Projects**



— UTP listed project

# SAN ANGELO DISTRICT Listed Projects

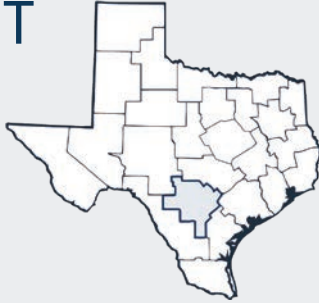
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
<b>Coke County</b>											
1a	SH 70	Passing Lanes (Super 2) - Bronte 0264-04-053	NOLAN COUNTY LINE	US 277	FY 2022-2025	\$3,966,144	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$3,966,144 <b>\$3,966,144</b>	3
1b	US 277	Passing Lanes (Super 2) - Bronte 0264-05-029	SH 158 WEST IN BRONTE	TOM GREEN COUNTY LINE	FY 2022-2025	\$12,210,692	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$12,210,692 <b>\$12,210,692</b>	3
1c	US 277	Passing Lanes (Super 2) - Bronte 0264-04-054	SH 70	SH 158 WEST IN BRONTE	FY 2022-2025	\$6,031,480	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$6,031,480 <b>\$6,031,480</b>	3
<b>Concho County</b>											
2	US 83	Widen Non-Freeway - Eden 0035-04-032	US 87	0.5 MILES SOUTH OF US 87	FY 2022-2025	\$3,848,001	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$3,848,000 <b>\$3,848,000</b>	2
<b>Glasscock County</b>											
3	SH 137	Passing Lanes (Super 2) - Glasscock County 0494-08-016	SH 158	REAGAN COUNTY LINE	FY 2022-2025	\$19,117,384	Funding Adjustment	No	Cat. 12 Permian <b>TOTAL</b>	\$19,117,384 <b>\$19,117,384</b>	1
<b>Menard County</b>											
4a	US 83	Widen Non-Freeway - Menard 0035-05-059	CONCHO COUNTY LINE	US 190 NORTH OF MENARD	FY 2026-2031	\$45,747,524	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b>	\$45,747,524 <b>\$45,747,524</b>	1
4b	US 83	Widen Non-Freeway - Menard 0035-05-060	RM 2291	0.5 MILES SOUTH OF RM 2291	FY 2026-2031	\$2,198,688	New Authorization	No	Cat. 4 Regional <b>TOTAL</b>	\$2,198,688 <b>\$2,198,688</b>	1
4c	US 83	Widen Non-Freeway - Menard 0035-06-033	SH 29	KIMBLE COUNTY LINE	FY 2026-2031	\$46,548,216	New Authorization	No	Cat. 4 Regional <b>TOTAL</b>	\$46,548,216 <b>\$46,548,216</b>	1
4d	US 83	Widen Non-Freeway - Menard 0396-01-041	0.5 MILES SOUTH OF RM 2291	SH 29	FY 2026-2031	\$7,652,289	New Authorization	No	Cat. 4 Regional <b>TOTAL</b>	\$7,652,289 <b>\$7,652,289</b>	1
<b>Reagan County</b>											
5a	SH 137	Passing Lanes (Super 2) - Reagan County 0494-09-018	GLASSCOCK COUNTY LINE	11.5 MILES SOUTH OF GLASSCOCK CL	FY 2022-2025	\$13,156,000	Funding Adjustment	No	Cat. 12 Permian <b>TOTAL</b>	\$13,156,000 <b>\$13,156,000</b>	2
5b	SH 137	Passing Lanes (Super 2) - Reagan County 0494-10-017	11.5 MILES SOUTH OF GLASSCOCK CL	RM 33	FY 2022-2025	\$26,742,500	No Funding Change	No	Cat. 11 Energy Sector Cat. 12 Permian <b>TOTAL</b>	\$16,874,600 \$9,867,900 <b>\$26,742,500</b>	2
<b>Tom Green County</b>											
6	US 87	Road Rehabilitation - San Angelo 0070-02-092	US 277	SL 306 AND FM 1223	FY 2026-2031	\$30,800,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority -Remaining funding TBD- <b>TOTAL</b>	\$12,000,000 \$8,500,000 \$10,300,000 <b>\$30,800,000</b>	2
7	US 277	Passing Lanes (Super 2) - San Angelo 0264-06-043	COKE COUNTY LINE	US 67	FY 2022-2025	\$11,658,600	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$11,658,600 <b>\$11,658,600</b>	3
8	US 277	Road Rehabilitation - San Angelo 0264-06-044	0.75 MILES NORTH OF FM 2105	US 67	FY 2026-2031	\$40,000,231	No Funding Change	No	Cat. 4 Urban -Remaining funding TBD- <b>TOTAL</b>	\$3,600,231 \$36,400,000 <b>\$40,000,231</b>	1
9	SL 378	Widen Non-Freeway - San Angelo 0159-07-007	FM 1223	US 87	FY 2022-2025	\$17,128,800	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 11 District <b>TOTAL</b>	\$16,060,784 \$658,016 \$410,000 <b>\$17,128,800</b>	3
<p style="text-align: right;"><i>Cat. 2 increased \$2M and Cat. 4 added \$658K</i></p>											

# SAN ANGELO 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
10	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 2022-2025	\$11,424,000	Funding Adjustment	No	Cat. 1 \$2,117,529 Cat. 2 Metro/Urban Corridor \$7,600,000 Cat. 4 Urban \$1,706,471 <b>TOTAL \$11,424,000</b> ----- <i>Cat. 4 increased \$1.7M</i>	3

# SAN ANTONIO DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	2.6 million
Square Miles	12,200
Daily Vehicle Miles	53 million
Highway Lane Miles	11,100

### REGIONAL PLANNING RESOURCES

San Antonio TxDOT District [page](#)

MPO: [Alamo Area Metropolitan Planning Organization](#)

RPO: [Alamo Area Regional Planning Organization](#)

Contact:

[clayton.ripps@txdot.gov](mailto:clayton.ripps@txdot.gov)  
 4615 NW Loop 410  
 San Antonio, TX 78229  
 (210) 615-6076

[@TxDOTSANANTONIO](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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 in coordination with district, 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 5 & 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 funds, which include Category 11 energy sector funding as well as Category 1 funds, have been used to address the growth in truck traffic and safety and maintenance projects in this area.

### KEY PROJECTS

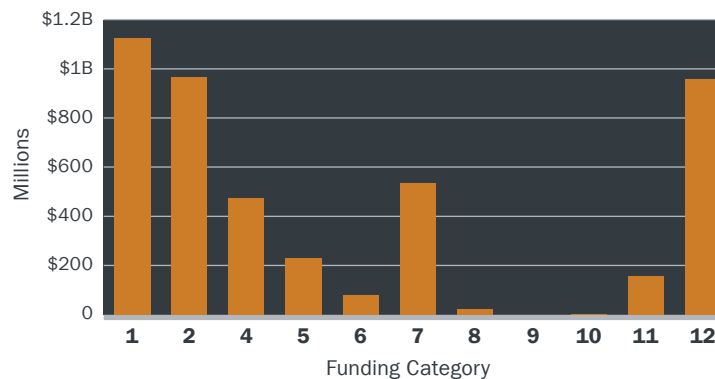
#### Short Term (four or fewer years)

- **I-410 at US 281/San Pedro, Bexar County:** operational improvements
- **I-35, I-410 N to I-410 S, Bexar County:** add six express lanes including two HOV lanes and remaining connectors at I-410 N and I-410 S design-build
- **I-10 W at Loop 1604 N, Bexar County:** construct all direct connectors at I-10 W and Loop 1604 N
- **I-10 E, Bexar/Guadalupe County Line to FM 465, Guadalupe County:** expand to six-lane freeway

#### Long Term (five or more years)

- **SH 151, Loop 1604 to IH 410, Bexar County:** add two additional lanes and direct connector from WB SH 151 to NB Loop 1604
- **US 90 W, SH 211 to I-410, Bexar County:** convert from four lane divided to six-lane expressway
- **I-10 E, FM 464 to SH 123, Guadalupe County:** expand to six-lane freeway
- **Loop 1604 N, US 281 to I-35, Bexar County:** add six expressway lanes, including two HOV lanes

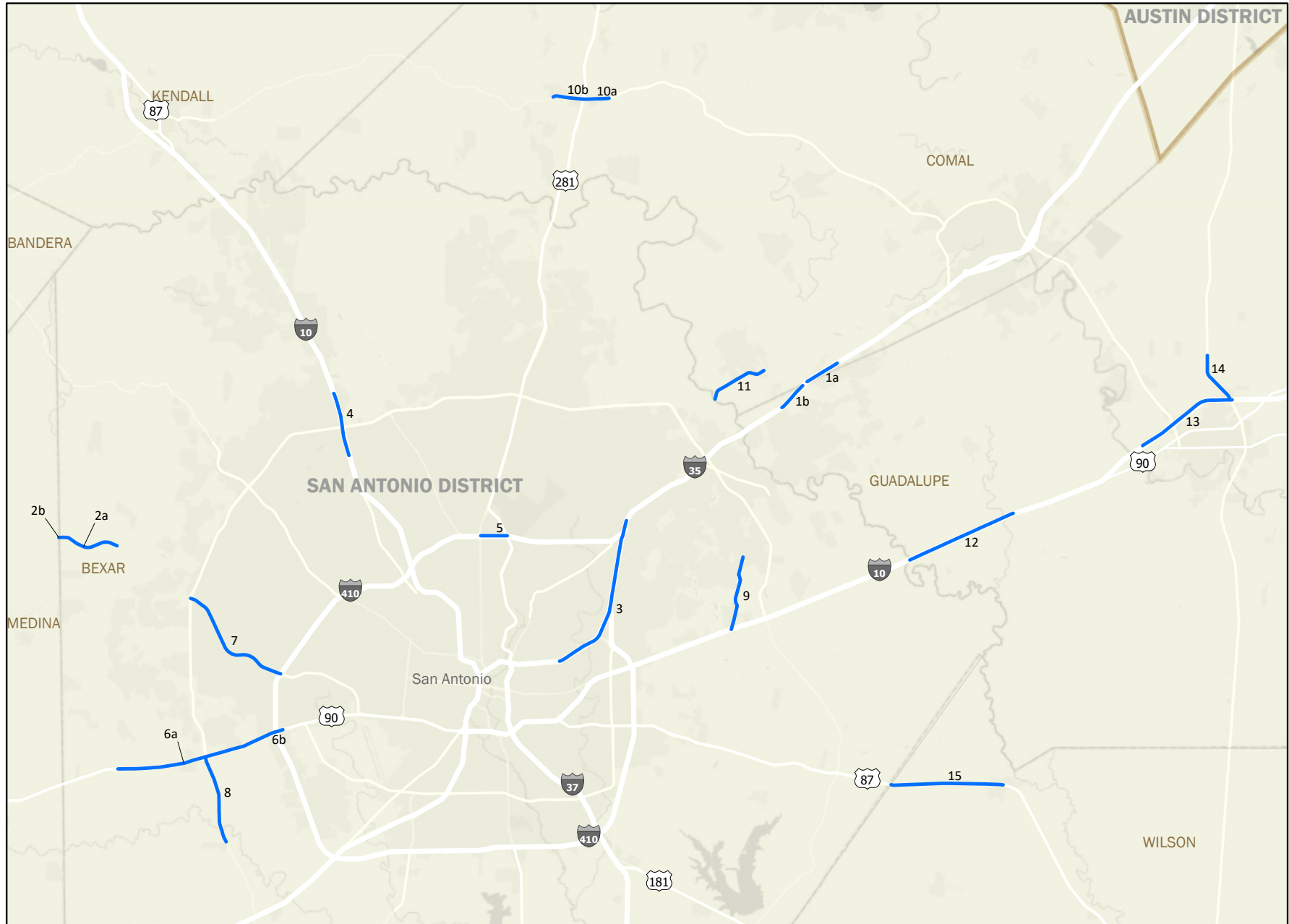
### SAN ANTONIO DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# SAN ANTONIO DISTRICT **Listed Projects**



— UTP listed project

# SAN ANTONIO 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
<b>Multi-County Projects</b>										
1a	IH 35	I-35 Northeast Expansion (NEX) North (Comal County) 0016-05-111	GUADALUPE/COMAL COUNTY LINE	FM 1103	FY 2026-2031	\$199,920,000	New Authorization	No	Cat. 2 Metro/Urban Corridor \$4,496,552 Cat. 4 Urban \$18,723,347 --Remaining funding TBD-- \$176,700,101 <b>TOTAL \$199,920,000</b>	1
1b	IH 35	I-35 Northeast Expansion (NEX) North (Guadalupe County) 0016-06-115	FM 3009	GUADALUPE/COMAL COUNTY LINE	FY 2026-2031	\$169,075,200	New Authorization	No	Cat. 2 Metro/Urban Corridor \$3,802,798 Cat. 4 Urban \$15,834,602 --Remaining funding TBD-- \$149,437,800 <b>TOTAL \$169,075,200</b>	1
2a	FM 471	Widen Non-Freeway - San Antonio (Bexar County) 0849-01-055	OLD FM 471	MEDINA COUNTY LINE	FY 2022-2025	\$21,420,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$10,920,000 Cat. 3 Local \$10,500,000 <b>TOTAL \$21,420,000</b>	3
2b	FM 471	Widen Non-Freeway - San Antonio (Medina County) 0849-02-045	MEDINA COUNTY LINE	SH 211	FY 2022-2025	\$382,500	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$382,500 <b>TOTAL \$382,500</b>	3
<b>Bexar County</b>										
3	IH 35	I-35 Northeast Expansion (NEX) South 0017-10-168	IH 410 S	IH 410 N	FY 2022-2025	\$940,160,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$36,160,000 Cat. 3 Design-Build \$296,000,000 Cat. 6 \$36,700,000 Cat. 12 Strategic Priority \$369,000,000 Cat. 12 Texas Clear Lanes \$202,300,000 <b>TOTAL \$940,160,000</b>  <i>Cat. 2 increased \$36M</i>	1
4	IH 10	Loop 1604 from SH 16 to US 281 - San Antonio 0072-08-144	AT LP 1604 NORTH	.	FY 2022-2025	\$291,108,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$251,108,000 Cat. 4 Urban \$17,000,000 Cat. 7 \$6,000,000 Cat. 12 Texas Clear Lanes \$17,000,000 <b>TOTAL \$291,108,000</b>  <i>Cat. 2 increased \$5.7M</i>	1
5	IH 410	Interchange at US 281 - San Antonio 0521-04-285	AT US 281/SAN PEDRO	.	FY 2022-2025	\$79,968,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$33,968,000 Cat. 4 Urban \$36,000,000 Cat. 7 \$10,000,000 <b>TOTAL \$79,968,000</b>  <i>Cat. 2 increased \$9.6M</i>	1
6a	US 90	Upgrade to Freeway - San Antonio 0024-07-059	SH 211	0.8 MILES W OF IH 410	FY 2026-2031	\$125,664,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$60,664,000 Cat. 12 Strategic Priority \$65,000,000 <b>TOTAL \$125,664,000</b>  <i>Cat. 2 increased \$15M</i>	1
6b	US 90	Upgrade to Freeway - San Antonio 0024-08-138	0.8 MILES W OF IH 410	IH 410	FY 2026-2031	\$11,424,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$6,424,000 Cat. 12 Strategic Priority \$5,000,000 <b>TOTAL \$11,424,000</b>  <i>Cat. 2 increased \$1.4M</i>	1
7	SH 151	Widen Freeway - San Antonio 3508-01-029	LP 1604	IH 410	FY 2026-2031	\$91,392,000	Funding Adjustment	No	Cat. 4 Urban \$91,392,000 <b>TOTAL \$91,392,000</b>  <i>Cat. 4 increased \$11M</i>	1

# SAN ANTONIO 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
8	SL 1604	Widen Non-Freeway - San Antonio 2452-01-066	MACDONA-LACOSTE RD.	US 90 W	FY 2026-2031	\$44,800,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$44,800,000	2
									<b>TOTAL</b>	<b>\$44,800,000</b>	
										<i>Cat. 2 increased \$4.8M</i>	
9	FM 1516	Widen Non-Freeway - Converse 1477-01-043	FM 78	IH 10	FY 2026-2031	\$26,846,400	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$15,096,400	3
									Cat. 3 Local	\$11,750,000	
										<b>TOTAL</b>	<b>\$26,846,400</b>
										<i>Cat. 2 increased \$3.3M</i>	
<b>Comal County</b>											
10a	SH 46	Widen Non-Freeway - Bulverde 0215-01-044	US 281	BENTWOOD DR.	FY 2022-2025	\$26,030,160	Funding Adjustment	No	Cat. 4 Urban	\$26,030,160	1
									<b>TOTAL</b>	<b>\$26,030,160</b>	
										<i>Cat. 4 increased \$3.8M</i>	
10b	SH 46	Widen Non-Freeway - Bulverde 0215-07-027	FARHILLS DR.	US 281	FY 2022-2025	\$20,888,400	Funding Adjustment	No	Cat. 4 Urban	\$20,888,400	1
									<b>TOTAL</b>	<b>\$20,888,400</b>	
										<i>Cat. 4 increased \$3M</i>	
11	FM 2252	Widen Non-Freeway - San Antonio 1433-02-044	BEXAR/COMAL COUNTY LINE	FM 3009	FY 2022-2025	\$23,019,360	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$23,019,360	3
									<b>TOTAL</b>	<b>\$23,019,360</b>	
										<i>Cat. 2 increased \$1.3M</i>	
<b>Guadalupe County</b>											
12	IH 10	Widen Freeway - Cibolo 0025-03-097	BEXAR/GUADALUPE COUNTY LINE	FM 465	FY 2022-2025	\$153,000,000	Funding Adjustment	No	Cat. 4 Urban	\$3,000,000	1
									Cat. 12 Strategic Priority	\$150,000,000	
										<b>TOTAL</b>	<b>\$153,000,000</b>
										<i>Cat. 4 increased \$3M</i>	
13	IH 10	Widen Freeway - Seguin 0535-01-074	FM 464	SH 123	FY 2026-2031	\$193,065,600	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$43,065,600	1
									Cat. 12 Strategic Priority	\$150,000,000	
										<b>TOTAL</b>	<b>\$193,065,600</b>
14	SH 123	Widen Non-Freeway - Seguin 0366-02-089	CORDOVA LN.	IH 10	FY 2026-2031	\$25,760,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$25,760,000	2
									<b>TOTAL</b>	<b>\$25,760,000</b>	
										<i>Cat. 2 increased \$9.5M</i>	
<b>Wilson County</b>											
15	US 87	Widen Non-Freeway - La Vernia 0143-03-049	BEXAR/WILSON COUNTY LINE	FM 1346	FY 2026-2031	\$40,320,000	No Funding Change	No	Cat. 4 Regional	\$30,000,000	1
									-Remaining funding TBD-	\$10,320,000	
										<b>TOTAL</b>	<b>\$40,320,000</b>

# TYLER DISTRICT 2022 UTP



## DISTRICT FACTS

Population	709,000
Square Miles	6,600
Daily Vehicle Miles	18.3 million
Highway Lane Miles	8,900

## REGIONAL PLANNING RESOURCES

Tyler TxDOT District [page](#)

MPO: Tyler Area Metropolitan Planning Organization

MPO: Longview Metropolitan Planning Organization

Contact:

[kathi.white@txdot.gov](mailto:kathi.white@txdot.gov)  
2709 W. Front Street  
Tyler, TX 75702  
(903) 510-9100

@TxDOTTYLER



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

## ★ DISTRICT HIGHLIGHTS AND 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

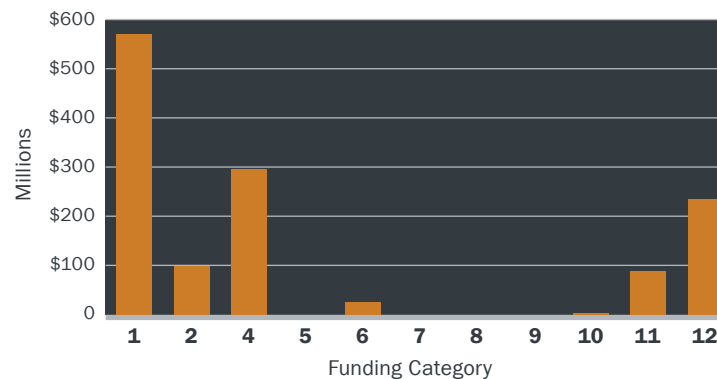
### Short Term (four or fewer years)

- **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 south to FM 346
- **IH 20/US 259/SH 31 Interchange, Gregg County:** reconfigure interchange to remove left-hand exits
- **SH 42, Gregg County:** widen from two to four lanes with flush median from IH-20 north to US 80

### Long Term (five or more years)

- **FM 2275, Gregg County:** widen from two to four lanes with flush median from FM 3272 east to SH 300 in Longview
- **FM 756, Smith County:** widen from two to four lanes with flush median from Jeff Davis Drive
- **SL 485, Gregg County:** widen from two to four lanes with flush median in Gladewater
- **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

## TYLER DISTRICT 2022 PLANNING TARGETS BY CATEGORY

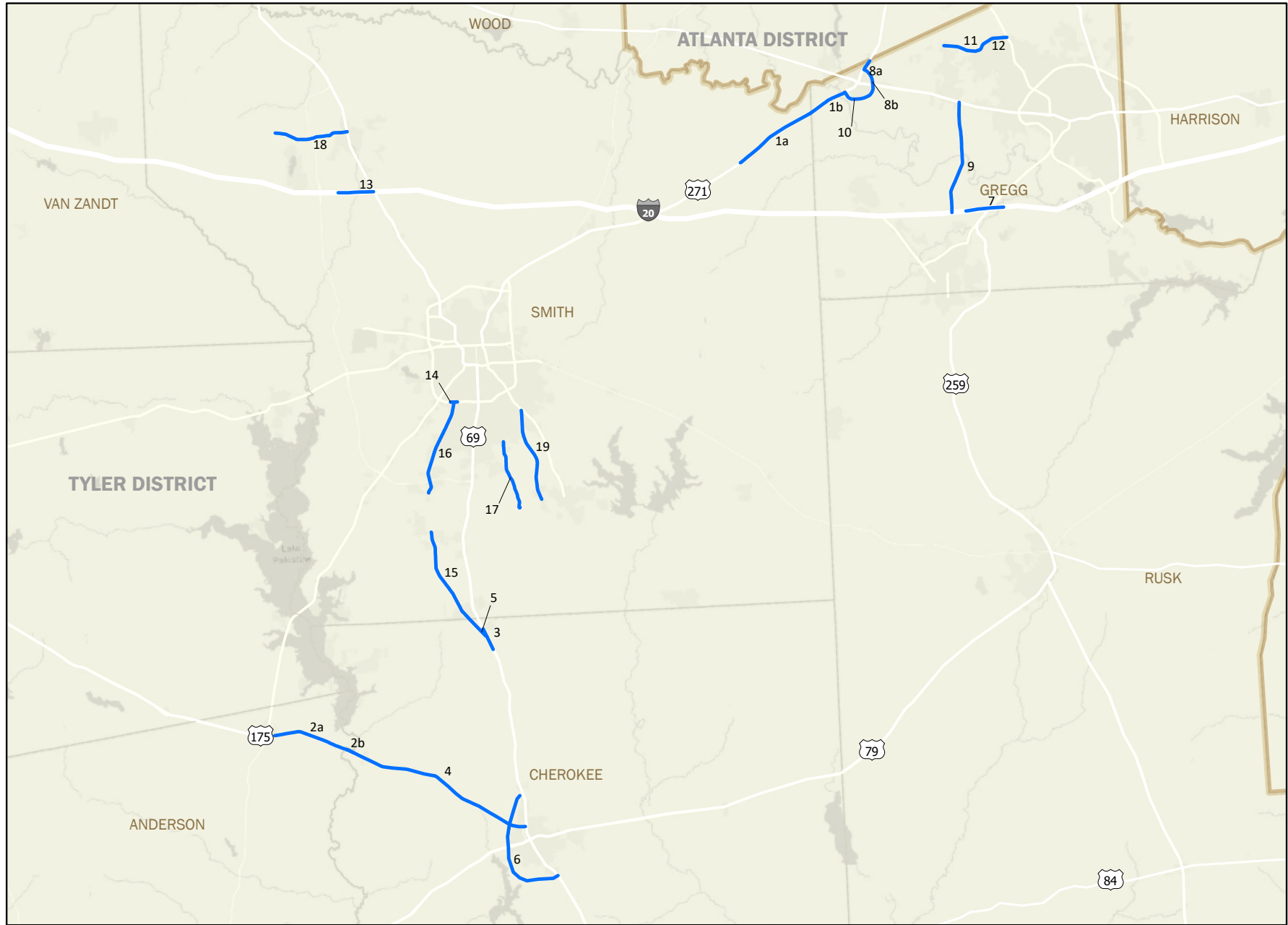


### TxDOT funding categories:

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



# TYLER DISTRICT **Listed Projects**



— UTP listed project

# TYLER 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	
<b>Multi-County Projects</b>											
1a	US 271	Widen Non-Freeway - Gladewater (Smith County) 0165-02-061	SMITH C/L, SW	FM 16	FY 2022-2025	\$31,300,000	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$31,300,000 <b>\$31,300,000</b>	1
1b	US 271	Widen Non-Freeway - Gladewater (Gregg County) 0165-03-036	SL 485 IN GLADEWATER, SW	SMITH C/L	FY 2022-2025	\$22,700,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$22,700,000 <b>\$22,700,000</b>	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 2022-2025	\$44,000,001	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$44,000,000 <b>\$44,000,000</b>	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 2022-2025	\$4,500,000	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$4,500,000 <b>\$4,500,000</b>	1
<b>Cherokee County</b>											
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 2022-2025	\$23,400,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$23,400,000 <b>\$23,400,000</b>	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 2022-2025	\$125,000,000	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$125,000,000 <b>\$125,000,000</b>	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 2022-2025	\$20,000,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$20,000,000 <b>\$20,000,000</b>	3
6	Various	Jacksonville Relief Route 0910-36-133	SL 456 NW TO	US 79	FY 2026-2031	\$35,000,000	Scope Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- <b>TOTAL</b>	\$10,000,000 \$25,000,000 <b>\$35,000,000</b>	1
<b>Gregg County</b>											
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 2022-2025	\$150,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b>	\$8,700,000 \$16,300,000 \$125,000,000 <b>\$150,000,000</b>	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 2026-2031	\$5,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$5,000,000 <b>\$5,000,000</b>	2
8b	SL 485	Widen Non-Freeway - Gladewater 3290-02-009	US 80 IN E GLADEWATER, NORTHERLY	US 271 IN NORTH GLADEWATER	FY 2026-2031	\$5,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$5,000,000 <b>\$5,000,000</b>	2
9	SH 42	Widen Non-Freeway - Kilgore (North) 0545-04-048	US 80 IN WHITE OAK, S	IH 20 IN KILGORE	FY 2022-2025	\$46,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b>	\$22,000,000 \$24,000,000 <b>\$46,000,000</b>	1
10	SL 485	Widen Non-Freeway - Gladewater 3290-02-008	US 271, IN S GLADEWATER, NORTHERLY	US 80 IN EAST GLADEWATER	FY 2022-2025	\$16,500,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$16,500,000 <b>\$16,500,000</b>	2
11	FM 2275	Widen Non-Freeway - Longview 2158-01-019	FM 3272 IN WHITE OAK, E	FM 1845 (PINE TREE RD) IN LONGVIEW	FY 2022-2025	\$13,490,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b>	\$8,260,000 \$5,230,000 <b>\$13,490,000</b>	2
12	FM 2275	Widen Non-Freeway - Longview 2158-01-020	FM 1845 (PINE TREE RD), E	SH 300 IN LONGVIEW	FY 2022-2025	\$13,500,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$13,500,000 <b>\$13,500,000</b>	2
<b>Smith County</b>											
13	IH 20	One-Way Frontage Roads - Lindale 0495-04-069	1 MI E OF TOLL 49 (HARVEY RD), E	US 69 IN LINDALE	FY 2022-2025	\$17,400,000	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$2,400,000 \$15,000,000 <b>\$17,400,000</b>	1
14	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 2026-2031	\$30,000,000	No Funding Change	No	Cat. 1 Cat. 4 Urban <b>TOTAL</b>	\$6,500,000 \$23,500,000 <b>\$30,000,000</b>	1

# TYLER 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
15	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 2022-2025	\$32,640,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$32,640,000 <b>\$32,640,000</b>	2
16	FM 2493	Widen Non-Freeway - Tyler 0191-03-084	SL 323 IN TYLER, S	FM 2813	FY 2026-2031	\$82,300,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b>	\$26,150,000 \$56,150,000 <b>\$82,300,000</b>	2
17	FM 756	Widen Non-Freeway - Tyler 0492-04-034	JEFF DAVIS DR (CR 1167), S	FM 346	FY 2022-2025	\$23,730,000	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$10,000 \$23,720,000 <b>\$23,730,000</b>	3
18	FM 16	Widen Non-Freeway - Lindale 0522-04-032	4 MI W OF FM 849 (CR481-E), E	US 69 IN LINDALE	FY 2022-2025	\$34,740,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>  ----- <i>Cat. 2 increased \$10M</i>	\$34,740,000 <b>\$34,740,000</b>	2
19	FM 2964	Widen Non-Freeway - Tyler 3021-01-009	SH 110, IN TYLER, S	FM 346	FY 2022-2025	\$25,010,000	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$10,000 \$25,000,000 <b>\$25,010,000</b>	2

# WACO DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	796,000
Square Miles	7,600
Daily Vehicle Miles	21.4 million
Highway Lane Miles	7,900

### REGIONAL PLANNING RESOURCES

Waco TxDOT District [page](#)

MPO: [Waco Metropolitan Planning Organization](#)

MPO: [Killeen-Temple Metropolitan Planning Organization](#)

Contact:

[jacob.smith@txdot.gov](mailto:jacob.smith@txdot.gov)  
 100 S. Loop Drive  
 Waco, TX 76704  
 (254) 867-2700

[@TXDOTWACO](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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

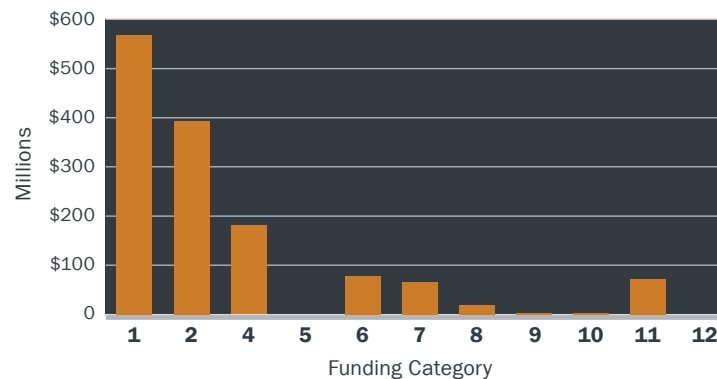
#### Short Term (four or fewer years)

- **SH 6, McLennan County:** construct continuous frontage roads from IH 35 to US 84

#### Long Term (five or more years)

- **US 190, Bell County:** Copperas Cove bypass, construct two additional lanes
- **NW SL 363, Bell County:** construct overpass structures at Lucius McCelvey and Industrial
- **US 84, McLennan County:** ramp re-alignment from FM 1695 to SH 6
- **SS 298, McLennan County:** widening and intersection improvements from SH 6 to New Road
- **SL 121, Bell County:** add additional lanes from US 190 to IH 35
- **SH 31, McLennan County:** construct overpass structure at FM 2311
- **US 190/SL 363, Bell County:** upgrade to freeway standards from 31st Street to FM 93

### WACO DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# WACO DISTRICT Listed Projects



— UTP listed project

# WACO DISTRICT Listed Projects

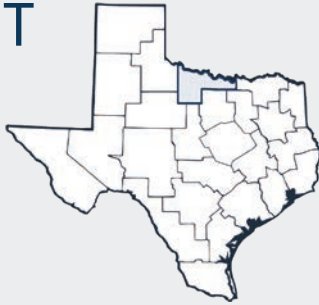
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
<b>Multi-County Projects</b>											
1	US 190	Widen Freeway - Copperas Cove (Coryell County) 0231-19-003 - Continues in Brownwood District	LAMPASAS CO LINE	US 190 W OF CLARK RD	FY 2026-2031	\$60,480,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$60,480,000 <b>\$60,480,000</b>	2
										<i>Cat. 2 increased \$17M</i>	
<b>Bell County</b>											
2a	US 190	Upgrade to Freeway - Temple 0184-04-051	FM 1741 - 31ST STREET IN TEMPLE	FM 436	FY 2026-2031	\$11,200,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$11,200,000 <b>\$11,200,000</b>	3
										<i>Cat. 4 increased \$1.1M</i>	
2b	US 190	Upgrade to Freeway - Temple 0185-01-040	SL 363	.3 MI N N190J	FY 2026-2031	\$10,304,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$10,304,000 <b>\$10,304,000</b>	2
										<i>Cat. 4 increased \$1.1M</i>	
2c	US 190	Upgrade to Freeway - Temple 0185-05-001	.3 MI N OF N190J	FM 436	FY 2026-2031	\$8,176,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$8,176,000 <b>\$8,176,000</b>	3
2d	US 190	Upgrade to Freeway - Temple 0320-01-075	SP 290	SL 363	FY 2026-2031	\$12,880,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$12,880,000 <b>\$12,880,000</b>	2
										<i>Cat. 4 increased \$1.3M</i>	
3	SL 363	Widen Non-Freeway - Temple 0320-06-008	INDUSTRIAL BLVD	LUCIUS MCCELVEY	FY 2026-2031	\$50,400,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$50,400,000 <b>\$50,400,000</b>	3
										<i>Cat. 2 increased \$5.3M</i>	
4	FM 93	Widen Non-Freeway - Belton 1835-01-026	WHEAT ROAD	SH 317	FY 2026-2031	\$16,800,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$16,800,000 <b>\$16,800,000</b>	2
										<i>Cat. 2 increased \$8M</i>	
<b>Coryell County</b>											
5	IH 14	Copperas Cove Bypass 0231-02-067	US 190	0.15 MI E OF CLARK RD	FY 2026-2031	\$6,720,000	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$6,719,999 <b>\$6,719,999</b>	3
<b>McLennan County</b>											
6a	SS 298	Widen Non-Freeway - Waco 0055-08-120	US 84	NEW ROAD	FY 2026-2031	\$12,320,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$12,320,000 <b>\$12,320,000</b>	2
										<i>Cat. 2 increased \$1.3M</i>	
6b	US 84	Intersection Improvements - Waco 0055-08-123	SS 298	SH 6	FY 2026-2031	\$67,200,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$67,200,000 <b>\$67,200,000</b>	3
										<i>Cat. 4 increased \$7.1M</i>	
7	SH 31	SH 31 Phase II - Waco 0162-01-100	0.5 MI S OF FM 2311	0.5 MI N OF FM 2311	FY 2026-2031	\$11,200,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b>	\$5,600,000 \$5,600,000 <b>\$11,200,000</b>	1
8	SH 6	Widen Non-Freeway - Waco 0258-08-035	FM 185	MCLAUGHLIN RD (SPUR 412)	FY 2026-2031	\$8,960,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$8,960,000 <b>\$8,960,000</b>	1
										<i>Cat. 2 increased \$959K</i>	
9	SL 340	Widen Non-Freeway - Bellmead 2362-01-034	US 84	LP 484	FY 2026-2031	\$26,320,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$26,320,000 <b>\$26,320,000</b>	2
										<i>Cat. 2 increased \$2.8M</i>	

# WACO 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										
10	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 2026-2031	\$13,440,000	Funding Adjustment	No	<table border="0"> <tr> <td>Cat. 1</td> <td>\$2,000,000</td> </tr> <tr> <td>Cat. 2 Metro/Urban Corridor</td> <td>\$11,440,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$13,440,000</b></td> </tr> <tr> <td colspan="2">-----</td> </tr> <tr> <td colspan="2"><i>Cat. 2 increased \$1.4M</i></td> </tr> </table>	Cat. 1	\$2,000,000	Cat. 2 Metro/Urban Corridor	\$11,440,000	<b>TOTAL</b>	<b>\$13,440,000</b>	-----		<i>Cat. 2 increased \$1.4M</i>		2
Cat. 1	\$2,000,000																			
Cat. 2 Metro/Urban Corridor	\$11,440,000																			
<b>TOTAL</b>	<b>\$13,440,000</b>																			
-----																				
<i>Cat. 2 increased \$1.4M</i>																				

# WICHITA FALLS DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	249,000
Square Miles	8,100
Daily Vehicle Miles	7.7 million
Highway Lane Miles	6,500

### REGIONAL PLANNING RESOURCES

Wichita Falls TxDOT District [page](#)

MPO: **Wichita Falls Metropolitan Planning Organization**

Contact:

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 1601 Southwest Parkway  
 Wichita Falls, TX 76302  
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@TxDOTWF



Make sure to visit TxDOT's **Project Tracker website** to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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 and the development of wind farms, so the district relies upon additional Category 11 Energy sector funds to keep these roads safe.

### KEY PROJECTS

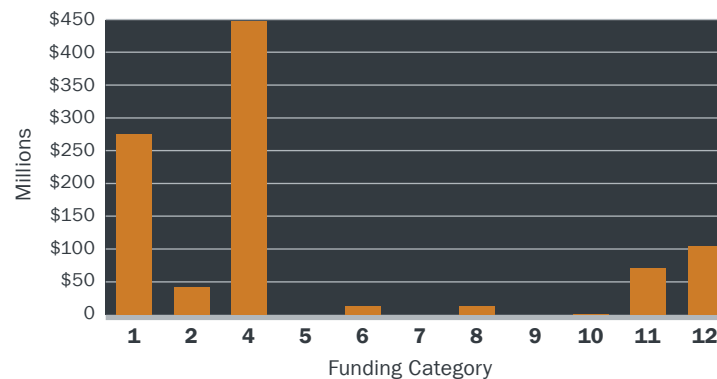
#### Short Term (four or fewer years)

- **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
- **US 82, Wichita County:** widen to five-lane undivided highway from Archer County line to near FM 369

### WICHITA FALLS DISTRICT 2022 PLANNING TARGETS BY CATEGORY

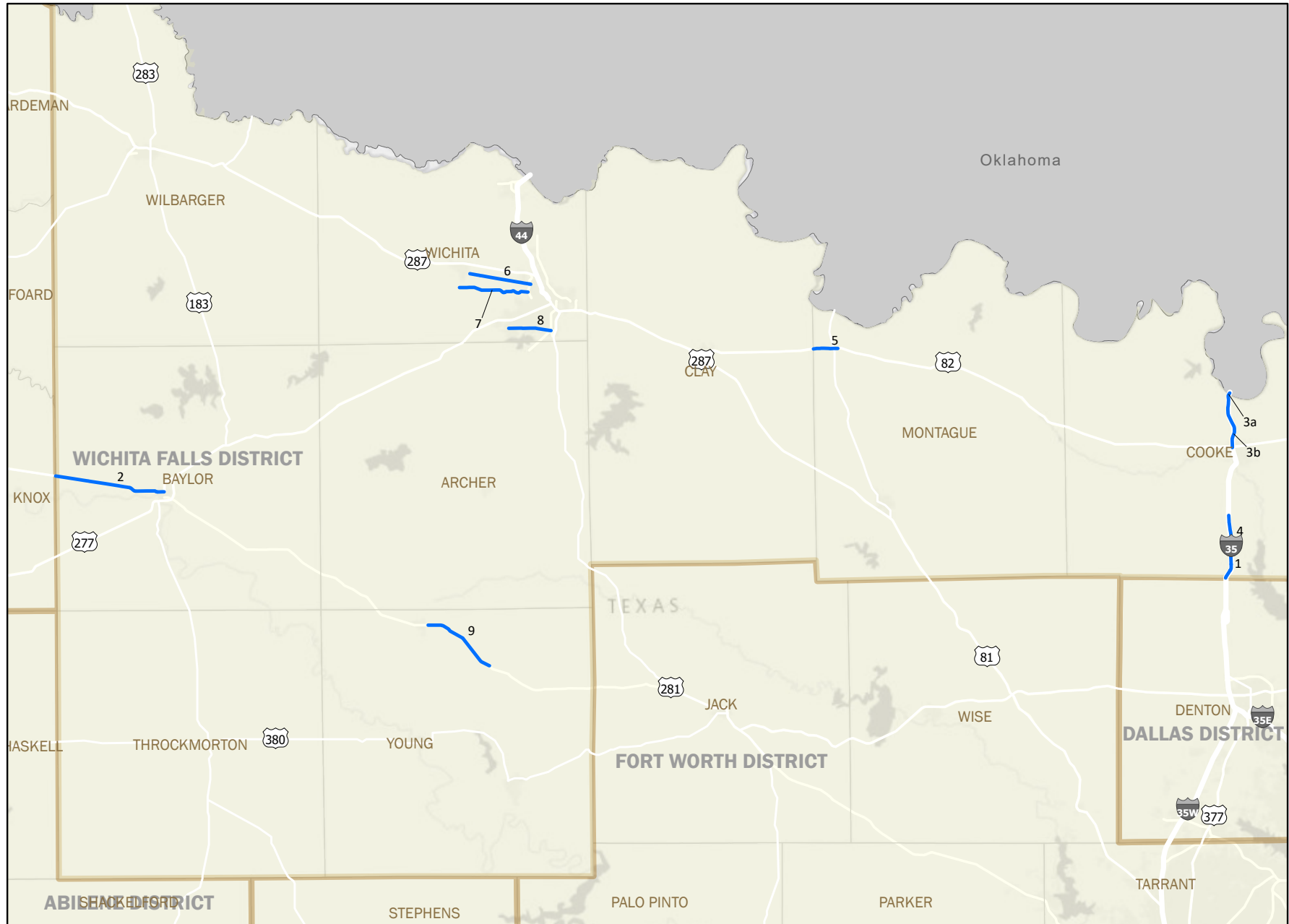


#### TxDOT funding categories:

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



# WICHITA FALLS DISTRICT Listed Projects



— UTP listed project

# WICHITA FALLS 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
<b>Multi-County Projects</b>											
1	IH 35	Denton County Connections (Cooke County) 0195-01-116 - <i>Continues in Dallas District</i>	DENTON COUNTY LINE	NORTH OF FM 3002	FY 2022-2025	\$82,387,200	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 4 increased \$12M</i>	\$24,070,723 \$58,316,477 <b>\$82,387,200</b>	1
<b>Baylor County</b>											
2	US 82	Passing Lanes (Super 2) - Seymour 0133-04-042	KNOX COUNTY LINE	BU 183B	FY 2026-2031	\$18,380,320	Funding Adjustment	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$7,201,381 \$11,178,938 <b>\$18,380,319</b>	1
<b>Cooke County</b>											
3a	IH 35	Widen Freeway - Gainesville (North) 0194-01-010	ON IH 35 AT THE RED RIVER BRIDGE	.	FY 2022-2025	\$57,120,000	Funding Adjustment	No	Cat. 3 Local Cat. 4 Regional <b>TOTAL</b>	\$25,000,000 \$32,120,000 <b>\$57,120,000</b>	2
3b	IH 35	Widen Freeway - Gainesville (North) 0194-02-092	0.2 MILES SOUTH OF US 82	RED RIVER BRIDGE	FY 2022-2025	\$237,440,000	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 4 increased \$37M</i>	\$200,000,000 \$37,440,000 <b>\$237,440,000</b>	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 2026-2031	\$222,006,400	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$86M</i>	\$89,000,000 \$133,006,400 <b>\$222,006,400</b>	1
<b>Montague County</b>											
5	US 82	Widen Non-Freeway - Ringgold 0044-04-048	CLAY COUNTY LINE	APPROX 0.5 MI. E OF US 81 (RINGGOLD)	FY 2022-2025	\$26,362,960	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$1.4M</i>	\$26,362,960 <b>\$26,362,960</b>	1
<b>Wichita County</b>											
6	BU 287J	Widen Non-Freeway - Wichita Falls 0043-17-031	FM 1814	SL 11	FY 2022-2025	\$7,456,800	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b>	\$7,456,800 <b>\$7,456,800</b>	3
7	FM 367	Pavement Preservation - Wichita Falls 0681-04-042	FM 368	SL 11	FY 2022-2025	\$264,896	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$264,895 <b>\$264,895</b>	3
8	FM 369	Road Rehabilitation - Wichita falls 0802-02-070	SL 473	BARNETT ROAD	FY 2022-2025	\$4,100,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$4,100,000 <b>\$4,100,000</b>	3
<b>Young County</b>											
9	SH 114	Passing Lanes (Super 2) - Olney 0444-01-044	NEAR EAST LIMITS OF OLNEY	0.8 MI WEST OF FM 1769	FY 2022-2025	\$10,582,000	Funding Adjustment	No	Cat. 4 Regional <b>TOTAL</b> ----- <i>Cat. 4 increased \$1M</i>	\$10,582,000 <b>\$10,582,000</b>	1

# YOAKUM DISTRICT

## 2022 UTP



### DISTRICT FACTS

Population	348,000
Square Miles	9,900
Daily Vehicle Miles	15.1 million
Highway Lane Miles	8,300

### REGIONAL PLANNING RESOURCES

Yoakum TxDOT District [page](#)

MPO: [Victoria Metropolitan Planning Organization](#)

Contact:

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 403 Huck Street  
 Yoakum, TX 77995  
 (361) 293-4300

[@TxDOTYOAKUM](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

### ★ DISTRICT HIGHLIGHTS AND 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.

### KEY PROJECTS

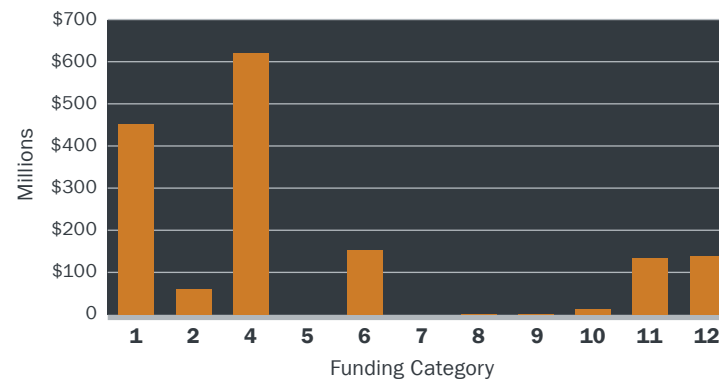
#### Short Term (four or fewer years)

- **US 59, Wharton County:** upgrade to rural freeway from SH 60 to FM 961
- **US 59/US 77, Victoria County:** add two lanes for a four-lane divided roadway from FM 236 to BU 77
- **US 77, Fayette County:** add two lanes for a four-lane divided highway from SH 71 to Lee County Line
- **I-10, Colorado County:** widen to six lanes

#### Long Term (five or more years)

- **I-10, Fayette County:** widen to six lanes
- **SH 72, DeWitt County:** expand to four-lane undivided from US 87 to FM 237
- **US 59, Wharton County:** upgrade to rural freeway from FM 961 to BU 59 North of El Campo

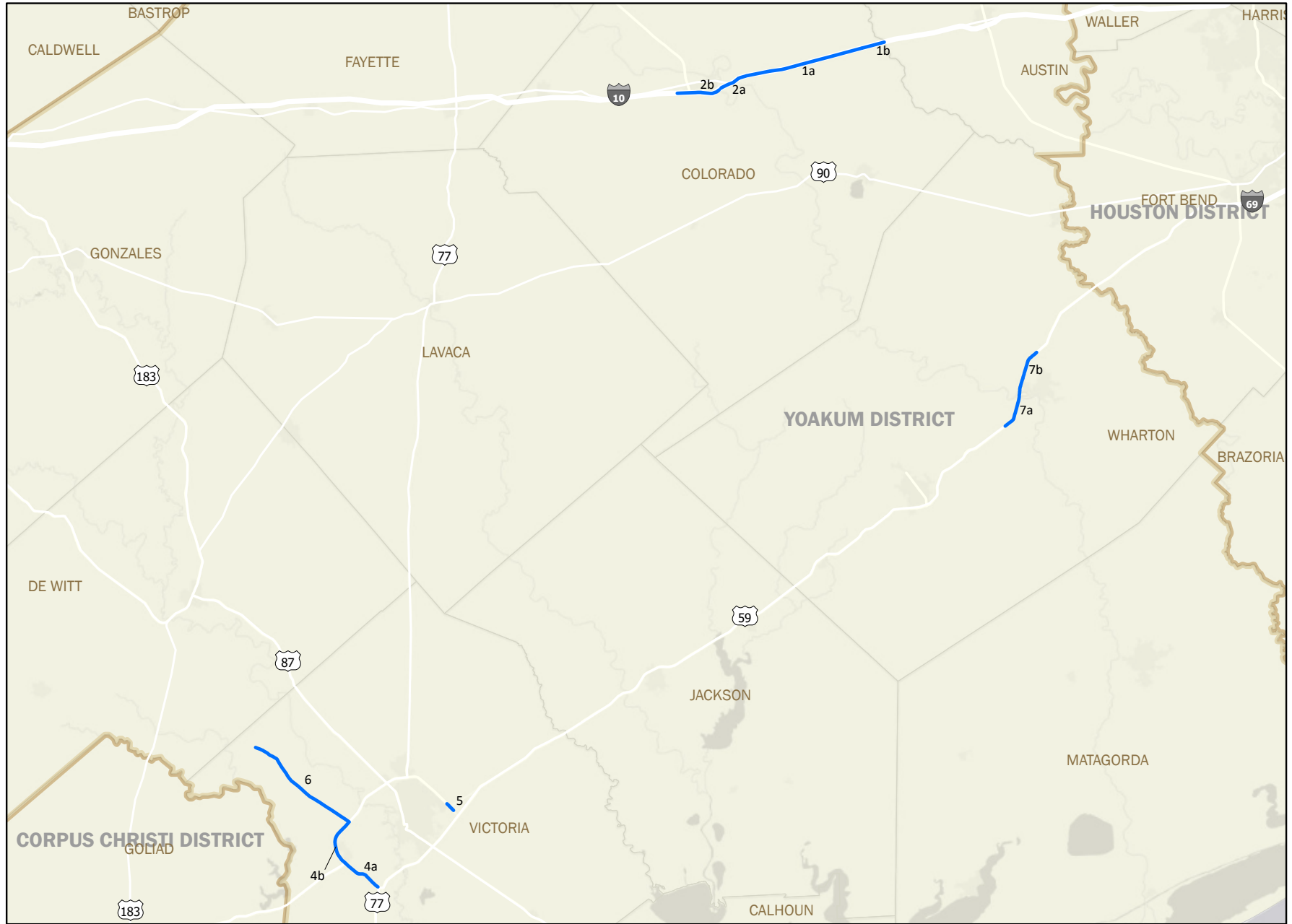
### YOAKUM DISTRICT 2022 PLANNING TARGETS BY CATEGORY



#### TxDOT funding categories:

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

# YOAKUM DISTRICT **Listed Projects**



— UTP listed project

# YOAKUM 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
<b>Colorado County</b>										
1a	IH 10	Widen Freeway - Columbus (East) 0271-01-066	US 90 (ALLEYTON RD SOUTH)	FM 2761	FY 2022-2025	\$248,068,800	Funding Adjustment	No	Cat. 4 Regional \$118,068,800 Cat. 12 Strategic Priority \$130,000,000 <b>TOTAL \$248,068,800</b> ----- <i>Cat. 4 increased \$68M</i>	1
1b	IH 10	Widen Freeway - Columbus (East) 0271-01-080	FM 2761	AUSTIN C/L	FY 2022-2025	\$34,776,000	Funding Adjustment	No	Cat. 4 Regional \$24,776,000 Cat. 12 Strategic Priority \$10,000,000 <b>TOTAL \$34,776,000</b> ----- <i>Cat. 4 increased \$4M</i>	1
2a	IH 10	Widen Freeway - Columbus 0271-01-083	COLORADO RIVER BRIDGE	US 90 (ALLEYTON RD SOUTH)	FY 2026-2031	\$129,830,400	Funding Adjustment	No	Cat. 4 Regional \$27,404,200 Cat. 12 Strategic Priority \$102,426,200 <b>TOTAL \$129,830,400</b> ----- <i>Cat. 12 added \$102M</i>	1
2b	IH 10	Widen Freeway - Columbus 0535-08-072	FM 2434	COLORADO RIVER BRIDGE	FY 2026-2031	\$173,880,000	No Funding Change	No	Cat. 4 Regional \$92,000,000 -Remaining funding TBD- \$81,880,000 <b>TOTAL \$173,880,000</b>	1
<b>Fayette County</b>										
3	US 77	Widen Non-Freeway - La Grange 0211-06-059	LEE C/L	SH 71	FY 2022-2025	\$78,246,000	Funding Adjustment	No	Cat. 4 Regional \$78,246,000 <b>TOTAL \$78,246,000</b> ----- <i>Cat. 4 increased \$38M</i>	1
<b>Victoria County</b>										
4a	US 59	Widen Non-Freeway - Victoria 0088-05-096	BU 59-T	BU 77S	FY 2022-2025	\$10,764,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$10,764,000 <b>TOTAL \$10,764,000</b>	1
4b	US 77	Widen Non-Freeway - Victoria 2350-01-056	FM 236	BU 59-T	FY 2022-2025	\$26,910,000	Funding Adjustment	No	Cat. 4 Urban \$26,910,000 <b>TOTAL \$26,910,000</b> ----- <i>Cat. 4 increased \$1.9M</i>	1
5	SL 463	Widen Non-Freeway - Victoria 2350-01-060	BU 59	LONE TREE ROAD	FY 2022-2025	\$9,967,150	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$9,967,150 <b>TOTAL \$9,967,150</b>	1
6	FM 236	Widen Non-Freeway - Victoria 0842-03-037	US 77	FM 237	FY 2026-2031	\$41,731,200	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$41,731,200 <b>TOTAL \$41,731,200</b> ----- <i>Cat. 2 increased \$11M</i>	2
<b>Wharton County</b>										
7a	US 59	Upgrade to Freeway - Wharton 0089-07-154	0.26 MI. NORTH OF FM 102	1 MI SOUTH OF FM 961	FY 2022-2025	\$153,138,600	Funding Adjustment	No	Cat. 4 Regional \$153,138,600 <b>TOTAL \$153,138,600</b> ----- <i>Cat. 4 increased \$16M</i>	1
7b	US 59	Upgrade to Freeway - Wharton 0089-08-100	SH 60	0.26 MI. N. OF FM 102	FY 2022-2025	\$98,366,400	Funding Adjustment	No	Cat. 4 Regional \$98,366,400 <b>TOTAL \$98,366,400</b> ----- <i>Cat. 4 increased \$10M</i>	1

# 07 | 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.

# PROGRAMS AND FUNDING



The 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. TxDOT utilizes several sources of revenue to support state funding, including the State Highway Fund and the Texas Mobility Fund.



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

## 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.



***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.***



### 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.

### 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.

### RURAL TRANSIT ASSET REPLACEMENT AND MODERNIZATION PROGRAM

TxDOT routinely pursues a combination of federal discretionary program funding, the federal Surface Transportation Block Grant "flex" funding, and state program matching funds for the purpose of maintaining rural program fleet and facility assets in good condition. The program currently includes construction of four transit facilities, replacement of 194 fleet vehicles that are projected to be beyond their useful life by 2024, and implementation of an electric vehicle pilot program. Anticipated funding for the project is summarized below.

FUNDING SOURCE	AMOUNT
Federal Discretionary Program Funding	\$25,000,000*
STPBG Flexible Funding for Fleet Replacement	\$10,000,000
State Funds	\$5,000,000*

\*Maximum amount required

### 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

TxDOT's Bicycle and Pedestrian Program in PTN coordinates across the agency to provide resources, technical guidance, and support for the development of safe and connected bicycle and pedestrian infrastructure regardless of funding source.

In addition, 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 Commission allows TDCs to be used on TA projects that meet certain geographic size and economic criteria.

# 08 | MARITIME PROGRAM



## 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)** 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**, the **Port Connectivity Report**, and the **Ship Channel Improvement Report**.

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.

# 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 two-thirds of the cargo on the Texas segment of the waterway is classified as petroleum 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 \$1,030,000 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). The GIWW in its entirety is classified as Marine Highway M-10 and the Texas portion is classified as M-69.*

## Port Capital Investment

The Port Capital Investment Report provides a snapshot of the current and future capital needs of the Texas port system, considering port facilities, waterways, and inland connections. Within the report, the PAAC recommends strategic capital projects and studies to be considered for funding from the Texas Legislature. Types of projects range from dock rehabilitation to constructing staging areas to safety improvements for pedestrians and the traveling public. The Texas Legislature has not yet provided funding to the ports for these capital projects and studies.

## 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.

## PORT ACCESS IMPROVEMENT PROGRAM

In each of the four legislative sessions since 2015, the Texas Legislature has included budget riders in the General Appropriations Act that authorize the use of a collective \$140 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 PAAC and approved by the Texas Transportation Commission.

The first three rounds of funding—\$20 million in 2015 (Rider 48), \$40 million in 2017 (Rider 45), and \$40 million in 2019 (Rider 38)—allowed TxDOT to approve grants for 34 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.

A fourth round of funding, \$40 million approved in 2021 (Rider 37), will fund similar projects around the ports. The Maritime Division will solicit and score project applications beginning in 2021, with selection by the PAAC and approval by the Commission anticipated in later 2021/early 2022.

## 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.



# 09 | 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

# 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** includes all Texas general aviation airports in the **Texas Airport System Plan (TASP)**, 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 (Figure 9). Through the Aviation CIP and other efforts, AVN resolves investment issues and makes programming decisions. 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.

**FIGURE 9**  
**PROCESS FOR DEVELOPING THE AVIATION CIP**



"Resources" Website URLs are found on the Resources Page

## 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 12**  
**PROJECT DEVELOPMENT PROCESS FOR AIRPORTS**

	<b>AIRPORT SPONSOR</b>	<b>TXDOT</b>	<b>FEDERAL AVIATION ADMINISTRATION</b>
<b>Planning</b>	<ul style="list-style-type: none"> <li>– Prepares the airport master plan, which includes the short-, intermediate-, and long-term development programs.</li> <li>– Requests that a specific project be included in the state’s Aviation CIP.</li> </ul>	<ul style="list-style-type: none"> <li>– Prepares and continually updates the Texas Airport System Plan, which establishes state aviation priorities.</li> <li>– Evaluates the proposed project in terms of its consistency with state aviation policies and investment priorities, federal eligibility, and compliance with federal regulations.</li> </ul>	<ul style="list-style-type: none"> <li>– Maintains an updated National Airport System Plan, which outlines development and identifies airports eligible for federal funding.</li> </ul>
<b>Programming</b>	<ul style="list-style-type: none"> <li>– Prepares the letter of interest with the project description and cost estimate.</li> <li>– Comments on the tentative Aviation CIP.</li> </ul>	<ul style="list-style-type: none"> <li>– Prepares the Aviation CIP for general aviation airports.</li> <li>– The Texas Transportation Commission approves the Aviation CIP and funding for each project.</li> </ul>	<ul style="list-style-type: none"> <li>– Provides support and technical assistance as requested.</li> </ul>
<b>Project</b>	<ul style="list-style-type: none"> <li>– Enters into an intergovernmental agreement authorizing TxDOT as the agent.</li> <li>– Selects a qualified consultant for the project.</li> <li>– Reviews project development.</li> </ul>	<ul style="list-style-type: none"> <li>– Issues a request for qualifications for consultant selection.</li> <li>– Reviews consultant selection for general compliance.</li> <li>– Provides technical assistance to the consultant and reviews project results.</li> <li>– Assists with acquisition of property and easements needed for projects.</li> <li>– Receives requests for payment, disburses project funds, reviews project development, and approves the project.</li> </ul>	



# 10 | 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**.

# 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, extends from San Angelo Junction in Coleman County to Presidio at the Texas-Mexico border. TxDOT uses a combination of federal, state, and local funds, along with private contributions from the railroad operator, Texas Pacifico, to rehabilitate the SORR. Most of the line is now upgraded for train speeds up to 40 miles per hour. Track upgrades between Fort Stockton and Alpine and a rail inspection facility in Presidio are remaining improvement needs critical to increase freight capacity.

## Passenger Rail Projects

Texas Central Railway is a privately funded project to develop high-speed passenger rail service from Dallas to Houston. On September 10, 2020, the FRA issued the Final Rule of Particular Applicability and the Environmental Record of Decision, two critical permits related to safety and the environment. Other federal permitting and private finance decisions are required prior to construction.

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 13**  
**PLANNED RAIL PROJECTS (UNFUNDED)**

DESCRIPTIONS	COST (\$)
<b>SORR Rehabilitation</b>	
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 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.	20,000,000*
Development and construction of an international customs and border protection facility to inspect trains crossing the international border at Presidio. This facility may be constructed using any available and eligible state or federal fund sources. The rail inspection facility must be constructed 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
<b>SORR Rehabilitation Subtotal</b>	<b>53,000,000</b>
<b>Additional Improvements to Other Rail Lines</b>	
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
<b>Total</b>	<b>95,000,000</b>

\*Funding for this project is expected to be provided by SORR operator, Texas Pacifico.

Funding for projects listed above is dependent upon availability and eligibility for federal, state, or private fund source(s).

# 11 | FREIGHT, TRADE, AND CONNECTIVITY



## 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 Multimodal 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. Within the FTC, the Freight Branch 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 with the Border Trade Advisory Committee, has completed the Texas-Mexico Border Transportation Master Plan. The plan will facilitate coordination between Texas and Mexico on bi-national planning and the implementation of border-related programs and projects.

# 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.

### TRUCK PARKING INITIATIVE

One challenge facing freight carriers in Texas is the need for safe truck parking locations for their required Hours-of-Service breaks and for staging prior to pick-up or delivery. Due to a lack of available spaces statewide and Hours-of-Service requirements, many truck drivers are forced to park in unauthorized locations, such as highway shoulders or exit ramps, which creates a safety hazard for themselves or other drivers. In the 2022 UTP, TxDOT has committed \$30 million from Category 9 Transportation Alternatives to expand and repurpose safety rest areas with additional space for truck parking. For more information about Category 9, see [pg. 36](#).



## 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.

## 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 funding for infrastructure that connects them to the state's highway system. This effort enhances safety and facilitates efficient movement of people and goods across the Texas-Mexico border. All CBI funds have been allocated and projects are currently under development.

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

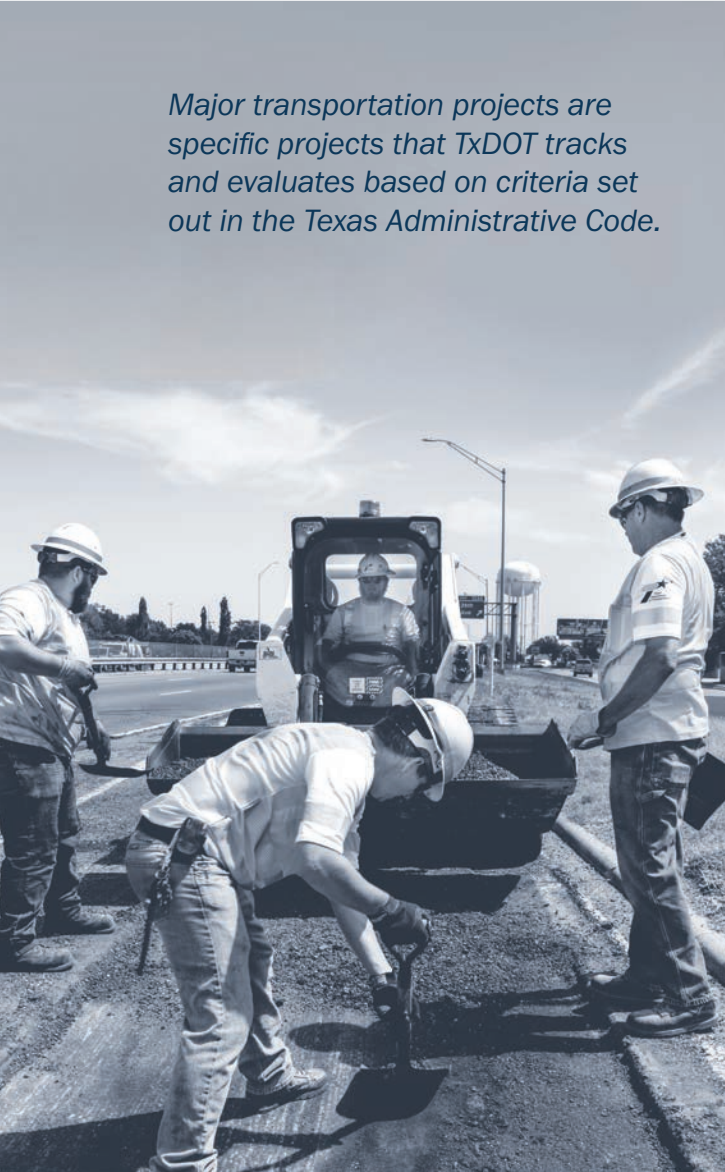


# APPENDICES



# APPENDIX I MAJOR TRANSPORTATION PROJECTS

*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 previously designated by the Commission. No new projects have been designated for 2022 to 2031. 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 [Project Tracker](#).

### 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](#).



# APPENDIX II USES OF FEDERAL AND STATE FUNDING



**TABLE 14**  
**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	Transportation Alternatives Set-Aside (TASA)
1	Yes	Yes	Yes	No	No	No	No
2U	Yes	Yes	Yes	No	No	No	No
2M	Yes	Yes	Yes	No	No	No	No
4U	Yes	Yes	Yes	No	No	No	No
4R	Yes	Yes	Yes	No	No	No	No
5	Yes	Yes	No	No	Yes	No	No
6	Yes	Yes	Yes	No	No	No	No
7	Yes	Yes	Yes	No	No	No	No
8	Yes	Yes	No	Yes	No	No	No
9	Yes	Yes	No	No	No	No	Yes
10	Yes	Yes	No	No	No	Yes	No
11	Yes	Yes	Yes	No	No	No	No
11 ENERGY SECTOR	Yes	Yes	Yes	No	No	No	No
RIDER 11B	Yes	Yes	Yes	No	No	Yes	No
12 CLEAR LANES	Yes	Yes	Yes	No	No	No	No
12 STRATEGIC PRIORITY	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**TABLE 15**  
**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.

FUNDING SOURCE	PROJECT TYPE						
	Non-Tolled Highways	Tolled Highways	Rail – Passenger	Rail – Freight	Transit	Aviation	Ports
Proposition 1 Funds	Yes	No	No	No	No	No	No
Proposition 7 Funds	Yes	No	No	No	No	No	No
State Highway Fund – Dedicated <sup>1</sup>	Yes	Yes	No	No	No	No	No
Texas Mobility Fund Revenue <sup>2</sup>	Yes	No	Yes	No	Yes	No	No
Texas Mobility Fund (TMF) Bond Proceeds <sup>3</sup>	Yes	Yes	Yes	No	Yes	No	No
State Highway Fund – Non-Dedicated <sup>4</sup>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regional Subaccounts <sup>5</sup>	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Note: Texas Mobility Fund bonds are suspended and unavailable.

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. 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.
3. 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.
4. “State Highway Fund – Non-Dedicated” includes limited revenue sources. An annual transfer of approximately \$150 million goes to the Texas Emissions Reduction Program (TERP) Fund.
5. 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



**TABLE 16**  
**FUNDING ALLOCATION SUMMARY**

FUNDING CATEGORY	2022 UTP FUNDING DISTRIBUTION
1. Preventive Maintenance and Rehabilitation	\$ 13,926,300,000
2. Metro and Urban Area Corridor Projects	\$ 10,012,237,582
3. Non-Traditionally Funded Transportation Projects	\$ 5,772,892,508
4. Statewide Connectivity Corridor Projects	\$ 10,012,237,583
5. Congestion Mitigation and Air Quality Improvement	\$ 2,322,790,000
6. Structures Replacement and Rehabilitation (Bridge)	\$ 3,586,560,000
7. Metropolitan Mobility and Rehabilitation	\$ 5,038,158,388
8. Safety Projects	\$ 3,431,750,000
9. Transportation Alternatives	\$ 910,500,000
10. Supplemental Transportation Projects	\$ 624,036,355
11. District Discretionary	\$ 3,233,380,000
12. Strategic Priority	\$ 15,556,223,482
<b>Total UTP Funding: Categories 1–12</b>	<b>\$ 74,427,065,898</b>

**TABLE 17 2022 UTP 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
ABL - Abilene	\$ 502,658,010	\$ -	\$ -	\$ 26,708,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 166,206,141	\$ -	\$ 695,572,621
AMA - Amarillo	\$ 567,879,182	\$ -	\$ -	\$ 45,720,862	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,464,382	\$ -	\$ 704,064,426
ATL - Atlanta	\$ 322,630,106	\$ -	\$ -	\$ 15,068,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,223,157	\$ -	\$ 407,921,690
AUS - Austin	\$ 623,742,256	\$ -	\$ -	\$ 442,398,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,139,116	\$ -	\$ 1,147,279,531
BMT - Beaumont	\$ 398,318,901	\$ -	\$ 106,000,000	\$ 100,125,406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,128,280	\$ -	\$ 677,572,588
BRY - Bryan	\$ 435,934,337	\$ -	\$ -	\$ 47,169,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,027,968	\$ -	\$ 579,131,593
BWD - Brownwood	\$ 209,601,526	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,160,767	\$ -	\$ 268,762,293
CHS - Childress	\$ 145,372,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,650,337	\$ -	\$ 192,022,757
CRP - Corpus Christi	\$ 522,232,868	\$ -	\$ -	\$ 59,555,578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162,129,247	\$ -	\$ 743,917,693
DAL - Dallas	\$ 1,244,585,242	\$ -	\$ 44,333,340	\$ 916,895,477	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,602,200	\$ 138,759,413	\$ -	\$ 2,346,175,673
ELP - El Paso	\$ 398,974,630	\$ -	\$ -	\$ 138,196,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,183,090	\$ -	\$ 642,354,387
FTW - Fort Worth	\$ 871,021,059	\$ -	\$ 10,500,000	\$ 431,480,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,156,019	\$ -	\$ 1,430,157,303
HOU - Houston	\$ 1,206,650,504	\$ -	\$ 909,116,637	\$ 1,184,162,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,517,000	\$ 143,305,135	\$ -	\$ 3,454,751,364
LBB - Lubbock	\$ 620,191,280	\$ -	\$ -	\$ 40,253,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,614,483	\$ -	\$ 798,058,959
LFK - Lufkin	\$ 224,702,139	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,946,372	\$ -	\$ 279,648,511
LRD - Laredo	\$ 452,829,087	\$ -	\$ -	\$ 41,628,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,173,500	\$ 157,316,844	\$ -	\$ 652,948,241
ODA - Odessa	\$ 878,497,289	\$ -	\$ -	\$ 82,630,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 653,745,975	\$ -	\$ 1,614,873,817
PAR - Paris	\$ 486,225,267	\$ -	\$ -	\$ 40,523,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,193,600	\$ 77,455,952	\$ -	\$ 607,397,975
PHR - Pharr	\$ 454,498,704	\$ -	\$ -	\$ 213,964,982	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 580,700	\$ 78,516,998	\$ -	\$ 747,561,384
SAT - San Antonio	\$ 1,126,607,285	\$ -	\$ -	\$ 444,106,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,552,290	\$ -	\$ 1,726,266,145
SJT - San Angelo	\$ 364,867,804	\$ -	\$ -	\$ 15,685,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144,923,648	\$ -	\$ 525,477,090
TYL - Tyler	\$ 571,469,434	\$ -	\$ -	\$ 90,659,742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,064,534	\$ -	\$ 750,193,710
WAC - Waco	\$ 568,389,588	\$ -	\$ -	\$ 181,079,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,782,472	\$ -	\$ 821,251,514
WFS - Wichita Falls	\$ 275,813,339	\$ -	\$ -	\$ 19,567,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,724,016	\$ -	\$ 366,104,841
YKM - Yoakum	\$ 452,607,741	\$ -	\$ -	\$ 28,049,056	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,203,363	\$ -	\$ 613,860,160
ABL - Abilene MPO	\$ -	\$ 58,061,891	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,061,891
AMA - Amarillo MPO	\$ -	\$ 99,393,178	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,393,178
ATL - Texarkana MPO	\$ -	\$ 32,757,451	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,757,451
AUS - CAMPO MPO	\$ -	\$ 961,735,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 415,436,812	\$ -	\$ 24,665,980	\$ -	\$ -	\$ -	\$ 1,401,837,920
BMT - SETRPC MPO	\$ -	\$ 217,663,926	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,663,926
BMT/HOU - HGAC MPO	\$ -	\$ 2,574,265,411	\$ -	\$ -	\$ -	\$ 968,231,516	\$ -	\$ 1,580,821,569	\$ -	\$ 93,859,070	\$ -	\$ -	\$ -	\$ 5,217,177,566
BRY - Bryan-College Station MPO	\$ -	\$ 102,541,929	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,541,929
CRP - Corpus Christi MPO	\$ -	\$ 129,468,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,597,536	\$ -	\$ 5,794,720	\$ -	\$ -	\$ -	\$ 232,860,904
DAL/FTW/PAR - NCTCOG MPO	\$ -	\$ 2,931,251,526	\$ -	\$ -	\$ -	\$ 1,028,563,817	\$ -	\$ 1,673,457,036	\$ -	\$ 99,359,170	\$ -	\$ -	\$ -	\$ 5,732,631,549
ELP - El Paso MPO	\$ -	\$ 300,427,537	\$ -	\$ -	\$ -	\$ 96,238,878	\$ -	\$ 235,517,340	\$ -	\$ 13,983,510	\$ -	\$ -	\$ -	\$ 646,167,264
LBB - Lubbock MPO	\$ -	\$ 87,506,947	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,376,146	\$ -	\$ 4,297,230	\$ -	\$ -	\$ -	\$ 164,180,323
LRD - Laredo Webb County Area MPO	\$ -	\$ 90,497,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,880,336	\$ -	\$ 4,267,790	\$ -	\$ -	\$ -	\$ 166,645,540
ODA - Permian Basin MPO	\$ -	\$ 179,631,636	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 179,631,636
PAR - Sherman-Denison MPO	\$ -	\$ 88,093,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,093,816
PHR - Rio Grande Valley MPO	\$ -	\$ 465,141,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288,585,537	\$ -	\$ 17,134,360	\$ -	\$ -	\$ -	\$ 770,861,162
SAT - AAAMO	\$ -	\$ 965,449,064	\$ -	\$ -	\$ -	\$ 229,755,789	\$ -	\$ 536,124,911	\$ -	\$ 31,831,670	\$ -	\$ -	\$ -	\$ 1,763,161,433
SJT - San Angelo MPO	\$ -	\$ 34,099,214	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,099,214
TYL - Longview MPO	\$ -	\$ 64,727,531	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,727,531
TYL - Tyler MPO	\$ -	\$ 132,358,865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,358,865
WAC - Killeen-Temple MPO	\$ -	\$ 204,903,757	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,361,165	\$ -	\$ 3,940,100	\$ -	\$ -	\$ -	\$ 275,205,022
WAC - Waco MPO	\$ -	\$ 188,747,229	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,747,229
WFS - Wichita Falls MPO	\$ -	\$ 42,538,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,538,013
YKM - Victoria MPO	\$ -	\$ 60,976,209	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,976,209
Statewide Bridge Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000
Statewide Traffic Safety Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,231,750,000	\$ -	\$ -	\$ -	\$ -	\$ 3,231,750,000
AUS - CAMPO/SAT - AAAMO MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL/FTW/PAR - NCTCOG MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HOU/BMT - HGAC MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design Build Development Cost	\$ -	\$ -	\$ 1,222,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,222,600,000
Local Funding	\$ -	\$ 3,480,342,531	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,480,342,531
Texas Mobility Fund - Port Capital Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Connectivity (Regional)	\$ -	\$ -	\$ -	\$ -	\$ 5,406,608,295	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,406,608,295
Statewide Clear Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Reconciliation Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Strategic Priority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,556,223,482	\$ 15,556,223,482
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000	\$ -	\$ -	\$ -	\$ 150,000,000
Coordinated Border Infrastructure Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000
Ferry Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,969,355	\$ -	\$ -	\$ -	\$ 89,969,355
Green Ribbon Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ 200,000,000
Landscape Incentive Awards Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ -	\$ -	\$ -	\$ 20,000,000
Railroad Grade Crossing Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ 35,000,000
Railroad Signal Maintenance Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 11,000,000
Rider 11B Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000	\$ -	\$ -	\$ 60,000,000
Road to Zero Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Texas Parks and Wildlife Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000,000	\$ -	\$ -	\$ -	\$ 100,000,000
Transportation Alternatives Flex Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 455,250,000	\$ -	\$ -	\$ -	\$ 455,250,000
Transportation Alternatives Program - Non-TMAs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,116,400	\$ -	\$ -	\$ -	\$ 156,116,400
Multiple Districts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Carryover Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$13,926,300,000</b>	<b>\$10,012,237,582</b>	<b>\$ 5,772,892,508</b>	<b>\$ 4,605,629,288</b>	<b>\$ 5,406,608,295</b>	<b>\$ 2,322,790,000</b>	<b>\$ 3,586,560,000</b>	<b>\$ 5,038,158,388</b>	<b>\$ 3,431,750,000</b>	<b>\$ 910,500,000</b>	<b>\$ 624,036,355</b>	<b>\$ 3,233,380,000</b>	<b>\$15,556,223,482</b>	<b>\$74,427,065,898</b>

Note: Categories provided include 2022 UTP Planning allocations. 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.

**TABLE 18**  
**CATEGORY 1: PREVENTIVE MAINTENANCE AND REHABILITATION**

DISTRICT/MPO/DIVISION/ PROGRAM	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene	\$ 54,837,148	\$ 49,697,957	\$ 49,431,832	\$ 43,756,376	\$ 54,607,557	\$ 51,661,578	\$ 49,400,341	\$ 50,523,299	\$ 49,830,713	\$ 48,911,208	\$ 502,658,010
AMA - Amarillo	\$ 61,952,410	\$ 56,146,396	\$ 55,845,739	\$ 49,433,878	\$ 61,693,028	\$ 58,364,801	\$ 55,810,163	\$ 57,078,827	\$ 56,296,376	\$ 55,257,564	\$ 567,879,182
ATL - Atlanta	\$ 35,197,121	\$ 31,898,541	\$ 31,727,729	\$ 28,084,948	\$ 35,049,759	\$ 33,158,888	\$ 31,707,517	\$ 32,428,285	\$ 31,983,750	\$ 31,393,568	\$ 322,630,106
AUS - Austin	\$ 68,046,755	\$ 61,669,595	\$ 61,339,363	\$ 54,296,758	\$ 67,761,858	\$ 64,106,229	\$ 61,300,287	\$ 62,693,752	\$ 61,834,330	\$ 60,693,328	\$ 623,742,256
BMT - Beaumont	\$ 43,454,341	\$ 39,381,917	\$ 39,171,032	\$ 34,673,657	\$ 43,272,407	\$ 40,937,939	\$ 39,146,078	\$ 40,035,938	\$ 39,487,115	\$ 38,758,477	\$ 398,318,901
BRY - Bryan	\$ 47,557,973	\$ 43,100,967	\$ 42,870,167	\$ 37,948,081	\$ 47,358,858	\$ 44,803,933	\$ 42,842,857	\$ 43,816,751	\$ 43,216,100	\$ 42,418,652	\$ 435,934,337
BWD - Brownwood	\$ 22,866,342	\$ 20,723,370	\$ 20,612,399	\$ 18,245,811	\$ 22,770,606	\$ 21,542,173	\$ 20,599,268	\$ 21,067,526	\$ 20,778,727	\$ 20,395,306	\$ 209,601,526
CHS - Childress	\$ 15,859,310	\$ 14,373,017	\$ 14,296,052	\$ 12,654,668	\$ 15,792,910	\$ 14,940,911	\$ 14,286,945	\$ 14,611,712	\$ 14,411,411	\$ 14,145,484	\$ 145,372,420
CRP - Corpus Christi	\$ 56,972,655	\$ 51,633,330	\$ 51,356,840	\$ 45,460,367	\$ 56,734,122	\$ 53,673,420	\$ 51,324,124	\$ 52,490,812	\$ 51,771,255	\$ 50,815,943	\$ 522,232,868
DAL - Dallas	\$ 135,777,217	\$ 123,052,539	\$ 122,393,610	\$ 108,341,135	\$ 135,208,747	\$ 127,914,480	\$ 122,315,639	\$ 125,096,091	\$ 123,381,242	\$ 121,104,542	\$ 1,244,585,242
ELP - El Paso	\$ 43,525,878	\$ 39,446,749	\$ 39,235,517	\$ 34,730,738	\$ 43,343,644	\$ 41,005,333	\$ 39,210,522	\$ 40,101,847	\$ 39,552,120	\$ 38,822,282	\$ 398,974,630
FTW - Fort Worth	\$ 95,023,475	\$ 86,118,129	\$ 85,656,979	\$ 75,822,376	\$ 94,625,633	\$ 89,520,752	\$ 85,602,411	\$ 87,548,306	\$ 86,348,172	\$ 84,754,827	\$ 871,021,059
HOU - Houston	\$ 131,638,751	\$ 119,301,919	\$ 118,663,074	\$ 105,038,917	\$ 131,087,608	\$ 124,015,670	\$ 118,587,480	\$ 121,283,184	\$ 119,620,604	\$ 117,413,297	\$ 1,206,650,504
LBB - Lubbock	\$ 67,659,364	\$ 61,318,509	\$ 60,990,157	\$ 53,987,646	\$ 67,376,089	\$ 63,741,271	\$ 60,951,304	\$ 62,336,835	\$ 61,482,306	\$ 60,347,800	\$ 620,191,280
LFK - Lufkin	\$ 24,513,734	\$ 22,216,372	\$ 22,097,406	\$ 19,560,319	\$ 24,411,100	\$ 23,094,165	\$ 22,083,329	\$ 22,585,323	\$ 22,275,717	\$ 21,864,673	\$ 224,702,139
LRD - Laredo	\$ 49,401,094	\$ 44,771,356	\$ 44,531,612	\$ 39,418,768	\$ 49,194,263	\$ 46,540,322	\$ 44,503,243	\$ 45,514,881	\$ 44,890,951	\$ 44,062,598	\$ 452,829,087
ODA - Odessa	\$ 95,839,090	\$ 86,857,307	\$ 86,392,198	\$ 76,473,182	\$ 95,437,832	\$ 90,289,134	\$ 86,337,162	\$ 88,299,759	\$ 87,089,323	\$ 85,482,302	\$ 878,497,289
PAR - Paris	\$ 53,044,429	\$ 48,073,247	\$ 47,815,821	\$ 42,325,906	\$ 52,822,343	\$ 49,972,674	\$ 47,785,360	\$ 48,871,607	\$ 48,201,662	\$ 47,312,218	\$ 486,225,267
PHR - Pharr	\$ 49,583,240	\$ 44,936,432	\$ 44,695,803	\$ 39,564,108	\$ 49,375,646	\$ 46,711,919	\$ 44,667,330	\$ 45,682,697	\$ 45,056,468	\$ 44,225,060	\$ 454,498,704
SAT - San Antonio	\$ 122,906,488	\$ 111,388,021	\$ 110,791,553	\$ 98,071,155	\$ 122,391,905	\$ 115,789,084	\$ 110,720,974	\$ 113,237,858	\$ 111,685,565	\$ 109,624,680	\$ 1,126,607,285
SJT - San Angelo	\$ 39,805,016	\$ 36,074,596	\$ 35,881,421	\$ 31,761,739	\$ 39,638,361	\$ 37,499,943	\$ 35,858,563	\$ 36,673,692	\$ 36,170,960	\$ 35,503,513	\$ 364,867,804
TYL - Tyler	\$ 62,344,086	\$ 56,501,365	\$ 56,198,808	\$ 49,746,410	\$ 62,083,065	\$ 58,733,796	\$ 56,163,007	\$ 57,439,691	\$ 56,652,294	\$ 55,606,914	\$ 571,469,434
WAC - Waco	\$ 62,008,092	\$ 56,196,860	\$ 55,895,933	\$ 49,478,309	\$ 61,748,478	\$ 58,417,259	\$ 55,860,325	\$ 57,130,129	\$ 56,346,975	\$ 55,307,229	\$ 568,389,588
WFS - Wichita Falls	\$ 30,089,677	\$ 27,269,753	\$ 27,123,727	\$ 24,009,549	\$ 29,963,698	\$ 28,347,211	\$ 27,106,448	\$ 27,722,625	\$ 27,342,597	\$ 26,838,056	\$ 275,813,339
YKM - Yoakum	\$ 49,376,947	\$ 44,749,471	\$ 44,509,844	\$ 39,399,500	\$ 49,170,216	\$ 46,517,572	\$ 44,481,489	\$ 45,492,633	\$ 44,869,008	\$ 44,041,060	\$ 452,607,741
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 1,519,280,632</b>	<b>\$ 1,376,897,715</b>	<b>\$ 1,369,524,615</b>	<b>\$ 1,212,284,301</b>	<b>\$ 1,512,919,732</b>	<b>\$ 1,431,300,459</b>	<b>\$ 1,368,652,167</b>	<b>\$ 1,399,764,059</b>	<b>\$ 1,380,575,740</b>	<b>\$ 1,355,100,580</b>	<b>\$13,926,300,000</b>

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.

**TABLE 19**  
**CATEGORY 2: METROPOLITAN AND URBAN CORRIDOR PROJECTS**

DISTRICT/MPO/DIVISION/ PROGRAM	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene MPO	\$ 6,383,527	\$ 5,607,641	\$ 5,664,286	\$ 4,050,120	\$ 7,010,491	\$ 6,367,771	\$ 5,726,145	\$ 6,006,900	\$ 5,775,562	\$ 5,469,447	\$ 58,061,891
AMA - Amarillo MPO	\$ 10,927,633	\$ 9,599,434	\$ 9,696,401	\$ 6,933,194	\$ 12,000,901	\$ 10,900,660	\$ 9,802,295	\$ 10,282,905	\$ 9,886,889	\$ 9,362,867	\$ 99,393,178
ATL - Texarkana MPO	\$ 3,601,469	\$ 3,163,728	\$ 3,195,686	\$ 2,285,003	\$ 3,955,190	\$ 3,592,579	\$ 3,230,586	\$ 3,388,983	\$ 3,258,466	\$ 3,085,761	\$ 32,757,451
AUS - CAMPO MPO	\$ 105,736,521	\$ 92,884,777	\$ 93,823,033	\$ 67,086,051	\$ 116,121,529	\$ 105,475,529	\$ 94,847,670	\$ 99,498,083	\$ 95,666,205	\$ 90,595,731	\$ 961,735,129
BMT - SETRPC MPO	\$ 23,930,733	\$ 21,022,072	\$ 21,234,422	\$ 15,183,196	\$ 26,281,111	\$ 23,871,664	\$ 21,466,322	\$ 22,518,823	\$ 21,651,577	\$ 20,504,006	\$ 217,663,926
BMT/HOU - HGAC MPO	\$ 283,023,735	\$ 248,623,618	\$ 251,135,038	\$ 179,568,464	\$ 310,821,167	\$ 282,325,141	\$ 253,877,674	\$ 266,325,380	\$ 256,068,637	\$ 242,496,557	\$ 2,574,265,411
BRY - Bryan-College Station MPO	\$ 11,273,818	\$ 9,903,542	\$ 10,003,580	\$ 7,152,835	\$ 12,381,086	\$ 11,245,991	\$ 10,112,829	\$ 10,608,664	\$ 10,200,103	\$ 9,659,480	\$ 102,541,929
CRP - Corpus Christi MPO	\$ 14,234,236	\$ 12,504,136	\$ 12,630,443	\$ 9,031,115	\$ 15,632,264	\$ 14,199,101	\$ 12,768,380	\$ 13,394,418	\$ 12,878,571	\$ 12,195,985	\$ 129,468,648
DAL/FTW/PAR - NCTCOG MPO	\$ 322,272,036	\$ 283,101,485	\$ 285,961,176	\$ 204,470,111	\$ 353,924,276	\$ 321,476,564	\$ 289,084,146	\$ 303,258,037	\$ 291,578,941	\$ 276,124,753	\$ 2,931,251,526
ELP - El Paso MPO	\$ 33,030,053	\$ 29,015,416	\$ 29,308,509	\$ 20,956,391	\$ 36,274,130	\$ 32,948,524	\$ 29,628,586	\$ 31,081,285	\$ 29,884,281	\$ 28,300,362	\$ 300,427,537
LBB - Lubbock MPO	\$ 9,620,820	\$ 8,451,457	\$ 8,536,828	\$ 6,104,067	\$ 10,565,737	\$ 9,597,072	\$ 8,630,058	\$ 9,053,193	\$ 8,704,535	\$ 8,243,180	\$ 87,506,947
LRD - Laredo Webb County Area MPO	\$ 9,949,602	\$ 8,740,278	\$ 8,828,566	\$ 6,312,668	\$ 10,926,811	\$ 9,925,043	\$ 8,924,982	\$ 9,362,577	\$ 9,002,005	\$ 8,524,883	\$ 90,497,414
ODA - Permian Basin MPO	\$ 19,749,330	\$ 17,348,898	\$ 17,524,144	\$ 12,530,245	\$ 21,689,028	\$ 19,700,582	\$ 17,715,524	\$ 18,584,122	\$ 17,868,409	\$ 16,921,353	\$ 179,631,636
PAR - Sherman-Denison MPO	\$ 9,685,342	\$ 8,508,137	\$ 8,594,080	\$ 6,145,004	\$ 10,636,597	\$ 9,661,435	\$ 8,687,936	\$ 9,113,908	\$ 8,762,913	\$ 8,298,463	\$ 88,093,816
PHR - Rio Grande Valley MPO	\$ 51,139,256	\$ 44,923,536	\$ 45,377,322	\$ 32,446,034	\$ 56,161,944	\$ 51,013,028	\$ 45,872,885	\$ 48,122,048	\$ 46,268,768	\$ 43,816,444	\$ 465,141,266
SAT - AAMPO	\$ 106,144,844	\$ 93,243,470	\$ 94,185,350	\$ 67,345,117	\$ 116,569,956	\$ 105,882,844	\$ 95,213,944	\$ 99,882,315	\$ 96,035,640	\$ 90,945,585	\$ 965,449,064
SJT - San Angelo MPO	\$ 3,748,987	\$ 3,293,316	\$ 3,326,583	\$ 2,378,598	\$ 4,117,197	\$ 3,739,733	\$ 3,362,912	\$ 3,527,797	\$ 3,391,934	\$ 3,212,156	\$ 34,099,214
TYL - Longview MPO	\$ 7,116,371	\$ 6,251,412	\$ 6,314,559	\$ 4,515,083	\$ 7,815,312	\$ 7,098,805	\$ 6,383,520	\$ 6,696,506	\$ 6,438,610	\$ 6,097,352	\$ 64,727,531
TYL - Tyler MPO	\$ 14,551,996	\$ 12,783,274	\$ 12,912,401	\$ 9,232,722	\$ 15,981,234	\$ 14,516,077	\$ 13,053,417	\$ 13,693,431	\$ 13,166,068	\$ 12,468,244	\$ 132,358,865
WAC - Killeen-Temple MPO	\$ 22,527,835	\$ 19,789,690	\$ 19,989,591	\$ 14,293,108	\$ 24,740,427	\$ 22,472,229	\$ 20,207,897	\$ 21,198,696	\$ 20,382,291	\$ 19,301,994	\$ 204,903,757
WAC - Waco MPO	\$ 20,751,530	\$ 18,229,285	\$ 18,413,425	\$ 13,166,106	\$ 22,789,660	\$ 20,700,308	\$ 18,614,517	\$ 19,527,193	\$ 18,775,160	\$ 17,780,044	\$ 188,747,229
WFS - Wichita Falls MPO	\$ 4,676,778	\$ 4,108,339	\$ 4,149,838	\$ 2,967,249	\$ 5,136,112	\$ 4,665,234	\$ 4,195,159	\$ 4,400,849	\$ 4,231,363	\$ 4,007,093	\$ 42,538,013
YKM - Victoria MPO	\$ 6,703,937	\$ 5,889,107	\$ 5,948,595	\$ 4,253,409	\$ 7,362,371	\$ 6,687,390	\$ 6,013,559	\$ 6,308,406	\$ 6,065,456	\$ 5,743,977	\$ 60,976,209
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 1,100,780,389</b>	<b>\$ 966,986,047</b>	<b>\$ 976,753,857</b>	<b>\$ 698,405,890</b>	<b>\$ 1,208,894,529</b>	<b>\$ 1,098,063,304</b>	<b>\$ 987,420,946</b>	<b>\$ 1,035,834,520</b>	<b>\$ 995,942,383</b>	<b>\$ 943,155,717</b>	<b>\$10,012,237,582</b>

Notes:

- Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4 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 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.

**TABLE 20**

**CATEGORY 3: NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - Austin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT - Beaumont	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,000,000	\$ 106,000,000
BRY - Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BWD - Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHS - Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL - Dallas	\$ 13,466,100	\$ 13,277,072	\$ 7,220,000	\$ -	\$ -	\$ -	\$ 10,370,168	\$ -	\$ -	\$ -	\$ 44,333,340
ELP - El Paso	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTW - Fort Worth	\$ 10,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,500,000
HOU - Houston	\$ 7,616,637	\$ 40,000,000	\$ -	\$ -	\$ 861,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 909,116,637
LBB - Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LFK - Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ODA - Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Paris	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Pharr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SAT - San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SJT - San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Yoakum	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design Build Development Cost	\$ 350,000,000	\$ 872,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,222,600,000
Local Funding	\$ 704,678,214	\$ 596,399,051	\$ 235,095,908	\$ 523,578,716	\$ 813,010,338	\$ 154,761,343	\$ 54,988,202	\$ 250,443,588	\$ 147,387,171	\$ -	\$ 3,480,342,531
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 1,116,260,951</b>	<b>\$ 1,522,276,123</b>	<b>\$ 242,315,908</b>	<b>\$ 523,578,716</b>	<b>\$ 1,674,510,338</b>	<b>\$ 154,761,343</b>	<b>\$ 65,358,370</b>	<b>\$ 250,443,588</b>	<b>\$ 147,387,171</b>	<b>\$ 76,000,000</b>	<b>\$ 5,772,892,508</b>

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.



**TABLE 21**

**CATEGORY 4: STATEWIDE CONNECTIVITY CORRIDOR PROJECTS – URBAN**

DISTRICT/MPPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene	\$ 2,936,422	\$ 2,579,515	\$ 2,605,571	\$ 1,863,055	\$ 3,224,826	\$ 2,929,174	\$ 2,634,027	\$ 2,763,174	\$ 2,656,758	\$ 2,515,946	\$ 26,708,470
AMA - Amarillo	\$ 5,026,711	\$ 4,415,740	\$ 4,460,344	\$ 3,189,269	\$ 5,520,414	\$ 5,014,304	\$ 4,509,056	\$ 4,730,136	\$ 4,547,969	\$ 4,306,919	\$ 45,720,862
ATL - Atlanta	\$ 1,656,676	\$ 1,455,315	\$ 1,470,016	\$ 1,051,102	\$ 1,819,387	\$ 1,652,586	\$ 1,486,069	\$ 1,558,932	\$ 1,498,894	\$ 1,419,450	\$ 15,068,427
AUS - Austin	\$ 48,638,800	\$ 42,726,997	\$ 43,158,595	\$ 30,859,583	\$ 53,415,903	\$ 48,518,743	\$ 43,629,928	\$ 45,769,118	\$ 44,006,454	\$ 41,674,036	\$ 442,398,159
BMT - Beaumont	\$ 11,008,137	\$ 9,670,153	\$ 9,767,834	\$ 6,984,270	\$ 12,089,311	\$ 10,980,965	\$ 9,874,508	\$ 10,358,659	\$ 9,959,725	\$ 9,431,843	\$ 100,125,406
BRY - Bryan	\$ 5,185,956	\$ 4,555,629	\$ 4,601,647	\$ 3,290,304	\$ 5,695,300	\$ 5,173,156	\$ 4,651,901	\$ 4,879,986	\$ 4,692,047	\$ 4,443,361	\$ 47,169,287
BWD - Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHS - Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi	\$ 6,547,748	\$ 5,751,902	\$ 5,810,004	\$ 4,154,313	\$ 7,190,841	\$ 6,531,586	\$ 5,873,455	\$ 6,161,432	\$ 5,924,143	\$ 5,610,153	\$ 59,555,578
DAL - Dallas	\$ 100,806,693	\$ 88,554,144	\$ 89,448,656	\$ 63,958,251	\$ 110,707,513	\$ 100,557,869	\$ 90,425,521	\$ 94,859,114	\$ 91,205,893	\$ 86,371,823	\$ 916,895,477
ELP - El Paso	\$ 15,193,825	\$ 13,347,091	\$ 13,481,914	\$ 9,639,940	\$ 16,686,100	\$ 15,156,321	\$ 13,629,150	\$ 14,297,391	\$ 13,746,769	\$ 13,018,167	\$ 138,196,667
FTW - Fort Worth	\$ 47,438,444	\$ 41,672,539	\$ 42,093,485	\$ 30,098,000	\$ 52,097,653	\$ 47,321,350	\$ 42,553,186	\$ 44,639,583	\$ 42,920,420	\$ 40,645,564	\$ 431,480,225
HOU - Houston	\$ 130,190,918	\$ 114,366,864	\$ 115,522,118	\$ 82,601,493	\$ 142,977,737	\$ 129,869,565	\$ 116,783,730	\$ 122,509,675	\$ 117,791,573	\$ 111,548,416	\$ 1,184,162,089
LBB - Lubbock	\$ 4,425,577	\$ 3,887,670	\$ 3,926,941	\$ 2,807,871	\$ 4,860,239	\$ 4,414,653	\$ 3,969,827	\$ 4,164,469	\$ 4,004,086	\$ 3,791,863	\$ 40,253,195
LFK - Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo	\$ 4,576,817	\$ 4,020,528	\$ 4,061,140	\$ 2,903,827	\$ 5,026,333	\$ 4,565,520	\$ 4,105,492	\$ 4,306,785	\$ 4,140,922	\$ 3,921,446	\$ 41,628,811
ODA - Odessa	\$ 9,084,692	\$ 7,980,493	\$ 8,061,106	\$ 5,763,913	\$ 9,976,953	\$ 9,062,268	\$ 8,149,141	\$ 8,548,696	\$ 8,219,468	\$ 7,783,822	\$ 82,630,553
PAR - Paris	\$ 4,455,257	\$ 3,913,743	\$ 3,953,277	\$ 2,826,702	\$ 4,892,834	\$ 4,444,260	\$ 3,996,451	\$ 4,192,398	\$ 4,030,940	\$ 3,817,293	\$ 40,523,155
PHR - Pharr	\$ 23,524,058	\$ 20,664,826	\$ 20,873,568	\$ 14,925,176	\$ 25,834,494	\$ 23,465,993	\$ 21,101,527	\$ 22,136,142	\$ 21,283,633	\$ 20,155,564	\$ 213,964,982
SAT - San Antonio	\$ 48,826,628	\$ 42,891,996	\$ 43,325,261	\$ 30,978,754	\$ 53,622,180	\$ 48,706,108	\$ 43,798,414	\$ 45,945,865	\$ 44,176,394	\$ 41,834,969	\$ 444,106,569
SJT - San Angelo	\$ 1,724,534	\$ 1,514,925	\$ 1,530,228	\$ 1,094,155	\$ 1,893,911	\$ 1,720,277	\$ 1,546,940	\$ 1,622,787	\$ 1,560,290	\$ 1,477,592	\$ 15,685,638
TYL - Tyler	\$ 9,967,449	\$ 8,755,955	\$ 8,844,402	\$ 6,323,991	\$ 10,946,411	\$ 9,942,846	\$ 8,940,991	\$ 9,379,371	\$ 9,018,152	\$ 8,540,174	\$ 90,659,742
WAC - Waco	\$ 19,908,508	\$ 17,488,729	\$ 17,665,387	\$ 12,631,238	\$ 21,863,840	\$ 19,859,367	\$ 17,858,310	\$ 18,733,909	\$ 18,012,427	\$ 17,057,738	\$ 181,079,454
WFS - Wichita Falls	\$ 2,151,318	\$ 1,889,836	\$ 1,908,926	\$ 1,364,934	\$ 2,362,611	\$ 2,146,008	\$ 1,929,773	\$ 2,024,390	\$ 1,946,427	\$ 1,843,263	\$ 19,567,486
YKM - Yoakum	\$ 3,083,811	\$ 2,708,989	\$ 2,736,354	\$ 1,956,568	\$ 3,386,691	\$ 3,076,199	\$ 2,766,237	\$ 2,901,867	\$ 2,790,110	\$ 2,642,229	\$ 28,049,056
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 506,358,979</b>	<b>\$ 444,813,582</b>	<b>\$ 449,306,774</b>	<b>\$ 321,266,709</b>	<b>\$ 556,091,483</b>	<b>\$ 505,109,120</b>	<b>\$ 454,213,635</b>	<b>\$ 476,483,879</b>	<b>\$ 458,133,496</b>	<b>\$ 433,851,630</b>	<b>\$ 4,605,629,288</b>

Notes:

- Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4 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 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.

**TABLE 22**

**CATEGORY 4: STATEWIDE CONNECTIVITY CORRIDOR PROJECTS – REGIONAL**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Statewide Connectivity (Regional)	\$ 594,421,410	\$ 522,172,465	\$ 527,447,083	\$ 377,139,180	\$ 652,803,046	\$ 592,954,184	\$ 533,207,311	\$ 559,350,641	\$ 537,808,887	\$ 509,304,087	\$ 5,406,608,295
<b>TOTAL</b>	<b>\$ 594,421,410</b>	<b>\$ 522,172,465</b>	<b>\$ 527,447,083</b>	<b>\$ 377,139,180</b>	<b>\$ 652,803,046</b>	<b>\$ 592,954,184</b>	<b>\$ 533,207,311</b>	<b>\$ 559,350,641</b>	<b>\$ 537,808,887</b>	<b>\$ 509,304,087</b>	<b>\$ 5,406,608,295</b>

- Notes:
- Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4 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.
  - 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.
  - 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.
  - For more details on project authorizations see **supplemental tables**.

**TABLE 23**

**CATEGORY 5: CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)**

DISTRICT/ MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - CAMPO MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT - SETRPC MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT/HOU - HGAC MPO	\$ 96,064,920	\$ 97,769,795	\$ 96,965,294	\$ 98,061,583	\$ 99,036,988	\$ 94,209,982	\$ 94,731,032	\$ 95,768,964	\$ 97,006,978	\$ 98,615,980	\$ 968,231,516
BRY - Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL/FTW/PAR - NCTCOG MPO	\$ 102,050,903	\$ 103,862,012	\$ 103,007,381	\$ 104,171,982	\$ 105,208,167	\$ 100,080,381	\$ 100,633,899	\$ 101,736,505	\$ 103,051,663	\$ 104,760,925	\$ 1,028,563,817
ELP - El Paso MPO	\$ 9,548,522	\$ 9,717,981	\$ 9,638,016	\$ 9,746,984	\$ 9,843,936	\$ 9,364,148	\$ 9,415,938	\$ 9,519,105	\$ 9,642,159	\$ 9,802,089	\$ 96,238,878
LBB - Lubbock MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo Webb County Area MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ODA - Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Rio Grande Valley MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SAT - AAMPO	\$ 22,795,655	\$ 23,200,212	\$ 23,009,308	\$ 23,269,452	\$ 23,500,910	\$ 22,355,489	\$ 22,479,131	\$ 22,725,426	\$ 23,019,200	\$ 23,401,007	\$ 229,755,789
SJT - San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Killeen-Temple MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 230,460,000</b>	<b>\$ 234,550,000</b>	<b>\$ 232,620,000</b>	<b>\$ 235,250,000</b>	<b>\$ 237,590,000</b>	<b>\$ 226,010,000</b>	<b>\$ 227,260,000</b>	<b>\$ 229,750,000</b>	<b>\$ 232,720,000</b>	<b>\$ 236,580,000</b>	<b>\$ 2,322,790,000</b>

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.

**TABLE 24**

**CATEGORY 6: STRUCTURES REPLACEMENT AND REHABILITATION (BRIDGE)**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Statewide Bridge Programs	\$ 387,460,828	\$ 355,418,409	\$ 353,403,924	\$ 317,706,981	\$ 387,178,967	\$ 366,501,239	\$ 352,313,418	\$ 359,873,548	\$ 355,953,692	\$ 350,748,995	\$ 3,586,560,000
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 387,460,828</b>	<b>\$ 355,418,409</b>	<b>\$ 353,403,924</b>	<b>\$ 317,706,981</b>	<b>\$ 387,178,967</b>	<b>\$ 366,501,239</b>	<b>\$ 352,313,418</b>	<b>\$ 359,873,548</b>	<b>\$ 355,953,692</b>	<b>\$ 350,748,995</b>	<b>\$ 3,586,560,000</b>

- Notes:
- Bridge program is managed by the TxDOT 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.

**TABLE 25**  
**CATEGORY 7: METROPOLITAN MOBILITY AND REHABILITATION**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - CAMPO MPO	\$ 53,410,432	\$ 40,583,388	\$ 40,248,608	\$ 40,703,777	\$ 41,108,646	\$ 39,105,739	\$ 39,321,779	\$ 39,753,035	\$ 40,266,749	\$ 40,934,659	\$ 415,436,812
BMT - SETRPC MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT/HOU - HGAC MPO	\$ 203,237,558	\$ 154,428,045	\$ 153,154,140	\$ 154,886,149	\$ 156,426,758	\$ 148,805,292	\$ 149,627,369	\$ 151,268,384	\$ 153,223,170	\$ 155,764,704	\$ 1,580,821,569
BRY - Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi MPO	\$ 12,547,580	\$ 9,534,154	\$ 9,455,505	\$ 9,562,437	\$ 9,657,552	\$ 9,187,014	\$ 9,237,768	\$ 9,339,082	\$ 9,459,767	\$ 9,616,678	\$ 97,597,536
DAL/FTW/PAR - NCTCOG MPO	\$ 215,147,192	\$ 163,477,463	\$ 162,128,907	\$ 163,962,411	\$ 165,593,299	\$ 157,525,218	\$ 158,395,468	\$ 160,132,647	\$ 162,201,982	\$ 164,892,449	\$ 1,673,457,036
ELP - El Paso MPO	\$ 30,279,172	\$ 23,007,329	\$ 22,817,538	\$ 23,075,579	\$ 23,305,106	\$ 22,169,628	\$ 22,292,105	\$ 22,536,590	\$ 22,827,822	\$ 23,206,470	\$ 235,517,340
LBB - Lubbock MPO	\$ 9,305,004	\$ 7,070,315	\$ 7,011,991	\$ 7,091,289	\$ 7,161,824	\$ 6,812,884	\$ 6,850,522	\$ 6,925,654	\$ 7,015,151	\$ 7,131,513	\$ 72,376,146
LRD - Laredo Webb County Area MPO	\$ 9,241,260	\$ 7,021,880	\$ 6,963,955	\$ 7,042,710	\$ 7,112,762	\$ 6,766,212	\$ 6,803,592	\$ 6,878,210	\$ 6,967,094	\$ 7,082,658	\$ 71,880,336
ODA - Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Rio Grande Valley MPO	\$ 37,101,859	\$ 28,191,480	\$ 27,958,924	\$ 28,275,109	\$ 28,556,354	\$ 27,165,023	\$ 27,315,097	\$ 27,614,671	\$ 27,971,525	\$ 28,435,493	\$ 288,585,537
SAT - AAMPO	\$ 68,926,639	\$ 52,373,224	\$ 51,941,188	\$ 52,528,587	\$ 53,051,074	\$ 50,466,305	\$ 50,745,107	\$ 51,301,646	\$ 51,964,598	\$ 52,826,543	\$ 536,124,911
SJT - San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Killeen-Temple MPO	\$ 8,531,691	\$ 6,482,721	\$ 6,429,244	\$ 6,501,952	\$ 6,566,625	\$ 6,246,684	\$ 6,281,194	\$ 6,350,082	\$ 6,432,142	\$ 6,538,832	\$ 66,361,165
WAC - Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 647,728,388</b>	<b>\$ 492,170,000</b>	<b>\$ 488,110,000</b>	<b>\$ 493,630,000</b>	<b>\$ 498,540,000</b>	<b>\$ 474,250,000</b>	<b>\$ 476,870,000</b>	<b>\$ 482,100,000</b>	<b>\$ 488,330,000</b>	<b>\$ 496,430,000</b>	<b>\$ 5,038,158,388</b>

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.

**TABLE 26**  
**CATEGORY 8: SAFETY PROJECTS**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Statewide Traffic Safety Programs	\$ 327,082,664	\$ 325,126,672	\$ 322,462,680	\$ 318,053,366	\$ 335,267,268	\$ 317,578,620	\$ 316,050,793	\$ 320,514,516	\$ 323,123,259	\$ 326,490,163	\$ 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 Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 347,082,664</b>	<b>\$ 345,126,672</b>	<b>\$ 342,462,680</b>	<b>\$ 338,053,366</b>	<b>\$ 355,267,268</b>	<b>\$ 337,578,620</b>	<b>\$ 336,050,793</b>	<b>\$ 340,514,516</b>	<b>\$ 343,123,259</b>	<b>\$ 346,490,163</b>	<b>\$ 3,431,750,000</b>

- Notes:
- Safety program is managed by the TxDOT Traffic Safety Division and includes two programs: Highway Safety Improvement 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 Rail 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 Safety 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.

**TABLE 27**  
**CATEGORY 9: TRANSPORTATION ALTERNATIVES**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - CAMPO MPO	\$ 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 - SETRPC MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT/HOU - HGAC MPO	\$ 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
BRY - Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi MPO	\$ 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 MPO	\$ 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 MPO	\$ 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
LBB - Lubbock MPO	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 429,723	\$ 4,297,230
LRD - Laredo Webb County Area MPO	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 426,779	\$ 4,267,790
ODA - Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Rio Grande Valley MPO	\$ 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
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
SJT - San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Killeen-Temple MPO	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives Flex Program	\$ 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
Transportation Alternatives Program - Non-TMAs	\$ 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
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 91,050,000</b>	<b>\$ 910,500,000</b>

Notes:

- MPOs with urbanized area population over 200,000 (known as Transportation Management Areas) receive an allocation of Transportation Alternatives (TA) funding. The MPOs select TA projects through a competitive process, in consultation with TxDOT.
- 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 the Texas Transportation Commission selecting projects for funding.
- Statewide TA Flex funding allocations and distribution are at the discretion of the Texas Transportation Commission. A portion of these funds are being utilized for the Safety Rest Area Expansion to address truck parking needs.
- 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.

**TABLE 28**  
**CATEGORY 10: SUPPLEMENTAL TRANSPORTATION PROJECTS**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTALS
ABL - Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - Austin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT - Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BRY - Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BWD - Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHS - Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL - Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	1,602,200	\$ -	\$ -	\$ -	\$ -	1,602,200
ELP - El Paso	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTW - Fort Worth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HOU - Houston	\$ -	\$ -	\$ -	\$ -	11,517,000	\$ -	\$ -	\$ -	\$ -	\$ -	11,517,000
LBB - Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LFK - Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo	1,173,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,173,500
ODA - Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Paris	\$ -	3,193,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3,193,600
PHR - Pharr	80,000	\$ -	500,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	580,700
SAT - San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SJT - San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Yoakum	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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
Coordinated Border Infrastructure Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ferry Program	86,169,355	3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	89,969,355
Green Ribbon 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
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
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
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 139,022,855</b>	<b>\$ 58,593,600</b>	<b>\$ 52,100,700</b>	<b>\$ 51,600,000</b>	<b>\$ 63,117,000</b>	<b>\$ 53,202,200</b>	<b>\$ 51,600,000</b>	<b>\$ 51,600,000</b>	<b>\$ 51,600,000</b>	<b>\$ 51,600,000</b>	<b>\$ 624,036,355</b>

Notes:

- Allocations include 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.



**TABLE 29**  
**CATEGORY 11: DISTRICT DISCRETIONARY**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene	\$ 3,530,700	\$ 3,434,106	\$ 3,429,104	\$ 3,322,430	\$ 3,526,385	\$ 3,471,013	\$ 3,428,512	\$ 3,449,619	\$ 3,436,601	\$ 3,419,318	\$ 34,447,788
AMA - Amarillo	\$ 3,607,286	\$ 3,503,514	\$ 3,498,141	\$ 3,383,540	\$ 3,602,650	\$ 3,543,164	\$ 3,497,505	\$ 3,520,180	\$ 3,506,195	\$ 3,487,628	\$ 35,149,803
ATL - Atlanta	\$ 3,564,186	\$ 3,464,454	\$ 3,459,289	\$ 3,349,150	\$ 3,559,731	\$ 3,502,560	\$ 3,458,678	\$ 3,480,471	\$ 3,467,030	\$ 3,449,186	\$ 34,754,735
AUS - Austin	\$ 5,713,798	\$ 5,412,609	\$ 5,397,012	\$ 5,064,395	\$ 5,700,342	\$ 5,527,689	\$ 5,395,167	\$ 5,460,979	\$ 5,420,389	\$ 5,366,501	\$ 54,458,882
BMT - Beaumont	\$ 3,816,845	\$ 3,693,434	\$ 3,687,043	\$ 3,550,754	\$ 3,811,331	\$ 3,740,587	\$ 3,686,287	\$ 3,713,253	\$ 3,696,622	\$ 3,674,541	\$ 37,070,696
BRY - Bryan	\$ 3,913,971	\$ 3,781,457	\$ 3,774,595	\$ 3,628,254	\$ 3,908,051	\$ 3,832,089	\$ 3,773,783	\$ 3,802,738	\$ 3,784,880	\$ 3,761,171	\$ 37,960,989
BWD - Brownwood	\$ 3,097,731	\$ 3,041,713	\$ 3,038,812	\$ 2,976,949	\$ 3,095,228	\$ 3,063,117	\$ 3,038,469	\$ 3,050,710	\$ 3,043,160	\$ 3,033,138	\$ 30,479,028
CHS - Childress	\$ 2,966,166	\$ 2,922,478	\$ 2,920,216	\$ 2,871,969	\$ 2,964,214	\$ 2,939,170	\$ 2,919,948	\$ 2,929,494	\$ 2,923,606	\$ 2,915,790	\$ 29,273,050
CRP - Corpus Christi	\$ 3,863,593	\$ 3,735,801	\$ 3,729,183	\$ 3,588,056	\$ 3,857,884	\$ 3,784,629	\$ 3,728,400	\$ 3,756,324	\$ 3,739,102	\$ 3,716,237	\$ 37,499,209
DAL - Dallas	\$ 7,514,559	\$ 7,044,608	\$ 7,020,272	\$ 6,501,282	\$ 7,493,564	\$ 7,224,170	\$ 7,017,392	\$ 7,120,081	\$ 7,056,747	\$ 6,972,664	\$ 70,965,338
ELP - El Paso	\$ 3,753,714	\$ 3,636,219	\$ 3,630,135	\$ 3,500,380	\$ 3,748,465	\$ 3,681,112	\$ 3,629,415	\$ 3,655,088	\$ 3,639,254	\$ 3,618,232	\$ 36,492,014
FTW - Fort Worth	\$ 5,741,392	\$ 5,437,617	\$ 5,421,886	\$ 5,086,414	\$ 5,727,821	\$ 5,553,685	\$ 5,420,025	\$ 5,486,402	\$ 5,445,464	\$ 5,391,113	\$ 54,711,819
HOU - Houston	\$ 8,892,079	\$ 8,293,031	\$ 8,262,010	\$ 7,600,452	\$ 8,865,317	\$ 8,521,920	\$ 8,258,339	\$ 8,389,236	\$ 8,308,505	\$ 8,201,323	\$ 83,592,212
LBB - Lubbock	\$ 3,763,970	\$ 3,645,514	\$ 3,639,380	\$ 3,508,564	\$ 3,758,678	\$ 3,690,775	\$ 3,638,655	\$ 3,664,538	\$ 3,648,574	\$ 3,627,380	\$ 36,586,030
LFK - Lufkin	\$ 3,387,330	\$ 3,304,172	\$ 3,299,865	\$ 3,208,030	\$ 3,383,615	\$ 3,335,945	\$ 3,299,356	\$ 3,317,527	\$ 3,306,320	\$ 3,291,441	\$ 33,133,601
LRD - Laredo	\$ 3,328,835	\$ 3,251,159	\$ 3,247,136	\$ 3,161,355	\$ 3,325,365	\$ 3,280,838	\$ 3,246,660	\$ 3,263,633	\$ 3,253,165	\$ 3,239,267	\$ 32,597,415
ODA - Odessa	\$ 4,066,499	\$ 3,919,691	\$ 3,912,088	\$ 3,749,961	\$ 4,059,940	\$ 3,975,784	\$ 3,911,189	\$ 3,943,268	\$ 3,923,483	\$ 3,897,216	\$ 39,359,118
PAR - Paris	\$ 3,648,155	\$ 3,540,553	\$ 3,534,981	\$ 3,416,151	\$ 3,643,348	\$ 3,581,666	\$ 3,534,321	\$ 3,557,833	\$ 3,543,332	\$ 3,524,080	\$ 35,524,421
PHR - Pharr	\$ 4,116,251	\$ 3,964,781	\$ 3,956,937	\$ 3,789,661	\$ 4,109,485	\$ 4,022,656	\$ 3,956,009	\$ 3,989,107	\$ 3,968,693	\$ 3,941,592	\$ 39,815,171
SAT - San Antonio	\$ 6,251,413	\$ 5,899,840	\$ 5,881,635	\$ 5,493,376	\$ 6,235,706	\$ 6,034,172	\$ 5,879,480	\$ 5,956,302	\$ 5,908,922	\$ 5,846,019	\$ 59,386,865
SJT - San Angelo	\$ 3,333,828	\$ 3,255,684	\$ 3,251,637	\$ 3,165,339	\$ 3,330,337	\$ 3,285,542	\$ 3,251,159	\$ 3,268,234	\$ 3,257,703	\$ 3,243,721	\$ 32,643,183
TYL - Tyler	\$ 4,057,957	\$ 3,911,949	\$ 3,904,389	\$ 3,743,145	\$ 4,051,434	\$ 3,967,737	\$ 3,903,494	\$ 3,935,398	\$ 3,915,721	\$ 3,889,597	\$ 39,280,822
WAC - Waco	\$ 4,263,102	\$ 4,097,869	\$ 4,089,313	\$ 3,906,838	\$ 4,255,721	\$ 4,161,003	\$ 4,088,300	\$ 4,124,405	\$ 4,102,137	\$ 4,072,574	\$ 41,161,263
WFS - Wichita Falls	\$ 3,298,354	\$ 3,223,535	\$ 3,219,660	\$ 3,137,033	\$ 3,295,012	\$ 3,252,122	\$ 3,219,202	\$ 3,235,550	\$ 3,225,467	\$ 3,212,081	\$ 32,318,016
YKM - Yoakum	\$ 3,900,611	\$ 3,769,350	\$ 3,762,553	\$ 3,617,594	\$ 3,894,747	\$ 3,819,503	\$ 3,761,748	\$ 3,790,430	\$ 3,772,741	\$ 3,749,255	\$ 37,838,533
Rider 11B Program	\$ 30,000,000	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 137,392,325</b>	<b>\$ 133,185,136</b>	<b>\$ 102,967,273</b>	<b>\$ 98,321,072</b>	<b>\$ 107,204,370</b>	<b>\$ 104,792,651</b>	<b>\$ 102,941,493</b>	<b>\$ 103,860,800</b>	<b>\$ 103,293,816</b>	<b>\$ 102,541,065</b>	<b>\$ 1,096,500,000</b>

Notes:

- District discretionary includes \$2.5 million per year for each district, in accordance with Rider 11A, and additional funding allocated through the Category 11 formula based on on-system vehicle miles traveled (VMT), 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.

**TABLE 30**  
**CATEGORY 11: ENERGY SECTOR**

DISTRICT/MPO/ DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
ABL - Abilene	\$ 14,374,092	\$ 13,026,990	\$ 12,957,233	\$ 11,469,564	\$ 14,313,911	\$ 13,541,701	\$ 12,948,978	\$ 13,243,331	\$ 13,061,789	\$ 12,820,765	\$ 131,758,353
AMA - Amarillo	\$ 6,034,508	\$ 5,468,970	\$ 5,439,684	\$ 4,815,134	\$ 6,009,243	\$ 5,685,055	\$ 5,436,219	\$ 5,559,794	\$ 5,483,579	\$ 5,382,393	\$ 55,314,579
ATL - Atlanta	\$ 3,869,404	\$ 3,506,774	\$ 3,487,996	\$ 3,087,526	\$ 3,853,204	\$ 3,645,331	\$ 3,485,774	\$ 3,565,012	\$ 3,516,142	\$ 3,451,260	\$ 35,468,422
AUS - Austin	\$ 2,910,663	\$ 2,637,883	\$ 2,623,758	\$ 2,322,514	\$ 2,898,476	\$ 2,742,109	\$ 2,622,086	\$ 2,681,691	\$ 2,644,930	\$ 2,596,124	\$ 26,680,234
BMT - Beaumont	\$ 3,933,679	\$ 3,565,025	\$ 3,545,935	\$ 3,138,812	\$ 3,917,209	\$ 3,705,883	\$ 3,543,676	\$ 3,624,230	\$ 3,574,548	\$ 3,508,588	\$ 36,057,584
BRY - Bryan	\$ 6,334,779	\$ 5,741,101	\$ 5,710,358	\$ 5,054,730	\$ 6,308,257	\$ 5,967,938	\$ 5,706,720	\$ 5,836,444	\$ 5,756,437	\$ 5,650,216	\$ 58,066,980
BWD - Brownwood	\$ 3,129,016	\$ 2,835,773	\$ 2,820,587	\$ 2,496,745	\$ 3,115,915	\$ 2,947,817	\$ 2,818,791	\$ 2,882,867	\$ 2,843,348	\$ 2,790,881	\$ 28,681,739
CHS - Childress	\$ 1,895,764	\$ 1,718,098	\$ 1,708,898	\$ 1,512,693	\$ 1,887,827	\$ 1,785,982	\$ 1,707,809	\$ 1,746,631	\$ 1,722,687	\$ 1,690,899	\$ 17,377,287
CRP - Corpus Christi	\$ 13,596,433	\$ 12,322,212	\$ 12,256,228	\$ 10,849,044	\$ 13,539,508	\$ 12,809,076	\$ 12,248,420	\$ 12,526,848	\$ 12,355,127	\$ 12,127,143	\$ 124,630,038
DAL - Dallas	\$ 7,395,950	\$ 6,702,822	\$ 6,666,929	\$ 5,901,474	\$ 7,364,985	\$ 6,967,658	\$ 6,662,682	\$ 6,814,136	\$ 6,720,727	\$ 6,596,712	\$ 67,794,075
ELP - El Paso	\$ 7,493,808	\$ 6,791,509	\$ 6,755,141	\$ 5,979,558	\$ 7,462,433	\$ 7,059,849	\$ 6,750,838	\$ 6,904,296	\$ 6,809,650	\$ 6,683,995	\$ 68,691,076
FTW - Fort Worth	\$ 6,812,309	\$ 6,173,878	\$ 6,140,818	\$ 5,435,767	\$ 6,783,788	\$ 6,417,815	\$ 6,136,906	\$ 6,276,408	\$ 6,190,370	\$ 6,076,142	\$ 62,444,201
HOU - Houston	\$ 6,514,342	\$ 5,903,836	\$ 5,872,221	\$ 5,198,009	\$ 6,487,068	\$ 6,137,103	\$ 5,868,481	\$ 6,001,882	\$ 5,919,606	\$ 5,810,374	\$ 59,712,923
LBB - Lubbock	\$ 11,021,633	\$ 9,988,715	\$ 9,935,227	\$ 8,794,526	\$ 10,975,488	\$ 10,383,380	\$ 9,928,898	\$ 10,154,599	\$ 10,015,398	\$ 9,830,588	\$ 101,028,453
LFK - Lufkin	\$ 2,379,650	\$ 2,156,636	\$ 2,145,087	\$ 1,898,802	\$ 2,369,687	\$ 2,241,847	\$ 2,143,721	\$ 2,192,451	\$ 2,162,397	\$ 2,122,495	\$ 21,812,771
LRD - Laredo	\$ 13,606,185	\$ 12,331,050	\$ 12,265,019	\$ 10,856,825	\$ 13,549,219	\$ 12,818,263	\$ 12,257,205	\$ 12,535,833	\$ 12,363,989	\$ 12,135,842	\$ 124,719,429
ODA - Odessa	\$ 67,026,134	\$ 60,744,624	\$ 60,419,345	\$ 53,482,371	\$ 66,745,510	\$ 63,144,711	\$ 60,380,855	\$ 61,753,419	\$ 60,906,888	\$ 59,783,000	\$ 614,386,857
PAR - Paris	\$ 4,574,493	\$ 4,145,784	\$ 4,123,584	\$ 3,650,139	\$ 4,555,341	\$ 4,309,588	\$ 4,120,957	\$ 4,214,634	\$ 4,156,858	\$ 4,080,154	\$ 41,931,532
PHR - Pharr	\$ 4,222,151	\$ 3,826,462	\$ 3,805,972	\$ 3,368,994	\$ 4,204,473	\$ 3,977,650	\$ 3,803,547	\$ 3,890,009	\$ 3,836,683	\$ 3,765,887	\$ 38,701,827
SAT - San Antonio	\$ 10,491,104	\$ 9,507,906	\$ 9,456,993	\$ 8,371,199	\$ 10,447,180	\$ 9,883,574	\$ 9,450,968	\$ 9,665,805	\$ 9,533,304	\$ 9,357,390	\$ 96,165,425
SJT - San Angelo	\$ 12,249,164	\$ 11,101,205	\$ 11,041,760	\$ 9,774,014	\$ 12,197,880	\$ 11,539,826	\$ 11,034,726	\$ 11,285,565	\$ 11,130,859	\$ 10,925,466	\$ 112,280,465
TYL - Tyler	\$ 5,322,027	\$ 4,823,261	\$ 4,797,433	\$ 4,246,622	\$ 5,299,745	\$ 5,013,833	\$ 4,794,377	\$ 4,903,362	\$ 4,836,145	\$ 4,746,906	\$ 48,783,712
WAC - Waco	\$ 3,340,601	\$ 3,027,529	\$ 3,011,317	\$ 2,665,576	\$ 3,326,615	\$ 3,147,150	\$ 3,009,398	\$ 3,077,807	\$ 3,035,616	\$ 2,979,601	\$ 30,621,210
WFS - Wichita Falls	\$ 4,189,878	\$ 3,797,213	\$ 3,776,880	\$ 3,343,242	\$ 4,172,335	\$ 3,947,246	\$ 3,774,474	\$ 3,860,274	\$ 3,807,357	\$ 3,737,101	\$ 38,406,000
YKM - Yoakum	\$ 10,403,764	\$ 9,428,751	\$ 9,378,261	\$ 8,301,508	\$ 10,360,206	\$ 9,801,291	\$ 9,372,287	\$ 9,585,336	\$ 9,453,938	\$ 9,279,488	\$ 95,364,830
Statewide Remaining Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 233,121,532</b>	<b>\$ 211,274,006</b>	<b>\$ 210,142,662</b>	<b>\$ 186,015,387</b>	<b>\$ 232,145,503</b>	<b>\$ 219,621,674</b>	<b>\$ 210,008,792</b>	<b>\$ 214,782,665</b>	<b>\$ 211,838,370</b>	<b>\$ 207,929,409</b>	<b>\$ 2,136,880,000</b>

Notes:

- 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 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.

**TABLE 31**  
**CATEGORY 12: STRATEGIC PRIORITY**

DISTRICT/MPO/DIVISION	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Statewide Strategic Priority	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$ 1,555,622,348	\$15,556,223,482
<b>TOTAL</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$ 1,555,622,348</b>	<b>\$15,556,223,482</b>

Notes:

- Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4 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.
- 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 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.
- For more details on project authorizations see **supplemental tables**.

# APPENDIX IV RESOURCES AND LINKS

## WEBSITES

**TxDOT:**

[www.txdot.gov](http://www.txdot.gov)

**Unified Transportation Program:**

[www.txdot.gov/inside-tdot/division/transportation-planning/utp.html](http://www.txdot.gov/inside-tdot/division/transportation-planning/utp.html)

**UTP, Public Involvement:**

[www.txdot.gov/inside-tdot/get-involved/unified-transportation-program.html](http://www.txdot.gov/inside-tdot/get-involved/unified-transportation-program.html)

**Project Tracker:**

[www.txdot.gov/inside-tdot/projects/project-tracker.html](http://www.txdot.gov/inside-tdot/projects/project-tracker.html)

**Texas Transportation Plan (TTP) 2050:**

[www.txdot.gov/inside-tdot/division/transportation-planning/statewide-plan.html](http://www.txdot.gov/inside-tdot/division/transportation-planning/statewide-plan.html)

**TxDOT Performance Dashboard:**

[www.dot.state.tx.us/dashboard/index.htm](http://www.dot.state.tx.us/dashboard/index.htm)

**Drive Texas:**

[drivetexas.org/#/7/32.340/-99.500?future=false](http://drivetexas.org/#/7/32.340/-99.500?future=false)

**OneDot Data Shop:**

[www.txdot.gov/inside-tdot/division/planning/one-data.html](http://www.txdot.gov/inside-tdot/division/planning/one-data.html)

**Public hearings & meetings:**

[www.txdot.gov/inside-tdot/get-involved.html](http://www.txdot.gov/inside-tdot/get-involved.html)

**My35:**

[www.my35.org](http://www.my35.org)

**STIP:**

[www.txdot.gov/inside-tdot/division/transportation-planning/stips.html](http://www.txdot.gov/inside-tdot/division/transportation-planning/stips.html)

**TxDOT Educational Series:**

[www.txdot.gov/government/legislative/state-affairs/educational-series.html](http://www.txdot.gov/government/legislative/state-affairs/educational-series.html)

**Public Transportation Division:**

[www.txdot.gov/inside-tdot/division/public-transportation.html](http://www.txdot.gov/inside-tdot/division/public-transportation.html)

**Maritime Division:**

[www.txdot.gov/inside-tdot/division/maritime.html](http://www.txdot.gov/inside-tdot/division/maritime.html)

**Aviation Division:**

[www.txdot.gov/inside-tdot/division/aviation.html](http://www.txdot.gov/inside-tdot/division/aviation.html)

**Aviation CIP:**

[www.txdot.gov/inside-tdot/division/aviation/capital-improvement.html](http://www.txdot.gov/inside-tdot/division/aviation/capital-improvement.html)

**Rail Division:**

[www.txdot.gov/inside-tdot/division/rail.html](http://www.txdot.gov/inside-tdot/division/rail.html)

**Freight & Mobility Plan:**

[www.dot.state.tx.us/move-texas-freight/studies/freight-plan.htm](http://www.dot.state.tx.us/move-texas-freight/studies/freight-plan.htm)

**Reimagine I-10:**

[www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html)

**I-45 North Houston Highway Improvement Project:**

[www.ih45northandmore.com](http://www.ih45northandmore.com)

**UTP Main Contact**      **512-486-5000**      **TPP\_UTP@TxDOT.gov**

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## OTHER HELPFUL CONTACTS

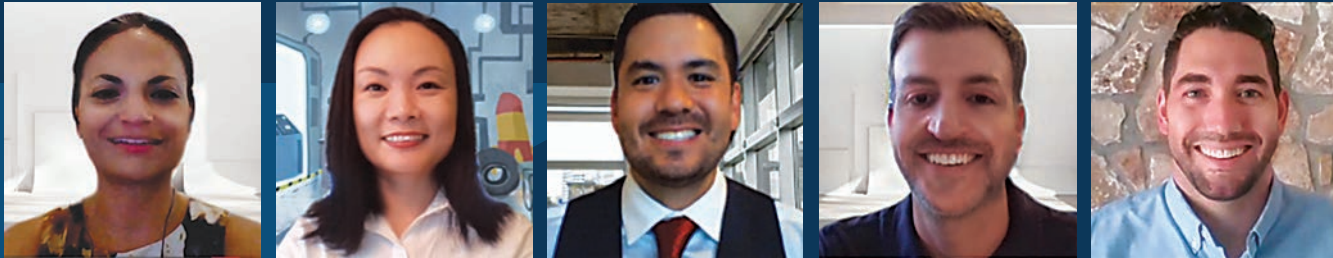
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